

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

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

**MEMBERS ABSENT:** Jackie Ander (Serra Mesa Community) *excused*, Tom Dray (Montgomery Field Tower) *excused*

**GUESTS PRESENT:** Pete Cavitt, Cathy Colvin, Rod Grove, Keith Hartz, Tom Lambert, Steve Prentice, Ray Richmond, Larry Rothrock

**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 3:04 P.M. A quorum was present.

**2. APPROVAL OF MINUTES**

The minutes of the October 8, 2013 regular meeting were approved unanimously with one change, with Mr. Gibbs and Mr. Hasson abstaining, due to their absence at the meeting.

The change refers to page three, last sentence of the second paragraph under SDM General Update, which incorrectly stated aircraft and pilots have to be certified to use the LPV approach. Pilots are not required to be certified, only aircraft with the proper equipment.

**3. PUBLIC INPUT**

EAA Chapter 14 President Larry Rothrock announced on Monday, November 18 the EAA Chapter 14 will be hosting the national EAA Vice-President Jeff Skiles, who was the co-pilot of the Miracle on the Hudson. The event starts at 6:00 P.M. An RSVP sent to Mr. Rothrock from those who wish to attend is appreciated. Mr. Hitchcock asked about the dinner. Mr. Rothrock replied an open house will begin at 3:00 P.M., with dinner at 5:00 P.M., followed by Jeff Skiles' presentation.

**4. NEW BUSINESS**

Gate Access Control – *MYF Airport Manager Ernie Gesell*

Distribution of the new cards will commence tomorrow. New cards for the completed applications are ready, and the card-reading function of the new system is operational. The card is a proximity card, which means you only have to hold it near the sensor for it to open the gate. Later, when the system is fully operational, users will be able to enter the 5-digit code assigned to each individual card to open the gate. In the meantime there will be a transition phase, the duration of which is unknown at this time, where users will be able to use either the new card or

the old gate code to open a vehicle gate. Users will be notified via mass email distribution when the system will go full-live, at which point the old gate codes will be deactivated.

Mr. Gesell cautioned those who might be tempted to give out their individually-assigned codes to family and friends. The cardholder will ultimately be held responsible for the actions of anyone using the card. Airport Operations has the ability to activate or deactivate card functions, place time limits on card functions, and to create new cards. For now, cards will remain active indefinitely (no expiration date).

Flattop and Marigold tenants will pick up their cards from Mr. Gesell's office. FBO's will distribute cards to their tenants. One card will be issued per tenant, with additional cards for family members issued on a case-by-case basis. Mr. Gesell determined which gates Flattop and Marigold tenants would have access to, based on a perceived need: 8, 9, and 10 for redundancy. Coast Aircraft received the same gates.

Buzz Gibbs requested and received the authority to approve access to gates 4 and 5. National Air College approves access for gate 11, while Spiders approves access to gate 12. Flattop and Marigold tenants who requested those gates need to receive permission from the FBO in order for the gates to be added.

Mr. Aldrich asked how vendors, such as FedEx and UPS, would be accommodated, and if they would be subject to the same lecture tenants are required to listen to. Mr. Gesell replied he is working with the FedEx operations supervisor, and that vendors are subject to the same lecture. Mr. Gibbs added those vendors would not receive cards, as they can be buzzed-in by his office staff. Mr. Aldrich believes there is a discipline gap between people who need it and those who do not.

Steve Prentice felt as if access to Montgomery Field mirrored that of a military base, and asked if a security threat precipitated this. Mr. Gesell replied no, it was precipitated by Vehicle and Pedestrian Deviations (V/PD's) that kept occurring. The FAA considered the matter a safety risk to the airport and decided to fund it. Mr. Gesell added no accidents occurred as a result of V/PD's, but the possibility existed.

Chairman Fink asked about the consequences if the V/PD situation were not addressed by the airport. Mr. Gesell replied the FAA could possibly withhold grant funding.

Ms. Golden asked how the independent flight instructors, flying club members and smaller vendors will be accommodated. Mr. Gesell replied those individuals are not being denied access, they just won't get a card for the vehicle gates. Mr. Gibbs added those individuals can be buzzed-in or utilize the pedestrian gate.

Mr. Gibbs commented the new system may be perceived by some as an inconvenience, but there are benefits of the gates and fences to his business, such as reduced vandalism and trash.

