

**MINUTES  
CITY OF SAN DIEGO  
AIRPORTS ADVISORY COMMITTEE  
Meeting of February 12, 2013  
Montgomery Field Terminal Building**

**MEMBERS PRESENT:** J. H. Aldrich (Montgomery Field Aviation Lessee), Jackie Ander (Serra Mesa Community), Tom Dray (Montgomery Field Tower), Lisa Golden (Otay Mesa Community), Scott Hasson (Tierrasanta Community), Chairman Buzz Fink (Special Expertise), Rich Martindell (Special Expertise), Vice-Chair Chuck McGill (Montgomery Field Aviation User Group), David Ryan (Brown Field Aviation Lessee)

**MEMBERS ABSENT:** Buzz Gibbs (Kearny Mesa Community), Bob Hitchcock (Brown Field Aviation User Group)

**GUESTS PRESENT:** Nici Boon, Walt Harrison, Jerry Navarra, Rick Richard, Ray Richmond, Tom Ricotta, Larry Rothrock, Ivor Shier

**STAFF PRESENT:** Chris Cooper, Ernie Gesell, Brandi Mulvey, Ernie Navarro (CD 6), Wayne Reiter, Mike Tussey

**1. CALL TO ORDER**

Chairman Fink called the meeting to order at 3:08 P.M. A quorum was present.

**2. APPROVAL OF MINUTES**

The minutes of the January 8, 2013 meeting were approved unanimously, as written.

**3. PUBLIC INPUT**

Larry Rothrock announced the Commemorative Air Force's B-29 "Fifi" will be at Brown Field March 11-14, and will be offering rides for a fee. The EAA and San Diego Jet Center will be hosting the event. "Fifi" is the last flying B-29 Superfortress in the world.

Ivor Shier expressed his desire to build hangars on the airport, but is less than confident his project can succeed, given the conditions requested by the City, and based on his observation on the apparent lack of progress of Crownair's redevelopment proposal.

Additionally, Mr. Shier wished to see more effort made to accommodate a request to base Mercy Air's helicopter at Montgomery Field. The helicopter exceeds the FAA Certificated Maximum Gross Weight allowable for helicopters operating at Midport. Ms. Ander asked if Mercy Air's helicopter is heavier than the Fire-Rescue helicopter. Mr. Shier replied it is not.

**4. NEW BUSINESS**

*Vision MYF Subcommittee – Vice-Chair McGill*

The subcommittee met briefly this afternoon to exchange comments and receive input from subcommittee members, and to establish the next meeting date, as well as clarify its mission. The next meeting will be held at Crownair on February 27<sup>th</sup> at 4:30 P.M. Subcommittee members do not have to be members of the AAC – anyone interested may participate.

Request by DPC for EIR Support – DPC Project Manager Nici Boon

This project, which began in 2007, is nearing the end of the entitlement phase. The draft Environmental Impact Report (EIR) was released for public review at the end of last year, and DPC has submitted its final edits to the City for approval and final printing. It is anticipated DPC will take the EIR to the Planning Commission, Council Committee and Council for certification by the end of April.

Ms. Boon, who gave a presentation to the AAC last November explaining the status and contents of the EIR, is asking for the AAC's support, which will be read into the record at Council, for certification of the EIR. Certification of the EIR will mark the end of entitlement phase and begin the permitting phase of the project.

Mr. Rothrock asked about a perceived diminution of the burrowing owl population at Brown Field. Ms. Boon replied she was unaware of such diminution.

Mr. Hasson asked Ms. Boon what, exactly, she was requesting. Ms. Boon replied she is asking for the AAC to: support the EIR; and encourage City Council to certify it.

Mr. Hasson requested an executive summary of the EIR that the AAC can review between now and the next meeting. Ms. Boon replied she can provide an executive summary and/or project description, but the November AAC presentation was intended to fulfill that purpose.

Ms. Ander stated it is difficult to approve the EIR when she doesn't know what it says. She asked if the Otay Mesa Planning Group has approved it. Ms. Boon replied she will be asking for their support later this month.

Chairman Fink added it would be difficult for AAC members to understand the contents EIR, even after reading the entire 14,000 page document. Ms. Boon asked if the AAC would be prepared to support, in principal, the concept of redeveloping part of Brown Field, as described by the monthly AAC updates.

