

## A Note from the Deputy Director of Airports



Dear Airport Tenants & Users,

On May 3rd, as part of the Real Estate Assets Department, I presented the "Proposed FY 2020 Airports Division Budget" to the City Council's Budget Committee. Expenditures in the proposed Airports Budget exceed Revenues, which was expected as the Airports Division must pay for the expenses associated with environmental clearances, as required by the California Environmental Quality Act (CEQA), for both Airport Master Plans. The FAA planning grant for the Airport Master Plans only pays for the environmental clearances pertaining to the federal National Environmental Policy Act (NEPA). Even with this difference in revenues and expenses, the Airports Enterprise Fund remains fiscally viable, with the ability to fund required Operations and Maintenance activities, along with Capital Projects.

Both Airports have seen upgrades to the appearance of their respective Terminal Buildings, which were long overdue. The leadership Teams at both airports have done a great job of managing these improvements, along with help from our Management Analyst who secured the complicated contract for the projects! The repainting of the Terminal Building at



Brown Field is nearly complete and has made a tremendous difference.

The Airports Real Estate Section continues to work diligently reviewing and refining the Airports Division's leasing practices and processes to ensure airports real property planning is accurate and creates opportunities for aeronautical development at both airports. The section is working collaboratively with new Master Leaseholders as they develop and build their leaseholds.

As always, the Airports Administrative Team remains committed to supporting both airports with their "behind the scenes" dedicated work.

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

Semper Fi,

A handwritten signature in black ink, appearing to read "Rod Propst".

Rod Propst, A.A.E.  
Deputy Director  
Real Estate Assets Department, Airports

## MYF Terminal Refresh

The airport terminal exterior was recently re-painted, and the landscaping refreshed. The new exterior features seating walls, planter boxes, drought tolerant landscaping with water-conserving drip irrigation, outlets to charge mobile devices, lighting, and a shade sail. The design blends curb appeal aesthetics with function. There is even turf section that can be used as a pet relief area.



## Crownair Development

Crownair's development of a new fixed base operator facility began on July 30, 2018 with the demolition of the former FBO structure adjacent to the transient apron. This structure was damaged by a severe storm in September of 2014 and partially unusable. In preparation for the demolition effort, Crownair moved the FBO offices and staff into modular structures near the main terminal building. Following demolition, Crownair began vertical construction of a new City Operations garage next to the terminal building. The existing City Operations garage sits where the future FBO offices will be located and will also be demolished after completion of the new garage and relocation of City equipment.



At full buildout, Crownair's new FBO will provide its clients with a significant upgrade in facilities and services. The new City Operations garage will increase operational efficiency by consolidating operations and maintenance functions in a central location.







## Hawking S.T.E.A.M. Charter School Visits Montgomery-Gibbs

In March, Montgomery-Gibbs staff and businesses hosted 5th and 6th grade students from the Hawking S.T.E.A.M. Charter School, providing a hands-on aviation learning experience for the students. California Aeronautical University (CAU) offered a Cessna 172 and a flight instructor to explain basic aircraft instrumentation and flight fundamentals to the students and let them sit in the plane. Mercy Air talked about air ambulance services and their connection to Rady's Children's Hospital and allowed students an opportunity to explore the Pilatus PC-12 and Eurocopter EC-145. Students wrote letters to the airport explaining how much they enjoyed sitting at the controls of an aircraft and being able to don oxygen masks and headsets.

## It's a bird, it's a plane.... it's a Skycrane!

Perceptive pilots taxiing around the transient ramp during the last week of March may have noticed one rather large visitor to Montgomery-Gibbs – an S-64E Skycrane helicopter. Contracted year-round by San Diego Gas & Electric from Erikson Air-Crane, the Skycrane was being exhibited to investors and members of the media as an example of SDG&E's continued dedication to helping secure the San Diego region from the growing threat of wildfires. Nicknamed "Malcom", this 42,000 lb. MTOW monster of a helicopter can carry up to 2,650 gallons of water in a single lift, giving it a greater water dropping capacity than the rest of the SD County Fire helicopter fleet combined. Although operated by Erikson pilots and under the command of SD County Fire, SDG&E pays for its basing and maintenance at Gillespie Field along with the its first two days of use during every fire deployment.

