

## A Note from the Deputy Director of Airports



Dear Airport Tenants & Users,

The City of San Diego is well into the 2nd Quarter of FY-2018 and the Airports Division continues to manage the 1,430 acres of airport property and its budget of over \$5,000,000, to ensure that our airports improve and continue to grow as world renowned General Aviation transportation portals serving a world class City. We absolutely remain committed to the Goals and Objectives articulated in this Fiscal Year's Business Plan, as we accomplish the above.

The Airports Division FY-2018 Budget was reviewed by the Airports Advisory Committee at their meeting of September 12, 2017 and that presentation can be viewed at the Airports Division Website, <https://www.sandiego.gov/airports>. The Airports Division Budget remains conservative and the Division continues to rely on both City staff and contractors to accomplish the Division's Goals and Objectives. Also, on the Airports Division Website is a recently completed three minute video prepared by the City's Communications Department about Montgomery-Gibbs Executive Airport and Brown Field Airport.

As the calendar year comes quickly to its end, the Airports Division, with much appreciated help of a sub-committee appointed by the Airports Advisory Committee, has presented "Minimum Operating Standards for Commercial Operators and Flying Clubs" to the Council Smart Growth and Land Use Committee, for ultimate review and anticipated approval by the City Council. Additionally, by year's end, with our Supervising Property Agent, Thurman Hodges, leading the effort, the Airports Division hopes to have completed the RFP process for the old National Air College site at



Montgomery-Gibbs Executive Airport. The Airports Division remains committed to collaborating with the Metro-Air-Park (MAP) development project at Brown Field Airport, again with Thurman Hodges leading the effort.

The Airports Division, working collaboratively with C & S Companies, is essentially half way completed with the Master Planning process for both Montgomery-Gibbs Executive Airport and Brown Field Airport. The Airports Division Program Manager, Wayne Reiter has, skillfully and with a sense of urgency, led this effort with the goal of completing the Master Plans by the summer of 2018. If you have any questions regarding the Master Planning process at either Montgomery-Gibbs Executive Airport or Brown Field Airport, please contact Wayne Reiter ([WReiter@sandiego.gov](mailto:WReiter@sandiego.gov)).

Lastly and with sadness, the Airports Division bids farewell to Matthew Schmitzer, the Airport Manager at Montgomery-Gibbs Executive Airport, as he moves onto a "flying" position as a Cessna Caravan pilot. Matt has been an extraordinary leader while here at Montgomery-Gibbs Executive Airport, building rapport with tenants and especially the pilot community. He has led his team as they truly helped to make Montgomery Field into the Montgomery-Gibbs Executive Airport. I will personally miss his "can do" attitude and support. Semper Fi, Matt!

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  
Real Estate Assets Department, Airports

# Hail and Farewell



## Welcome Michele King

Please join in welcoming our new Property Agent, Michele King, to the Airports Division, Real Estate Assets team. Michele recently moved to San Diego from Seattle, WA and has 17 years of public sector experience working at 2 large-hub airports; most recently Seattle-Tacoma International Airport and previously Salt Lake City International Airport and its two reliever airports. As a Business Manager at Sea-Tac Airport she was involved in property management of a portfolio of leases and business development of the concessions program, as well as project manager for concessions and airport capital improvement projects. Other professional attributes include experience in claims and risk management.

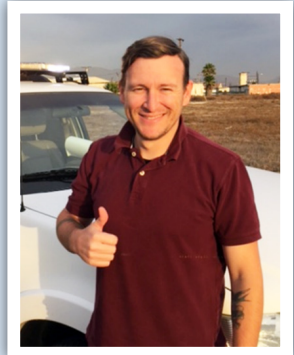
Michele enjoys gardening, traveling and watching the Seahawks. Her favorite past time is creating cabochons from raw stone slabs for jewelry.

