

Memorandum

Attachment A **Author's Qualifications**

ABOUT MEAD & HUNT

CORPORATE PROFILE

WHO WE ARE

Mead & Hunt is an employee-owned architectural and engineering firm comprised of nearly 500 professional, technical and support staff, with almost 200 dedicated solely to aviation services. With 26 offices in the US, we have been serving clients in both the public and private sectors since our founding in 1900. In the 1940s, Mead & Hunt began providing aviation services to support our military and commercial sectors. With 70 years of aviation expertise, we are a full-service, professional consulting corporation specializing in the planning, design and engineering of public-use airports.

EXPERIENCED

Mead & Hunt employees have literally written the books on airport land use planning. We prepared airport land use planning guidebooks for the states of California, Oregon, Washington, Idaho and Wisconsin. In addition, Mead & Hunt was recently sole-sourced to write the FAA's first Advisory Circular on Airport Land Use Compatibility Planning. This project comes on the heels of our authoring national airport land use compatibility guidelines for the Transportation Research Board's Airport Cooperative Research Program (TRB ACRP) Report 27: *Enhancing Airport Land Use Compatibility*. Our aviation planning experience is a regularly utilized resource to our airport design and engineering efforts.

RESPONSIVE

Effective and responsive service is what we provide. Strong two-way communication is imperative to the success of our projects. We place the utmost importance on listening to and understanding our clients' needs; together, we determine the best possible solution. The depth of our staff allows us to complete many projects simultaneously and keep projects on schedule and within budget. We are able to immediately commit our best team to your projects with the capacity to fast track designs and provide economical services to you.

We understand the needs of the airport marketplace, and the importance of formulating plans and programs that are soundly based, financially achievable and creatively appropriate. Based on our varied and comprehensive experience, depth of planning and engineering staff, and a sound history of successful projects for the full spectrum of airports, we are well-suited to assist our clients in the maintenance and development their facilities.

DEDICATED

Our record of successful project execution and ability to provide continuity and quality of service is important to you. Our multidiscipline personnel are experienced professionals able to provide top-of-the-line planning, architecture and engineering solutions for your most challenging projects. Mead & Hunt's principals are highly qualified, dedicated, and fully involved in providing experienced leadership in undertaking your projects.