Since the deadly Camp Fire in November of last year wildfire safety has gained an even greater importance to fire services in San Diego, and heli-tankers like the Skycrane are a critical part of this. With their maneuverability and water dropping accuracy, heli-tankers are unique suited to combat wildfires within San Diego's narrow and twisting canyons to stop fires before they can destroy homes and lives. As the only fire service in San Diego qualified to fly at night, the San Diego Fire-Rescue Department is also looking to increase their capacity. Under construction next to the control tower is a brand-new 24-hour Fire Ops facility to host aircrew for the department's two Bell 212/412 Huey helicopters and their recently-purchased Sikorsky S-70 Firehawk. The facility is already set to be expanded with hangars and parking pads for two additional Firehawks as well.



## Airport Security

Airport security is one of the key components of the daily airport inspections conducted by Airport Operations. Commercial airports, also known as Part 139 airports, that have scheduled commercial air carriers operating under Part 121 have security protocols that are more robust and visible to airport patrons, pilots, and the general public. Those protocols include but are certainly not limited to: Transportation Security Administration (TSA) checkpoints, body scanners, metal detectors, uniformed officers, and marked patrol cars. But what about General Aviation (GA) Airports?

GA airports, such as Montgomery-Gibbs and Brown Field, have security protocols in place even though there are no TSA security check points. Badging, access control, cipher locks, fencing, lighting, and security cameras are examples of security protocols present at many GA airports. Student pilots who are not U.S. Citizens go through a security review process called the Alien Flight Student Program (AFSP), before they can proceed with their training. The TSA also conducts routine checks of

GA airports to ensure appropriate security protocols in place. Federal law enforcement officers can be dispatched to a GA airport quickly to investigate reports of potential security threats. The TSA produced a set of security guidelines and recommendations for GA airports: [https://www.tsa.gov/sites/default/files/2017\\_ga\\_security\\_guidelines.pdf](https://www.tsa.gov/sites/default/files/2017_ga_security_guidelines.pdf)

Airport businesses, pilots, passengers, and other airport patrons are encouraged to maintain a high level of vigilance and report any suspicious activity to Airport Operations at (858) 573-1440 or San Diego Police. Other measures that enhance security include locking aircraft and hangars when not in use, maintaining strict control over keys, allowing gates to close before walking or driving away, and challenging or reporting suspicious behavior.





# Assessing our Wildlife Hazards

**W**ildlife-aircraft strikes are a serious threat to both life and property at any airport. For some airports, it is even an official requirement made by the Federal Aviation Administration (FAA) to conduct a long-term study, called a Wildlife Hazard Assessment, that identifies and analyzes the potential for wildlife attractants in and around your airfield. Once these attractants are discovered, it is then an obligation of airport staff to actively reduce or remove the attractant for the safety of all.

The Airports Division is currently conducting a Wildlife Hazard Assessment at Montgomery-Gibbs Executive Airport (MYF). The surveys began in May 2018 and will continue through May 2019. Once the surveys are complete, the data will be analyzed to determine what sort of wildlife hazards are most prevalent at MYF, and eventually a Wildlife Hazard Management Plan will be written up to detail the official analysis and professional suggestions for the airport to reduce its wildlife hazards.

A Wildlife Hazard Assessment is a year-long study designed by the FAA, that requires two representative airport site visits per month, for 12 months. Each visit includes an early morning/dawn survey, a noon/midday survey, and an early evening/dusk survey. During each dawn, midday, and dusk survey, several chosen locations in and around the airfield are visited for a minimum of three minutes. All wildlife species identified during those three minutes are written down. This will eventually create a snapshot of the wildlife usage within and around the airfield throughout an entire calendar year.

The seven airside survey points are spread along the perimeter roads at MYF, for ease of access, and chosen for their full airfield coverage. The five landside survey locations are used to paint a picture of the wildlife usage and movement around the airfield. Some of our landside survey locations include the San Diego River, Admiral Baker Golf Course, and the Miramar Landfill.

In addition to the three-minute point count surveys that take place at dawn, midday, and dusk, twice a month, there are also monthly spotlight surveys of the airfield conducted after sunset, to determine the nocturnal wildlife activity that exists on the airport. Spotlighting involves driving the perimeter road of the airfield with a spot light in hand, while documenting all wildlife activity witnessed. If small mammal activity is evident at your airport, then small mammal trapping in the fall and spring will also be required to help further analyze how the airfield is attracting certain predator species.



Methods for wildlife hazards reductions can range from pyrotechnics, to installation of secure fencing, to regular wildlife trapping, 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. So, if you see a City truck roaming around, especially at night with a spot light, just know that the airport biologist sees you too and says hi!



# What is that sound?

If you have been around Montgomery-Gibbs or Brown Field lately you may have heard loud bangs and booming noises. These noises are not intended to make you worry, but to make both airports safer. While the two airports have their own distinct species and habitat, there is one common factor that is a threat to aviation safety – birds. Birds have always been present at both airports, and while there is no permanent solution to this problem, there are ways to reduce the hazard to aviation caused by birds.

