

**CITY OF SAN DIEGO
AIRPORTS ADVISORY COMMITTEE
MINUTES**

Meeting of September 2, 2014

Montgomery Field Terminal, 3750 John J. Montgomery Drive, San Diego, CA 92123

MEMBERS PRESENT: J. H. Aldrich (Montgomery Field Aviation Lessee), Jackie Ander (Serra Mesa Community), Jim Demeaux (Clairemont Community), Tom Dray (Montgomery Field Tower), Chairman Buzz Fink (Special Expertise), Buzz Gibbs (Kearny 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), Tom Ricotta (Brown Field Aviation Lessee)

MEMBERS ABSENT: Lisa Golden (Otay Mesa Community), David Ryan (Special Expertise) *excused*

GUESTS PRESENT: Pete Cavitt, Jerry Delane, Bruce Ellis, Bob Golo, Rod Grove, Gene Lenard, Walt Harrison, Ray Richmond, Larry Rothrock, Donna Ryan, R. Ryan, Bill Schenkel, Bob Turner

STAFF PRESENT: John Fisher (FD), Chuck MacFarland (FD), Paul Mehrlich, Brandi Mulvey, Matthew Schmitzer, Andrew Schwartz, Mike Tussey

1. CALL TO ORDER

Chairman Fink called the meeting to order at 3:09 P.M. A quorum was present.

2. APPROVAL OF MINUTES

The minutes of the July 8, 2014 regular meeting were approved unanimously, as written. Mr. Hitchcock abstained, due to his absence at that meeting.

3. NON-AGENDA PUBLIC COMMENT

Bob Turner commented on three topics: he recommended reading *Quest for Flight*, which talks about John J. Montgomery; he made a suggestion to improve pilot's chances of passing their medical; and he supported the proposed FAA hangar policy.

Chairman Fink took agenda item 8, the December meeting and luncheon, out of order to allow Mr. Tussey time to prepare his briefing. The Committee decided not to have a meeting in December, unless a need arose to have one. The Committee decided to have the December luncheon at the 94th Aero Squadron.

4. IN MEMORIUM – *Airports Deputy Director Mike Tussey*

Mr. Tussey announced the passing of Admiral Bruce Boland (Ret.), who served San Diego and the military in numerous high-level capacities.

5. RECOGNITION – *Airports Deputy Director Mike Tussey*

MYF Tower Manager Tom Dray has accepted a staff position at the SOCAL District Office at SAN, and will be leaving MYF Tower and the Committee. Mr. Tussey recognized and thanked Mr. Dray for his service to Montgomery Field, the Committee and the aviation community.

6. INTRODUCTION – *Airports Deputy Director Mike Tussey*

Mr. Tussey introduced the two new airport managers: Matthew Schmitzer for Montgomery Field and Andrew Schwartz for Brown Field. Mr. Schwartz has worked at Brown Field for over seven years. Mr. Schmitzer is a native San Diegan and an officer in the Army reserves flying the King Air 200 on VIP missions. Mr. Tussey provided some additional comments and thanks to the new airport managers.

7. OLD BUSINESS

Fire-Rescue MYF Access/Airport Orientation – *John Fisher, Battalion Chief, SD Fire-Rescue*
Chief Fisher gave a synopsis of how the Fire Department gains access to the airside of Montgomery Field. Should there be a power-outage, Fire Rescue would use an Airports provided flow chart for how to enter a pedestrian gate and manually disengage the mechanism of the vehicle gates. The Fire Department also utilizes the Knox Box, pre-fire plans and cheat-sheets, and gate cards and codes, which are uploaded to their computer system and made available in most vehicles and crews.

Training is accomplished by passing along the information in both electronic and hard copy versions, as well as regular site visits when crew availability and time permits. Training topics are general in nature and include turning off the power and fuel.

Mr. Demeaux suggested a training video to assist in training new staff. Chief Fisher replied such a video could be useful. Chairman Fink also suggested adding a wider range of aircraft fuel shutoff systems. Chief Fisher replied that was possible, using the example employed at SAN, where there is a binder showing different aircraft systems.

