

## A Note from the Deputy Director of Airports



Dear Airport Tenants & Users,

As we enter into 2017 and the 3rd Quarter of the City's 2017 Fiscal Year, the Airports Division continues to be focused on developing, operating, and maintaining Montgomery-Gibbs Executive Airport and Brown Field Airport as world class General Aviation Reliever Airports. We are anxious to bring to fruition a number of ongoing projects in this 3rd Quarter, including the 15 Year Leases for the Flat Top / Marigold tenants @ MYF and the Commercial Minimum Standards policy document.



We are pleased to welcome Cindy Dunn, as the Airports Division Biologist. Cindy comes to us from the City's Parks and Recreation Department. She is an experienced biologist and we look forward to her helping us to be extraordinary stewards of Airports property, especially environmentally unique and sensitive habitat. Long time Airports Division employee Bill Dalby retired at the end of 2016, with over 24 years of service to the City. When he retired, Bill was serving as the Montgomery-Gibbs Executive Airport Senior Airport Operations Assistant. We will miss his extensive "airport knowledge" and affable manner. Charlie Broadbent, formerly a Montgomery-Gibbs Executive Airport Operations Assistant, has been hired as the new Senior Airport Operations Assistant. Our Real Estate Section is in the process of hiring a replacement Property Agent for Pierre Saladin, who was promoted to Supervising Property Agent, and moved downtown to READ. Hopefully, the new Property Agent will be onboard sometime in March.

We are truly excited to have "C & S Companies" begin the Master Planning process for both Montgomery-Gibbs Executive Airport and Brown Field Airport. A "Notice to Proceed" was issued for them to start work at the end of January. It is our intent to ensure that the Master Planning process is completely transparent and inclusive of all interested parties. Anyone wishing to participate in this process should contact me or Wayne Reiter, the Airports Division Program Manager.

Lastly, I want to thank all those who expressed concern for me last fall when I had two extensive back surgeries to reconstruct my lower back due to the thousands of hours that I flew Marine Transport Helicopters in my prior life. The "fix" seems to be *working as advertised* and I am blessed to be able to continue to work for you and with all of my dedicated colleagues in the Airports Division.

Please do not hesitate to contact me if you have any questions about the Airports Division or what the division is doing.

Semper Fi,

Rod Propst, A.A.E.  
Deputy Director, Airports



# Meet the New Airport Team



**Rodel Riego**

**Rodel Riego** was born and raised in the Philippines. He moved to San Diego with his family when he was 12-years-old. Rodel has been with the City of San Diego for 18 years, serving 17 years with the Comptroller's Office and 1 year with Public Works, starting initially as a Clerical Assistant II. His family is comprised of a loving wife and 2 girls, ages 14 and 10. He has served at the Airports Division for 3 months and is excited for what both Airports have in store. Please welcome Rodel as our new **Assistant Management Analyst!**

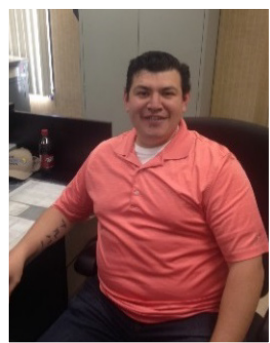
**Millie Moore**

**Millie Moore** comes to the Airports Division after working for the City of San Diego for over 20 years in various departments. Millie started her career as a Clerical Assistant II, promoted to Word Processing Operator, and then to Payroll Specialist. Millie has a Bachelor of Arts degree in Education from San Diego State University. She is a big Indianapolis Colts fan and enjoys other sports as well. Millie enjoys reading, playing with her puppies, and meeting new friends. Please welcome Millie Moore as our new **Word Processing Operator** and **Payroll Specialist!**



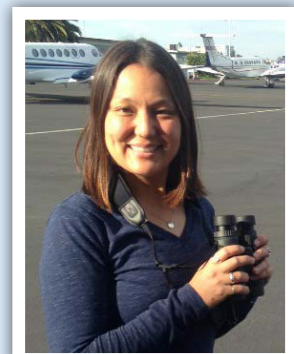
**Albert Bejarano**

**Albert Bejarano** was born and raised in El Paso, Texas. He came to San Diego in January 2008 after joining "the best fighting force in the world," The United States Marine Corps. Albert served as an attack helicopter (AH-1W) and utility helicopter (UH-1N/Y) mechanic. While serving in the Marine Corps he obtained his Private Pilot License. After three successful tours to Iraq and Afghanistan, Albert left the Marine Corps and earned his Associate of Science degree at Palomar Community College and a Bachelor's of Science degree from Southern Illinois University-Carbondale. Please welcome Albert as our new **Airport Operations Assistant** at Montgomery-Gibbs Executive Airport!



