

Montgomery – Gibbs Executive Airport
Airport Master Plan Advisory Committee Meeting #2

Serra Mesa Recreation Center – Meeting Room
Wednesday, June 14, 2017, 3 – 5 p.m.

Advisory Committee Members Present

Al Boyce, Montgomery – Gibbs Executive Airport Tenant
Bob Basso, Montgomery –Gibbs Executive Airport Tenant
Chris Sluka, Montgomery – Gibbs Executive Airport Flight School
Dave Gordon, Plus One/Marigold/NAC Tenant
Garret Hollarn, San Diego County Regional Airport Authority
Heather Dagle, Flattop/Marigold
Jackie Ander, Serra Mesa Town Council/Airport Advisory Committee
Elizabeth Dickson, City of San Diego, Planning Department (alternate)
Robyn Badilla, Kearney Mesa Planning Group
Tom Reid, Plus One

Project Team Members Present

Wayne Reiter, City of San Diego
Michael Hotaling, C&S
Ralph Redman, C&S
Jake Shurer, C&S
Natalia Hentschel, Katz & Associates
Marissa Twite, Katz & Associates

Welcome and Introduction

Natalia Hentschel welcomed the Advisory Committee (Committee) to the second meeting and thanked them for their participation. She introduced her role as facilitator, reviewed the Committee discussion process and summarized the meeting's agenda. The Committee and members of the public were then asked to introduce themselves and the organizations they represent.

Committee members received the meeting agenda, an Aviation Demand Forecast frequently asked questions document and an updated member roster to place in the binders provided at the previous meeting.

To view project and meeting materials, including new binder contents and the presentation, visit the airports master plan website at <http://www.SDAirportPlans.com/documents/>.

Inventory Working Paper #1 Feedback Discussion

Michael Hotaling began the meeting by identifying the current stage of the Master Plan process: Forecasting and Facility Requirements. He then summarized the key considerations that were documented in the Inventory Working Paper #1. The considerations included meeting design standards, understanding community concerns, maximizing land assets, limiting environmental constraints, maintaining user balance, future fleet mix considerations and becoming more business friendly.

Committee members were asked to provide feedback regarding Working Paper #1 and to share any possible considerations that were not included. The following is feedback and questions concerning the Working Paper #1:

- R. Badilla: Page 17, bottom of paragraph two states that the land located directly west of MYF, across State Route 163, is solely commercial land uses. This is not true. Less than a mile west, there is a residential area called Royal Highlands. This residential area is not depicted correctly in Working Paper #1.
- G. Hollarn: Does Montgomery-Gibbs Executive Airport have weight restrictions? The weight restrictions should be included in the Working Paper #1. Without those included, it seems that any aircraft can use the airport.
 - The airport does have an administrative weight restriction in place, based on a 1992 city council resolution.
- G. Hollarn: On page 9, Table 1.1 is missing John Nichols field.
 - John Nichols field is not open for public use, it is a private airfield but should be included on the table as other private airfields are represented.
- B. Basso: Could you define "user balance?"
 - Maintaining user balance ensures that the interests of smaller businesses and operators are represented in the Master Plan.
- A. Boyce: Buzz Gibbs is valuable resource that should be consulted with in the development of the Master Plan.

Overview of the Aviation Demand Forecast Process

M. Hotaling presented on the definition and need for development of the Aviation Demand Forecast. The forecast was defined as a projection of future aviation activity and based aircraft to inform, short-term operational planning and intermediate/long-term major capital development. The combined results from the airport inventory and the Aviation Demand Forecast will provide insight into Montgomery-Gibbs Executive Airport's (MYF) facility requirements and help guide the Master Plan process.

M. Hotaling provided information regarding FAA Orders and Advisory Circulars available that provide guidance for the development of the Aviation Demand Forecast. He also outlined the requirements to receive FAA approval.

Also presented were national trends based on FAA Aerospace Forecasts to provide national perspectives that bear on the development of the Montgomery-Gibbs Executive Airport's forecast.

Key Considerations

Ralph Redman overviewed the key steps and considerations used in the process to develop an Aviation Demand Forecast for Montgomery-Gibbs Executive Airport. The key steps and considerations outlined were:

- Identify airport demand elements
- Collection of data from a variety of data sources

- Historical and existing aviation activity
- Review of aviation forecasts
- Development of the forecast framework through different methodologies
- Development of the forecast for
- Demand forecast summary
- Comparison of Demand forecast with the FAA Terminal Area Forecast (TAF)

Forecast Results

R. Redman presented the Aviation Demand Forecast results for Montgomery-Gibbs Executive Airport and notified the Committee that the project team plans to present the forecast results to the FAA by the end of June.

N. Hentschel requested the Committee to provide general feedback, and to specifically express thoughts and comments on projected aviation business growth to be incorporated in the forecast results

The following feedback was provided:

- C. Sluka: There are so many variations that effect business growth. As noted in the presentation, the number of pilots is decreasing and the types of planes are changing, and everything is effected by the state of the economy. It's difficult to include in forecast results.
- T. Reid: I agree with C. Sluka. We tried our best to determine demand and supply – the economy is a big factor, with fuel prices also effecting business operations. AOPA is working hard to preserve the growth of general aviation. Shared ownership, flying clubs, alternative fuel supplies and new technologies coming online may offset the decline in single-engine ownership. Advances in safety technology, such as the advances developed by Diamond Aircraft, may also ease the decline.
- D. Gordon: The use of new technologies, such as UAS (Drones), are exploding right now. Maybe one day UAS operations will be a part of airport operations. Another thing is that there is lack of aircraft maintenance operations. Montgomery-Gibbs Executive Airport tends to be business unfriendly, several maintenance shops have tried to open. The San Diego County airports are different, they are very welcoming to businesses. Business relationships need to be maintained and included. Several hangar spaces can be reserved for “mom and pop” maintenance businesses. These types of business operations tend to encourage people to use the airport.

In response to the feedback, M. Hotaling suggested that a separate, follow-up discussion regarding barriers to businesses at MYF be planned for a future meeting.

The following are the general questions and feedback shared regarding the forecast results:

- G. Hollarn: TAF from other regional airports can be used to supplement the studies of Montgomery-Gibbs Executive Airport and Brown Field Municipal Airport. Also, there's a big drop in the TAF in the years 2014 and 2015, effecting ATADS metrics.
 - T. Reid: The state of the economy, fuel prices and the weather may have affected the TAF.

- C. Sluka: Runway 5/23 was closed during that time.
- B. Basso: The forecast should also consider the 16 acres of vacant land at the airport and the future use of that land.

General Questions or Comments

In addition to the specific feedback requested by the project team, the Committee gave the following comments:

- A. Boyce: Since the airport is now an executive airport, it needs more runway space that can support larger aircraft. There's a great opportunity to acquire the space currently used by the Four Points Sheraton Hotel (it's been bankrupt since 2015). It would be a great location for an executive operation.

Public Comment

At the meeting's closing, N. Hentschel invited members of the public to provide comment. No comments or questions were made.

Next Steps

- The project team will incorporate feedback received
- The aviation demand forecast will be submitted to the FAA for approval
- A public meeting will be held in August
- The project team will progress to facility requirements