Vice-Chair McGill asked how to train crews to respond to a wide variety of aircraft at MYF using different types and quantities of fuel. Chief Fisher replied it is not possible for every responder to be trained on every type of aircraft; however, they are trained in all types of fuels.

Mr. Martindell asked how crews coordinate their response with the tower. Chief Fisher replied crews have an aviation radio and coordinate their response on ground frequency.

Mr. Turner asked why gate 12 at Spiders is not used when it is across the street from Station 28; instead, crews respond to gate 7 via John J. Montgomery. Chief Fisher replied Station 28 is not dedicated to the airport, and another station may be the first to arrive. If injuries are involved, fire crews will coordinate with airport staff to respond appropriately.

Mr. Dray added to the conversation there are different alert levels. A crash on the airport is an Alert 3, in which case the airport would be closed to aircraft operations to allow rapid response to the scene by first responders.

Vice-Chair McGill asked about incidents when the tower is closed. Chief Fisher replied the Fire Department has a letter of agreement with the airport and the tower, which describes such responses. In addition, there is a Knox Box for the airfield lighting vault, using aviation radios to transmit on CTAF in the blind and notifying airport staff.

Vice-Chair McGill asked if the Fire Department has to wait for airport staff to arrive prior to responding directly to an injury accident on the airport when the tower is closed. Chief Fisher replied no, they will respond directly to the scene. Vice-Chair McGill asked if Station 28 is open at night. Chief Fisher replied yes, like all other required stations, it is open 24/7.

Indemnification of AAC Members

Chairman Fink indicated this item will be moved to the October meeting to allow the City Attorney more time to research it.

8. NEW BUSINESS

Notice of Proposed Rulemaking: Non-Aeronautical Use of Airport Hangars

Chairman Fink stated this item is the reason the meeting was rescheduled, at the request of EAA Chapter 14 President Larry Rothrock, as the deadline for comments ended before the regularly scheduled meeting of September 9. This allowed the Committee the option to respond.

Mr. Rothrock expressed the EAA's concern that the proposed FAA hangar policy places undue restrictions on aircraft construction in hangars on airports, and that such restrictions would strike at the core of the EAA. Mr. Rothrock feels this is an extremely important issue and encourages everyone to become informed and make comments. EAA National has asked for the FAA to extend the comment period for 30 days. AOPA has indicated they will support EAA's actions.

The EAA is pursuing four points: final assembly should not be the only aircraft construction allowed – it should also include building, restoration and refurbishment; how the term 'insignificant' is used when referring to the space occupied by non-aeronautical items; that chapter hangars and other non-profits be exempt; and that the airport sponsor should have the flexibility to decide what activities are allowed.

Mr. Tussey commented on the shrinking light general aviation industry and decline of aircraft operations. Airports management's view regarding hangars is that their primary use is to store aircraft, and that storage of incidentals is generally allowed, as long as it does not impede the primary use. Mr. Tussey supports Mr. Rothrock and the EAA in their efforts.

Dr. Aldrich offered a **motion** to support the EAA's efforts while communicating with the FAA regarding this issue. Mr. Gibbs seconded the motion. A discussion followed.

Mr. Rothrock stated the EAA's position on the matter is still a work in progress. Chairman Fink wanted to check on the EAA's final position statement, prior to submission of a Committee statement if the deadline for comments is extended.

Mr. Gibbs agreed with the discussion, but questioned the ability of this Committee to vote on this issue, as it is possibly beyond the purview of the AAC. Individual comments could be made, but not the Committee. Chairman Fink felt the Committee could vote to support the EAA's efforts, that the Committee is not asking the City to endorse its position, and that the EAA could use the Committee's position however it sees fit.

Ms. Ander found it difficult for the group to comment when the EAA's position has not been finalized. Mr. Gibbs replied individual letters could be sent.