**Cindy Dunn**

**Cindy Dunn** comes to the Airports Division from Park and Recreation Open Space. She has over twelve years of biological experience in southern California with a specialization in wildlife. Her skill set includes surveys for threatened and endangered species such as the Quino Checkerspot Butterfly, burrowing owl, and coastal California gnatcatcher. Cindy has a Bachelor of Science degree in Biology: Ecology, Behavior, and Evolution from the University of California San Diego. For fun Cindy enjoys recreational rock climbing and board games. Please welcome Cindy as our new **Biologist III** at Montgomery-Gibbs Executive Airport and Brown Field Municipal Airport!





# William "Bill" Dalby Flies On



The City of San Diego congratulates Mr. William "Bill" Dalby on his retirement of 24 years from the Airports Division. After 20 years of service in the United States Army, retiring as a Chief Warrant Officer 3, Bill was hired with the City of San Diego in 1992 as an Airport Operations Assistant. Bill holds a Commercial Pilot's License Single-Engine Land, Multi-Engine Land, and Rotorcraft with an Instrument rating. He is also certified as a Flight Engineer - Turbojet. In December of 1992 he was certified as a Weather Observer by the National Weather Service. At that time Bill was hired, Airport Management provided the weather observations to pilots flying out of Montgomery Field. Bill was appointed as the Senior Airport Operations Assistant in September of 1993. During his tenure, Bill also served as the Airport Manager for Brown Field and Montgomery Field Airports. Pictured (above) is a retirement award from the Airports Division. Included is a certificate with the City of San Diego Gold Seal, City of San Diego service pins for 5-10-15-20 years of service, engraved name and dates of service, and a high resolution photo of Montgomery-Gibbs Executive Airport. A big "thank you" to Bill and for his service to the City of San Diego!



Above picture dedicated to Mr. William Dalby, AH-1 Pilot, United States Army.

# THANK YOU

# Montgomery-Gibbs Restroom Remodel

## Americans with Disabilities Act (ADA) Certified

The Restroom Remodel project began May 9th and was completed on September 26th. A big thank you to the [City of San Diego Public Works](#) and [Torres Construction](#). There were many upgrades to the existing restrooms.

### EXTERIOR UPGRADES:

- Path of Travel
- 2 New Parking Stalls
- Overhead Lighting
- Directional Signage
- Vegetation Removal

### INTERIOR UPGRADES:

- New Plumbing
- Sink Improvements
- Toilet Enhancement
- Tile Upgrade
- New Countertops
- Partition Upgrades
- Hand Dryer Installation
- Compliant Stairwells
- Power Assist Doors
- Door Improvements
- New Drinking Fountain





# Welcome Elias Treger!



We would like to welcome Elias Treger to Montgomery-Gibbs Executive Airport. Elias joined our team as an Intern in October. He is an 11th grader at San Diego Metropolitan High School. Elias has a passion for aviation. He has passed the FAA Private Pilot Knowledge exam, and is saving up for the flight training portion, with a goal to become a certificated Private Pilot. He is a skilled drone operator, and has built his own drones. He flies them as a hobby, and is an up and coming drone racer. Elias has also completed internships at the Ruben H. Fleet Science center, San Diego Model Railroad Museum, and Learn 2 Fly.

We are happy to have Elias as an intern at Airport Operations. While he has been here he has assisted with airport lighting repairs, toured the Air Traffic Control Tower, and is working on perfecting his two way radio communication skills. We are looking forward to working with Elias in the upcoming months.