Chairman Fink believes such support was obtained via the AAC's support of the original RFP, and that members are waiting to examine the details of the lease agreement. Ms. Boon explained that despite the lease negotiations being confidential, the lease agreement is not finalized, and it is unknown when it will be finalized, or if it will go to Council at the same time as the EIR. Chairman Fink clarified it is not the AAC's intent to be involved with lease negotiations, only to comment on the final agreement when it is made public, prior to going to Council.

Ms. Golden questioned if it was within the AAC's purview to approve the EIR, due to a lack of expertise. Ms. Boon emphasized the AAC's advisory role to the executive branch of the City of San Diego, and in that role, requests the AAC's support for the project to be entered into the record. The AAC's original support for the RFP was seven years ago, and since membership has changed, would like support now, by the current members, even if it is not for the EIR, but for the project concept.

Airports Deputy Director Mike Tussey summarized Ms. Boon's request, which was whether the AAC could support the *concept* of the project, and the project mitigation, as described in the EIR.

Ms. Boon reiterated: Without the EIR, there is no deal. The more support gained increases the likelihood of approval and certification of the EIR, which includes the associated mitigation plan.

Mr. Martindell asked if the EIR contains the appropriate mitigation measures to be taken, moving forward. Ms. Boon replied it does. The EIR analyzes the proposed project and its environmental impact, through a series of 17 technical reports, and identifies how those impacts may be reduced to a level below significance, as defined by CEQA and the City of San Diego.

At the time of the presentation to the AAC in November, there were four impacts that could not be mitigated to below significant level: Land use and biological resources, transportation/circulation, air quality and visual effects. Since then, as a result of public comment, the biological resources scenario has been resolved through the proposed purchase of off-site land, versus mitigating on-airport; and burrowing owls have been fully mitigated for under the Multiple Species Conservation Plan (MSCP) through the avoidance of pairs and creation of additional burrows, away from the aircraft operating area. Transportation/circulation and air quality remain unchanged.

29 letters were submitted during the public comment period, and will be published in the final EIR, along with the responses. Some of the letters expressed concern for the project, while others expressed support. It is anticipated the final EIR will be released mid-March.

Mr. Tussey suggested re-sending the November PowerPoint presentation to the committee for review. Ms Boon indicated she will also provide an executive summary for the project.

#### Taxiway K Status – Airports Deputy Director Mike Tussey

The City is in the process of updating the Airport Layout Plan (ALP) for Montgomery Field. One of the changes includes changing the non-standard designation of Taxiway India to Taxiway Kilo and dedicating it to, and naming it after, former AAC member Kevin O'Donnell.

Hence, the new Airport Layout Plan (ALP) would memorialize both his name and the “Kilo” designation on the soon-to-be renamed Taxiway India. Both the ALP and a Taxiway Kilo sign will be presented to Mr. O'Donnell, as soon as possible. The new Taxiway “K” signs will replace the Taxiway “I” sign, as soon as FAA approval is received.

Mr. Rothrock asked why the designation of India is non-standard. Mr. Tussey replied India could be confused for the number one.

### **5. STAFF & DEPUTY DIRECTOR'S REPORT**

#### MYF General Update – MYF Airport Manager Ernie Gesell

- Mr. Gesell wished to clarify a statement made earlier about the Mercy Air helicopter weighing less than the Fire-Rescue helicopter, with the possible implication being the City allows Fire-Rescue to operate, but not Mercy Air. The City pad, which Fire-Rescue leases from the City, is certified for the Bell 212/412. Midport is certified by the FAA and Caltrans for maximum certificated takeoff gross weight of 6,000 pounds. Mercy Air's helicopter weighs 7,800 pounds.

Mr. Gesell stated he would like to have Mercy Air based at MYF, but are constrained physically by the existing facilities. Midport was created to accommodate, in large part,

an expansion of Corporate Helicopter's operations, and to separate, as much as possible, the fixed-wing aircraft and helicopters in the area near the fuel island and former cargo ramp.

