



A Note from the Deputy Director of Airports

Dear Airport Tenants & Users,

The City's 2017 Fiscal Year is nearly done and we are looking forward to the new fiscal year beginning July 1, 2017. The Airports Division Proposed FY 2018 Budget was submitted to the City Council in the amount of \$5,724,000, which includes the ongoing Master Plans for both Montgomery-Gibbs Executive Airport and Brown Field Airport, as well as, as a Capital Improvement Project for the completion of the rehabilitation of Runway 26R/8L at Brown Field.

The Airports Division's Business Plan was submitted to the Council's Smart Growth and Land-Use Committee on June 14th. We anticipate submitting the Minimum Standards document to the Smart Growth and Land-Use Committee prior to the Council's legislative recess in August.



The Division is working hard to fill open positions. Interviews have been held for the Operations Assistant position and Ground Maintenance Worker position at Brown Field, with the anticipation that both will be filled soon. Interviews are being scheduled during July for the Division's Supervising Property Agent position with the anticipation of filling that position in August.

The Airports Division management team remains committed to making the City of San Diego's Airports world renowned General Aviation transportation portals serving a world class City.

Please do not hesitate to contact me if you have any questions about the Airports Division or what the division is doing.

Semper Fi,
Rod Propst, A.A.E.
Deputy Director, Airports



Buzz Fink Resigns as Chairman of the AAC

On January 10, 2017, Buzz Fink stepped down from his long-standing post as Chairman of the Airport Advisory Committee. He was replaced by Tierrasanta community representative, Scott Hasson. Buzz Fink, well known for his many contributions to the local aviation and military community, decided after 20 years of Committee service that it was time for someone else to chair the Committee. His leadership presence and diplomatic charm will be missed at the helm, but will remain intact as Buzz continues to serve the Committee in the capacity of "Special Expertise."

"The Last Ship" Films at Brown Field

Film crews from the hit cable show "The Last Ship" were on site at Brown Field last March to film an episode of the dramatic series, season 4 finale. Scouting representatives from the show toured several locations before determining Experimental Aircraft Association (EAA) Chapter 14 ramp the ideal spot to film the post-apocalyptic themed thriller sequence. The location for the shoot received an enthusiastic approval from Director Peter Weller. Weller, whom you might remember from the 80's hit movie RoboCop, found the charismatic airfield of Brown Field - nestled in the foreground of the Otay Mesa Mountains, conveyed just the right amount of "cinematic flare" needed for his season climax. In only 3 seasons, the show boasts 7 million viewers and ranks in the top 10 of most viewed summer cable show dramas among viewers aged 18 - 47. Season 4 world debut is set for Sunday, August 20 at 9:00 pm ET/PT on TNT.

Much Thanks to EAA Chapter 14 for being a gracious host and exceptional representation of the San Diego aviation community during the 2 day affair.



Challenge Air

Much thanks to San Diego Jet Center for hosting yet another successful and quite beneficial Challenge Air for Kids & Friends event at Brown Field. This year as is customary, the flying community around San Diego came out in full strength to lend its support and encouragement through flight to those children with special needs. Every year local pilots lend their resources to bring the joy and fascination of flight to every child that attends the event. The free one-day event turned out 100-plus flights and exceeded expectations yet again. Congratulations all who participated!



Young Eagles Celebrates 25 Years



It has been known for years the pilot population is decreasing. Kids have been staring at computer screens for years and have had little opportunity to get through the fence and onto an airport to discover aviation. In 1992 the Experimental Aircraft Association (EAA) initiated the Young Eagles program to introduce kids 8 - 17 years of age to aviation. EAA Chapters around the world participate in this volunteer effort and last year the program exceeded 2 million Young Eagles flown with 7% of all pilots getting their start as Young Eagles. Starting in May of 1993, EAA Chapter 14 at Brown Field has flown thousands of kids and close to 800 in just the last three years. The Chapter

flies every second Saturday of the month and has done so for years. Recently, Chapter 14 has also been adding STEM seminars to our Young Eagles events furthering interest in aviation sciences. The National EAA organization also initiated an "Eagle" program which is an adult mentoring program designed to get older pilots back in the air. Consider helping this cause by volunteering one or two Saturdays a year and share your love of aviation with a young adult.

