

Department of Real Estate and Airport Management

Montgomery – Gibbs Executive Airport Update

For Serra Mesa Community Council

May 25, 2022



About Me

- Degree in Aviation Management SUNY
- Accredited by American Association of Airport Executives
- President of the Southwest Chapter of AAAE
- Experience:
 - Airlines at JFK International Airport
 - Airport Operations / Aircraft Rescue Fire Fighter at the New Haven Airport
 - Multiple Roles at County of Ventura Department of Airports
 - TSA Airport Security Coordinator Training
 - Pillar member of EAGLE (Eliminate Aviation Gasoline Lead Emissions) by 2030





About DREAM - Airport Management

The Department of Real Estate and Airport Management – Airport Management Team (DREAM - Airport Management) is responsible for operation, maintenance, and development of the two City owned two general aviation airports, Montgomery - Gibbs Executive Airport and Brown Field Municipal Airport

Mission Statement:

To develop, operate, and maintain our Airports world-renowned General Aviation Reliever Airports, providing access to the National Air Transportation System in a safe, economically self-sufficient, environmentally sensitive, and professional manner

Vision:

World-renowned General Aviation Airports, to serve a world-renowned city



Airport Management Programs and Services

Airport Operations Teams: Primarily focused on Airport safety, serve as the primary points of contact for airport users, perform airfield maintenance and repair work

Airport Programs/Noise Abatement Team: Plans the airports' Capital Improvement needs, obtains grant funding for critical infrastructure needs, manages the Airports' Noise Program

Lease Administration: Administers and manages over 200 real estate agreements and redevelopment projects

Financial and Records Management: Supports the department's budget, financial transactions and maintains accounts and records for all City-owned real estate and agreements

Montgomery – Gibbs Executive Airport





Economic Impact

- As of 2016 Montgomery – Gibbs:
 - Generated approximately 1,400 annual jobs (direct, indirect, and induced)
 - Provided a labor income of \$75.7 Million
 - Created an industry output of \$~179.0 Million

Community Benefits





Airport Projects

- FY 2023
 - Installation of a fuel tank on the main ramp for the purposes of providing retailed unleaded aviation fuel (~\$700K)
 - Delivery of an Airport Sweeper (~\$250K)
 - Completion of Airport Master Plan
- FY 2024
 - Transient Ramp apron Rehabilitation (~\$1.9 million)
- FY 2025
 - Runway 10R/28L Rehabilitation (~\$1.8 million)
 - Taxiways B, C, D, E, F Rehabilitation (~\$5.1 million)

Completed Projects



CrownAir FBO Development
Investment: ~\$17.5 Million



Coast Flight FBO Development
Investment: ~\$9.0 Million

Key Tenant and User Projects Status Update

1. Sale of commonly owned property with ARC
2. Air Center MYF (Corporate Helicopters) Development
3. MYF Properties (Executive Airpark) Development
4. City of San Diego Fire Department Hangar Project



Commonly Owned Property with ARC

- Property is approximately 4.5 acres.
- Not used for airport revenue as result of litigation.
- City will only see share of land value
- Revenue to the Airport Management Enterprise Fund ~\$3.4 million



Air Center MYF (Corporate Helicopters)

CrownAir Leasehold:

- Lessee owns two hangars 8,500 sf
- Leases two hangars 7,200 sf
- Leases office building 5,500 sf
- Total leased space is 21,200 SF

Future Location: Parcel No. 3

In March 2018, City approved a 50-year lease for a full-service Helicopter Fixed Based Operator Development at Montgomery - Gibbs Executive Airport in three phases





MYF Properties (Executive Airpark)



Figure 1
Proposed Phasing

- Legend**
- Lease Line
 - Existing Buildings
 - Existing Pavement
 - Privately Owned Hangars
 - Tie-down Removal
- Phase I Development**
- Pavement Construction
 - Building Construction
 - Landscaping Improvements
- Phase II Development**
- Pavement Construction
 - Building Construction
 - PV Panel Improvements
 - Hangar Demolition
- Phase III Development**
- Pavement Construction
 - Building/Tank Construction
 - Landscaping Improvements
- Ultimate Development**
- Building Construction



Source: C&S Engineers, Inc.

