

Brown Field Municipal Airport
Airport Master Plan Advisory Committee Meeting #2

Otay Mesa-Nestor Library – Community Room
Thursday, June 15, 2017, 3 – 5 p.m.

Advisory Committee Members Present

Garret Hollarn, San Diego County Regional Airport Authority
Larry Rothrock, Brown Field Airport Experimental Aircraft Association
Linda Greenberg, Otay Mesa Chamber of Commerce
Lisa Golden, Otay Mesa Planning Group/Airports Advisory Committee
Nici Boon, Metropolitan Airpark
Tom Ricotta, San Diego Jet Center/Airports Advisory Committee

Project Team Members Present

Wayne Reiter, City of San Diego
Michael Hotaling, C&S
Carly Shannon, C&S
Sasha Schultz, 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 organization they represent. It was announced that N. Boon would be departing the Committee and this would be her last meeting.

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 the variety of activity types, runway characteristics, ranging facility conditions, environmental constraints and economic development opportunities.

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:

- L. Rothrock: Mentions of EAA are missing in Table 1.5 on page 18. The table should be expanded to include experimental aircrafts. Also, Table 1.2, on page 12 needs a new description of EAA; it is primarily an educational corporation.
 - L. Rothrock has since provided aircraft characteristics to be included in Table 1.5 and a new description of EAA for Table 1.2.
- L. Greenberg: Mentions of blimps or lighter aircraft are missing. Although these aircraft are not always present, periodic use at the airport does occur.
- N. Boon: The description of Metropolitan Airpark is out of date. Item number 8, regarding the San Diego Air and Space Museum, needs to be removed and some language needs to be changed.
 - N. Boon will submit updated language and description to W. Reiter by June 30.
- G. Hollarn: Figure 1.5 is “to be completed,” what is the timeframe for completion?
 - A draft of Figure 1.5 will be ready by the next meeting.
- G. Hollarn: The Transient Aircraft table should include F18s. Also, Coast Guard aircraft, military helicopters and aircraft that use the airport should be included.
- L. Rothrock: The EAA has a fly-in every Saturday, meaning there is additional traffic that should be noted.
 - This will be noted in the Forecast peaking section.
- L. Golden: To accommodate events such as EAA’s Saturday fly-in, a section of special weekly events should be included.
- G. Hollarn: The zoning for Chula Vista in Figure 1.15 on page 22 is not complete.
- G. Hollarn: RNAV departure procedures should be included on page 30.

Overview of the Aviation Demand Forecast Process

M. Hotaling presented on the definition and need for an 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 Brown Field Municipal Airport’s facility requirements and help guide the Master Plan process.

M. Hotaling provided information regarding FAA Orders and Advisory Circulars that provide a baseline 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 Brown Field Municipal Airport’s forecast.

Key Considerations

Carly Shannon overviewed the key steps and considerations used in the process to develop an Aviation Demand Forecast for Brown Field Municipal Airport. The key steps 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
- Create Demand forecast summary
- Comparison of Demand forecast with the FAA Terminal Area Forecast (TAF)

Forecast Results

C. Shannon presented the Aviation Demand Forecasts results for Brown Field Municipal Airport and notified the Committee that the project team plans to present the results to the FAA in June.

N. Hentschel requested the Committee to provide feedback regarding the Aviation Demand Forecast results, and to provide feedback specific to projected business growth, anticipated changes to fleet mixes or any surprising results from the Aviation Demand Forecast.

The following is feedback provided regarding the Aviation Demand Forecast results:

- G. Hollarn: Has the customs facility that just opened at McClellan-Palomar Airport impacted operations at Brown Field Municipal Airport?
 - T. Ricotta: It's not necessarily the customs facility at Palomar that has affected customs operations at Brown Field Municipal Airport. Overflight permits have opened up, so the number of stops made at the Airport have been limited. Since there are cost savings from flying directly to their destination, there's no need to stop at the Airport unless the destination is San Diego.
- L. Rothrock: Other forecasts from individual businesses or operations could be included in this forecast.
 - L. Rothrock will provide information to Wayne Reiter.
- L. Rothrock: Flight school business operations and schools going out of business will impact airport operations.
- G. Hollarn: There should be a comparison between January through May in the year 2017 and January through May in the year 2016 to see if the downturn is specific to runway maintenance.
- L. Golden: Any improvement or construction work will affect normal airport operations.
- T. Ricotta: In times of war or increased political tension, military traffic changes at the airport, with a spike of activity leading up to deployments and steep downturn during.
- The trident drop zone will be lost, which will affect aircraft traffic.
- The permit for the third point of entry (east) will expire unless construction starts.
- G. Hollarn: Recommended checking forecasts for surrounding, regional airports for potential impacts.
- Fire rescue operations will affect airport activity between MYF and SDM.

General Questions or Comments

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

- L. Rothrock: N. Boon should be made an independent consultant/participant to this Committee. She knows more about this airport than anybody else.

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 late summer
- The project team will progress to facility requirements