

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

Meeting of September 8, 2015

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 (MYF Tower), Chairman Buzz Fink (Special Expertise), Buzz Gibbs (Kearny Mesa Community), Lisa Golden (Otay Mesa Community) *arrived late*, Scott Hasson (Tierrasanta Community), Bob Hitchcock (Brown Field Aviation User Group), Rich Martindell (Special Expertise), Tom Ricotta (Brown Field Aviation Lessee), David Ryan (Special Expertise)

MEMBERS ABSENT: Vice-Chair Chuck McGill (Montgomery Field Aviation User Group) *excused*

GUESTS PRESENT: Bob Ambler, Bert Bade, Gerald Blank, Bob Basso, Glenn Daly, David Friedmann, Eddie Kisfaludy, Gary Mullen, David Piontek, Steve Prentice, Ray Richmond, Gary Roesink, Larry Rothrock, Ivor Shier, Chris Sluka, Fred Sorbi, Nancy Vaughan

STAFF PRESENT: Grace Chao, Kathy Chavez, Chuck MacFarland, Paul Mehrlich, Rod Propst, Wayne Reiter, Pierre Saladin, Andy Schwartz, Cybele Thompson

1. CALL TO ORDER

Chairman Fink called the meeting to order at 3:02 P.M. A quorum was present.

2. APPROVAL OF MINUTES

The minutes of the August 11th regular meeting were approved unanimously, as written. Mr. Hasson, Mr. Hitchcock and Mr. Ryan abstained due to their absence at that meeting.

3. NON-AGENDA PUBLIC COMMENT

None

4. NEW BUSINESS

U-T Article on Airports Audit

Airports Deputy Director Rod Propst spoke regarding the U-T article that mentioned the Airports City Audit, which recommended Airport Master Plans; Airport Layout Plans with narratives; and day-to-day operating manuals and documents. Staff is in the process of hiring as-needed consultant engineers to help with these recommendations. The Business Plan/Strategic Tactical Plan is being renamed as Business Plan to respond to the audit. With the exception of the Real Estate Property Management document, everything else should be in place by the end of the year.

Ms. Ander asked for more information on the Real Estate Property Management manual. Mr. Propst responded that we need a procedure in place to track subtenants and to look at CPI escalators per City and FAA policy to make sure rates and charges are appropriate and evaluated annually. Ms. Ander suggested including a realistic completion date. Mr. Propst agreed.

Draft Operations Policies and Procedures

Mr. Reiter spoke regarding the draft Operations Policies and Procedures to please note that most of the document is a compilation of existing policies, such as card policies for Montgomery Field, ground operations procedures and banner towing operations at Brown Field. The intent is to use the document now, but would also like input from the Committee. One change since the last draft presented to the Committee is the Hangar Usage policy on page 11, which now states that hangars are to be used primarily for storage of aircraft and other aeronautical use items.

Mr. Gibbs made several comments and recommendations:

- Change World Class City motto to America's Finest City.
- Page 10, Article 9J, under Hours of Operation and Use, states that an aircraft can be locked up if fees are not paid within 30 days. Suggested this be changed to 60 days.
- Page 10, Article 10A, under Insurance Requirements, recommends that required insurance annually be changed to "upon request."
- Page 11, Article 11C, under Hangar Usage and Occupancy, suggested the section regarding drip pans be removed, as tenants should not be penalized for not having a drip pan, and that they should be cited if they do not clean up after their aircraft.

Mr. Bob Basso requested clarification on Article 11F, under Hangar Usage and Occupancy. Mr. Propst explained the original policy said 1 vehicle if it fits under the wing, the FAA recommended to change the verbiage to "primarily used for aircraft" instead of solely.

Chairman Fink requested to continue the discussion and place this item on next month's agenda.

5. OLD BUSINESS

Montgomery Field Name Change

Mr. Mehrlich opened up the floor to discuss the name change of Montgomery Field Airport.

Dr. Aldrich inquired why the word "Executive" is so important in the new name. Mr. Mehrlich explained the word "Executive" when used in the name of an airport is a marketing tool that can be used to distinguish a general aviation reliever airport from a larger commercial airport located in the same geographical area. Dr. Alder commented the word is pretentious.