## Noise Reminders

Noise decibel limits are in effect for Montgomery-Gibbs Executive Airport. The limit for nighttime operations (11:30 P.M. – 6:30 A.M.) is 70 decibels, while the limit for daytime operations (6:30 A.M. – 11:30 P.M.) is 88 decibels. Exceeding the noise limits may result in a fine of up to \$250. The best way to avoid exceeding the noise limits is to avoid takeoffs between 11:30 P.M. and 6:30 A.M., and to use a good noise abatement departure profile at all times. Single-event noise levels from high-performance pistons can be greatly reduced with modest RPM reductions. Contact the noise office at (858) 573-1436 with questions or to find out the noise level of your takeoff.



Residents are intensely annoyed by repetitive overflights of airplanes and helicopters at low altitude, even when the noise levels are below the established limits. Flight training or other repetitive flight activity over densely populated areas should be avoided as much as possible. Some routine flight maneuvers cause a high level of anxiety to residents who don't understand aviation. When departing to the west, early descents result in overflights of residential areas in the vicinity of Mt. Soledad at less than 1,000 feet AGL. Pilots are requested to take this into consideration and utilize patterns and flight routes that minimize noise and anxiety impacts to the community.

## FAA Hangar Policy

The Federal Aviation Administration (FAA) has clarified its hangar use policy effective July 1, 2017. One of the major changes should excite those engineer-minded individuals that are interested in building an experimental, or kit-built aircraft. Under the new policy, the FAA has classified non-commercial building of an experimental or kit-built aircraft to be categorized as an aeronautical activity. As long as progress is shown, an experimental or kit-built aircraft can be built in a hangar.

If an airport accepts federal airport grants, they are also agreeing to uphold the FAA's policies, including the hangar use policy. Federal airport grants are an essential source of funding that aids in keeping an airport in good repair. The runway 5-23 rehabilitation project was subsidized by a grant from the FAA. The hangars at Montgomery – Gibbs Executive airport are expected to comply with the FAA's hangar policy. The FAA wants to ensure that hangars are used primarily for aeronautical use. By doing this aircraft



owners that need a hangar will not be denied hangar space because it is being used for storing non-aeronautical items like cars, recreational vehicles, and boats. The FAA does allow the storage of items used to support the aircraft in the hangar. Hangars at Montgomery-Gibbs Executive Airport are in high demand, so it is important to use them for the aeronautical use they were designed for. Since Montgomery-Gibbs Executive Airport has taken federal airport grants it is mandatory that the airport complies with the FAA's hangar use policy.

# Runway 5-23 Complete!



Runway 5-23 is open and ready to be utilized by aircraft landing during strong cross wind conditions. Pilots that have landed in strong cross winds know the value of having the option of a cross wind runway. Runways are designated by magnetic heading. When a wind analysis indicates that runway orientation provides less than 95 percent wind coverage for any aircraft forecasted to use the airport on a regular basis, a cross wind runway is recommended. Montgomery-Gibbs Executive Airport is a B II design. The allowable cross wind component for a B II design airport is 13 Knots. When the wind is strong from the south or north runway 5-23 can be utilized. The runway surface of 5-23 was distressed and showing its age. The repaving of runway 5-23 was a much needed improvement, and adds to the overall capacity of the airport. Runway 5-23 is an asset to pilots landing with strong cross wind at Montgomery - Gibbs Executive Airport.



## HondaJet Visits MYF



Montgomery-Gibbs Executive after seeing it in magazines for over a decade. Honda founder Soichiro's dream has become a reality. The HondaJet is a great addition to the Very Light Jet (VLJ) market.

The HondaJet is the company's first attempt at producing an aircraft. The HondaJet brings an innovative design to the light jet market with an over the wing engine design. Honda says that this design allows for a more spacious cabin, noise reduction, and increased fuel efficiency. The fuselage is composite, and is lighter than aluminum which increases efficiency, and performance. The aerodynamic design of the wing achieves natural laminar flow which reduces drag, and maximizes performance. Equipped with a touchscreen Garmin G3000 the cockpit is both futuristic, and ergonomic. It is great to see the HondaJet on the tarmac here at



- ← 422 knots max cruise speed at 30,000 ft.
- ← 1223 nm range with 4 occupants.
- ← 43,000 Maximum cruise altitude.
- ← 2 GE Honda Engines/ HF 120 with 2050 lb/f.
- ← Meets stage 4 aircraft noise requirements.

