

**MINUTES
CITY OF SAN DIEGO
AIRPORTS ADVISORY COMMITTEE
Meeting of January 10, 2012
Montgomery Field Terminal Building**

MEMBERS PRESENT: J. H. Aldrich (Montgomery Field Aviation Lessee), Jackie Ander (Serra Mesa Community), Tom Dray (Montgomery Field Tower), Buzz Gibbs (Kearny Mesa Community), Buzz Fink (Special Expertise), Scott Hasson (Tierrasanta Community), Bob Hitchcock (Brown Field Aviation User Group), Rich Martindell (Special Expertise), Chuck McGill (Montgomery Field Aviation User Group)

MEMBERS ABSENT: Lisa Golden (Otay Mesa Community)

GUESTS PRESENT: Nici Boon, Gary Cristofani, John Cyr, Bob Golo, Harry Kelly, Jim McNamara, Kenneth Nakayama, Chris Popov, Ray Richmond, Tom Ricotta, Larry Rothrock, David Ryan, Jack Straw

STAFF PRESENT: Chris Cooper, Ernie Gesell, Roy Nail, Wayne Reiter, Mike Tussey

1. CALL TO ORDER

Chairman Fink called the meeting to order at 3:05 P.M. A quorum was present.

2. PUBLIC INPUT

None

3. APPROVAL OF MINUTES

The minutes of the September 13, 2011 meeting were approved, as written, with Mr. Hasson abstaining. The minutes of the November 08, 2011 were approved, as written, with Mr. Aldrich, Mr. Gibbs and Ms. Ander abstaining, due to their absence at the meeting.

4. IN MEMORIAM, JACK JAAX

Acting Brown Field Airport Manager Chris Cooper gave a presentation memorializing Jack Jaax, a charter pilot who regularly used Montgomery and Brown Field airports, who passed away on December 26, 2011.

5. RECOGNITION

The recognition of Clairemont representative Kathy Monsour's departure from the AAC was moved until the next meeting.

Deputy Director Mike Tussey recognized the presence of Jack Straw and Kenneth Nakayama from Councilmember Lorie Zapf's office, and Jim McNamara from the FAA Flight Standards District Office (FSDO).

6. PRESENTATION

Gary Cristofani, a Serra Mesa resident and HOA Vice-President of the Stonecrest Village community, brought forth questions and comments concerning helicopter operations at Montgomery Field, and helicopter overflights and noise over his neighborhood.

Mr. Cristofani indicated, starting early 2011, low-flying helicopters from Montgomery Field have increased in frequency, causing noise and vibration of resident's houses. On the worst days, helicopter overflights occur every 20-30 minutes, and include incoming and outgoing flights. Helicopter flights begin early in the pre-dawn hours and extend late at night. Helicopters are lower, louder and further south than fixed-wing flights landing from the east. Mr. Cristofani asked why this is being allowed to happen, why are helicopters being sent directly over his residential area, why has helicopter frequency increased, and why are helicopters taking off and landing over the homes. He also indicated, back in 2005, there was a meeting at Montgomery Field to address this same issue, which resulted in decreased noise and overflights of his community, and he was hoping for similar results from today's meeting.

Mr. McNamara explained minimum safe altitudes for aircraft and helicopters, and how those altitudes do not apply to aircraft taking off or landing. He also explained standard traffic patterns, and how helicopters and fix-wing traffic is separated, which results in different flight paths for helicopters. The Stonecrest Village community is located just south of the extended centerline of the main runways at Montgomery Field, and it is normal for helicopters to remain clear of that extended centerline. Mr. McNamara also explained how the FAA, as an agency, has jurisdiction over airspace and airways. The Control Tower at Montgomery Field is specifically charged with directing traffic into and out of the airport. Mr. McNamara later added that it appears helicopter altitudes over Stonecrest Village are in accordance with FAA regulations.

Montgomery Field Tower Manager Tom Dray stated he has been the Tower Chief at Montgomery Field for five years, and helicopter procedures have not been modified during that time. Mr. Dray explained Visual Flight Rule (VFR) procedures, and how helicopter pilots departing to, and arriving from, the east fly parallel to the runways and below the fixed-wing traffic pattern. Once clear of the traffic pattern, helicopters are free to navigate. Mr. Dray indicated the traffic count for December 2011 was higher than December 2010, and the total 2011 traffic count was higher than 2010. Helicopter operations are not separated from fix-wing operations.