Mr. Demeaux inquired what steps are required to change the airport name. Mr. Mehrlich responded that the AAC committee is to make their comments so surrounding communities and businesses can weigh-in on the name change, it then is taken to City Council and then update the Airport Master Record (Form 5010) with the FAA to update the charts.

Mr. Demeaux questioned if Montgomery Field became an executive airport if it would attract larger aircraft, and if it the City's goal to attract larger aircraft. Mr. Mehrlich explained the goal is to pull general aviation traffic away from the international airport, which includes corporate jets such as the Sovereign, not any larger due to the length of the runway. Using "Executive" in the name is a way to say we are getting new and better facilities, and higher quality of services.

Mr. Demeaux followed up by requesting a noise data table to show the current mix and number of aircraft, along with current and future noise levels should the airport become an executive airport. He suggested this be done before a vote is taken on a new name. Mr. Mehrlich replied

we have noise data on jets currently using the airport, but it is difficult to obtain future noise levels with the current operational restrictions. The limited data we have on larger jets indicates they have similar noise levels to those smaller jets currently using the airport.

Mr. Propst commented that we need to separate the name change from moving the runway threshold, which are not related. When we talk about the threshold, which we are not prepared to do, we will give you all the data regarding the change in fleet mix and the change in noise. The name change is independent of what the fleet mix would change to; if I were asked if we meet the definition of an executive airport, we really don't. He informed the Committee that it is not the Airports Division driving the name change; it is an article in the paper about Mr. Gibbs which fueled the City Council and the Mayor regarding a name change. Normally no name change would occur until a master plan update, and name change is independent of the fleet mix. Fleet mix is related to runway length. The runway extension and airport division wouldn't necessarily market to a different customer base; it would most likely be the FBO's who would market to a different customer base that is quieter than the aircraft that are based here.

Ms. Golden inquired if the intent with the name change is to drive up the cliental, along with revenue, or to bring back Gibbs Field to honor Mr. Gibbs. Mr. Mehrlich referenced an article from the New York Times that airports that changed their name subsequently increased traffic by 4 times along with revenue from flowage, tie down and landing fees.

Mr. Martindell commented the word "Executive" is disingenuous to attract larger aircraft when you don't have the capacity and limits, with a weight limit on the runways, and until you change that you are advertising something you don't have. He agreed with what we are trying to do but advised the need to be careful about doing it. Mr. Hasson agreed that it is disingenuous to solicit jet traffic without the proper facilities. Mr. Hitchcock agreed with Mr. Martindell's assessment.

Mr. Gibbs stated that he, along with a lot of people, has a hard time with change and suggested the name Montgomery – Gibbs Field. Ms. Ander suggested waiting until the master plan before entertaining a name change. Ms. Golden stated we could give a recommendation to wait until the master plan. Mr. Ricotta suggested adding "founded by."

Mr. Dave Friedmann added the word "Executive" doesn't have to mean bringing in jets, it's a status thing, more services, that's what we want to do, taking better care of customers, as long as San Diego is in the name when you Google you'll get the airport, executive is a service-based thing to lure and help people feel more comfortable when they come to Montgomery Field. We don't have great services here, giving the name I agree to honor Mr. Gibbs is important and should *think* about using "Executive", but it must have San Diego in it.

Mr. Ray Richmond believes the airport has done a great job appealing to general aviation. Adding San Diego to the name is key; "Executive" doesn't take away from general aviation. Mr. Hasson believes the intention is to increase revenue, which is a good thing.

Mr. Propst commented that the division did not originate the name change; secondly using "Executive" is not a way to minimize single-engine four seat airplanes, we want long term leases at Flattop and Marigold, with a 10-15 year lease and will look into this with a new property agent.

Chairman Fink commented since we don't have the facilities to accommodate the name "Executive," if there was a name change now to honor Mr. Gibbs, down the road can we add the word "Executive" when we have the facilities. Mr. Propst replied that would be up to City Council and the Mayor. Mr. Mehrlich commented the fear is that we "hope" another administration and Council will accept a change later.