## Welcome Patrick Buttermore

Please join us in welcoming Patrick Buttermore to the READ/Airports Team. Patrick - most recently a resident of Denver, Colorado came to San Diego in September of 2017 after a brief stint with the Denver Transit Partners as a train dispatcher. Prior to that, Patrick spent 9 years as an air traffic controller in the United States Marine Corps where he served 2 tours of duty in Iraq, including Fallujah. Since leaving the Marine Corps, Patrick has devoted his time toward obtaining his Aviation Aeronautics Degree from Embry-Riddle University in addition to furthering his flight training as a licensed Private Pilot.

On his days off, Patrick devotes most of his free time to his wife Glenda and son Killian. He enjoys traveling and exploring San Diego.

Patrick begins his career in Airport Operations as the newest member of our Team at Brown Field Airport and we are happy to have him.



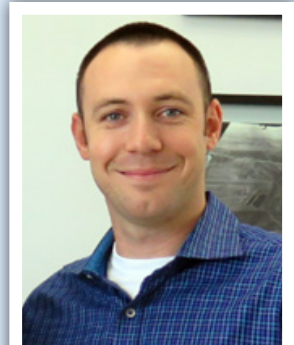
## Farewell Catherine Johnson

Catherine "Cathe" Johnson started with the City of San Diego Airports Division on December 22, 2014 at Brown Field Airport as an Airport Operations Assistant. Cathe has a record of excellent performance and a knack for "world class" customer service. Her infectious positive attitude and self-starter approach emulate the City of San Diego Airports Division. Cathe transferred to Montgomery-Gibbs Executive Airport in March of 2017, where she became a hit with the local tenants and airport users. Cathe accepted a position with the County of San Diego as the Assistant Airport Manager at Gillespie Field (KSEE). Congratulations to Cathe, you will be missed, and the City of San Diego wishes her well!

*Cathe pictured above with Astronaut Scott Kelly at the 2017 AAAE Annual Conference*

## Farewell Matt Schmitzer

Montgomery-Gibbs Executive Airport Manager Matt Schmitzer accepted an opportunity to further his flying career and will be departing in December. Matt began his tour at Airports in July of 2014, but took his first flight at MYF in 1998. He would eventually like to own an aircraft and base it at the airport. Matt enjoyed giving tours and field trips to students and aspiring pilots, and considers the completion of the runway 5-23/taxiway G project, ADA restroom upgrades, and re-striping of runway 10L-28R to be the highlights of his employment at Airports. "I will never forget the awesome memories made with the staff and tenants at MYF, it was a pleasure to be a part of the best airport in San Diego."





# Airfield Mowing

Montgomery-Gibbs Executive Airport is mowed several times per year. Mowing the safety areas, runway protection zones, and infield areas helps to eliminate potential hazards.

Keeping the vegetation short on an airport serves many purposes. Lighting and signage is more clearly visible to pilots navigating the airport when it is not obscured by tall vegetation. This helps to enhance a pilot's situational awareness, and avoid deviations from taxi instructions. Well maintained runway protection zones, runway and taxiway safety areas help to reduce the potential of damage to an aircraft if there is a runway excursion, or overrun. One of the most critical reasons to keep the airfield vegetation maintained is to mitigate wildlife attractants.





Certain types of vegetation are appealing to birds and other animals as a food source or habitat. Keeping the vegetation mowed greatly reduces the attractiveness of animals to the critical operation areas of the airport. Eliminating food sources and attractants lowers the risk of bird and wildlife strikes.

Mowing the airfield at Montgomery-Gibbs Executive Airport is not the most exciting part of aviation, but it plays a very important role in keeping the airfield safe for pilots and passengers who use the airport.