Airport Noise Abatement Officer Wayne Reiter added there is a noise monitor located in Serra Mesa between the airport and Stonecrest Village, and that no helicopter flights during the past year have generated noise levels in excess of the noise limits – 70 decibels during the day (6:30 A.M. – 11:30 P.M.) and 88 decibels during the night (11:30 P.M. – 6:30 A.M.). Law enforcement, medical and fire-rescue aircraft are exempt from the noise limits. Chairman Fink asked if the increased traffic is the result of the Sunrise Powerlink project. Mr. Reiter replied it is possible that some of the helicopter traffic is related to the project, but it is difficult to know how much is related. One helicopter was identified by Mr. Cristofani as belonging to Corporate Helicopters, who was contacted by Mr. Reiter and informed of the complaint.

Mr. Cristofani asked the airport to inform pilots who fly over residential areas to do so as quietly as possible, and at altitudes as high as possible. Mr. Tussey stated the airport will contact Corporate Helicopters to identify what new activities may be taking place, and if so, how long those activities will last, and ask them to fly with as much consideration as is safely possible, within the limits of the regulations.

7. STAFF & DEPUTY DIRECTOR'S REPORT

MYF General Update

Mr. Reiter gave the update for Airport Manager Ernie Gesell, who had laryngitis:

- There were two Vehicle/Pedestrian Deviations (V/PDs) at MYF. The first occurred on December 15, 2011, and involved a driver attempting to go to Spiders from Kearny Villa Road. The driver entered the airport through the police gate, then drove to Spiders via Taxiway Foxtrot, across Runway 5, then Taxiways Golf and Lima. The second V/PD occurred on January 3, 2012, and involved three vehicles attempting to go to Crownair line service. The vehicles entered the airport from Gibbs Drive, and then proceeded to Crownair via Taxiways India and Golf. It was re-emphasized that it is the master leaseholder's responsibility to ensure their tenants understand the severity of V/PDs, and to ensure visitors receive explicit instructions or are escorted when operating on the airfield.
- Recently, helicopters have been observed taking off from Midport and the City Pad low over airport structures, parked aircraft and people. This is an unsafe practice. It is preferred that helicopters depart northerly to intercept Taxiway Hotel and overfly the taxiway to the east, or overfly it westerly to intercept and overfly Taxiway Golf and the field between National Air College and the hotel for a southerly departure. It was realized that the Helicopter Operating Procedures from 2008 prohibited departures parallel to Taxiway Golf. The procedures were updated in December to delete that prohibition. The details of the new procedures are still being discussed with the Control Tower.
- We have received a new Operations vehicle, which replaced the fire truck; its call sign is "Montgomery One."
- Americans with Disabilities Act (ADA) improvements were made to the east parking lot. Three spaces were relocated and re-marked, one space was added, and one existing space was re-marked and leveled. Also, several trip hazards were repaired.
- The buckled asphalt at the corner of John J Montgomery was repaired, along with the adjacent concrete driveway, sidewalk and curb.

MYF Tower Report

Tower Manager Tom Dray had nothing new to report. Mr. Aldrich asked about the status of a more efficient and larger capacity emergency generator and/or back-up power for the control tower and navigational devices. The existing generator, which powers the mission-critical equipment in the tower, will continue to operate as long as it has fuel; but the localizer, glide slope and DME have a limited battery back-up. An upgraded generator, which could power the tower and navigational devices, is unlikely, due to budgetary constraints.

Noise Report

Airport Noise Abatement Officer Wayne Reiter reported the Quarterly Noise Report for October – December 2011 has been released. The report includes the annual totals for 2011.

MYF/SDM Property Issues

Mr. Tussey reported the advertisement to fill the vacant Property Agent position will run from January 6 – 25.

SDM General Update

Acting Airport Manager Chris Cooper reported:

- The fencing project is nearing completion and the vehicle gates have been activated. Access to the airport businesses through the gates can be accomplished by entering a specific code or using a call-box to contact the business, who can open the gate.
- Powerland is scheduled to spray herbicide along the runways, taxiways and fence line. A complete mow will be scheduled after the spraying is complete.

