

**MINUTES
CITY OF SAN DIEGO
AIRPORTS ADVISORY COMMITTEE
Meeting of April 9, 2013
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), Lisa Golden (Otay Mesa Community), Scott Hasson (Tierrasanta Community), Bob Hitchcock (Brown Field Aviation User Group), Chairman Buzz Fink (Special Expertise), Rich Martindell (Special Expertise)

MEMBERS ABSENT: Vice-Chair Chuck McGill (Montgomery Field Aviation User Group) *excused*, David Ryan (Brown Field Aviation Lessee) *excused*

GUESTS PRESENT: Nici Boon, Bob Golo, Harry Kelly, Louisa Porter, Rick Richard, Ray Richmond, Tom and Jeanne Ricotta

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

1. CALL TO ORDER

Chairman Fink called the meeting to order at 3:00 P.M. A quorum was present.

2. APPROVAL OF MINUTES

The minutes of the February 12, 2013 meeting were approved unanimously as written, with Mr. Gibbs abstaining, due to his absence at that meeting.

3. PUBLIC INPUT

None

4. NEW BUSINESS

Brown Field Tower Closure – *Airports Deputy Director Mike Tussey*

The control tower at Brown Field has been named as one of 149 FAA contract towers to be closed, due to sequestration. The Mayor will decide on a course of action, regarding the Brown Field Tower closure, which will be presented to the City Council at closed session next week.

The closure date is currently June 15, but the City initiated potential legal action last week, which included a meeting with the Mayor. In the meantime, we are taking steps to prepare Brown Field for non-towered operations, such as switching to full-time pilot-controlled lighting and utilizing a photo sensor on the rotating beacon.

Mr. Hitchcock asked what actions the City has taken, and what choices have been contemplated. Mr. Tussey replied that he would not be able to answer these questions, until after the Mayor and City Council have made a decision.

Ms. Golden asked if grants in process are going to be affected. Mr. Tussey replied they will not.

Bob Golo asked if the AAC made any recommendations to the Mayor. Mr. Tussey replied no recommendations were made because there was no meeting in March.

Ms. Ander asked if the matter was related to tower controller salaries. Mr. Tussey replied it involves salaries, FAA-maintained equipment and liability (insurance). Chairman Fink added the cuts are due to sequestration, and the FAA's attempt to save money by no longer funding a majority of the FAA contract towers.

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

Previously, Ms. Boon gave a presentation to the AAC in November 2012 on the proposed development at Brown Field and the related Environmental Impact Report (EIR); and in February asked for the AAC to consider supporting the proposed DPC development. Since then, the project description and presentation were sent to the AAC members for review. Ms. Boon asked for the AAC to support, by motion, the City of San Diego/DPC Brown Field redevelopment of Brown Field.

Mr. Hasson made a **motion**: *For the AAC to recommend certification of the DPC Environmental Impact Report (EIR) by City Council.* Mr. Martindell seconded the motion. A clarification of the motion ensued.

Ms. Golden questioned the Committee's expertise to support, or even comprehend the contents of, the EIR; thus, doubted the Committee's ability to make such a recommendation. She expressed support for the development.

Ms. Boon added that support for the EIR is effectively support for the project, since without the appropriate CEQA document, there is no redevelopment project. She believes it is in the Committee's purview to make such recommendations to the Mayor's office.

Mr. Martindell believes there is sufficient information in the documents provided by Ms. Boon that the people who are responsible for doing the EIR have looked at all the material, and come up with recommendations for mitigation. He believes the Committee has the ability to make a recommendation for the City Council to certify the EIR, that this is the next step in the process, after having previously supported the project in principal.

Mr. Tussey questioned Ms. Golden as to the purpose of sending the project description and presentation to Committee members, as requested at the February meeting, if the Committee lacked the ability to support the EIR. Ms. Golden responded that is not what she is implying. She is asking if the Final EIR has been released, and if Mr. Tussey has read the Final EIR. Ms. Golden believes that task should be left to City personnel, who are experts in the field. Mr. Tussey contended that he doubted the environmental expertise of the City Council, who nonetheless, will soon be asked to certify the EIR. Ms. Golden believes City Council has staff to properly review an EIR.

Tom Ricotta asked if the Final EIR has been released. Ms. Boon replied that it will not be released until prior to the first public hearing, which will be at the Planning Commission.

Ms. Boon stated she will be happy to take the Committee's support for the EIR, but will be

equally happy to take the Committee's support for the proposed development, as described and mitigated for in the EIR.