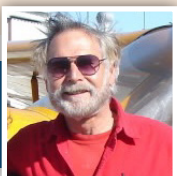
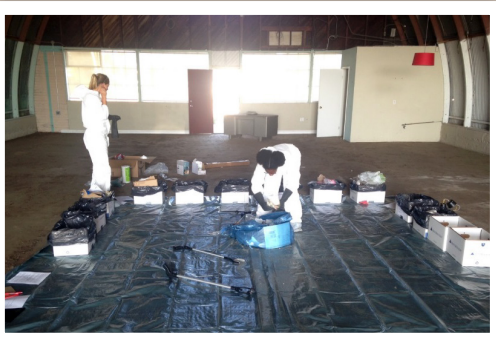


## Montgomery-Gibbs Waste Audit

To fully understand the waste management and recycling practices at Montgomery-Gibbs Executive Airport and to identify realistic strategies for improvement, C&S conducted a waste audit as part of the ongoing Master Plan. Although the Airport has implemented many sustainable waste diversion measures, the extent of their success cannot be truly quantified until they understand the accuracy of these programs. The waste audit will identify the following:

-  What percentage of waste is being diverted from landfills through recycling?
-  What percentage of the recycling stream comprises non-recyclable items (i.e., placed incorrectly in recycling bins)?
-  What percentage of the waste stream includes items that could have been recycled?
-  What is the general composition of the materials being discarded?

In addition to setting a baseline for current operations and practices to be used for the Master Plan, this effort will allow the Airport to gauge the potential for future improvements in waste diversion.



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."*

# Aviation Exploring at Montgomery-Gibbs Executive Airport!

3750 John J Montgomery Dr., San Diego, CA 92123

Aviation Career Exploring is a hands-on program open to young men and women ages 16 to 20 years old with an interest in learning more about careers in the field of Aviation.

The program combines exciting hands-on activities and interactions with aviation professionals representing a wide range of careers including:

- Pilots
- Aircraft Mechanics
- Aerospace Engineers
- Airport management and Operations
- Unmanned aerial vehicle operators
- Air Traffic Controllers
- Flight Attendants



Please RSVP by contacting Erin Gillette at [Erin.Gillette@Scouting.org](mailto:Erin.Gillette@Scouting.org)



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# Sikorsky S-64 Skycrane at MYF

The Sikorsky S-64 Skycrane visited Montgomery-Gibbs Executive Airport October 19, 2017. The Skycrane was called in by the San Diego Fire-Rescue Department to assist during fire season.

Sikorsky's S-64 is equipped with a 2,500 gallon tank. The tank can be filled on the fly in less than one minute by extending the snorkel as the helicopter hovers over a small lake or pond. If there is a large lake available as a water source the S-64 can lower a long tube with a hydrofoil on the end. As the S-64 flies over the lake surface at 30 feet and 30 knots the hydrofoil propels water up the tube into the tank. The 2,500 gallon tank of water is filled in about 30 seconds. This fast water pickup allows the S-64 to effectively drop 30,000 gallons of water an hour from the bomb bay style-doors.

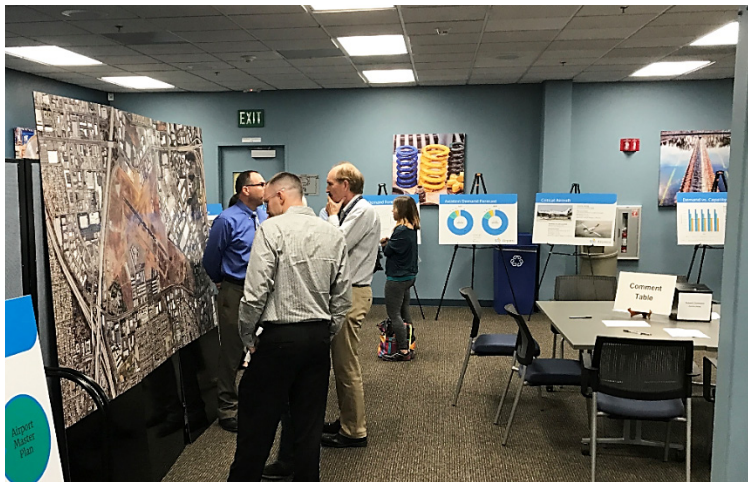
The original design of the S-64 was developed by Sikorsky. The first flight was May 9, 1962. The Army later bought six S-64's. They could be fitted with a crew transport pod, or configured as a crane to offload cargo from ships, and carry aircraft like the F-4 Phantom.