Mr. Hasson commented that next-day deliveries, aside from FedEx and UPS, need to be considered and addressed. Mr. Gesell replied there may be a need to make special arrangements to meet drivers. Mr. Gibbs added deliveries can be made to the front office of the FBO.

Vice-Chair McGill asked what would happen in the event of a power outage. Mr. Gesell replied the gate can be manually disengaged and opened, as it is now.

Pete Cavitt asked if the codes and procedures for the pedestrian gates will remain the same. Mr. Gesell replied they will remain the same.

Crownair General Manager Ray Richmond asked about the status of the loops at gate 7, which he estimates to be about four car lengths, enabling people to tailgate. Mr. Tussey disputed the four car length claim, as staff measured the distance at about one car length. Mr. Gesell added drivers should not confront an individual who insists on tailgating. The driver should collect as much information as possible about the tailgater, and then report it to Airport Operations. Cameras at each vehicle gate record incoming and outgoing traffic.

Mr. Martindell asked about the status of new gate signage. Mr. Tussey replied the new signs are expected to be complete within the next two months.

#### Access Control Rules Subcommittee – Chairman Buzz Fink

Chairman Fink requested volunteers for a subcommittee to suggest or recommend consequences to the Airports Division for violating the access control policy and procedures. Mr. Ryan volunteered to participate, but not chair the subcommittee. There were no other volunteers. Chairman Fink asked about the possibility of sending an email to MYF users to request volunteers. Mr. Tussey replied that was possible. Mr. Gibbs suggested looking at other airport policies to use as examples.

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

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

Nothing new to report.

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

Mr. Reiter gave the report for Mr. Dray, who was unable to attend the meeting due to a meeting. Regarding the tower modernization project, it is estimated the administrative functions will be transferred to the main tower on February 24, 2014, while the ATC operations functions will be transferred on May 14, 2014.

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

Nothing new to report.

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

MYF:

- Airport staff is clearing the Pacific Wings site.
- Corporate Helicopters is doing their due diligence on the Spiders location. They are in the process of placing an RFP for architects.
- Negotiations with Crownair continue.
- An RFP is expected in the near future for the two-acre Coast Aircraft hangar location.

- Following the Coast RFP will be an RFP for a design/build to relocate Fire-Rescue to the west end of the airport between Spiders and the police air operations (ABLE).

SDM:

- A short-term lease is in the works for an aircraft/auto detailer in the former carpet building at the airport entrance. It will be a month-to-month lease.
- Another short-term lease is in the works with the National Justice Regional Training Center for the former Border Patrol detention facility at the airport entrance, for the purpose of a training academy. It will also be a month-to-month lease, plus the tenant will be enhancing the appearance of the facility.

Mr. Aldrich asked about a timeframe to relocate the Fire-Rescue helicopter operations to the west side of MYF. Ms. Mulvey replied it is unknown at this point; the airport is not ready to issue the RFP. Mr. Aldrich stated it would be advantageous for the airport to expedite that move.

Mr. Gibbs asked how the trailer at Pacific Wings was removed. Ms. Mulvey replied it was hauled away by a third party.

Vice-Chair McGill asked what input the airport has in the types of businesses located in the shopping area by the Argentine restaurant at MYF. Ms. Mulvey replied that area is under a master lease, with a third party management controlling the subleases to the individual businesses. The master lease does not require a consent to sublease by the airport.

Vice-Chair McGill and Mr. Hasson questioned the suitability of the barber/hookah shop next to the restaurant, as the activities there, some of which may be illegal, may drive customers away. Ms. Mulvey replied she would look into the matter to see what is legally allowable; the airport is unzoned, but there are use clauses in the master lease. Council District 6 representative Ernie Navarro added concerns can be investigated by Neighborhood Code Compliance by calling (619) 236-5500. Mr. Hasson questioned the ability of Code Compliance to respond to complaints due to other priorities and a lack of resources.

Mr. Hitchcock asked what happened to the upholstery business in the former carpet building at SDM. Ms. Mulvey replied that tenant was evicted for having stopped paying rent. Chairman Fink added that tenant is now operating from First Flight. Ms. Mulvey stated the new tenant will be painting the building, fixing the roof and cutting the weeds.