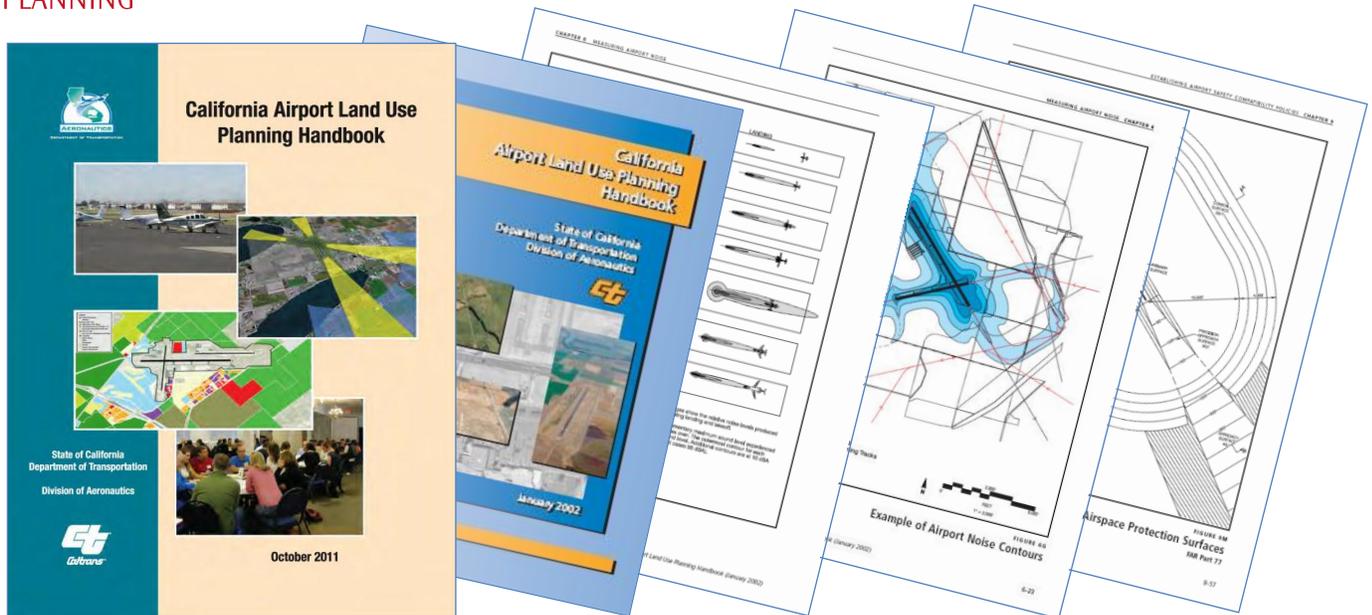


Aviation Services

- ◆ Air service
- ◆ Planning
- ◆ Engineering
- ◆ Public and aviation architecture
- ◆ Environmental
- ◆ Land use compatibility
- ◆ GIS and mapping
- ◆ Historic preservation
- ◆ Military and joint-use facilities
- ◆ Sustainable design
- ◆ Wildlife hazards

MEAD & HUNT

PLANNING



CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK CALIFORNIA DIVISION OF AERONAUTICS (1993, 2002 AND 2011)

Under contract to the California Division of Aeronautics, we were responsible for preparation of both the 1993 original edition and the 2002 update of the *California Airport Land Use Compatibility Planning Handbook (Handbook)*. The Handbook is the principal document guiding airport land use compatibility planning in the state of California. It provides compatibility planning guidance to airport land use commissions, their staffs and consultants, the counties and cities having jurisdiction over airport area land uses and airport proprietors. Ken Brody was the project manager and principal author for both the 1993 and 2002 projects. Mead & Hunt was a major consultant for the team that produced the 2011 version of the Handbook.

Mead & Hunt worked with client staff and review teams to create the Handbook which is used by community planners and leaders to address compatible land uses around airports. We also provided a comprehensive updating of the handbook to reflect policy enhancements and changes in airport compatibility environment.

The handbook is intended to provide readers with a comprehensive resource for airport compatibility issues, ranging from the reasons to plan for compatible land uses, to the rules and regulations governing these issues, to the techniques for implementing land use guidelines. They provide guidance regarding establishment of noise and safety criteria for land use development in the vicinity of airports and heliports. They also provide information applicable to assessment of the compatibility of proposed new airports or heliports relative to their existing environs.

The 2011 handbook was designed to be more website-friendly than in past years with step-by-step tools and guidelines that are easily accessed electronically.

Details

- One of the most unique elements of the Handbook was the inclusion of a comprehensive checklist which leads planners through a review of their local general plan or transportation plan.
- The Handbook also includes expanded background on aviation noise, safety, airspace protection and overflight. This expanded Handbook provides a community self-assessment tool and a how-to chapter with implementation tools. The how-to section provides information on data sources, guidance to aid in interpreting available information, and standardized safety policy zones for various classes of airports.
- This update was explicitly intended to provide more specific guidance than any existing guidebook.

Contact:

Terry Barrie
Chief, Office of Aviation Planning
(916) 654-4151

Client:

California Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274

KENNETH A. BRODY SENIOR AVIATION PLANNER

As a senior planner, Ken Brody manages airport planning, land use planning, and environmental projects. His strong analytical, design, writing and communication skills have been instrumental in the firm's outstanding record of plan adoption and implementation.

Ken is among the leading experts on airport land use compatibility planning in the Western United States. He has spoken on the topic at numerous public meetings and regional conferences. Ken has prepared compatibility plans for airports throughout California, Nevada, Oregon and Washington. Among the highlights to his more than 35 years of experience in the field was his responsibility as the principal author of both the 1993 and 2002 editions of the *California Airport Land Use Planning Handbook*, which was published by the California Division of Aeronautics. He also contributed to the 2011 update of the Handbook. Ken recently completed work for the Washington State Department of Transportation on the *Washington State Airports and Compatible Land Use Guidebook Update*. He has completed over 22 countywide airport land use compatibility plans in California, including adopted plans for the counties of Riverside, Los Angeles, Placer and Tuolumne.

Among the many other projects in which Ken has had a lead role have been numerous master plans for airports in California, Washington and Nevada. Ken recently completed the master plans for Yuba County and Auburn airports. He was project manager and principal author of the recently adopted (March 2011) plans for Yuba County Airport and Beale Air Force Base for the Sacramento Area Council of Governments.

Another facet of aviation planning in which Ken has greatly expanded the firm's capabilities is in helicopter facility planning. In addition to preparing the plans for these facilities, he has represented the firm at many public hearings on frequently controversial proposals for heliports at hospitals.