The most common bird species present at the two airports is the *Corvus Corax*, also known as a raven or crow. Yes, there are slight differences between a raven and a crow, but we won't need to get into that. At Montgomery, the Operations staff have observed an increase in the number of ravens foraging in and around the airport during the rainy season. This is likely due to the worms and grubs in the soil – a great food source for the birds, causing them to congregate in large groups. At Brown Field, Burrowing Owls are a common sight. Although these are low-flying birds who tend to spend most of their day burrowing and seeking shelter, noise and movement could cause them to flush into the path of an aircraft.



## Pyrotechnics

Operations staff at both airports are now using pyrotechnics to deter birds and other wildlife. These pyrotechnics consist of two options, commonly referred to as bangers and screamers, fired from a 15mm launching gun. The bird banger creates one loud bang, scaring away the birds with the noise. The screamer creates a high-pitched whistling noise which disturbs the flock. Neither of these two deterrents cause any harm to the various bird species and have shown early success; however, the birds, ravens especially, are growing desensitized.

## Propane Sound Cannon

Since the use of pyrotechnics is growing less effective as the birds adapt, staff pursued alternative and more effective options for deterring wildlife and birds. One method commonly used at airports is the propane sound cannon. This is a three-part system which includes the cannon itself, a regular five-gallon propane tank and a standard car battery. When these components are hooked up and the cannon is functioning properly, with the press of a button the cannon will fire a blast of air, producing sound levels of nearly 130 decibels. This noise would be like an F-18 doing a low pass over your head. The cannon which is pictured below is placed out in a field daily by the Operations staff and can be set on a timer to go off every 30 seconds. Like the pyrotechnics, this process does not cause any harm to the birds or wildlife at the airport.



Our main goal is to try and keep wildlife out and away from airport property. The FAA has stated that there is nearly one bird strike every 2000 takeoffs in the United States. This can cause serious issues not only at our airports, but at airports with commercial and military traffic. The goal as always for Airport Operations is to maintain a safe and secure airport for all passengers and airplanes which use both airports. If you have any questions about wildlife management methods, please feel free to stop by and chat with Airport Operations staff.



## City Hangars Available at Montgomery-Gibbs

For those with small, flyable aircraft looking for a hangar at Montgomery-Gibbs, there is space available for rent at Lot 8A. Price range is \$400 - \$500 per month. If interested, contact the Airport Property Staff at (858) 573-1448.

# Storm Water Pollution Prevention

Storm Water policy in the State of California is ever changing and it's continuously getting stricter, costlier and more complicated for the airport and its tenants with every year that passes. All airports in California are mandated to follow these rules to operate. Airports Division would like to share a quick rundown of the storm water policies and procedures with our tenants and visitors to serve as a reminder that we do adhere to these policies as well as enforce them.

Airport Operations has informed all the master tenants of the storm water regulations and has been educating individual subtenants as they conduct activities on the airport. Although each landlord has listed their own individual storm water pollution prevention plan (we suggest you touch base with your landlord on the plan that's specific to you), here are some **helpful tips** for complying with the storm water regulations at our airport:

💧 **Oil Changes** - Conduct oil changes and maintenance on aircraft inside of hangars or covered areas, where rain water cannot wash spills into the storm drains. Use drip pans to capture and contain any leaking fluids and disposed of at an authorized recycling center. Clean up any mess left behind.

💧 **Airplane Parking** - Any aircraft parked outside and not underneath a shelter or overhang must cover any exposed engines at least 48 hours preceding a rain event. Any related equipment stored near the aircraft should always be covered and when practical elevated off the ground. Any leaks should be repaired immediately, fluids should be captured and contained and disposed of properly.

💧 **Airplane Washing** - Wash your aircraft in an area designated by the airport manager or master tenant. This area must be away from storm drains and well contained by either berms, sand bags, booms or other means. Capture all wash water using a mop, wet/dry-vacuum or vacuum boom and dispose of in a permitted sewer system provided by your landlord.  
**Tip:** We suggest using some of the aircraft washing companies who operate on the airport rather than doing it yourself. They've been vetted by the airport and have proper knowledge of our storm water policies and procedures as well as use the proper equipment.

💧 **Sumped Fuel** - When possible recycle sumped fuel – **do not** toss sumped fuel onto the ramp as the next rain will wash the contaminants into the storm drain system.