#### SDM General Update – SDM Airport Manager Chris Cooper

- Problems with airfield lights and signs are being investigated by the contractor and Crouse Hinds to determine if the problem is with the circuit boards, bulbs or transformers. Chairman Fink asked if the boards are from the new lighting system. Mr. Cooper replied yes.
- Staff continues to remove tumbleweeds from the airfield. Twenty 40-yard dumpsters have been filled so far, eliminating a majority of the tumbleweeds. The rest will be eliminated via spraying though the mowing/spraying contractor.

AAC Vacancy Update – Airports Deputy Director Mike Tussey

Interim Mayor Todd Gloria appears to have assigned the task of filling vacancies on boards and commissions to Councilmember Kersey. Councilmember Kersey's representative Tiffany Vinson stated the interim mayor and council are committed to moving this forward now that the situation at City Hall is getting back to normal. The council intends to take action on boards and commissions that have had vacancies without mayoral appointment for 45 or more days. In such cases, the council can opt to fill the vacancies. Council intends to work on 3-4 boards every two weeks; all nominations are expected to be submitted to the council president by the first week of December, with appointments occurring no earlier than January 2014, contingent on police background checks and city attorney review. As for the onerous application requirements for prospective AAC members, when compared to community planning groups, Ms. Vinson was sympathetic and would look into it, with a possible report to the AAC in January.

Mr. Tussey commented that Ms. Vinson provided more information on the topic in one email response than had been extracted from the former mayor's office over the last year. The positions in question are Dave Ryan's shift from Brown Field Aviation Lessee to Special Expertise, as had been originally intended; Jackie Ander's reinstatement; Lisa Golden's reinstatement; and the vacancies for Brown Field and Clairemont.

Mr. Hitchcock asked what the vacancies were and who had applied to fill those vacancies. Mr. Tussey replied the vacancies are for Brown Field and Clairemont; the applicants are Tom Ricotta and Joe Russo for Brown Field, and Mr. Hartz, Mr. Ellis and Mr. Demeoux for Clairemont.

Mr. Tussey commented there are five communities which are supposed to be represented on the AAC: Tierrasanta, Serra Mesa, Kearny Mesa, Clairemont Mesa and Otay Mesa. Chairman Fink commented the AAC is fortunate to have a community representative for Kearny Mesa, Buzz Gibbs, with an aviation background. Mr. Tussey and Ms. Golden added the same holds true for Tierrasanta and Otay Mesa.

Mr. Hitchcock asked how the chosen candidate is determined. Mr. Tussey replied the decision rests with the mayor's office, who forwards the nomination(s) to council for approval. Chairman Fink added in the past, before the AAC was re-formed, a subcommittee made recommendations to Mr. Tussey. Mr. Tussey stated the new application process includes a resume along with an 11-page application.

Mr. Tussey observed the practice of community planning group member selections and found them to be less onerous. Mr. Gibbs added the planning groups hold elections every year, where candidates need to meet basic qualifications, such as owning property, operating a business or being a resident of the area. There is no background check for candidates.

Chairman Fink stated he and Mr. Tussey have asked the question several times over the past few years why AAC membership is subjected to such a stringent process, while other groups are not. Until Ms. Vinson's response, nobody would even reply. Perhaps Ms. Vinson will be able to provide an answer, and if the reason is not necessary, have the process changed to mirror that of the planning groups. As the process stands today, people will not want to serve on the committee.

Ms. Golden asked who on the committee has been subjected to the onerous process besides Mr. Ryan. Mr. Hasson replied he was, due to the fact he resigned, and then came back. Chairman Fink and Mr. Tussey stated previous members were given a free pass when the committee was re-formed.

Mr. Gibbs commented when the same onerous process was suggested to the planning group members, everyone stated they would no longer serve. Ms. Golden remembered the controversy being the conflict of interest and statement of economic interest requirements. Mr. Hasson stated he went through the current process, the information is confidential, and it was not a big deal to him.

Mr. Ryan commented he felt the onerous process, along with the invasive application, turns away talented, passionate candidates from serving on the committee.

Ms. Golden asked to see a blank application. Mr. Tussey replied one can be emailed to her.

Mr. Tussey commented the initial terms of committee members were staggered at two, three and four years to prevent everyone from expiring at the same time. Follow-on terms are set at four years. Current members who were given two or three year terms only need to submit a resume and letter of interest to continue serving.