MYF Properties (Executive Airpark)

- Aircraft Hangar Rentals
- Aircraft Maintenance
- Aircraft Full Line Services
- Aviation Fuel Sales
- Flight Club Lounge (5,850 sq. ft.)
- New Hangars (69,800 sq. ft)
- Aviation Museum
- Air Mobility Hub



City Fire-Rescue Air Operations Hangar Project

- Construction of ~32,000 square-foot hangar buildings
- Construction of ~65,000-square-foot concrete apron, and parking and shelter for helicopter support vehicles
- Has obtained CEQA entitlements

More information at:

<https://cipapp.sandiego.gov/CIPDetail.aspx?ID=S18007>





Airports Advisory Committee

- Advise the Mayor and staff on airport related issues
- No budgetary or operational authority
- Consists of 12 members appointed by Mayor and confirmed by Council
- No more than two consecutive terms
- Can apply at the Boards and Commissions website:
 - <https://onboard.sandiego.gov/apply/>



Noise Management Program



Safe Aircraft Operation Responsibilities

- **Montgomery Gibbs Executive (MYF) and Brown Field Municipal Airport (SDM)**
 - Assure physical facilities of Airports are safe for aircraft use
 - Manage MYF's Noise Management Program
 - No control over how or where aircraft are flown
- **FAA/ATC**
 - Formulates and enforces rules and regulation under which aircraft are operated
 - Ensure aircraft remain a safe distance from one another
 - Has authority over aircraft in flight
- **Pilot in Command (PIC)**
 - Federal law give PIC final authority and responsibility over how aircraft are operated
 - Responsibility for flight safety is with PIC



Title 14 Part 91- General Operating and Flight Rules

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- **§91.119-(b)** Over congested areas. Over any congested area of a city, town, or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft
- **§91.119-(c)** Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- **FAA does not have the authority to prohibit aircraft overflights of a particular geographic area unless the operation is unsafe, or the aircraft is operated in a manner inconsistent with FAA Regulations**
- **§91.3 (a)**-The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft

