

# FLIGHT TIMES

Fall 2011

THE OFFICIAL NEWSLETTER OF THE CITY OF SAN DIEGO AIRPORTS  
MONTGOMERY FIELD      BROWN FIELD



*T-34C Turbo Mentor at Montgomery Field*

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## ***Calendar of Events:***

- Dec 13: AAC Holiday Luncheon  
Dec 26: City Holiday  
Jan 2, 2012: City Holiday  
Jan 10: AAC Meeting at MYF, 3:00 PM  
Jan 16: Martin Luther King Jr. Day – City Holiday  
Feb 14: AAC Meeting at MYF, 3:00 PM  
Feb 20: Presidents' Day – City Holiday  
Mar 30: Cesar Chavez Day Observed – City Holiday

# Runway Safety Briefing

The Federal Aviation Administration (FAA) has made the elimination of runway incursions a top priority. In fact, the FAA created an Office of Runway Safety, whose mission is to reduce the frequency and severity of runway incursions through coordinated efforts with the aviation community.

A runway incursion is defined as, “Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft.” The FAA categorizes the severity of runway incursions into four categories, with Category A being the most serious and Category D being the least serious.

Runway incursions are divided into three error types: pilot deviations, operational errors/deviations and vehicle/pedestrian deviations. A pilot deviation (PD) is an action of a pilot that violates a Federal Aviation Regulation. An operational error (OE) is an action by an air traffic controller that results in less than the required minimum separation between two or more aircraft, or between an aircraft and an obstacle. A vehicle or pedestrian deviation (V/PD) includes pedestrians, vehicles or other objects interfering with aircraft operations by entering or moving on the movement area without authorization from air traffic control. Pilot deviations comprise approximately 70% of all runway incursions, with general aviation pilots making up approximately 80% of pilot deviations.

A recent incident at Montgomery Field involved an experienced pilot riding a motorized skateboard on Taxiways Juliet and Hotel from Gibbs toward Spiders, resulting in a V/PD. Fortunately, line service personnel stopped the individual before the incident could develop into a more serious situation.

Pilots are reminded that permission from the control tower must be received prior to entering the movement area, and entering or crossing a runway. If after hours, pilots must transmit their position and intentions over the Common Traffic Advisory Frequency (CTAF) and exercise caution. Vehicle operators must have permission, and an operational need, to operate in the movement area. Vehicles must also be properly marked and lighted.

The practice of tenants utilizing the ramp as a means to drive across the airport to their aircraft or hangar is highly discouraged. While it may be convenient, it increases congestion and the possibility of a collision. Surface streets should be utilized to the maximum extent possible. Outside vendors who are allowed past the perimeter gates must be properly supervised or escorted. Do not assume they will know the difference between a road and a taxiway, or the meaning of airfield signs and markings.



*Runway Hold Position Marking – Do Not Cross without clearance from the Control Tower*



*Non-Movement Area Boundary Marking – Do Not Cross without clearance from the Control Tower*

## Airports Website Redesigned

In August, a newly redesigned Airports website was brought online, bringing it up to date with the City's main website. In addition to the new look, the site provides greater accessibility to users by utilizing ADA-compliant coding and providing a language translation function. It also saves money by standardizing design elements, which reduces maintenance costs, ensures compatibility with future web browser versions, and positions the website for easier transition during future redesigns or conversion to other technologies.



*Blue Angels over Montgomery Field Tower*

## Miramar Air Show

The MCAS Miramar Air Show took place September 30 – October 2. Due to the close proximity of Montgomery Field to Miramar – about 3.5 miles – the airspace above Montgomery Field needed to be closed temporarily to accommodate the practice session and show performances of the Blue Angels. The closures lasted for four hours during the Thursday practice session, and two hours for the performances on Friday, Saturday and Sunday.

The theme of the air show was “A Salute to San Diego: Birthplace of Naval Aviation 1911 – 2011,” with an emphasis on Marine Corps aviation. Aircraft from Miramar’s 3<sup>rd</sup> MAW also participated in the Navy’s “Parade of Flight” over San Diego Bay in February, commemorating the Centennial of Naval Aviation.