Erickson innovated and revived the S-64 as a logging, firefighting, and construction platform. By 1980 Erickson Air Cranes Inc. was concentrating on firefighting. In 1992 Sikorsky sold the type certificate to Erickson. Erickson continues to support and innovate the S-64 as an effective firefighting tool.

## Airport Master Plan Update

Airport Master Plans for Montgomery-Gibbs Executive Airport and Brown Field are at the half-way point, having just completed public meetings describing the facility requirements and environmental overview for each airport. Next, we will start looking at alternatives and wrapping up the economic impact analysis, pavement management plan, and airport recycling, reuse and waste reduction plan. For more information, please see the project website: <http://www.sdaairportplans.com/>







## Restriction for the Right Reason

**D**riving around Montgomery-Gibbs and Brown Field, you may or may not have noticed the recent installation of environmental fencing and signage around the airfield. The reason for this is to increase the awareness of the sensitive biological resources that we have at both Montgomery and Brown, and to hopefully decrease our impacts to these biological resources.

San Diego fairy shrimp are the main resource we are trying to keep protected and in check. Typically found in pristine vernal pools, these little crustaceans are actually capable of surviving in less than ideal environments such as road ruts. That's right, this endangered species can spread outside of their rare wetland pools and survive, even thrive, in ruts within our perimeter roads. As long as the road rut can retain water for ten days after a rain event, then it has the potential to support fairy shrimp.

This is why we need to be careful about creating new road ruts in and around the airfield. If we create a rut that can support fairy shrimp and they somehow establish themselves in the rut, then we are obligated to protect the rut, even if that means closing the road to future use.



*Road signs placed at every entrance of the perimeter road to encourage everyone to remain on the roads at all times.*



*Environmental fencing placed along the roads and parking lots, adjacent to vernal pools.*



*Signage placed along the environmental fencing to deter entry to these potentially sensitive habitat areas.*

### How are fairy shrimp able to establish themselves in a new pool?

This is a great question. When the fairy shrimp are in their egg/cyst form they are virtually indestructible. They can survive extremely high and extremely low temperatures, and remain in stasis without water for years and years until the right conditions arise that enables them to emerge and grow into adult fairy shrimp. It is during this cystic state that they are capable of distributing.

The fertile female fairy shrimp might be consumed by birds, and later their cysts are excreted through the bird's fecal matter in a new location. Or (more commonly) the mud that contains the cysts gets unknowingly stuck in the tire treads of vehicles and driven down the perimeter roads to a new road rut, or other type of location that retains water long enough to allow the cysts to hatch and start a new population.

Only in the case of vernal pool restoration are fairy shrimp ever purposefully transported to and expected to repopulate a new location, more often than not an enhanced vernal pool. Most of the fairy shrimp found in road ruts are there by accident, but because they are there, we must protect these endangered animals in their new location.

This is why it does everyone good to try to avoid spreading fairy shrimp populations as much as possible, and hence why we have erected signs and environmental fencing around the airfields, as a means to control this accidental species distribution. So please, help us by abiding by the signs and fencing that you may see popping up in and around the airfield. If you have any questions or concerns please feel free to contact the Airport Biologist, Cindy Dunn.

# Noise Mitigation Tips

Aircraft noise can be extremely disruptive to communities both near and far from the airport. Why should you care as a pilot and airport user? Because the airport is an integral part of the community it serves. It contributes both directly and indirectly to the local economy, and provides jobs and transportation benefits by connecting people to public airways. It is difficult to describe the airport as a positive contributor to the community when it is causing disruption and anxiety. Fortunately, there are simple ways pilots can reduce the disruption without sacrificing access. Here are some ways:

- Take off from Runway 28R, especially with high-performance planes, such as the Cirrus, Bonanza, Centurion, and all twins.
- Reduce RPM after takeoff. A 100 – 200 RPM reduction has a significant and noticeable reduction in irritating noise.
- Utilize the north pattern.
- Conduct repetitive flight maneuvers over sparsely populated areas.
- Don't cruise at high speed, low altitude. Remain above 1,000 feet AGL.
- Take off after 6:30 AM and before 11:30 PM.

