

RESOLUTION NUMBER R- 261161

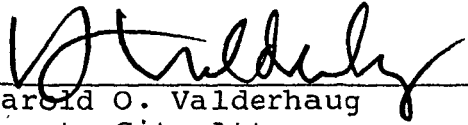
Adopted on JUL 10 1984

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That the proposed Montgomery Field Master Plan, a copy of which is on file in the office of the City Clerk as Document No. RR- 261161, be and it is hereby approved.

2. That the City Council adopts the attached findings dated April 24, 1984, with those additional mitigating measures shown as items 2.A through U. on the attached document entitled "MOTION," pursuant to Section 21081 of the Public Resources Code and Section 15091 of the State Environmental Quality Act guidelines.

APPROVED: John W. Witt, City Attorney

By 
Harold O. Valderhaug
Deputy City Attorney

HOV:ps
6/15/84
Revised 7/24/84
Or.Dept:Gen.Srvs.
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RECOMMENDED FINDINGS

EQD #80-09-34C
SCH #81022501

Pursuant to Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines, the following measures have been incorporated into the project to mitigate the potential impacts on noise, safety and a unique biotic community.

Noise

- A. To partially mitigate the noise impact, it is recommended that The City of San Diego, in cooperation with the FAA tower, implement the following measures:
- Require all pilots to utilize the full length of the extended Runway 28R to ensure that they reach the maximum height over residential areas.
 - Extend Runway 28L (as well as 28R) 1,200 feet to the east and require all pilots to utilize the full length of Runway 28L to ensure that they reach the maximum height over residential areas.

These mitigation measures will result in reducing the residential area impacted by 65 CNEL to 4.1 acres by allowing takeoff to be displaced 1,200 feet to the east.

The City of San Diego will be responsible for monitoring the results after the mitigation measures are instituted.

- B. As further mitigation encourage all aircraft operating under Visual Flight Rules (VFR) on takeoff to fly straight for an additional 3,400 feet beyond State Route 163 before turning left. Approximately 80% of operations are by VFR aircraft. The City of San Diego, in cooperation with the FAA tower, will be responsible for implementing this measure. The City of San Diego will be responsible for monitoring the results.

According to the BBN report, the residential area exposed to levels in excess of 65 CNEL could be almost eliminated (less than one acre) if Runway 28R and Runway 28L are extended 1,200 feet to the east and all aircraft on takeoff are required to fly straight for an additional 3,400 feet beyond State Route 163 (vicinity of Interstate 805 and Balboa Avenue interchange) before turning left.

This measure could not be extended to the remaining 20 percent of departing aircraft which operate under Instrument Flight Rules (IFR) because of constraints imposed by the NAS Miramar air space to the north.

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Because the IFR aircraft are not able to extend their straight flight and because the effectiveness of encouraging VFR aircraft to extend their straight flight cannot be determined at this time, other mitigating measures are required to ensure that the adopted General Plan standard of 65 CNEL for residential land uses is not exceeded.

- C. To further reduce the noise impact, it is recommended that The City of San Diego implement and monitor the results of the following additional measures:
- Establish by ordinance maximum single event noise levels which may not be exceeded. Violators would be subject to punitive action.
 - Establish by ordinance a late night and early morning curfew on flight operations (except for emergencies) which exceed maximum single event noise levels.
 - Encourage all aircraft that are capable to fly between 2,500 and 6,800 feet (clear of Terminal Control Area) when flying northwest along the coastal route.

To assist in accomplishing these mitigation measures, the following implementation procedures are recommended:

- Establish a noise monitoring system to identify aircraft which violate the single event noise levels.
- Produce annual CNEL contours.
- In conjunction with the noise monitoring system, establish a program to educate pilots on the impacts of noise on residential areas and to inform them of City regulations and policies. The program should include as a minimum, briefings and pamphlets.
- Establish a position of Noise Abatement Officer to operate the noise monitoring system, to verify the annual CNEL contours, and to be responsible for pilot education on noise.

Safety

- A. As a means of protecting the approach, departure and circling airspace in the vicinity of Montgomery Field, The City of San Diego is to adopt appropriate airport overlay (approach, transitional, horizontal, and conical) zones which restrict the height of structures.
- B. Aviation easements and/or agreements which restrict the height of structures are to be acquired in those parts of the Clear Zone/Flight Activity Zone for the western end of Runway 10L/28R that lie outside

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the airport boundary. If future surveys indicate the development of incompatible land uses as defined by SANDAG, easements which restrict land use are to be acquired.

Unique Biotic Community - Vernal Pools

In July of 1979, the City agreed to develop a vernal pool preservation program so that vernal pools and their associated rare plants could be protected and preserved while allowing for orderly development of the region. As part of this program, the City has committed to preserve at least 80 percent of the vernal pools on Montgomery Field. The Master Plan proposes the preservation and protection of a minimum of 95 percent of the vernal pools. Any disturbance will require an individual Section 404 Permit from the U.S. Corps of Engineers and Section 7 Consultation with the U.S. Fish and Wildlife Service.