SDM Development Update

SDM Development Project Manager Roy Nail reported DPC continues to pursue entitlements. Mr. Hitchcock requested that the Project Manager define his terms. Mr. Nail replied for a project such as this, an Environmental Impact Report (EIR) is required, along with a ground lease and building permits. DPC Project Manager Nici Boon added the screen-check EIR was submitted to the City. DPC is attempting to go to City Council by the end of October 2012 for approval of the Leasehold Development Agreement (LDA), Ground Lease Agreement, EIR, Site Development Permit, et al. This would lead to a ground-breaking in 2013.

Mr. Tussey gave an update of the following Airport Capital Improvement/Consultant Projects:

SDM Capital/Consultant Projects

- Rwy 8L/26R Design: Dec 6, 2011 Council approval; \$1.1 million; awarded to HNTB; awaiting \$731,500 FAA Grant – 2012.
- Taxiway A Design Partial Rehab: Halted at 30%, will re-advertise and secure grant-2014.
- Perimeter Fence Phase II Construction: February 2012 completion.

Mr. Hitchcock asked what the Rwy 8L/26R design entailed. Mr. Tussey replied it will most likely involve removing 2 -7 inches from the surface of the runway, then re-paving it. The concrete ends will likely be demolished, and then re-paved with asphalt. The design will also involve drainage improvements. Construction will likely be done in two phases and cost approximately \$9 million.

Tom Ricotta asked a question about upgrading the restrooms in the Brown Field terminal building. Mr. Tussey replied the airport is putting together a scope of work to design repairs needed in the terminal. The repairs will include ADA improvements for the restrooms.

MYF Capital/Consultant Projects

- Rwy 10L/28R Construction: Awarded to Granite Construction; \$3.8 million grant; August 2012 start, due to Burrowing Owl nesting season.
- Access Control: Electronic card readers for existing gates; \$475,000, awaiting grant-2012.
- Rwy 5/23, Twy G Rehab Design: Complete, awaiting \$4.75 million construction grant-2013.
- Twy C and Runup Design: Complete, expecting construction grant-2014.

Mr. Aldrich asked what the advantage would be for proximity cards over keypads. Mr. Tussey explained that the proximity card system would provide remote control over the gates, and allow the imposition of consequences upon those who commit incursions, or allow incursions to occur.

Vice-Chair McGill asked how long Rwy 10L/28R will be closed once the project begins. Mr. Tussey is seeking a more precise number of runway closure days, and will report the result of this endeavor at the next meeting, but it could be as much as two months. Rwy 10R/28L will have temporary (solar) lighting. Mr. McGill commented that departures from 28L during the construction could potentially result in more noise over Royal Highlands; it would be recommended to inform those residents of the construction schedule. Mr. McGill also asked about the accommodations for run-ups, since the existing run-up area for 28L is small. Mr. Tussey indicated some coordination with the tower will be necessary prior to, and during construction.

Ms. Ander asked Mr. Dray about the possibility of obtaining longer-lasting batteries for the navigational devices, and Mr. Dray replied he would.

Mr. Hasson asked about the possibility of using Rwy 5/23 during construction of Rwy 10L/28R. Mr. Dray stated Rwy 5/23 will be closed during the construction. The ILS will also be out of service, due to vehicles and equipment in the critical area. There was a discussion about what approach minimum options will be available for the RNAV instrument approach.

8. ANNOUNCEMENTS

Mr. Tussey extended an invitation to the Mayor's State of the City Presentation, which will take place January 11 from 6:00 – 7:00 P.M. at the Balboa Theatre, 868 Fourth Ave. A Reception will follow the presentation at the US Grant, 326 Broadway.

Mr. Gibbs announced Kaiser will be building a hospital in Kearny Mesa at the intersection of Clairemont Mesa Blvd. and Ruffin Rd. Expected completion will be in 2018.

Mr. Dray asked about any updates on the Avgas lawsuit. Ray Richmond stated there was nothing new since his report at the November 8, 2011 meeting.

The next meeting of the AAC will be Tuesday, February 14 at Montgomery Field.

9. ADJOURNMENT

The meeting was adjourned at 4:30 P.M.

Respectfully submitted,

Wayne J. Reiter