Chairman Fink stated he is more likely to support the development over supporting the EIR, simply because he doesn't understand the EIR and the Final EIR has not been released; therefore, the recommendations for mitigation are unknown. The AAC is an aviation group supporting aviation, and believes that spirit is better fulfilled by supporting the project versus the EIR.

Ms. Boon interjected that the motion on the table is that this Committee will recommend to Council that they certify the EIR, not necessarily expressing support, or making any professional decisions on the accuracies of the CEQA document.

Ms. Golden finds support of the document inconceivable, given the Committee has not read it, none of the members are experts, and the Final EIR has not been released. She believes if the Committee is to support anything, it should support the development. Chairman Fink clarified, the Committee has had the ability to see the document, but would not be able to understand it.

Mr. Martindell believes he is on the Committee for his expertise, and as such, the material he has read is substantial enough to convince him that the people who did the EIR have done their due diligence, done what they are paid to do, and the EIR needs to go forward to the Council and approved. Councilmembers are not experts on EIR's, but they employ staff to review the material. Based on the material seen, Mr. Martindell is comfortable that issues have been addressed and mitigated for.

Chairman Fink asked Mr. Martindell if he wanted to go forward with the current motion, possibly resulting in a divided vote, or change the motion to support the development, which may result in a more favorable vote from the Committee. Mr. Martindell replied he wanted to move forward with the current motion, and if it fails, to re-state the motion for another vote. Ms. Ander requested a clarification of the current motion, which Chairman Fink did.

Mr. Hitchcock asked if the motion was to certify or accept the EIR. Ms. Boon replied that the motion is to support the Council's certification of the EIR. Ms. Boon further explained the EIR does not belong to her or DPC; it belongs to the City of San Diego, and the contents of the EIR have been largely driven by City staff, along with DPC's consultants. It is City staff making the recommendation to City Council. DPC has paid the City and its consultants over \$11 million for the project, most of which went to the City.

The motion was voted on, with the following results:

For the motion: Ms. Ander, Mr. Gibbs, Mr. Hasson, Mr. Hitchcock, Mr. Martindell.

Against the motion: Mr. Aldrich, Chairman Fink, Ms. Golden.

The motion passed 5 – 3.

Vision MYF Subcommittee – Scott Hasson

Mr. Hasson read a prepared set of three recommendations created by the *Vision MYF* subcommittee. Those attending the last Subcommittee meeting included Subcommittee Chair McGill, Mr. Hasson, Mr. Gibbs, Jerry Navarra, Brandi Mulvey, Ray Richmond and Dave Ryan. Subcommittee Chair McGill was unable to attend the AAC meeting.

- Recommendation 1: In our opinion, the current Midport helicopter landing and takeoff area operations constitute a safety hazard. We recommend that all MYF helicopter takeoffs and landings be moved to the southwest area of the airport, unless the helicopters are using actual runways. This recommendation includes moving fire helicopter operations and “Larry’s Pad” operations, so that all helicopter takeoffs and landings will occur at the same area. We believe the City should immediately move forward with whatever resources are necessary to move these landing and takeoff operations away from the fuel pits and active fixed wing taxiways.
- Recommendation 2: We see a variety of problems with leases on MYF. Expired leaseholds that should have been taken back by the City years ago have been left in month-to-month tenancies, causing revenue that should flow to the Airport Enterprise Fund to flow to others. In our opinion, major leaseholds are not offered by the City under terms that make good economic sense to a business; therefore, needed services to based aircraft owners and visiting/transient aircraft cannot be offered at reasonable prices. These actions prevent optimum fiscal income to the Enterprise Fund because it drives aircraft basing and services to other airports that offer fuel and services at more reasonable rates. While we are aware that currently some effort is being made to clean up some of the leases, we feel that more resources need to be applied so that more timely results can be attained.
- Recommendation 3: That an energetic public education program aimed at communities surrounding both City Airports, and the City of San Diego in its’ entirety, be launched for the purpose of educating the public of the purpose, uses, benefits and value of the both City airports as an integral and important part of the City infrastructure.

A discussion of the recommendations ensued.

Discussion Recommendation 1:

Mr. Gibbs recalls the language being changed to relocate helicopter operations at the City’s discretion, not necessarily to the southwest corner. Mr. Martindell added this was a vision subcommittee, not a micro-manage subcommittee.

Mr. Tussey took exception to the assertion that helicopter operations at Midport constitute a safety hazard, and asked if that determination was the result of consultation with the FSDO. Subcommittee members responded no, but it was the opinion of the subcommittee. Mr. Tussey requested that, unless the FAA determined that Midport was unsafe, more temperate descriptions of helicopter operations in this area be used.