💧 **Fuel Spills** - In the unfortunate event of a fuel spill please contain the spill **IMMEDIATELY** to prevent flow into a nearby storm drain. Locate your nearest spill kit

(located on fuel trucks, fuel farms & self-serve stations) to contain, absorb and clean the contaminates. Please contact your master tenant or Airport Operations for guidance on proper clean up procedures.

💧 **Leaks & Spills** - Your aircraft can be a source of pollutants. Use a funnel to prevent spills and keep rags and absorbents within reach. Use drip pans, drop cloths, or containers to collect fluids when performing maintenance. If your aircraft leaks, please repair the aircraft immediately and use a covered receptacle to capture and contain the leak(s) until then.

💧 **Erosion, Sediment & Irrigational runoff** - Any unpaved or landscaped areas that may cause erosion or irrigational runoff must be contained with sand bags, straw waddles, berms, curbs, or other means to prevent sediment from finding its way into a nearby storm drain.

💧 **HVAC Condensation** - Yes, even condensation from your A/C unit must be contained. If the HVAC unit in your hangar or office is creating a large amount of runoff onto the ramp, then please collect it and dispose of it properly. Metals or chemicals may be present and can pollute our storm water system.

The City of San Diego expects to comply with all state, municipal and federal storm water regulations. We rely on our tenants to help us achieve this and to keep a clean airport. Keeping pollutants off the ramp and out of storm drains helps preserve our environment and improve water quality. **REMEMBER, ONLY RAINFALL** is permitted into a storm drain and everything that is on the ramp will find its way into the storm drain system. When it rains heavily, ramp pollutants will flow untreated directly to our creeks, rivers, bays, beaches and ultimately to the ocean.

If you have questions regarding disposal of pollutants, check with the City's Environmental Services Department at (858) 694-7000 or contact Airport Operations at (858) 573-1440.





## New Water Pipeline for Montgomery-Gibbs

The City's Public Works Department is in the process of replacing a cast iron water pipe that runs through the airport from Kearny Villa Road to Mid-port with a new PVC pipe. The existing in-ground fire hydrants will be replaced with new above ground fire hydrants. This is part of a larger project that the City of San Diego is conducting. This project is expected to be complete in June 2019.



## Kids' Corner

A corner of the lobby in the main terminal building at Montgomery-Gibbs Executive Airport has been set aside for kids to show off their airplane artwork and assemble small gliders. The display has been such a huge success that airport staff is looking to expand the Kids' Corner with additional tables, chairs and supplies. Come take a look at the amazing work from these talented kids!



KIDS' CORNER

## Montgomery-Gibbs Blooms!



*Orcutt's Brodiaea*



*San Diego Goldenstar*



*Crown Daisy*



*San Diego Mesa Mint*

# Fly Neighborly, and Safely

Aircraft using Montgomery-Gibbs and Brown Field can cause anxiety, irritation and disruption to residents underneath the flightpath. Aircraft noise is not the only concern of residents. Communities also are concerned out of fear of crashes and unauthorized use of aircraft. Pilots are reminded to be mindful of their actions. Here are a few tips that can help reduce the community impacts and concerns without sacrificing airport access:

- Take off after 6:30 AM and before 11:30 PM
- Avoid low-level transitions over residential areas
- Use the north pattern for flight training
- Avoid repetitive overflights of residential areas, especially at low altitude
- Use Runway 28R for all high-performance aircraft, when the winds dictate
- Reduce RPM after takeoff when safe to do so
- Do a thorough preflight briefing and inspection
- Fly within the operational capabilities of yourself and aircraft
- Lock aircraft when not in use

## Airports Advisory Committee Opportunities

There are two opportunities to serve on the Airports Advisory Committee (AAC): one representing a **Montgomery-Gibbs Aviation Lessee** and one representing a **Montgomery-Gibbs Aviation User Group**. The AAC meets the second Tuesday of each month at Montgomery-Gibbs Executive Airport at 3:30 PM, unless otherwise directed. The Committee advises the City of San Diego on matters related to the operation and management of the City's two general aviation airports: Brown Field and Montgomery-Gibbs Executive Airport. Anyone interested should complete the online Boards and Commissions Application Form at <https://www.sandiego.gov/city-clerk/boards-commissions/application>



Bob Turner

*"Third Sunday of every month, 12PM to 2 PM at Montgomery-Gibbs Executive Airport, San Diego. Historic Aircraft Display - Contact 619-301-2530."*

For comments or suggestions on the content or format of this newsletter,  
please contact the editor at:  
(858) 573-1436 or [wreiter@sandiego.gov](mailto:wreiter@sandiego.gov)

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