Fire-Rescue Chief Pilot Chuck MacFarland suggested doing it right once, the first time, and to take the time to evaluate the options and recognize Mr. Gibbs and then pick a name; not everyone is going to be happy. Mr. Shier agreed. Mr. Ryan added putting the word "Executive" is denoting the future.

Mr. Shier commented you need mixed-use otherwise there is no commercial revenue. Look at the lease rates, you want to attract visitors, it will be of no use to the City if it isn't bringing in revenue. Look at the cost to develop; you want business to the City. Lindbergh is difficult to fly into and expensive, you want people to come *here*, people want a place to park, rent a clean car, line service, there is plenty of room for everybody here, if we can't agree on a name to honor Mr. Gibbs were not going to accomplish much else. Changing a name should be straight forward, take 30 days.

Mr. Eddie Kisfaludy suggested a simple name for ATC purposes.

The Committee conducted a straw poll of the following airport names, keeping in mind that the Mayor wants the name Montgomery included:

San Diego Montgomery Executive Airport at Gibbs Field (6) (5)
Gibbs Field (1) (8)
San Diego Montgomery-Gibbs Field (1) (1)
Montgomery-Gibbs Executive Airport (2) (0)
None of the above (7)

Chairman Fink asked what the Committee wishes to do; this can be carried into next month's meeting, put out into an email, the name change does not have to be one of these four names and we can come back to this. Get the word out for the next meeting via email and encourage all users to give their input.

Mr. Rothrock inquired if the issue regarding the name change has been put out to the people in the field. Mr. Mehrlich responded many FBO's were approached directly, has been a part of the newsletter and on the agenda of last month's AAC and general discussion between tenants.

Chairman Fink requested this item be placed on next month's agenda, and to conduct more outreach.

6. STAFF & DEPUTY DIRECTOR'S REPORT

MYF General Update – *Acting Montgomery Field Airport Manager Paul Mehrlich*

Construction has placed base material along Twy G, enabling aircraft to be towed to Spiders. Grinding of the pavement on Rwy 23 north of 28R is in progress.

MYF Tower Update – *MYF Tower Manager Tom Dray*

Mr. Dray is back to his position permanently with no new information at this time.

SDM General Update – *Brown Field Airport Manager Andy Schwartz*

- ADA project now in day 29 of 100 and abatement has been completed, moving onto the saw cutting & concrete demo and removal process.
- Centralization of the post office boxes was requested by the Post Office, added to the ADA truncated dome concrete pour on the south side.
- October is the mobilization date for 26R/8L runway project.
- North side tenant replaced 300 sq feet of fencing due to damage.
- Cargo operations: had 30 large aircraft during August with 727's, DC9's and Falcons.

Airport Property Update – *Airports Deputy Director Rod Propst for Brandi Mulvey (not present)*

- Crownair lease is complete, need by Monday to committee by the 24th.
- Minimum Standards by Friday, approval needed by Attorney, Branch and Dept. Manager; approximately 8 weeks for approval.
- An additional Property Agent to be hired.

Noise and Special Projects – *Airport Program Manager Wayne Reiter*

- The consulting firm, Atkins has been selected for “as needed” consulting services for non- CIP services – a contract is in the works and will go to Council for approval.
- Sole Source has been approved for the company Modular Concepts for the Border Protections structure at Brown Field.
- Flight Times newsletter was about MYF this month; next month will focus on SDM.

SDM Metro Airpark Update – *Wayne Reiter for Nici Boon (not present)*

Environmental Assessment moving along, as well as an Airport Layout plan update showing the proposed project.

Deputy Director Remarks – *Deputy Director Rod Propst*

- Hire new Operations employee so staff will be present at MYF 7 days a week.
- The MYF Airport Manger, Matt Schmitzer, is back on U.S. soil from deployment.
- Mr. Schwartz and Mr. Propst visited the cross border facility across from the Tijuana Airport. It will open in December and is worth taking a look at.

7. ANNOUNCEMENTS

Chairman Fink spoke on behalf of the San Diego Ultralight Association which has a meeting with the Mayor this Friday, and thanked Ms. Golden for bring fruit to the meeting today.

Ray Richmond announced Crownair will be hosting a BBQ on October 2nd.

8. ADJOURNMENT

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

Respectfully,
Kathy Chavez