Mr. Hitchcock asked if there was any input from helicopter operators. Mr. Hasson replied not directly, although Crownair was represented and stated Corporate Helicopters clearly would like to relocate. Mr. Hitchcock suggested input from helicopter operators should be figured into the City’s decision on where to relocate helicopters on the airport.

Bob Golo asked if the proposal was just for Midport or does it include Fire/Rescue as well. Mr. Hasson replied it includes all helicopter operations currently on the airport (Midport, Fire/Rescue, and Larry’s Pad – a private helistop next to the DEA hangar at Gibbs).

Discussion Recommendation 2:

Mr. Gibbs recalls the recommendation differently than read in the prepared report. He believes that the subcommittee supports current ongoing efforts by the City to resolve lease issues, so that improvements are made. The Committee indicated the recommendation should be re-worded. Mr. Hasson referred to the Brown Field development proposal, the 2004 MYF Master Plan's relevance to 2013, and the apparent lack of progress at Montgomery Field. He envisioned an airport comparable to Henderson (Nevada) and Falcon Field (Arizona).

Mr. Hitchcock was unsure of exactly what "additional resources" was referring to. The Committee believes it was referring to staffing, or lack thereof.

Mr. Tussey described an evolution in the general aviation community from recreational flying to corporate flying. Physical and administrative constraints at MYF, such as the 20,000 pound weight restriction, the 3,400 feet of landing distance available, environmental and government bureaucracy, combined with the difficulties associated with a successful RFP and attaining financing during a recession, create formidable hurdles to progress and airport development. In that light, Mr. Tussey wished to convey the sense of magnitude and proportion, and asked for the Committee to consider those factors when making its recommendations.

Ray Richmond dismissed the recession as a valid reason for not issuing any RFP's in the last four years. He contended that economic climate should not be a criterion in the issuance of an RFP.

Ms. Ander added the timelines for projects, from when it is advertised, proposed, heard, discussed and developed, are measured in years. Over the course of that time, resources dry up.

Mr. Ricotta suggested looking at leases at other airports to use as examples, and taking a proactive approach to renegotiating leases before they become a problem.

Mr. Hasson recommended revisiting the 2004 Master Plan and wonders if it works today, and if MYF has the viability to compare with Henderson (Nevada) or Falcon Field (Arizona), or if emulating those airports is even desired. His vision is one that aspires to be comparable with the aforementioned airports. The subcommittee should be looking at that sort of vision, prior to redoing any leases.

Mr. Gibbs steered the discussion back to what was talked about in the subcommittee meetings, and that was to support current efforts by the City to address the lease issues at MYF.

Supervising Property Agent Brandi Mulvey echoed Mr. Gibbs' statement, and that her attendance at the meetings was to seek input to establish a roadmap as to how the airport should proceed with property development and planning.

Mr. Gibbs continued by differentiating the purpose of the master plan, as an infrastructure document, and the vision plan, as a higher-level development plan, although the meetings did not go into great detail over what a development plan should include.

Mr. Tussey added, the master plan refers to areas on the airport as aviation or non-aviation, but does not go into the detail of what specific types of aviation development should be assigned to

various areas; a development plan, or vision, would be useful.

Chairman Fink agrees with the idea of creating a vision for the airport, but feels it is a larger project than the one undertaken by the subcommittee. Such a plan would need to be developed, and then opened up to the users for comment, who may not be amicable to paying 40% more rent to become an airport, comparable to Henderson airport. He suggested a change to the recommendation (2) to state more *staffing* and resources need to be applied, and further opined that one property agent on staff is not enough.

Mr. Gibbs does not remember discussing the issue of resources at the meetings. He recalls talking about how to improve the airport via long-term leases so people can develop.

Mr. Martindell suggested returning this discussion back to the subcommittee, with the objective of more vision and less detail (micromanaging). He agrees this type of vision will require the input of stakeholders.

Chairman Fink asked the Committee for their thoughts on making any recommendations to the City at this time. Mr. Gibbs felt there was a general consensus on the first recommendation, but suggested waiting until Subcommittee Chair McGill returns to make a full report to the City.

Chairman Fink suggested the final report be made to the Airports Deputy Director, versus the Mayor directly, as suggested by Subcommittee Chair McGill. Mr. Tussey welcomed that suggestion, and that documented AAC support for projects can be persuasive tools, when such projects presented to the Mayor and/or Council.

Chairman Fink, with concurrence of the Committee, sent this item back to the subcommittee.