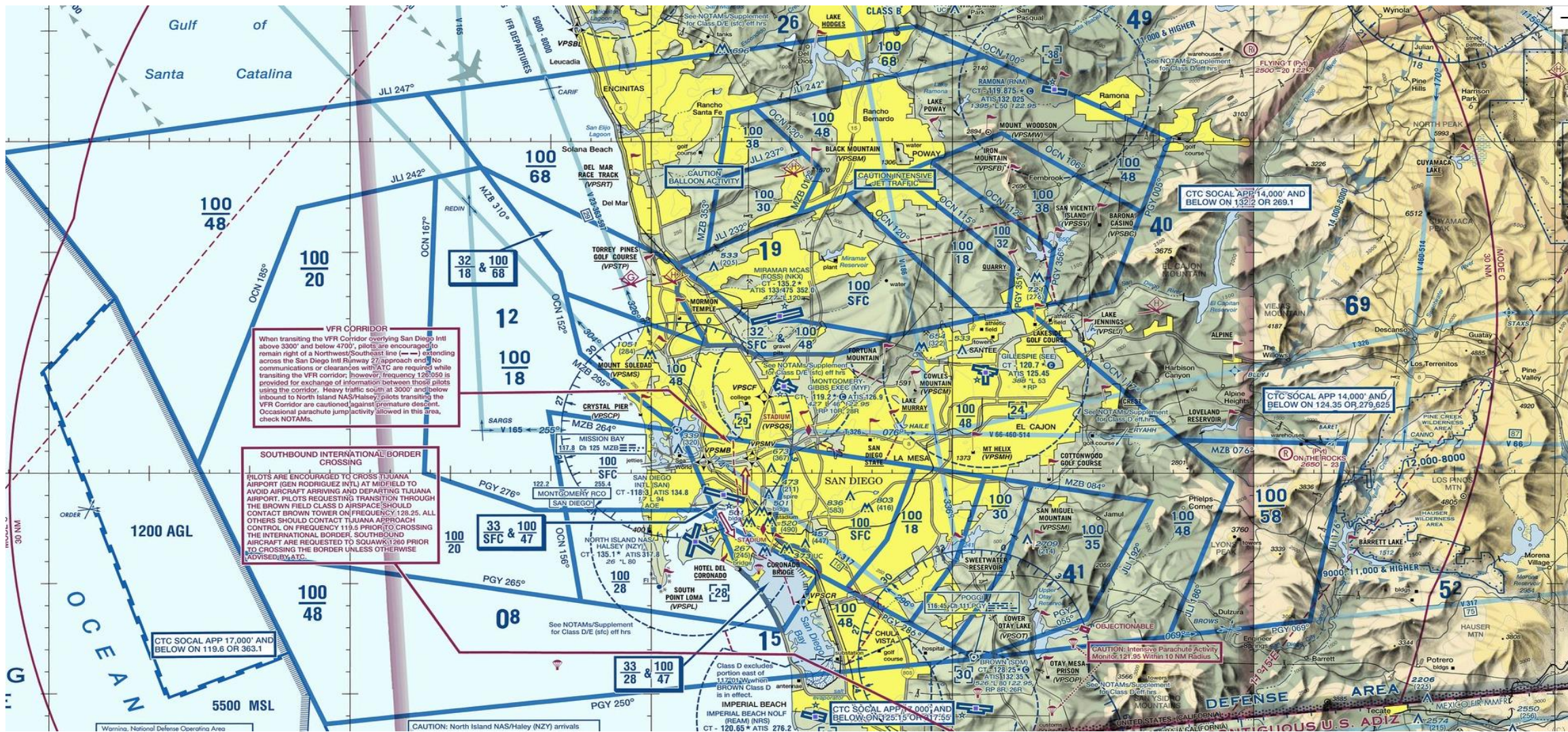


Aircraft Noise Education Program

- Safety of flight comes first
- In addition to MYF's Mandatory program
- Non-punitive
- Requires cooperation from pilot community
- Relies on educational materials and aircraft operator outreach
- Relies on the support of our stakeholders



Regional Airspace





Common Community Noise Related Concerns

- Low flying aircraft
- Aircraft too loud
- Aircraft constantly circling
- Aircraft activity constant



Purpose of the Program

- Safety of the flight
- Develop best practices to reduce noise impacts on communities
- Show the public that aircraft operators flying out of MYF and/or SDM are making efforts to reduce noise impacts where safety allows
- Provide a platform to engage stakeholders
- Develop education materials for pilots and members of the public



Noise Management Kneeboard

MONTGOMERY FIELD (MYF) NOISE ABATEMENT PROCEDURES

Montgomery Field is located near the population center of San Diego, and between the two major airports within Lindbergh Field's Class B airspace. The airport is surrounded on all sides by residential areas. IT IS VIRTUALLY IMPOSSIBLE TO ARRIVE AT OR DEPART FROM MONTGOMERY FIELD WITHOUT FLYING OVER RESIDENTIAL AREAS.

To minimize the noise impact that the airport has on the residential areas, the City has developed a Noise Monitoring System and adopted a strict Noise Ordinance with fines for all violations. The City has also developed the following Noise Abatement Procedures to assist the airport users in minimizing their noise impact on the surrounding communities.

SUMMARY OF NOISE ORDINANCE AIRCRAFT NOISE LIMITS:

0630-2330 "Day"	Between 0630 and 2330 (local) aircraft shall not exceed 88db Max sound level or 94 db SENEL in any residential area.	2330-0630 "Night"	Between 2330 and 0630 (local) aircraft shall not exceed 70 db Max sound level or 76 db SENEL in any residential area.
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NOISE LIMITS ARE STRICTLY ENFORCED

PROHIBITED OPERATIONS:

Touch and go operations are prohibited between 2100 and 0630 (local). Intersection takeoffs and stop and go operations are prohibited at all times. Practice low approaches are prohibited between 2330 and 0630. Simulated engine failures are prohibited over residential areas at all times.

NOISE ABATEMENT RECOMMENDATIONS:

- Avoid departures between the hours of 2330 and 0630. Tower hours of operation (0600 – 2100) are not the same as noise ordinance.
- Higher performance and louder aircraft are requested to use runways 28R/10L.
- VFR takeoffs: maintain runway centerline after departure, climb using best rate of climb, reduce takeoff power to climb power before overflying residential areas, and reach 1200' MSL (2000' for twins) before turning crosswind.
- IFR departures: climb to at least 400' AGL on runway centerline before turning to assigned heading. Reduce takeoff power to climb power before overflying residential areas.
- VFR arrivals: maintain pattern altitudes (S. of airport 1400' MSL singles, 2000' MSL twins, N. of airport 1200' MSL singles, 1600' MSL twins) until turning base.
- All recommended procedures are to be superseded by any ATC or tower instruction, any weather condition which may create unsafe flight, or any other safety consideration including pilot ability.