Take off distance 4,000 ft. →

Landing distance 3,050 ft. →

3,990 feet per minute climb rate. →

Lavatory with privacy doors, vanity, and two standard skylights. →

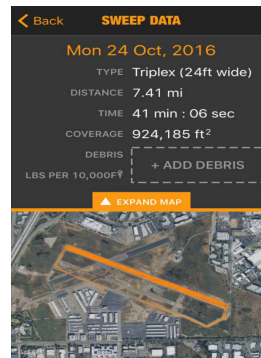
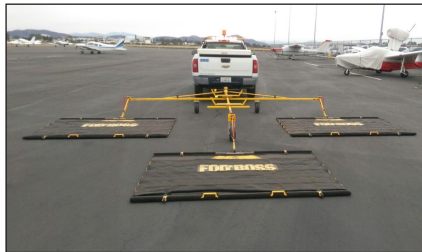




# FOD Program & FOD Boss



Over the past several months Airport Management has created a Foreign Object Debris (FOD) Program to strive towards excellent safety at Montgomery-Gibbs Executive Airport. The FOD Program will enhance our ability to track and record FOD events on the Airport. From small FOD items, such as, sunglasses on taxiways to an aircraft door on the active runway. Along with our daily airport inspections the Airport has also purchased a new tool to fight against FOD, the FOD Boss. This simple, yet highly effective, tool gives Airport Operations the ability to clean and remove debris not able to be seen from the Ops vehicle. After its first sweep of all taxiways and runways, the FOD boss was able to cover over 1 million sq. ft. and remove large amounts of metal particulates, which would have easily blown a tire, and over 65 lbs. of rocks and sand.



## Test Your Aviation Knowledge



Everything is under control

- In the RMK (remarks) section of a METAR, what does code A02 stand for?
  - The airport has ASOS
  - There are 2 weather sensors on the airport
  - The sensor needs maintenance
  - The site has a precipitation sensor.
- What V-speed represents "best rate of climb?"
  - Vs
  - Vroc
  - V1
  - Vy
  - Vx
- True or False: Lowering flaps increases camber, lift, and drag.
- Which type of hypoxia is often associated with an increase in altitude?
  - Histotoxic Hypoxia
  - Hypoxic Hypoxia
  - Hypoxia of Brain Cells
  - Nitrogen Hypoxia
- Unless other authorized, if flying a transponder equipped aircraft, a pilot should squawk which VFR code?
  - Vyse
  - 6660
  - 1200
  - 7700
  - 7500

- 5) C  
4) B  
3) TRUE  
2) D  
1) D

## New Airport Updates



### MONUMENT SIGN

To commemorate the change of name to the airport, Montgomery-Gibbs Executive Airport has added a monument sign on the corner of John J. Montgomery and Aero Dr. The sign can hold four business plaques and displays the new airport name.

### DIGITAL DISPLAY

The newest addition to the Terminal Building at Montgomery-Gibbs Executive Airport is the large digital display located next to the Airport Operations door. This display is continuously being updated with information about the airport, contact information for airport personnel, businesses located at the airport, and events taking place around the airport. Likewise, it also displays information for the Airport Advisory Committee (AAC) monthly meeting. If you know of any events around the airport please feel free to contact Airport Operations so we can update the display.



Bob Turner

"Third Sunday of every month, 12PM to 2 PM at Montgomery-Gibbs Executive Airport, San Diego. Historic Aircraft Display - Contact 619-301-2530."

## Montgomery-Gibbs Air Traffic Control Corner

The tower has been “splitting” the tower positions (having different controllers on different frequencies for 28 Left and 28 Right) more often recently. When this happens, aircraft assigned 28 Right will be given 125.7. When you land on 28 Right you may be held between the runways longer than usual while the 125.7 controller coordinates a runway crossing with the 119.2 controller. Please be patient, we will get you across as soon as we can. In the meantime, please do not switch to Ground Control frequency on your own. Stay on Tower until instructed to switch.

