

**MINUTES
CITY OF SAN DIEGO
AIRPORTS ADVISORY COMMITTEE
Meeting of June 11, 2013
Montgomery Field Terminal Building**

MEMBERS PRESENT: J. H. Aldrich (Montgomery Field Aviation Lessee), Jackie Ander (Serra Mesa Community) *late arrival*, Tom Dray (Montgomery Field Tower) *late arrival*, Buzz Gibbs (Kearny Mesa Community) *late arrival*, 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), Vice-Chair Chuck McGill (Montgomery Field Aviation User Group), David Ryan (Brown Field Aviation Lessee)

MEMBERS ABSENT: None

GUESTS PRESENT: Nici Boon, Ray Richmond, Tom Ricotta

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

1. CALL TO ORDER

Chairman Fink called the meeting to order at 3:07 P.M. A quorum was present.

Chairman Fink announced the passing of Kevin O'Donnell on June 8, due to Lou Gehrig's disease (ALS). Kevin was a member of the AAC for seven years, a CPA for over 25 years, and held various positions at Crownair Aviation, including president and chief financial officer for 10 years. A moment of silence was observed.

There will be a wake for Kevin on Thursday, June 13 from 4:00 – 7:00 P.M., followed by a funeral service on Friday, June 14.

In view of the announcement, Mr. Gesell noted the re-designation of Taxiway India to Taxiway Kilo was completed last Friday, June 7. Taxiway Kilo had been previously dedicated to Kevin, and depicted as such on the recent Airport Layout Plan (ALP) update.

Ms. Golden asked about the possibility of the AAC sending its condolences to Kevin's family. Chairman Fink replied he would look into it.

2. APPROVAL OF MINUTES

The minutes of the May 14, 2013 regular meeting were approved unanimously, as written, with Mr. Hasson and Mr. Hitchcock abstaining, due to their absence at that meeting. Mr. Gibbs and Ms. Ander arrived after the approval occurred, and did not participate in the vote.

3. PUBLIC INPUT

None

4. NEW BUSINESS

August Meeting Cancellation – *Chairman Fink*

After a brief discussion of why the August meeting was being heard today, Mr. Hitchcock made a **motion**: *To cancel the August AAC meeting*. Mr. Ryan seconded the motion. There was no further discussion.

The motion was voted on, with the following results:

For the motion: Chairman Fink, Vice-Chair McGill, Mr. Aldrich, Mr. Martindell, Mr. Hasson, Mr. Hitchcock, Ms. Golden, and Mr. Ryan

Against the motion: None

Abstention: Mr. Gibbs (who arrived just after the initial discussion)

The motion passed 8 – 0, with 1 abstention. Ms. Ander arrived after the vote and was not counted.

Chairman Fink noted if a topic comes up that requires an August meeting, the Committee could reinstate the meeting at the July regular meeting.

Mr. Hasson requested a notification in August, reminding AAC members of the meeting cancellation.

October Meeting Location – *Chairman Fink*

After a discussion, the Committee decided to have the October meeting at Brown Field. The venue at Brown Field will be determined at a later date, to allow input from the EAA.

Mr. Hasson suggested a presentation, briefing or tour of the DPC project area while at Brown Field, as it is the only time during the year the AAC meets there.

MYF Operations Committee Report Response – *Airports Deputy Director Mike Tussey*

Mr. Tussey provided a response to the subcommittee report and recommendations presented at the last meeting, regarding helicopter operations at Montgomery Field. The City agreed to implement all of the recommendations, the status of which are described:

- The Corporate Helicopters Bulletin (for operations at Midport) was incorporated into the City Helicopter Operations Policy and distributed to the FBO's today. The placement of the new document is in the process of being posted to the Airports webpage.
- Operations staff submitted a request to the National Flight Data Center to include in the remarks section of the A/FD a link to the Airports website.
- New helicopter landing circles have been created that will be able to accommodate helicopters that are too heavy to use Midport. Mr. Gesell will provide more details during the staff report.