Mr. Ryan asked if the weight limitation was based on the distance to the runway. Mr. Tussey replied the required distance from centerline to centerline is 500 feet for helicopters greater than 6,000 pounds; the distance between Midport and Rwy 28L is less than 350 feet. Mr. Ryan asked if there were any known examples anywhere in the country where an exception was made, and if not known, perhaps it would be worth researching. Mr. Tussey replied he was unaware of any exceptions.

Mr. Shier felt there should be some place on the airport that can accommodate Mercy Air and suggested the City pad, next to Fire-Rescue. He expressed frustration at the difficulties and length of time it takes to undertake a development project on the airport.

Ms. Ander asked if anything can be done at this point. Mr. Tussey explained that the FAA placed a 6,000 limitation on Midport when they certified it for reasons of safety. He pointed out that Midport was also created in the interest of safety. Midport, as well as the runways and taxiways, are provided for free to the users. It is the City's intent to comply with FAA standards and not compromise safety. Presently, there is no place on the airport that can accommodate Mercy Air's helicopter.

- At the end of January, Granite Construction ground the edges of the asphalt around the in-pavement MALS light bases on Rwy 28R, removing the bumps. The following week, the runway markings were re-painted.

As a side note, while the grinding was taking place at night, in the rain, the solar-powered lights were activated for Rwy 28L. A Seminole pilot calmly made an approach and landing to the runway, validating the effectiveness of the lights. Presently, the solar-powered lights are not approved by the FAA, but are approved for international use and by the Department of Defense. Montgomery Field provides the FAA an excellent opportunity and test model, if they so choose, to advance the approval process.

- The fence in the east parking lot was damaged by a driver heading north on John J Montgomery. The fence has been repaired. Another section of fence was damaged near the intersection of Aero Drive and West Canyon Ave; it has yet to be repaired.

#### MYF Tower Update – MYF Tower Manager Tom Dray

- If sequester occurs on March 1<sup>st</sup>, there is a possibility of furloughs starting in April. Such furloughs could result in a 10% reduction in staffing. Currently, the tower is slightly over fully-staffed, so a furlough situation will have little, if any impact to operations.
- The tower modernization project is on schedule. Transfer to the temporary tower cab is scheduled to occur June 4<sup>th</sup>, where operations will remain until February 2014. There is a possibility the sequester could push the project back.

MYF/SDM Property – Supervising Property Agent Brandi Mulvey

Ms. Mulvey is getting caught up with property matters that were delayed, due to the property agent vacancy downtown. She will be participating in the *Vision MYF* subcommittee, establishing priorities for the airport moving forward.

SDM General Update – SDM Airport Manager Chris Cooper

- Road and parking lot repairs are nearing completion. Recent rain caused the slurry seal to separate from the pavement in the parking lot and needed to be repaired.
- The rain also caused flooding in and around the terminal lobby. The carpet will likely be replaced with tile.
- Weed control is in progress.

Mr. Rothrock asked about a recent security incident, in which a hangar at EAA was broken into. Mr. Cooper replied the incident was not reported to him, but will inform the security vendor to be more diligent.

Capital Improvement/Consultant Project Update – Airports Deputy Director Mike Tussey

- MYF Rwy 10L/28R Construction: Complete.
- MYF Access Control: \$475k grant received, to Council in March.
- MYF Rwy 5/23, Twy G Rehab: \$2.7 million grant received, \$2 million expected in July.
- MYF Twy C and Runup: \$1 million grant expected in July.
- SDM Rwy 8L/26R Design: \$731,500 FAA grant received.
- SDM Rwy 8L/26R Construction, Phase 1: \$6,350,000 expected in July.

Self-Funded Projects

MYF road repairs: Waiting for warm, dry weather to complete.

MYF/SDM ADA improvements: Design commenced.

Ray Richmond referred to the large puddles that form in the parking lot at MYF, and asked if drainage was in the scope of the recent parking lot paving project. Mr. Tussey replied it was not.

**6. ANNOUNCEMENTS**

Ms. Ander announced a concert of renaissance music at the Serra Mesa/Kearny Mesa Library this Sunday, February 17<sup>th</sup> starting at 2:00 P.M. It will last approximately one hour.

*The next meeting of the AAC will be at Montgomery Field on March 12, 2013.*

**7. ADJOURNMENT**

The meeting was adjourned at 4:09 P.M.

Respectfully submitted,  
Wayne J. Reiter