5. STAFF & DEPUTY DIRECTOR'S REPORT

MYF General Update – MYF Airport Manager Ernie Gesell

- Two Vehicle/Pedestrian Deviations (V/PD's) occurred recently. The first involved an operator, Kar Tek, who has a commercial operating permit. Despite a disparity of accounts from the control tower and the driver, it is indisputable the driver crossed the non-movement area boundary line, most likely due to inattention to detail. Mr. Gesell met with the driver and passenger to explain the meaning of the markings and signs, and the potential of losing airport operating privileges.

The second V/PD occurred on Easter Sunday, and involved a white or tan Toyota Camry observed driving westbound on Twy Hotel near Twy Juliet. The vehicle did a u-turn at Twy Delta, went eastbound on Twy Hotel before exiting at Twy Bravo through Gibbs Flying Service. No additional details were available.

- The fence separating the east terminal parking lot and the transient ramp was damaged in the same location twice in separate incidents, one involving a motorcycle and one involving an automobile. The fence has since been repaired and six reflective diamonds installed to hopefully prevent further damage.

The perimeter fence at Aero Drive and West Canyon Avenue was repaired after having been previously reported as damaged.

- Weed spraying and mowing are in progress, after a prolonged delay initiating the mowing and spraying contract. Further delay could not be tolerated, as weeds were starting to obscure lights and signs, as well as create a wildlife attractant. The delay was caused by the initial rejection of the contract by the Mayor's office for reasons not entirely understood.
- The contract for security services went out to bid, but the three low-bidders were rejected, due to the apparent lack of equipment, or resources to do the task properly. The contract specifications have since been modified to better suit the needs of the airport, and the contract will be re-bid.

Mr. Dray asked if there are security services presently. Mr. Gesell replied yes, under a continuation of the old contract.

MYF Tower Update – *MYF Tower Manager Tom Dray*

- Previous analysis of the effect sequestration will have on tower staffing may have been overly optimistic. Staffing will be thinner than anticipated; this, combined with overtime restrictions if there is a sick-out hit, may result in operational restrictions, such as limiting touch and goes and practice approaches. It is also conceivable the tower could have reduced hours of operation, based on services versus the cost of overtime.
- The temporary tower has been placed in position next to the control tower. There are delays in getting the power switched over to the temporary cab, which will result in a loss of power of one to six hours for two nights within the next two or three weeks. Weather reporting capabilities will be lost, since the ASOS batteries typically last 45 minutes. The airport will still be accessible using the Lindbergh altimeter settings, but the minimums will be raised. Visibility reports will probably not be available for commercial operators. When the power is restored, the ASOS equipment should come back online without having to be reset when the tower opens in the morning.
- The schedule to move into the temporary tower has been delayed, and is now scheduled to occur June 18.
- The partner of one of the tower supervisors, Jerry Delane, passed away last night after battling cancer. Jerry will likely be out of the office for the next couple of weeks.

Noise and Special Projects – *Airport Noise Abatement Officer Wayne Reiter*

The quarterly noise report for January – March is out. F/A-18 activity at Brown Field has picked up this year, with considerable activity in March. Residents in Serra Mesa and Stonecrest Village have made comments regarding overflights from the south pattern. Mr. Reiter requested pilots use the north pattern as much as possible to reduce those overflights.

MYF/SDM Property – *Supervising Property Agent Brandi Mulvey*

Hangar inspections have MYF have commenced, with the assistance of Operations staff. One leasehold with over 40 hangars was completed.

Ms. Golden asked if the inspections are looking for anything in particular. Ms. Mulvey replied the inspections are looking for compliance with lease provisions, as well as safety issues and confirmation of aeronautical use.

Ms. Ander asked how long the inspections have been going on. Ms. Mulvey replied the inspections started last month.

Mr. Tussey complimented Ms. Mulvey, in collaboration with Mr. Cooper, regarding clean-up efforts on the north side car storage lots at Brown Field.

Ms. Ander commented on an article she read in the paper, regarding a new development by Mike Murphy south of, and adjacent to Brown Field, and wondered if it will impact the airport. Mr. Tussey replied he did not think so. All development projects near an airport have to be reviewed by the Airport Land Use Commission (ALUC) and undergo an FAA airspace study, prior to building permits being issued.

SDM General Update – *SDM Airport Manager Chris Cooper*

- The tower closure announcement has staff looking at its options, should Brown Field become a non-towered airport. EAA recently hosted a seminar on operations at non-towered airports, with approximately 100 people in attendance.
- On March 11 – 14, the Commemorative Air Force (CAF) brought the only flying B-29 Superfortress *FIFI* to Brown Field, along with a P-51, C-45 and SNJ. Tours and rides were given in each aircraft, with the P-51 being extremely popular, even at \$1,400 per 20-minute ride.
- Clean-up of the car storage lots continues. Mr. Cooper thanked Ms. Mulvey for her efforts in this endeavor.