Contact Mark Albert EAChapter14@gmail.com or www.young eagles.com

Master Plan Kick-off

The San Diego Airports Division Master Plan process to determine the blueprint for both Montgomery and Brown Field Airports for the next 20 years has commenced. After interviewing a field of distinguished consulting candidates, C&S Companies was selected as the highest qualified firm to direct the campaign. Meetings will convene over the next 18 months and will assemble a Master Plan Advisory Committee for each of its 2 respective airports. The process will allow ample opportunities for the public to listen-in and provide input during committee meetings and public workshops. Master Plan Advisory Committee meetings for Brown Field took place on April 19 and June 15, 2017. Committee members and attendees were treated to food and



solicited for their insight on a variety of topics pertinent to the study. The panel assembled represented community leadership, Airport and County land use strategist and local airport users.

For more information about the Master Plan process and how to get involved please visit the Master Plan website at <http://www.sdairportplans.com/>

Welcome, Thurman

Please join me in welcoming Thurman Hodges to the READ/Airports team. Thurman recently retired from LA County Metro where he was the Director, Real Property Management and Development. He has over 31 years of public sector real estate experience, including 21 years of experience as a Real Estate Project Manager with the County of Orange. He has earned his Senior Right of Way designation and has an MBA. He also is a former Navy air traffic controller and was stationed at Naval Air Station North Island.

Thurman is married and has two adult children. He enjoys traveling, sports and movies. His favorite past time is scuba diving.





Wildlife Hazard Assessment

Detecting Wildlife Hazards

The Federal Aviation Administration (FAA) takes the threat of wildlife-aircraft strikes seriously, and thus has created a Wildlife Hazard Mitigation Program in order to monitor and stay ahead of this risk to life and property. Due to the seriousness of wildlife hazards, it is an obligation of airport staff to actively reduce the wildlife attractants on airfields.

The formal method for determining what sort of wildlife hazards an airport is challenged with is to conduct a Wildlife Hazard Assessment. This assessment is a year-long survey that requires two representative visits per month. Each visit should include a morning survey, an afternoon survey, and an evening survey in order to assess the different variations of wildlife usage that can be seen on the airport.

In addition to general wildlife surveys, wildlife motion sensor cameras can be set up to catch any additional activities that may occur in areas of high wildlife traffic. Spot lighting survey, which are done late at night to determine the nocturnal wildlife that exits on the airport are also conducted. And occasionally small mammal trapping will also occur to determine the small mammal bio diversity of concentration on the airfield.



*Coyotes (*Canis latrans*) are a constant concern for airports. Multiple have been seen during the wildlife hazard assessments on Brown Field. They were seen preying on the California ground squirrel (*Otospermophilus beecheyi*) that live on the airfield.*



*The European Starling (*Sturnus vulgaris*) is the most common bird that has been spotted during the wildlife hazard assessments. They are especially prevalent after the regular mowing.*

This year, Biologist Cindy Dunn, along with wildlife biologists from ESA are currently conducting a Wildlife Hazard Assessment at Brown Field. The surveys began in February 2017 and will continue through January 2018. Once the surveys are complete, the data will be analyzed to determine what sort of wildlife hazards are most prevalent at Brown Field, and a Wildlife Hazard Management Plan will be written to state the official options and suggestions for the airport to reduce its wildlife hazards. Methods for wildlife hazards reductions can range from pyrotechnics, to acquiring secure fencing, to vegetation management. It may take a couple years to see these changes, but there will be some in the future to keep a look out for.

Red Bull Air Race 2017

It's been 8 years since the last Red Bull air race event in San Diego and Brown Field Airport was pleased to be their host again. The Red Bull Air Race World Championship has become globally renowned as one of the most exhilarating motorsport series going. Set in some of the world's finest cities with its combination of high speed and low altitude, extreme maneuvers and specially designed aerial racetracks it is an event worth experiencing. Fellow aviators and enthusiasts alike hold the Red Bull pilots to a celebrity status and cannot help but respect the racers as they endure extreme G's and set record breaking lap times inside of their state of the art race machines!



For the race teams and aircraft Brown Field Airport found itself once again the home base for the event. The west ramp of the airfield was buzzing (literally) as the teams prepped for the race weekend. The pilots and crews were inside of their paddocks fine tuning their machines, making sure their aircraft were running at peak performance while the Red Bull production crews tended

to every detail of the event to ensure a smooth and successful race. The overall enormity of the event, as well as the efficiency by which it was carried out was no small feat and deserves well deserved praise for its crews. The efforts behind the scenes could be just as exciting and interesting as the race itself. On hand throughout the week were media representatives from various outlets to take part in "media flights." They were to go up with a pilot in an aerobatic high performance aircraft and fly through race pylons set up at the end of 26L to get a small glimpse of what it might feel like to be one of the race pilots as they zoom through their course. Also set up above SDM's airspace were two designated boxes of controlled airspace that would serve as the pilots test area, these 'boxes' would allow the pilots to fine tune their aircrafts and make any final adjustments needed before the race.