Ms. Golden requested a copy of the new MYF Helicopter Operations Policy and Procedures document. Mr. Reiter replied the document was sent to AAC members this afternoon, but if any members did not receive it, he will re-send it.

Mr. Gesell clarified the new document refers to Midport helicopter operations because it is currently the only public heliport at Montgomery Field. The City Heliport is leased to Fire-Rescue, whose operating procedures have been extensively reviewed in separate discussions. San Diego Police (ABLE) have their own private-use heliport on the west end of the field, with its own designed approach and departure paths.

Ray Richmond wanted to thank those who were responsible for accommodating the heavier helicopters at Montgomery Field, and announced the beginning of a lease with Mercy Air on July 1 for the permanent basing of a crew at Montgomery Field.

Ms. Ander asked Mr. Gesell when the police helicopter approach and departure paths will be implemented, what those paths are, and when are they going to fly in accordance with the paths, versus over her house. Mr. Gesell replied the paths were implemented prior to commencement of operations, after the airport constructed the new FATO and four parking spaces. The approach generally parallels Runway 28L, while the departure path is offset. The approach and departure paths were a design element, and do not necessarily reflect actual flight paths.

5. STAFF & DEPUTY DIRECTOR'S REPORT

MYF General Update – MYF Airport Manager Ernie Gesell

- Three helicopter parking spaces were designed at the request of Mr. Tussey to be able to accommodate Mercy Air and Reach Med medical helicopters at the southeast end of Taxiway Golf. One space meets the design standards for a Bell 205-size helicopter, while two meet the design standards for an EC-145. Each space consists of two circles; one a parking circle, and one a tail-rotor arc.

In order to allow access to the spaces by personnel and ambulances without having to contact the tower, the non-movement area boundary marking was relocated from Taxiway Lima to Taxiway Golf, 50-feet northeast of Twy Lima. The area is now a non-movement area that can be accessed from Kearny Villa Road via gate 12.

- Taxiway India was changed to Taxiway Kilo, as previously mentioned.
- Paving repairs were recently completed at the end of Twy Kilo, adjacent to Marigold and Crownair maintenance. In addition, all of Marigold was slurry sealed. Ramona Paving was the contractor, who also patched areas near Twy Lima and NAC West.

Mr. Tussey reiterated the dedication of Taxiway Kilo to Kevin O' Donnell, as depicted on the Airport Layout Plan.

MYF Tower Update – MYF Tower Manager Tom Dray

Occurred at the end of the meeting.

Noise and Special Projects – Airport Noise Abatement Officer Wayne Reiter

The number of complaints from the Stonecrest community, located southeast of Montgomery Field above Fry's Electronics and Walmart, has increased recently, mainly due to helicopter overflights.

Ms. Golden asked what the community consisted of. Mr. Reiter replied Stonecrest is a substantial residential area below the rim of the mesa, above Fry's and Walmart. Mr. Gibbs added the residents have an aviation easement in their deeds.

Mr. Hasson asked if there is a noise monitor located in Stonecrest. Mr. Reiter replied no, but there is a monitor in Serra Mesa between the airport and Stonecrest along the route commonly used by helicopters. Since the monitor is at a higher elevation than the Stonecrest community, the noise levels are usually higher at the monitor. *The canyon walls may contribute to the perceived difference in noise levels and vibrations experienced by residents.*

MYF/SDM Property – Supervising Property Agent Brandi Mulvey

- Progress continues on setting up agreements at the west end of Montgomery Field.
- At Brown Field, the final eviction will take place within the next two weeks.
- Progress continues to be made in the negotiations with Crownair Aviation on a new lease.

Mr. Hitchcock asked if the eviction at Brown Field was related to the car lots. Ms. Mulvey replied no, but there was one holdover tenant at the car lots. The intent is to have a master lease with ABRE for the management of all the northside car lots, rather than several individual leases. That agreement is currently being worked on, and will be short-term rather than long-term.

Ms. Golden asked about the status of the car lots at the west end of Brown Field. Ms. Mulvey replied those tenants are gone and the lots are vacant. The tenant that occupied the building on Boeing Street has been evicted, and the building is available for lease.