RECOMMENDED VFR DEPARTURE PROCEDURES

Runway 28L and 28R – West or Northwest (Mt. Soledad departure/straight out)

- Climb using best rate and reduce climb power before reaching residential areas
- Maintain runway centerline until 1200' single, or 2000' twins
- Proceed direct to gap north of Mt. Soledad (1049')
- If northbound, upon passing shoreline, turn to northbound heading and cross over Seawolf Corridor segment of Class B airspace between 3200' and 6800', or below 1800' MSL

Runway 28L – South or East Departures

- Climb using best rate and reduce climb power before reaching residential areas
- Maintain runway centerline until 1200' single or 2000' twins before turning crosswind, avoid overflying Royal Highlands neighborhood 300' south of centerline and 3500' from end of runway
- Remain clear of Class B airspace, boundary MZB 084° radial, and use caution for aircraft on MYF ILS or RNAV 28R approach, or straight in to RWYs 28L and 28R

Runway 28R – East or Northeast Departures

- Climb on runway centerline using best rate, reduce to climb power setting, and turn right crosswind before reaching I-805
- Turn right downwind before crossing Class B airspace boundary (approx. Clairemont Blvd.)
- Proceed eastbound, remain clear of Class B airspace and Gillespie Field airport traffic area

Runway 10L & R – East, Northeast, or Southeast Departures

- Climb on runway centerline using best rate and reduce to climb power before reaching I-15
- Remain clear of Class B airspace and Gillespie Field airport traffic area

Runway 10L & R West or Northwest Departures

- Climb on runway centerline using best rate
- Reduce to climb power and turn L or R crosswind as directed before reaching I-15
- Climb to overfly the Seawolf Corridor Class B airspace segment at 3200' to 6800' after passing shoreline and turning north
- Use caution for arrivals to RWYs 10L & R from Mt. Soledad

RECOMMENDED VFR ARRIVAL PROCEDURES

Runway 28L from West or Northwest

- Maintain clear of Class B airspace and stay offshore between 3200' and 6800' on a southerly heading until south of Mt. Soledad
- Turn toward MYF before reaching MZB VOR and Class B airspace boundary
- Enter L downwind pattern and maintain pattern altitude until turning base

Runway 28L & R from East, Northeast, and Southeast

- Maintain clear of Class B airspace and Gillespie Field airport traffic area
- Proceed straight in on ILS or RNAV 28R approach, or as directed and descend at or above glideslope

MONTGOMERY FIELD SAN DIEGO, CA

COMMUNICATION FREQUENCIES:

SoCal Approach – 124.35
Unicom – 122.95
Tower 1 – 119.2
Tower 2 – 125.7
Ground – 118.225

Clearance Del – 123.725
Gibbs Unicom – 122.85
Crownaire Unicom – 123.5
ATIS – 126.9

RUNWAYS:

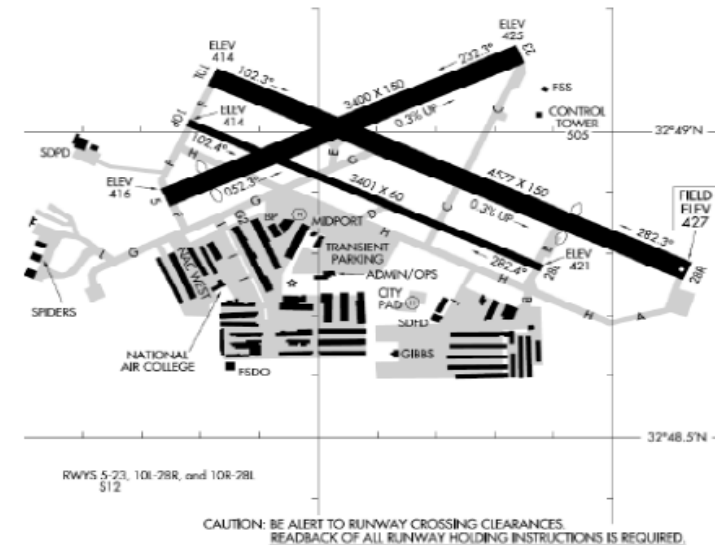
10L/28R: 4577x150; asphalt; MIRL; tree Rwy end 28L
10R/28L: 3401x60; asphalt; tree each end
5-23: 3400x150; asphalt; power line Rwy 5, tree Rwy 23

TRAFFIC PATTERNS:

Rotorcraft–700' MSL; Single Engine–1427' MSL; Twin Engine- 2027' MSL

AIRPORT REMARKS:

Field elevation 427'. Midport helipad limited to 6,000 lbs. Be alert to heavy aircraft activity in vicinity of Lake Murray and Mt. Soledad.