We also ask that you keep your transmissions as succinct as possible. A particular example is to not make an initial call-up to us to establish communication and then make another transmission with your request. “Montgomery Ground Cessna 3427 Juliet at transient taxi for departure westbound with information Charlie,” is perfectly acceptable as an initial call-up.

Finally, listen before you talk. This is not just making sure that nobody is already transmitting, but if we have just given someone else an instruction, do not key up and block that airplane’s acknowledgment.

## Airports Advisory Committee Vacancies

There are two vacancies on the Airports Advisory Committee (AAC): the Brown Field aviation user group representative and the Clairemont Mesa Community representative. The AAC meets the second Tuesday of each month at Montgomery-Gibbs Executive Airport at 3:00 PM, unless otherwise directed. The Committee advises the City of San Diego on matters related to the operation and management of the City’s two general aviation airports: Brown Field and Montgomery-Gibbs Executive Airport. Anyone interested in filling one of the vacancies should complete the online Boards and Commissions Application Form at <https://www.sandiego.gov/city-clerk/boards-commissions/application>

## Managing Sumped AvGas

### County of San Diego Pollution Prevention

You may have become aware of the increased attention now being paid to how sumped AvGas is managed. AvGas is toxic and negatively affects air, soil, and water quality. It deteriorates asphalt increasing the risk of foreign object damage (FOD) to aircraft, and seeps into underlying soil and groundwater where it persists and causes environmental damage.



Thank you to MedImpact Flight Operations at MYF for help staging this photo.

**Several options are available for proper management of sumped AvGas.** Some samplers (like the GATS jar) have a filter that removes contaminants making the fuel safer to return to the aircraft tank. Remember to check with your maintenance technician before reusing sumped fuel. AvGas that is unsuitable for use in an aircraft may be used in ground-based equipment such as motorized mowers, weed trimmers, or other small engines if it will not damage the equipment or compromise safety. If sumped AvGas cannot be reused, it must be managed properly as hazardous waste.

AvGas that cannot be recycled and any waste liquid sumped from an aircraft’s fuel system must be stored and disposed of as hazardous waste by a California registered hazardous waste transporter. **Every person who sumps AvGas**

**must have a proper means of managing it readily available.** California law prohibits disposing of aviation gasoline (AvGas) to the ground, sewer, and storm drain, and violators are subject to fines reaching \$25,000 per incident. Please refer to the California Health and Safety Code [HSC §25100] for more details.



Always sump your fuel as a part of your pre-flight safety inspection in accordance with the operating handbook for your aircraft and FAA regulations. By using filtering fuel samplers, recycling sumped AvGas, and managing AvGas waste as hazardous waste you are protecting the environment, protecting the apron surface from deterioration, reducing FOD damage to aircraft, and saving money in fuel costs.

For more information about managing AvGas please contact:

### Hazardous Materials Division

Department of Environmental Health, County of San Diego  
PO Box 129261, San Diego CA 92112-9261  
Phone: 858-505-6980  
Email: [hmdutyeh@sdcounty.ca.gov](mailto:hmdutyeh@sdcounty.ca.gov)  
Website: [sandiegocounty.gov/content/sdc/deh/hazmat](http://sandiegocounty.gov/content/sdc/deh/hazmat)





# Fairy Shrimp: They're A Little Shellfish!



Photo by John Gibbins, San Diego Union Tribune

Working at the Airports, you have probably heard the term fairy shrimp mentioned time and again. Their name makes them sound like some make-believe creature that belongs in a children's cartoon about the sea. It surprises many to learn that these shrimp exist and can actually be

found in temporary freshwater ponds created by rainfall and snow melt. That's right, you can have shrimp living high up in the mountains, or way out in the desert! And we are lucky to have some right here on Montgomery-Gibbs Executive Airport.

The entirety of Kearny Mesa used to be a vast expanse of fairy shrimp habitat, from the Miramar landfill down to Mission Valley. The clay soils on the mesa top retained rainfall and also allowed for water to move laterally along the clay pans over time. This created the very specific and sensitive resource known as vernal pools. Due to development, approximately 95% of the natural vernal pools have been destroyed. We are now down to the



Photo by Helix Environmental Planning

last 5% of fairy shrimp habitat remaining, and a good portion of that is found on our airport.