Mr. Hitchcock asked if any soil samples were taken from the former fuel farm area at Brown Field, and if that area is now available and clear of hazardous materials. Mr. Tussey replied yes, that area may be used for future tiedowns. Monitoring wells are in-place to close the case.

Mr. Tussey wanted to thank Ms. Mulvey, Mr. Cooper and his staff, and the City Attorney for their efforts on the northside car lots.

SDM General Update – SDM Airport Manager Chris Cooper

- The Runway 8L/26R Rehabilitation design is in progress. Part of the discovery process includes core samples of the runway to determine depth and composition. The task of gathering the core samples was completed last week, and examples were displayed.

30 holes were drilled, each 8-inches in diameter and 10-feet deep. Samples showed the concrete section of Rwy 26R to be 10-inch thick concrete with random re-bar on top of a base consisting of several feet of clay on top of dense-packed red dirt called the Linda Vista Formation. The base material was consistent the entire length of the runway.

The center section of the runway showed 10-inches of asphalt over 10-inches of concrete on top of base material. A previous slurry and overlay were evident in the asphalt.

The concrete section of Rwy 8L showed 17-inches of concrete on top of base material.

As a comparison, the runway at Lindbergh Field is 30-inches thick.

Operations staff was present while the coring took place between 2000 – 0400 over the period of a week while the runway was closed.

Ms. Golden asked why core samples were being taken. Mr. Cooper replied they were part of the discovery process of the Runway 8L/26R rehabilitation design project.

Vice-Chair McGill asked what was used to fill the holes. Mr. Cooper replied a quick-set concrete was used. Ms. Golden asked if the filler will be checked periodically for integrity. Mr. Cooper replied the airport is inspected twice a day, Monday – Friday.

Mr. Tussey noted the size of the aggregate visible in the samples.

- Partial striping of runway and taxiway markings was completed.

DPC Brown Field Update – Project Manager Roy Nail

The Planning Commission will be hearing the project this Thursday, June 13 at 9:00 A.M. at City Council Chambers to make a recommendation to Council. Mr. Nail offered to meet anyone who is planning to attend, but unfamiliar with the venue, at 8:30 A.M. at 1200 Third Avenue, then walk over to Council Chambers.

Assuming the Planning Commission recommends the Council to approve the project, which encompasses the Site Development Permit, Environmental Impact Report and Leasehold Development Agreement, a July Council meeting would be expected.

Nici Boon gave a statement: Nobody envisioned when the City issued an RFQ in 2006 for the redevelopment of Brown Field that in June 2013 we would be nearing the end of the entitlements phase of this project. This phase represents the first phase, with the remaining covering a span of the next 20 years. During the last seven years, many members of the Committee, as well as several attendees, have actively and vocally supported this project, and have assisted in many ways through participation, advice, constructive criticism, and encouragement. With the project being heard at the Planning Commission on Thursday, it is possible she will be at Council at one of the July meetings. On behalf of her client, entire project team, and personally, she would like to formally and publicly thank you for your support and encouragement over the last seven years, and hope to count on continued support over the next seven years.

Real Estate Assets Director Jim Barwick remarked: By the selection of this developer seven years ago, the selection committee made an incredibly wise decision. This developer has spent over \$11 million going through the entitlement process over six years of time. It is difficult to imagine that their competitor, who at the time was the front-runner due to their credentials, would have tolerated as much as Mr. Sax, Ms. Boon, and their development teams have done. We are at the threshold of doing something very exciting and memorable at Brown Field – the land time seemingly forgot. Hopefully, in 2015 ground will be broken on a new FBO site; and with construction taking approximately a year and a half, we will see something spectacular we will all be proud of, as well as being a great asset to the City.

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

Operations and maintenance staff from both airports removed the solar-powered lights from Rwy 28L at Montgomery Field, at the insistence of the FAA. Failure to do so would have affected our ability to compete for grants. The 46 runway edge lights will be auctioned off on the internet in the next two months.