A special assessment will be made should a tower be located in the sensitive area to determine if special construction methods could be employed, or if the tower will have any effect on the pool. Consideration will be given to construction of bridges over vernal pools in order to avoid impacts as was done in a previous project in Montgomery Field. Special precautions may be required to avoid disturbing vernal pools near the tower during construction.

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MOTION

1. Adopt the Resolution certifying the Environmental Impact Report, and mitigating measures.
2. Adopt the Resolution approving the Montgomery Field Airport Master Plan, with the following amendments, and where these amendments are inconsistent with Resolution 259275, these amendments will supersede.
 - A. Establishment of an interim late night and early morning curfew on flight operations during the hours of 11:30 p.m. to 6:30 a.m. daily, to be implemented on September 1, 1984, and to remain in effect until the development of City-determined noise limits. This interim curfew will exempt emergency flights. With the implementation of the noise monitoring system, the parameters of the curfew will be established on the basis of noise standards for daytime and evening hours of operation.
 - B. A noise monitoring system and ordinance as proposed, which will establish a single event noise level for aircraft, and will focus on resolving aircraft noise exceedance through communication and punitive action.
 - *C. Establishment of an Airport Noise Abatement Officer position, with appropriate staff and support.
 - D. The City Manager shall assure that all pilots based at Montgomery Field undergo a noise abatement briefing on an annual basis to provide pilots with an awareness of noise impact and residential concerns as well as City regulations pertaining to aircraft generated noise.
 - E. Publish a noise abatement pamphlet on the rules and policies generated by this Committee, which will be distributed to all Montgomery-based pilots. The City's lessees will be responsible for distribution to transient pilots and their sublessees.
 - F. Prohibit use of the Airport by turbo-powered (jet) engine aircraft that exceed noise levels established in Federal Air Regulation Part 36 or other reasonably established noise levels.
 - G. Implement a voluntary pilot education program through CalTrans, Division of Aeronautics, to assist in pilot training in noise abatement procedures at Montgomery Field.
 - H. Annually, the City Manager shall submit to the Transportation and Land Use Committee the Montgomery Field CNEL Contours for the Committee review. Utilizing City Noise Abatement staff the Committee shall verify conformity of the noise contours.
 - *I. Prohibit all intersection take-offs. Pilots will be required to utilize the full length of the runway to ensure that they reach the maximum height over residential areas, thus reducing the noise impact to these areas.

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- *J. Require all twin engine and turbo powered aircraft to use Runway 10L/28R when open. This will provide that the larger and more powerful aircraft are limited to the main and fully extended and equipped runway.
- K. Develop plans and environmental reports to extend Runway 28L to maximum allowable, with full consideration to be given to all environmentally sensitive areas and safety factors.
- *L. Develop an informal runway use program, initiated by the Airport proprietor in conjunction with the FAA, in order to achieve maximum noise abatement compliance.
- *M. Restrict, through the informal runway use program, whenever possible, touch and go flights to air space over the industrial areas of Kearny Mesa.
- N. Prohibit all evening touch and go landings.
- O. Establish a weight limitation of 20,000 pounds gross weight for aircraft with consideration to the operating capabilities of the craft and runway length.
- P. Develop plans and environmental reports to facilitate the relocation of the helipad and support operations to the north side of Montgomery Field.
- Q. Encourage utilization of the Helicopter User Program whereby pilots use major freeway patterns as established routes and to avoid residential areas.
- *R. Encourage all twin/turbo power craft that are capable to utilize the TCA to eliminate congestion, and augment the Noise Abatement Program.
- *S. That the City Council encourage pilots to use larger (12") identification markings on aircraft at Montgomery Field, and simultaneously urge the FAA to encourage early compliance with this procedure.
- T. Displace the threshold on approach to Runways 28R and 28L to maintain the current glideslope during normal operations.
- U. Direct the City Attorney to prepare an amendment to the City Council Policy that would require that in any new lease or amendment to an existing lease for an FBO at Montgomery Field that the lease contain provisions incorporating these points.

and direct the City Manager, and appropriate agencies and departments to begin implementation upon adoption.

3. Adopt the Resolution supporting approval of the SANDAG Comprehensive Land Use Plan for Montgomery Field Airport.

*Have been implemented by Montgomery Tower.

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JUL 10 1984

Passed and adopted by the Council of The City of San Diego on _____,
by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Cleator	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gloria McColl	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
William Jones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ed Struiksma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mike Gotch	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dick Murphy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uvaldo Martinez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Roger Hedgecock	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

ROGER HEDGECOCK

Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California.

By *Barbara Baxter*, Deputy.

(Seal)

Office of the City Clerk, San Diego, California

Resolution Number R-261161 Adopted JUL 10 1984

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