Fairy shrimp are just as delicate in real life as their name suggests. These little crustaceans

have short but sweet lifespans, hatching from cysts within recently rain-filled vernal pools. They float around upside down, using their legs to move, breathe and catch microorganisms for food. Their simple life cycle involves eating, growing and mating, eventually creating the next generation of fairy shrimp cysts that will remain in the dirt of dried pools, until the right conditions come about and allow for the next generation of hatching.

These cysts are (in my opinion) the most incredible aspect of their little lives. They aren't just an egg-like state, these cysts are actually a form of *suspended life*. The cyst provides protection for the fairy shrimp larvae through extreme temperatures and time. A cyst can remain viable after being dipped in boiling water, liquid nitrogen (-400° F), ingestion, and/or being left on a shelf for decades. In fact, rumor has it that there were cysts that were carbon-dated to be about 10,000 years old that were

able to be hatched! It's an incredible evolutionary tactic, necessary for the continuation of a species that has adapted to living in the temporary conditions of the cyclic filling and drying out of vernal pools.



Photo by A.G. Vandergast, USGS

There are 27 species of fairy shrimp in California, seven of which are endemic to the state. Five of these 27 species are endangered, which includes the fairy shrimp that can be found within the vernal pools of Montgomery-Gibbs, the San Diego fairy shrimp (*Branchinecta sandiegonensis*). It takes between three to eight days for this shrimp to hatch from its cyst, and another ten to twelve days before the larvae reaches maturity. Once maturity is reached these little shrimps have about three weeks to mate and lay more cysts, assuming the water in the vernal pools doesn't dry up before then. Maximum longevity is estimated at 42 days.

While the fairy shrimp do especially well in their ideal vernal pool environments, this does not mean they can't disperse and survive in less ideal situations. Dispersal is accomplished through the consumption of the female fairy shrimp by birds and other such predators, and the pooping of the cysts in a different, new location. Remember, the cysts are very durable, and can withstand an animal's digestive tract and still remain viable. Another method of dispersal that has proven as a way for the cysts to unintentionally expand their range is via vehicular transport. Not by driving the vehicle, but rather by being driven over by vehicles, getting caught in tires and spread to other road ruts that may not have had fairy shrimp previously. Once this happens then this new road rut must be treated with the same protection as the pristine vernal pool that this endangered species may have originated from.

This is a good reason to be careful when driving around any area that has fairy shrimp. The last thing you want to do is accidentally spread them to other locations and increase the restrictions you must follow in order to protect them! When in doubt, stay on the dirt roads, asphalt, and gravel paths within the airport, and try to avoid driving or even walking through puddles! Even road ruts!

# Flying into Montgomery-Gibbs Executive Airport?

Check out some of these services that are located here on the Airport:

## Gibbs Flying Service (858) 277-0310

(Fuel/line services, maintenance, hangar/ramp space, flight training)

Fuel Prices: Jet A \$3.75 Avgas \$5.39

<http://www.gibbsflying.com/>



## CrownAir Aviation (858) 292-1181

(Fuel/line services, hangar space, pilot's lounge, maintenance)

Fuel Prices: Jet A \$4.05 Avgas \$5.79 (SS \$5.39)

<http://www.crownairaviation.com/>

## Corporate Helicopters (858) 505-5650

(Flight training, tours, charters, maintenance, brokerage)

<https://www.corporatehelicopters.com/>



## National Air College (858) 279-4595

(Flight training, hangar/ramp space, maintenance)

<http://www.nationalaircollege.com/Learn2Fly.htm>

## Casa Machado (858) 292-4716

(Authentic and fresh Mexican style dishes)

<http://casamachadomex.com/>



## Plus One Flyers

(Flight training and aircraft rentals)

<http://www.plusoneflyers.org/>

For comments or suggestions on the content or format of this newsletter, please contact the editor at:  
(858) 573-1436 or [writer@sandiego.gov](mailto:writer@sandiego.gov)

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