Mr. Hasson suggested looking at French Valley airport as an example for how to operate a non-towered airport.

Mr. Martindell suggested using the term “non-towered” versus “uncontrolled” when describing the operational status of the airport to the public or press, should the tower close.

Mr. Ricotta asked if it was optional to use a radio at a non-towered airport. Committee members replied that it is optional. Mr. Ricotta followed up by asking if that was true for ground vehicles on the runways and taxiways. Mr. Gesell replied ground operations are governed by the Municipal Code and airport policy.

Mr. Tussey passed out copies of an appeal for U.S. Senate action on the closure of contract towers.

DPC Brown Field Update – *Project Manager Roy Nail*

The earliest possible date for the project to be heard by the Planning Commission is May 23. That date may change, and if it does he will advise the Committee.

Mr. Gibbs asked what action the Planning Commission will take. Mr. Nail replied it will be to approve the project; after that, the next action will be for City Council to approve the Final EIR, the Site Development Permit and the Leasehold Development Agreement.

Mr. Hasson asked how long it would take for the project to go before City Council after being approved by the Planning Commission. Mr. Nail could not give a certain amount of time. Ms. Boon stated a minimum time of two weeks and two days.

Chairman Fink asked if the Exclusive Negotiating Agreement (ENA) has expired or if it is being renewed. Mr. Nail replied the ENA will be renewed in order to get through the process.

Mr. Martindell departed the meeting; there was still a quorum.

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

- MYF Rwy 10R/28L Solar Lights: Removal possible, as they are not FAA-approved.
- MYF Access Control: \$475k grant received, to Council April 16.
- MYF Rwy 5/23, Twy G Rehab: \$2.7 million grant received, \$2 million expected in July.
- MYF Twy C and Runup Design: \$1 million grant expected in July.
- MYF Rwy 28R Localizer Site Mitigation: \$450,000 grant expected in August.
- SDM Rwy 8L/26R Design: \$731,500 grant received. Notice to Proceed this month.
- SDM Rwy 8L/26R Construction, Phase 1: \$6,350,000 expected in July.
- SDM Twy A Rehab: \$6,326,050 expected in August.

Self-Funded Projects

- MYF/SDM ADA improvements: Design in progress, construction next fiscal year.

Mr. Tussey explained the desire to combine four requests to accept grants into one Request for Council Action. It is expected to go to Council in two months. *[(1) MYF Rwy 5/23, Twy G Rehab, Run-up Pad, (2) MYF Twy C Rehab & Run-up Pads, (3) MYF Localizer Site Mitigation and (4) SDM Twy A Rehab, Run-up Pads]*

Mr. Hitchcock asked if the solar light removal project was referring to the proposed solar panel array at Brown Field (as part of the DPC development). Mr. Tussey replied the solar lights are located at Montgomery Field along Runway 10R/28L, and were installed as part of the Rwy 10L/28R rehabilitation project, at airport expense. The lights are not FAA-approved, but were installed alongside FAA-approved reflectors. Since then, the reflectors have been removed, while the lights remain in place, with optimistic anticipation the FAA would see their effectiveness and speed up the approval of their use.

Mr. Aldrich asked if the solar lights could be decommissioned, without removing, until approval might occur. Mr. Tussey replied he will ask (the FAA).

Mr. Gibbs commented that the AAC should be involved when the airport sets up the operational parameters of the Access Control System, such as who gets access cards and how long the cards are good for. He explained there are lessons learned from his experience with the system at Palomar Airport. Mr. Tussey replied it was a good idea, and further explained discreet codes will be incorporated, at user request, as a backup in case the access card is forgotten by the user.

Ms. Golden asked how hard and how long it would take to get FAA approval for the solar lights, and what could be done to expedite the approval process. Mr. Tussey could not answer for the FAA, but would attempt to garner FAA support for keeping the lights in-place by reinstalling improved FAA-approved reflectors next to the solar lights.

Mr. Hasson asked Mr. Tussey to be informed when airport items are scheduled to go before Council, so that AAC members may be present to provide support, and the latter agreed and thanked the former for the support.

Mr. Hasson wanted to know the status of Clairemont resident Rick Richard's AAC appointment. Mr. Tussey replied the appointment is with the Mayor's office, and he will check the status.

6. ANNOUNCEMENTS

The next meeting of the AAC will be at Montgomery Field on May 14, 2013.

7. ADJOURNMENT

The meeting was adjourned at 4:43 P.M.

Respectfully submitted,
Wayne J. Reiter