Mr. Hitchcock asked Mr. Tussey if he had any input in the recommendation of candidates. Mr. Tussey replied he can if he knows the candidate, but currently, applications are not required to be sent to him; they may be sent directly to the mayor's office.

Mr. Gibbs asked Mr. Navarro if councilmembers have any input in the recommendation. Mr. Navarro replied yes, on certain commissions, but there are no guidelines for the AAC.

Ms. Golden asked Mr. Tussey to clarify his statement on her and Ms. Ander's reinstatement. Mr. Tussey replied the terms for Ms. Golden and Ms. Ander expired in February. Although the resumes were submitted, no action by the mayor and council has occurred thus far. Now, it appears the appointment process will bypass the mayor's office. Mr. Hasson added the by-laws specify members can remain on the committee after their term expires until they are reappointed or replaced. Ms. Golden wondered if she should call the mayor's office. Chairman Fink suggested holding off, to allow the City to follow through on its current plan of action.

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

- MYF Rwy 5/23: \$2.67 million FAA grant received. Project had to be re-designed, due to delay of additional \$2 million grant. The new design is awaiting City review. RFP for construction of a diminished project expected within the next two months.
- MYF Twy C and Localizer: Grants unlikely to be received in the near future.
- SDM Rwy 8L/26R Design: Originally applied for \$10.6 million in grants; it will likely be a couple of years before we see any grant money. Funding uncertainty makes it difficult for the consultant to design a construction plan without knowing what the construction budget is.

- ADA Project for SDM and MYF: Construction of SDM restrooms, sewer and parking lot access expected later this fiscal year. MYF construction next fiscal year.

Vice-Chair McGill asked about the funding source for relocating the Fire-Rescue helicopter at MYF. Mr. Tussey replied it will come from the Fire Department's budget. The move is desired by both the Fire Department and Airports, and has an increased chance of success with the current group of people working it. The project has the benefit of centralizing helicopter operations, separating helicopters from fixed-wings, reducing noise in Serra Mesa, increased revenue to the enterprise fund, and allowing the current location to be developed.

Mr. Hasson asked about the status of the Brown Field development moving forward. Mr. Tussey replied the EIR, Lease Development Agreement and Site Development Permit were approved unanimously by council last month. The project entails the development of over 300 acres in four phases at Brown Field, with over \$1 billion in capital improvements and \$100 million in infrastructure. The period to challenge the EIR ends November 22. The developer is preparing for the next steps while waiting for a challenge. If there are no challenges to the EIR, the next step will be to obtain building permits, which could take approximately 2-3 years for phase 1. If there is a challenge, the project will continue to move forward while the attorneys deal with the challenge. Mr. Gibbs stated that is what happened with the apartment project at Sandrock/Aero Drive. Serra Mesa challenged the EIR after it had been approved by council, causing a delay until the matter was settled.

Chairman Fink asked about the status of the sweeping contract. Mr. Tussey replied the City submitted a cost estimate to Airports for sweeping the landside portion of both airports. Airports is waiting on an MOU detailing the services they will provide.

Chairman Fink asked about the status of the control tower at Brown Field. Mr. Tussey replied the continuing resolution will provide tower funding until the middle of January 2014. The FAA and Department of Transportation have remained silent on the matter.

## **6. ANNOUNCEMENTS**

Mr. Hitchcock announced an email he received containing what it stated was a link to official AAC records. The email was not affiliated with the AAC in any way, and appeared to be using AAC email information in an attempt to trap recipients into divulging personal information.

Chairman Fink commented on a recent video of a mid-air collision in Georgia between two skydive aircraft. Everyone survived, but one aircraft was lost while the other was able to land. The general consensus in the skydiving community is the collision was the result of pilot error and lack of communication and planning by the operator. As a result, the United States Parachute Association, in accordance with one of the insurance carriers, is developing guidelines, procedures and SOP's to inform the smaller skydive operators how to better prepare and execute similar types of skydive operations.

The next meeting will be on January 14, 2014 at the Montgomery Field Terminal.

## **7. ADJOURNMENT**

The meeting was adjourned at 4:10 P.M.

Respectfully submitted,  
Wayne J. Reiter