As a reminder, noise decibel limits are in effect at Montgomery-Gibbs Executive Airport. The limit for nighttime operations (11:30 PM – 6:30 AM) is 70 decibels, while the limit for daytime operations (6:30 AM – 11:30 PM) is 88 decibels. If you exceed the noise limit, you will receive a notice of violation and possibly a fine of up to \$250. The aircraft types with the highest number of noise violations at MYF are the Cirrus and Bonanza.

The Noise Office has tracked pilots cruising at or below 1,000 feet AGL over densely populated areas, specifically the area west of the airport all the way to the ocean. Watch your altitude because the Noise Office and the residents are.

The average person can detect a difference of about 3 decibels. Here are some average noise levels (takeoff) for aircraft types operating at MYF, as recorded by the Royal Highlands noise sensor:

Bonanza: 78 decibels

Pilatus PC-12 (Surf Air): 70.6 decibels

Cirrus: 76.2 decibels

Citation CJ1: 75.7 decibels

King Air: 73.3 decibels

Eclipse Jet: 71 decibels

Lear 35: 76.3 decibels

Citation Excel: 73.4 decibels

Citation 550: 74.4 decibels

Citation CJ4: 75 decibels



## Phonetic Alphabet

A	N
B	O
C	P
D	Q
E	R
F	S
G	T
H	U
I	V
J	W
K	X
L	Y
M	Z

# Flying into Montgomery-Gibbs Executive Airport?

Check out some of these services that are located here on the Airport:

## **Gibbs Flying Service (858) 277-0310**

(Fuel/line services, maintenance, hangar/ramp space, flight training)

<http://www.gibbsflyingervice.com/>



## **Crownair Aviation (858) 292-1181**

(Fuel/line services, hangar space, pilot's lounge, maintenance)

<http://www.crownairaviation.com/>

## **Corporate Helicopters (858) 505-5650**

(Flight training, tours, charters, maintenance, brokerage)

<https://www.corporatehelicopters.com/>



## **National Air College (858) 279-4595**

(Flight training, hangar/ramp space, maintenance)

<http://www.nationalaircollege.com/Learn2Fly.htm>

## **Casa Machado (858) 292-4716**

(Authentic and fresh Mexican style dishes)

<http://casamachadomex.com/>



## **Plus One Flyers**

(Flight training and aircraft rentals)

<http://www.plusoneflyers.org/>



# First Graders Visit Montgomery-Gibbs Executive Airport



First graders from Otay Mesa Academy of the Arts visited Montgomery-Gibbs Executive Airport on October 19th. For many of the students this was the first time they have been to an airport and the first time they have ever sat in an airplane and/or helicopter. Coast Flight Training and Management was kind enough to have a Certified Flight Instructor (Olumbe Falu) talk to the students about flying and let them sit in the pilot seat of a Cirrus SR-20 airplane.

Mercy Air was also kind enough to fly the EC-135 helicopter in for the field trip. The students were taught how helicopters fly and what a typical flight consists of for Mercy Air. A great experience for all which is summarized well below:



*-Our field trip to Montgomery-Gibbs airport was an amazing learning experience. Thank you for providing each student with a unique hands on experience in an airplane and a medical helicopter! Please thank the team of people you pulled together as each one, not only took their time to answer the students questions, they listened intently and happily engaged in conversations with the students. This field trip connected my students to real people in the community who have careers students now understand and can aspire to.*

*Sincerely,  
Jeannette Fetterhoff  
1st grade teacher  
Otay Ranch Academy of the Arts*

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

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