# Aircraft Spotlight – Piaggio Avanti

What the heck is that? That's usually the first reaction people have when they see, and hear, the Piaggio P180 Avanti. Produced by Piaggio Aero, an Italian-based company with connections to Ferrari, the Avanti is a twin-engine turboprop business aircraft. It incorporates several design features which combine to reduce drag and increase performance. These features give the aircraft an unconventional appearance and distinct sound.

The first design feature of the Avanti is the continuous aerodynamic curve-shaped fuselage. This reduces drag and maintains laminar flow, and accounts for 20% of the total lift. The other 80% lift is provided by three separate lifting surfaces: a small fixed wing mounted on the nose, a mid-fuselage main wing mounted behind the cabin, and a T-tail. This "Three-Lifting-Surface-Configuration" reduces weight and drag, and increases performance. Piaggio claims the configuration allows the main wing to be 34% smaller than on conventional aircraft.

The other design feature of the Avanti is the rear-facing, wing-mounted turboprop engines. This design prevents turbulence from the propellers from interfering with the air flow over the wings, further reducing drag. The engine configuration reduces noise inside the cabin, but ironically, creates a rather distinct loud noise to observers on the ground, due to the wing wake and exhaust effects on the propellers.

The upgraded Avanti II can carry up to nine passengers nearly 1,500 nautical miles, with IFR reserves, at a cruising speed of 402 KTAS, which compares favorably to small jets, and exceeds that of all other turboprops. The Avanti II flight deck is equipped with the Collins Pro Line 21 digital avionics suite, which is certified for single-pilot IFR operations.

Avantair, a Florida-based fractional aircraft ownership company, employs the world's largest fleet of Piaggio Avanti and Avanti II aircraft – nearly 60. Most of the Avantis seen at Montgomery and Brown Field airports are operated by Avantair. Additionally, Crownair Aviation at Montgomery Field is an Authorized Service Center for Piaggio Aero.





## MetLife Airship visits San Diego

The MetLife Airship “Snoopy Two” was in San Diego during November and December to provide aerial television coverage of two Chargers games, and give charity rides to critically ill children and their families. The charity flights were organized by the Believe in Tomorrow Children’s Foundation – Hands On Adventures.

The airship, which moored at Brown Field, is an A-60+ Lightship manufactured by the American Blimp Corporation, and operated by The Lightship Group. It is 128 feet long, 36 feet wide, 44 feet high, and holds 68,000 cubic feet of helium. The cabin normally holds three passengers and one pilot. Power is provided by two, 80-horsepower Limbach engines, which give the airship a cruising speed of 32 miles per hour (28 knots).

## MYF Repairs Completed

City Street Division recently completed repairs and improvements to the main street, parking lot, and Runway 28L at Montgomery Field. The repairs included American with Disabilities Act (ADA) improvements by re-marking one existing handicapped space, re-locating three spaces, and adding one new space to the western portion of the parking lot, nearest the restaurant. Repairs to Runway 28L included crack repairs in the touchdown zone and re-painting the runway numbers.



## Capital Improvement Projects Update

### Brown Field Projects

- Design for Rwy 8L/26R Rehabilitation: Construction likely to be done in three phases, with approximately one year to get through the City’s approval process; HNTB is the consultant.
- Design for Twy A (West) Partial Rehabilitation at 30%; Atkins is the consultant.
- Construction of Perimeter Fence Phase II in progress; Lightning Fence is the contractor.

### Montgomery Field Projects

- Construction for Rwy 10L/28R Rehabilitation: October advertise for bids, November bid opening. This project will be funded with a \$3.8 million FAA grant. Construction expected to begin August 2012.
- Design for Rwy 5/23 and Twy G Rehabilitation at 90%; Kimley-Horn is the consultant.
- Design for Twy C and Runup Rehabilitation at 90%; Atkins is the consultant.

### **Montgomery Field (KMYF)**

3750 John J Montgomery Drive  
San Diego, CA 92123

Airport Administration: (858) 573-1427  
Airport Manager: (858) 573-1430  
Airport Operations: (858) 573-1440  
Airport Noise Abatement: (858) 573-1436



### **Brown Field (KSDM)**

1424 Continental Street  
San Diego, CA 92154

Airport Administration: (858) 573-1427  
Airport Manager: (619) 424-0456  
Airport Operations: (619) 424-0455  
Airport Noise Abatement: (858) 573-1436



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