Ken develops all aspects of airport layout plans for master plans and narrative reports including approach surfaces, FAR Part 77 airspace and Exhibit "A" property maps. Ken is also skilled in land use regulation, zoning, economic development and environmental impacts.

Ken provides clients with a seasoned project leader to spearhead project efforts. He has significant experience in projects at large air carrier, as well as general aviation, joint-use and military airports. Ken has a proven track record of solid project management.

RECENT EXPERIENCE

Airport Land Use Compatibility Plan, Sacramento International Airport Sacramento Area Council of Governments, California – Ongoing

Project manager. Sacramento International Airport is a medium hub facility serving the Central Valley region of California. Two elements of the plan were of prime importance to the County and community - Within the last decade, residential development had jumped to the west side of Interstate-5 and in places was now less than two miles from the airport runways. There is a substantial public



Areas of Expertise

- Project management
- Airport master plans
- Land use policies and regulations
- Policy development
- Land acquisition
- Heliport design
- Airport layout plans
- Airport land use compatibility plans
- Public hearings

Education

- B, Architecture, University of California - Berkeley
- M, Urban Planning, University of Washington

Affiliations

- American Planning Association

Presentations

- *Airport land use compatibility factors*, ALUC Consortium Conference, California Division of Aeronautics, May 2012

KENNETH A. BRODY, Continued

facilitation component to the project, encompassing outreach, newsletters, public meetings, FAA, Advisory Committee and Small Group coordination and meetings and Web Page.

Master Plan, Yuba County Airport Marysville, California – 2010

Ken was the project manager for this study for this growing general aviation airport in northern California. Activity forecasts section cited by FAA as excellent example of forecasts analysis for general aviation airport. The plan also emphasized the Airport's future development with a new strategic vision for the region. The Airport needed to develop plans and policies that best fit the potential growth needs of the Airport while protecting those living nearby. And they needed to develop a unified comprehensive Airport Master Plan to provide a clear direction for the future over the 20-year planning horizon.

California Airport Land Use Planning Handbook Department of Transportation, Division of Aeronautics

Project manager and primary author for prior edition of Handbook (also 1993 edition). Worked closely with California Division of Aeronautics staff and project Technical Advisory Committee, as well as coordinated subconsultants work effort.

Washington State Airports and Compatible Land Use Guidebook Washington State Aviation Division – 2010

The new Guidebook includes expanded background on aviation noise, safety, airspace protection, and overflight. This extended Guidebook also provides a community self-assessment tool and a how-to chapter with implementation tools. The how-to section provides information on data sources, guidance to aid in interpreting available information, and standardized safety policy zones for various classes of airports. This update was explicitly intended to provide more specific guidance than any existing guidebook.

March Air Reserve Base Joint Land Use Study (2005-2008) March Joint Powers Authority Riverside, California

Responsible for preparation of joint land use study following Department of Defense guidelines. As a joint-use facility, impacts of civilian and military have both had to be considered and work effort has required coordination both with local agencies and military personnel.

Merced County Airport Land Use Compatibility Plan (Adopted June 2012) Merced County Airport Land Use Commission, California

Project Manager with overall responsibility for preparing land use compatibility plans for each of 5 public-use airports in the County. Worked closely with airport operations and affected local jurisdictions throughout the planning process.

Attachment B
Correspondence

Ken Brody

From: David Heal
Sent: Friday, January 11, 2013 9:53 AM
To: Ken Brody
Subject: Report on Telephone Conversation with Alan Fink re: John Nichol's Field -- 1/10/13

Follow Up Flag: Follow up
Flag Status: Completed

Ken --

Below is my report on my telecom with Alan Fink regarding John Nichol's Field operations. I verified the accuracy of this report with Alan Fink. How would you like to proceed with transmitting this information to GD&B?

-- DHeal

On January 10, 2013, I called Mr. Alan Fink (619-517-5951) – the president/owner of Tactical Air Operations, Inc. (dba Skydive San Diego) and owner/operator of John Nichol's Field in Chula Vista, CA. The purpose of my call was to learn more about the current airport operational environment and aeronautical procedures being utilized at John Nichol's Field. This information will serve as input to the CEQA analysis/document currently being prepared by Gatzke Dillon & Ballance LLP for the proposed Otay Village 13 residential development project. Mr. Fink was most helpful in responding to my questions and providing information.