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

April 2009



Educational Pamphlets



Aircraft Owners and Pilots Association Noise Awareness Steps

These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedures should be allowed to compromise flight safety.

- If practical, avoid overflying noise-sensitive areas. Make every effort to fly at or above 2,000 feet AGL over such areas when overflight cannot be avoided.
- Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with a lower RPM setting will reduce aircraft noise substantially.
- Perform stalls, spins and other practice maneuvers over uninhabited terrain.
- Familiarize yourself and comply with each airport's noise abatement procedures.
- Use PAPI/VASI whenever available. This will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
- Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 500 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
- Fly a tight landing pattern to keep noise as close into the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
- If possible, do not adjust the propeller control for flat pitch on the downwind leg. Instead, wait until short final. This practice not only provides a quieter approach, but it also reduces stress on the engine and propeller governor.
- Avoid low-level, high-powered approaches, which not only create high-noise impacts, but also limit options in the event of engine failure.



Montgomery-Gibbs Executive Airport (MYF) Noise Management-Quick Facts

This airport has the ability to control some aspects of noise management. Here is what it can and cannot regulate:

MYF CAN:

- Regulate aircraft activity on leaseholds/ parking and ramp areas within the airport, including any aircraft maintenance.
- Implement restrictions proposed or implemented before 1990 ANCA*.
- Prohibit and/or fine takeoffs and landings of any aircraft that violates the daytime (88dB) and/or nighttime (70dB) noise restriction levels.
- Prohibit touch and go operations between 9 p.m. and 6:30 a.m.
- Prohibit low approaches between 11:30 p.m. and 6:30 a.m.
- Develop and implement voluntary noise management programs.

MYF CANNOT:

- Prohibit takeoffs or landings of military, law enforcement, emergency, fire or rescue aircraft that are exempt.
- Prohibit the arrival/departure of any helicopter at any time.
- Fine aircraft operators who do not participate in any voluntary noise management programs.
- Fine any aircraft who violates Federal Aviation Regulations (FAA); this is the FAA's responsibility.
- Prohibit aircraft from flying over residential areas.

*1990 ANCA - Airport Noise and Capacity Act of 1990 limits the ability of airport sponsors to propose and implement new restrictions and/or fines on aircraft operating into or out of their airport after 1990. Proposed restrictions must comply with Code of Federal Regulations Part 161, Notice and Approval of Airport Noise and Access Restrictions.



Ways to file a Noise Complaint

- Call the Noise Abatement Office

Hotline **858-573-1436**

- Fill out an online Complaint Form:

www.sandiego.gov/airports/noise

The screenshot shows the website sandiego.gov/airports/noise. At the top, there is a navigation bar with the City of San Diego logo, weather information (63°), and a search bar. Below this is a menu with categories like LEISURE, RESIDENT RESOURCES, DOING BUSINESS, LIBRARY, PUBLIC SAFETY, and CITY HALL. The main content area is titled "Airports" and features a "Noise Management" sidebar on the right. An orange arrow points to the "Complaint Form" link in this sidebar. The main content area includes sections for "Frequently Asked Questions" and "Noise Management" with various links and reports.



Noise Complaint Form

Noise Complaint Form

Welcome to the City of San Diego's Montgomery-Gibbs Executive Airport and Brown Field's Noise Complaint Form. If you are looking for information about airlines operating from San Diego International Airport (Lindbergh Field), we recommend contacting that airport's noise office at 619-400-2799, or use the online form at: <http://www.san.org/Airport-Noise/Flight-Tracking#4055230-submit-noise-concerns#>.

The form below is **only** for reporting aircraft operating from Montgomery-Gibbs Executive Airport in Kearny Mesa and Brown Field in Otay Mesa. Thank you.

Items marked with an asterisk (*) are required.

Reported by

Name

Address *

City *

Zip code *

Phone

Email

Description of Event

Date of event *

Time of event *

Type of Aircraft

- Single-Prop
- Multi-Prop
- Helicopter
- Jet
- Unknown

Type of Operation

- Departure
- Arrival

Contact

Would you like someone to contact you? Yes No

Comments

Sorry, no robots allowed.

I'm not a robot



reCAPTCHA
Privacy - Terms

Submit



Questions?