Mr. Hitchcock asked Mr. Rothrock if the comments recorded in the minutes of this meeting are sufficient to bolster EAA's cause. Mr. Rothrock replied he was unsure. Mr. Rothrock would like to see a letter of support from everyone in San Diego County; however, individual letters from the Committee members would be much appreciated.

Chairman Fink was unsure where to send comment letters. Several people pointed out the address is listed on the NPR, as well as EAA's website.

Chairman Fink asked Dr. Aldrich if he wanted to amend the motion to be more specific. Dr. Aldrich **amended the motion** to support the EAA's general briefing on the proposed FAA hangar use policy. Mr. Gibbs seconded the amended motion. Mr. Martindell agreed with Mr. Gibbs' position that individual letters would be more appropriate, rather than a Committee statement.

The motion was voted on and passed unanimously, with Vice-Chair McGill abstaining.

Mr. Rothrock thanked the Committee.

9. STAFF & DEPUTY DIRECTOR'S REPORT

Airports Deputy Director Recruitment – Mike Tussey

Mr. Tussey indicated the task to recruit a replacement has been given to him by upper management. He has written the recruitment bulletin and been given approval to move forward. Interviews are expected to occur within the next three months.

Dr. Aldrich asked if it would be appropriate to make recommendations directly to Mr. Tussey. Mr. Tussey replied yes, it is in the purview of the Committee, according to the bylaws.

Mr. Tussey indicated he cannot sit on the interview panel, as that role is reserved for classifications higher than deputy director, but he may be able to sort through the applications and choose the questions to be asked.

Chairman Fink asked if a community member could be on the selection committee. Mr. Tussey replied yes, it is possible and he will make that recommendation.

Crownair General Manager Ray Richmond asked if the advertisement will be nationwide and include aviation-specific hiring portals. Mr. Tussey replied yes, it will be posted on NeoGov and the American Association of Airport Executives (AAAE).

Mr. Tussey clarified that even though he is working as a provisional deputy director, he is still retired. The Municipal Code limits provisional employees to 720 hours (90 eight-hour days) of work per fiscal year. Upper management prefers him to stay as long as possible by working fewer days per week.

Mr. Tussey continued by stating his schedule was approved today, which describes him working four days a week in September, off each Friday, with a six-week vacation starting in October. During that vacation, Airport Noise Abatement Officer Wayne Reiter will be the acting deputy director. Mr. Reiter is briefed on everything upper management is briefed on.

Mr. Gibbs stated the Committee is glad to have Mr. Tussey back working, even if temporarily.

Noise, Special Projects, General Update – *Airport Noise Abatement Officer Wayne Reiter*
No update, as Mr. Reiter was unable to attend the meeting.

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

- Crownair appraisal complete and in review.
- Negotiating a solar field lease with DPC at Brown Field.
- Additional property agent approved in FY15 budget to assist in property matters and revenue generation is expected to start in the next few months. Mr. Tussey added there used to be three property agents at Airports, then two, then one.

Bob Golo requested an update on the status of Corporate Helicopters' proposed redevelopment of the Spiders area. Ms. Mulvey replied that proposal will not occur, as it is not feasible. The current situation with helicopter operations will remain unchanged for now.

MYF Tower Update – *MYF Tower Manager Tom Dray*

- More runway incursions have occurred due to controller and pilot error. Mr. Dray reminded users to ask the tower if something appears unusual.
- Dr. Aldrich previously asked for a report on the backup power systems. Mr. Dray reported the backup power systems performed as advertised during the last outage.
- Although he is moving, Mr. Dray indicated he should be able to continue working on the establishment of the Mt. Helix checkpoint. He also requested and was granted permission to keep his AAC nameplate as a memento.

Vice-Chair McGill asked who could replace Mr. Dray. Mr. Dray announced Jerry Delane, current operational supervisor in the tower, will be the acting air traffic manager until a permanent replacement can be hired. Mr. Delane introduced himself to the Committee.

Later in the meeting, Mr. Tussey presented Mr. Dray with a metal sign depicting the Airports logo.