John Nichol's Field (Airport) is a privately-owned/restricted-use aviation facility. The Airport has been in use for more than 40 years. The Airport's primary purpose is to serve as a base of operations for Skydive San Diego – a commercial skydiving/parachute training center. In addition, Skydive San Diego utilizes the Airport as a training facility for contract Navy Seal parachute training. As a restricted-use facility, the Airport is generally closed to transient aircraft or aircraft not based at the Airport. Aircraft currently based at the Airport include: two Cessna Grand Caravan jump planes (single-engine Blackhawk-conversion turboprops carrying up to 21 people each), three Twin Otter jump planes (twin-engine turboprops carrying up to 23 people each), and approximately 20 ultralight/light sport aircraft. The ultralight/light sport aircraft are usually operated in the vicinity of the Airport and typically operate during low-wind conditions (i.e., mornings and late afternoons). There are no sailplanes, tow planes, or helicopters based at the Airport. There are no published instrument procedures serving the Airport. Jump plane activity at the Airport varies and is highly dependent upon the day of the week, the training mission being conducted, and the weather/wind. The average number of jump plane departures is between 30 - 50 per day. On a slow day, they would be at (or below) the lower range. On a busy day, they would be at (or exceed) the higher range. Weekends and periods when Navy Seal training is being conducted constitute the busiest operational periods.

The Airport has a primary runway – Runway 9-27 which is 1,800 feet long (asphalt) by 50 feet wide with a 600-foot dirt overrun on the western end and is not lighted for night operations. In addition, the Airport offers a short (approximately 600-foot long) dirt runway – Runway 5-23 – which is occasionally used by small ultralight aircraft during certain wind conditions. All takeoffs and landings are made from the east to the west (i.e., on Runway 27). This is due to the predominant winds (98% of the time) being from the west. Jump planes and ultralight/light sport aircraft taking off from Runway 27 turn slightly to the left upon lift-off to climb-out over the eastern arm of Lower Otay Lake. The departing jump planes then make a 180 degree left turn to proceed back to the south of the Airport with a subsequent 180 degree left turn at altitude to release the jumpers. All jump runs are made from the east to the west with the jumpers targeting the drop zone located near the center of the Airport. When the jump planes have completed their run, they begin a high rate-of-descent return to the Airport generally entering a standard left pattern for Runway 27 to the south of the Airport below 2,000 feet MSL (approximately 1,500 feet above the Airport's 490-foot elevation).

Alan noted that if residential development were to occur near the Airport, he would like the developers and homeowners to formally acknowledge the past and continuing presence of the Airport and its skydiving activity.

David B. Heal, AAE | Senior Aviation Consultant

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Ken Brody

From: David Heal
Sent: Friday, January 25, 2013 8:25 AM
To: Ken Brody
Subject: FW: A Couple of More Questions re: Nichol's Field Operations

Follow Up Flag: Follow up
Flag Status: Completed

KB -- For your use in the report. -- DHeal

From: ALAN FINK [mailto:cfink@san.rr.com]
Sent: Thursday, January 24, 2013 10:20 PM
To: David Heal
Subject: Re: A Couple of More Questions re: Nichol's Field Operations

Hi David.

Below are the answers you requested.

V/R

Buzz

On Jan 24, 2013, at 3:34 PM, David Heal <david.heal@meadhunt.com> wrote:

Buzz -- Could you provide some input to the questions below? In particular, Question # 3. Thanks -- David

From: David Heal
Sent: Tuesday, January 22, 2013 8:57 AM
To: cfink@san.rr.com
Cc: ken.brody@meadhunt.com
Subject: A Couple of More Questions re: Nichol's Field Operations

Buzz --

If you do not mind, we have a few more clarifying questions regarding your Nichol's Field operations:

1. Are all departure climb-outs from Runway 27 conducted to the south of Otay Lakes Road (i.e., over the eastern arm of Lower Otay Lake)? If not "all", approximately what percentage of departures overfly the area to the north of Otay Lakes Road?

All are south of Otay Lakes Road.

2. For Runway 27 departures, do your jump planes regularly start their takeoff roll from the far eastern end of the runway (i.e., right next to the creek) or do your jump planes start their takeoff roll from the vicinity of the "R" designation on the eastern end of the runway or at the intersection of the eastern 45° access taxiway and the runway?

From the Eastern Edge

3. Can you estimate the "total" number of jump plane departures made from Nichol's Field during an average year?
Approximatly 7,500

4. Can you estimate the "total" number of ultralight/LSA departures made from Nichol's Field during an average year?
Approximatly 3,000

Many thanks for your assistance in this!

-- David

David B. Heal, AAE | Senior Aviation Consultant

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