During race weekend the eyes of the world were set on the picturesque San Diego waterfront as the pilots raced for victory. Spectators would cheer them on and watch in amazement as swirls of smoke filled the crisp sea



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Red Bull Air Race 2017

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air around the harbor and the steady sounds of buzzing echoed from building to building throughout downtown's Gaslamp Quarter. Meanwhile at Brown Field, as the race was in full swing, the aircraft were like clockwork as they landed fresh from their turn on the course. They would then taxi into the pit area, fuel up and then get ready to go out again with only minimal time to rest. This system would continue throughout the weekend proving the efficiency of the overall race production as well as the physical stamina of the pilots. It truly was a world class event!

I am sure I can speak for the rest of the airport staff as well as its users when I say how completely flattered we were to host the Red Bull team at Brown Field. They were a joy to work with and were professional in every way. Personally, as one of the many aviation enthusiast in San Diego I am in deep hopes to see Red Bull in San Diego again next year. To be a part of it is such an honor and high praise for the City and the airport. We all hope to see those planes zooming around our town next year!





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Young Eagles Program and fly-in events

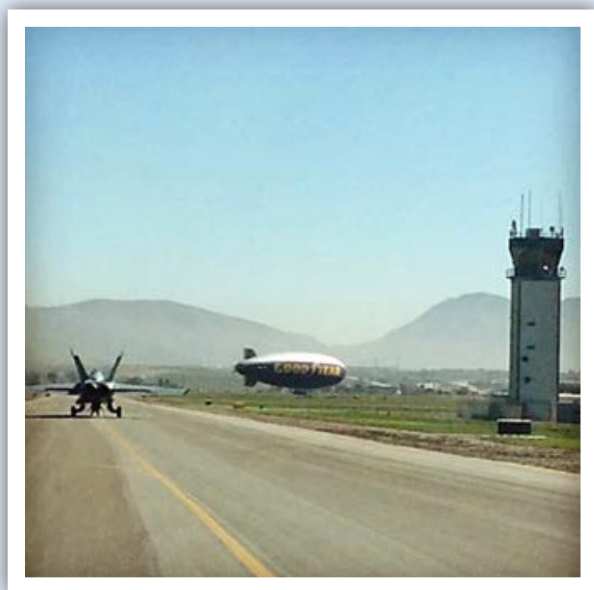
*Fuel prices subject to change.



Runway 8L/26R Rehabilitation Project, Phase Two

San Diego City Airports is on schedule to resume final restorations to Runway 8L/26R at Brown Field, possibly as early as October of 2017, barring any delays. The design phase for the next round of repairs is complete. As you may remember, phase one of the restoration project rehabilitated approximately 1,600 feet of concrete surface leaving a remaining 5,000 feet of aging and distressed runway in queue. The next project design will incorporate a full runway closure with accelerated construction schedules to expedite repairs and reopen the runway to full length in a timely fashion. The final phase of the project's estimated cost of \$5.6 million, will be grant assisted by the FAA and Caltrans.

Controller's Corner | GREETINGS FROM BROWN TOWER



Following a familiar theme from my previous two articles, today we will focus on communication.

We are all guilty of hearing what we expect to hear, and not necessarily always what is said. It happens to me and my controllers, and I know it happens to pilots from time-to-time. Entry into the Brown Field Class Delta (D) Airspace from the north is not always going to be a right base over the prison, and departures will not always be right downwind and north up Otay Lakes.

On occasion, inbound you may be instructed to enter a "direct" right base. This means don't go the prison; just enter a normal right base for the runway. You may get sent direct to the POGGI (PGY) VORTAC or even west of PGY to enter right downwind for Runway 26R at midfield (from PGY) or on the right 45 (from the west). We do all of this to provide proper spacing and to establish

a sequence to the runway when we have multiple aircraft either in the pattern, or simply multiple inbound (especially on an EAA "Fly-In" Saturday's).

Similarly, when departing the area, instead of departing from the downwind and heading north up Otay Lakes, we may ask you to depart on the crosswind and/or to stay west of PGY. PGY is the final approach fix for the VOR/GPS-A Approach into Brown. If there is an aircraft on approach we want to keep you away from them, especially if we haven't yet established communication with the inbound aircraft, we will keep you west until/unless we can ensure altitudes and flight paths are de-conflicted.

Bottom line is, be careful of hearing what you expect to hear; be careful of doing what you always do out of habit; try to listen to what we actually say. And please, if you are not sure or have a question - ASK!

Mark Demetris, ATM Brown Tower

"Help me... help you. Help me, help you." (Jerry Maguire, 1996).

For comments or suggestions on the content or format of this newsletter,
please contact the editor at:
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