MYF General Update – *Airport Manager Matt Schmitzer*

- Pre-bid meeting and walkthrough for Rwy 5/23 project occurred August 27.
- Airfield sweeping by Cannon Pacific occurred August 29.
- No vehicle deviations during past month. Mr. Schmitzer described his optimistic outlook for continued progress on V/PD reduction.
- On August 28, tower notified staff of a small fire adjacent to Rwy 23 and the perimeter fence. Fire Department and Operations staff responded quickly to extinguish the fire.
- Mr. Schmitzer gave kudos to the two utility workers, Javier Melendrez and Duane Van

Tassel, for their continuing weed abatement efforts.

SDM General Update – Airport Manager Andy Schwartz

- On July 29, a major hangar fire occurred at Brown Field, damaging or destroying five hangars. The fire closed the airport to aircraft operations for three hours while approximately 20 vehicles maneuvered to address the flames and hazardous material. Mr. Ricotta was not pleased with the Fire Department's response time.
- South Bay Fence repaired gates 2, 4 and 6 today. Chairman Fink asked for the location of gate 6. Mr. Schwartz replied it is by the fire station.
- Probation workers have been working on weed abatement along Otay Mesa Road.

Ms. Ander asked about the cause of the fire. Mr. Schwartz replied the cause is unknown at this time.

Mr. Hitchcock asked what happened to the stanchion at gate 2. Mr. Schwartz replied it may have been vandalized.

Brown Field Development Update

Mr. Tussey gave the update for DPC Project Manager Nici Boon, who was unable to attend the meeting. Metro Airpark is continuing with the permitting phase of the project, which includes topographic surveys, environmental permits, and grading and drainage studies.

Mr. Hitchcock asked about the results of the challenge to the EIR. Mr. Tussey replied the mediation was unsuccessful. The City and Metro Airpark are cautiously optimistic of a favorable ruling, when it goes to trial on October 7.

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

- MYF Rwy 5-23, Twy G: September 10 bid opening. \$2.4 million + \$2.67 million in FAA grants, total \$5.2 million with City match. Project should have minimal effect on takeoffs and landings, but will impact taxi routes. Phase I will be Rwy 23 north of Rwy 28R, with several phases following to accommodate aircraft operations. Updates to the project will be provided by Mr. Reiter. Expected start in November.
- SDM Rwy 8L-26R Construction Phase I: Expected start in November. Project focuses on eastern 2,000 feet of Rwy 26R. New pavement will have 20-30 year lifespan.
- ADA Project for SDM and MYF: Expected start in November. Project will make enhancements to restrooms and access to parking lots to conform with ADA requirements.

Mr. Tussey stated his hours will be diminished, and from mid-October to mid-November Mr. Reiter will be in charge, as he will be out of the country.

Mr. Martindell asked how long it will be before the MYF Rwy 5/23 project will impact taxi operations. Mr. Tussey replied it will depend on well how the weather cooperates – possibly two to three months, placing the taxiway phases in February or March, 2015.

Mr. Demeaux asked how revenue shown on the operations report compares to what is forecast. Mr. Gibbs replied the Airports budget is posted on the City's website. Mr. Tussey replied if the actual revenue differs from forecast by more than 10% or \$100,000, then there is a budget revision. Such revisions rarely occur at Airports.

Mr. Tussey reported on the status of gate 2 at Brown Field. Airports has an account with South Bay Fence to repair gates and fencing, and could not proceed until the account (PO) was created. Mr. Schwartz indicated the gate was repaired today.

10. ANNOUNCEMENTS

The next meeting will be on October 14 at the EAA hangar, Brown Field.

Mr. Gibbs announced about 10 days ago he ran out of Avgas due to a late fuel delivery truck, and had to borrow fuel from Crownair. He explained how the Avgas supplier distributes fuel from the refineries across the country in rail cars, and this load came from Minneapolis.

11. ADJOURNMENT

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

Respectfully,

Wayne J. Reiter