Ms. Golden suggested keeping the lights for a future project, rather than re-purchasing them. Mr. Tussey replied that was not a wise option, as it is doubtful the FAA would even allow their use a second time, and it will probably be at least another 20 years before Rwy 28R needs to be rebuilt; both runways at Brown Field are already lighted.

Mr. Tussey purchased the lights with airport money due to his safety concerns for pilots landing at night, and (*through less than memorable personal experiences*) a lack of confidence in the FAA-approved reflectors. He would make the same decision again, as the money invested was probably less than a potential lawsuit. The FAA Airports District Office may have tacitly acquiesced with the airport's point of view, but remain bound by rules coming from Washington DC.

Mr. Gesell added that in order to preserve the lights, regular battery maintenance must be done, and such a task is not easy on the individual lights, and there are 46 units, each weighing about 35 pounds. Each light is now protected in individual boxes and have been placed on pallets.

Other airport project updates:

- MYF Twy C and Runup Design: *\$1 million grant postponed until next year, due to sequestration, which uses CIP money to fund towers and controllers.*
- MYF Rwy 28R Localizer Site Mitigation: *\$450,000 grant may also be get postponed.*
- SDM Rwy 8L/26R Design: *In progress, 30 core samples, \$731,500 grant, HNTB.*
- SDM Rwy 8L/26R Construction: *Grants postponed one year.*
- MYF/SDM ADA improvements: *Design in progress, self-funded.*
- MYF Marigold/Pavement Repairs: *Completed last week, Flattop next FY, self-funded.*

On a related topic, Mr. Tussey demonstrated the scope of magnitude, related to FAA grants for GA airports. He presented a pie-chart depicting the distribution of AIP grant funds, along with percentages. Montgomery and Brown Field Airports (*and about 50 others in the region*) are reliever airports, whose slice of the pie is represented as 0.16% of the total distribution. The primary source of revenue for AIP grant funding is a fee applied to passenger tickets, along with aircraft fuel excise taxes. Revenue for the City Airports Enterprise Fund is primarily rent paid by airport tenants, who effectively subsidize the runways and taxiways for everyone else.

On another topic, Vice-Chair McGill inquired about the large building recently demolished at the intersection of Aero Drive and Sandrock Road, and what will be built in its place. Mr. Gibbs and Ms. Ander replied it will be replaced by a four-story apartment complex and parking structure.

Mr. Aldrich asked for a more precise date for when repairs will be made to Flattop next fiscal year. Mr. Tussey replied September, contingent on how long contract processing takes. Care will be taken to avoid interfering with any standing recreational events, and adequate notice will be given when a more precise date is known.

Mr. Hitchcock asked for a timeline on the ADA improvements to the restrooms at Brown Field. Mr. Tussey replied the design will be complete early next fiscal year, with construction taking place February or March 2014 at the earliest.

Ms. Golden asked if the group would be able to do something for the family of Kevin O'Donnell, such as a card. Mr. Gibbs replied the family requested donations to be sent to the ALS Foundation.

6. ANNOUNCEMENTS

Ms. Ander announced the City's reconfiguration of parking access to Balboa Park, as reported in the news, and encouraged anyone with an opinion on the matter to contact their Council representative.

Mr. Hasson is planning the next MYF Operations Committee meeting, and suggested the next meeting date of Wednesday, June 26 from 4:00 – 5:00 P.M. in the MYF large conference room in the terminal building. At the meeting, attendees will list and re-prioritize topics to be presented at the September regular AAC meeting.

The next meeting of the AAC will be at Montgomery Field on July 9, 2013.

MYF Tower Update – MYF Tower Manager Tom Dray

Transfer of tower operations to the temporary tower is on schedule to occur Wednesday, June 26. It is possible on the first day, there will be only two operational positions available – ground and local control; if that happens, touch and goes will be limited.

7. ADJOURNMENT

The meeting was adjourned at 3:56 P.M.

Respectfully submitted,
Wayne J. Reiter