

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KMYF airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Montgomery-Gibbs Executive Airport (KMYF) located just six miles northeast of San Diego International, averages over 900 operations between 1000L and sunset. Traffic consists of flight schools, business, and general aviation. The complex southern California airspace, including the San Diego Class Bravo and the Montgomery-Gibbs and Gillespie Field Class Delta, necessitates the requirement for unique arrival routes.

KMYF Tower Administrative Office

Business Phone 858-277-5601

Open 0600L to 2100L – Daily

- ✓ Mt. Soledad is a VFR entry point located 6 miles west of KMYF.
- ✓ Aircraft from the west/northwest can expect to be routed to and then southwest of Mt Soledad for entry into the airport's traffic pattern for 28L/R.
- ✓ KMYF consists of two parallel RWYs 10L/28R and 10R/28L with intersecting RWY 05/23.
- ✓ Parking and services are located on the south side of the airport.
- ✓ Wrong RWY risk potential due to parallel RWYs and staggered thresholds.
- ✓ Hot Spot 1 and Hot Spot 2 concern aircraft landing on RWY 28R and turning left onto TWYs M and F. Aircraft are clearing the RWY and crossing RWY 28L without clearance. This happens in some cases even after being instructed to and acknowledging instructions to hold short of RWY 28L.
- ✓ TWY M has a unique issue with aircraft exiting RWY 28R without completely clearing the RWY. While it is important to hold short of RWY 28L until properly cleared, it is equally important to taxi far enough to clear the RWY 28R hold short marking for following aircraft.
- ✓ While clearing RWY 28R on any taxiway, stay on TWR frequency until instructed to contact Ground.
- ✓ At TWY F, aircraft are clearing RWY 28R and crossing RWY 28L without clearance. You cannot cross ANY RWY without clearance from ATC.
- ✓ Not listed as a hot spot, aircraft rolling out on RWY 28R have turned onto intersecting RWY 05/23 without clearance. You cannot enter any RWY (active or not) without ATC clearance.
- ✓ Hot Spot 3 concerns aircraft taxiing for takeoff on RWY 28R. Aircraft cleared to taxi to RWY 28R via TWY H then TWY A have gotten confused and turned left onto TWY B and across the approach end of RWY 28L without authorization. This is despite numerous signs and markings clearly identifying TWY B.



Airspace

The **airspace** at KMYF is **Class D** with a 2900' MSL ceiling. It underlies KSAN Diego Class B airspace. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required.
- Equipment Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds.
- Communications Must obtain ATC clearance prior to entering/departing.
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

Cautions

Hot Spots

HS 1 Aircraft landing RWY 28R and exiting onto TWY M sometime cross RWY 28L without authorization.

HS 2 Pilots exiting RWY 28R onto RWY 05/23 sometime enter RWY 28L without authorization. Some pilots fail to hold short of the elevated RWY holding position sign on RWY 05/23 until issued further clearance to cross RWY 28L. *(Reference HS 2: There are now Holding Position Markings along with Holding Position Signs on RWY 05/23.)*

HS 3 Aircraft taxiing to RWY 28R approach end sometime mistake TWY B for TWY A and cross RWY 28L without authorization.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.

Landing See [Arrival Alert Notices \(AAN\)](#).

- ✓ Wrong Surface Landing risk exists due to parallel RWYs and staggered thresholds.
- ✓ Pilots from the NE sometimes mistakenly line up for RWY 23.
- ✓ RWY 28R has a displaced threshold.
- ✓ Complex airspace with many airports – ensure you have the correct airport in sight.
- ✓ Use caution, unfamiliar pilots routinely mistake NKX Miramar for KMYF as it is much bigger and easier to see.



Surface Risk – Movement Area

- ✓ Ensure you report at the correct runway and are on the correct tower frequency since two frequencies are in use.
- ✓ Coyote activity on RWYS and TWYs.

Additional Cautions

- ✓ Heavy aircraft activity in the vicinity of Lake Murray and Mt. Soledad.
- ✓ Contact the TWR early for traffic advisories.
- ✓ If proceeding eastbound, advise TWR of destination airport.
- ✓ Underlies KSAN Class B Airspace

Communications

KMYF Tower (TWR) operates from 0600L – 2100L.

When TWR is closed:

- ✓ The airspace becomes class G.
- ✓ CTAF Frequency 119.2
- ✓ Getting Clearance and/or IFR release – SCT 1-800-448-3724 option 5, SCT departure frequency 119.6, Flight Service
- ✓ Cancelling Flight Plan – SCT 1-800-448-3724 option 5, SCT departure frequency 119.6, Flight Service

From the KMYF Control Tower

Local information that your KMYF TWR controllers want you to know.

Traffic Patterns

- ✓ Right traffic patterns for RWYs 28R, 10R and 05/23
- ✓ Practice low approaches are prohibited from 0030L – 0730L.

Ground

- ✓ When exiting RWY 28L or crossing RWY 28L on RWY 23, hold short of taxiway H unless the aircraft is too large and would impede on RWY 28L.
- ✓ Taxiway H and RWY 23 are often used as a taxi route.

Take-off/Departure

- ✓ Advise KMYF tower controller your full call-sign, which runway you are at, if you are IFR or VFR and direction of departure.
- ✓ RWY 28L small run-up area holds 2, occasionally 3 small aircraft.
- ✓ Use caution not to drift into departure corridor of parallel runway.
- ✓ Departures use RWY 10L when TWR not operating and wind permitting.



Arrival/Landing

- ✓ Mt. Soledad is a VFR reporting point located six miles west of Montgomery-Gibbs.
- ✓ For a “straight-in” RWYs 10L/R, remain north of Mt Soledad unless otherwise instructed by ATC.
- ✓ Aircraft from the north are typically altitude restricted until south of highway 52 and will be instructed to cross over KMYF for a downwind or instructed to enter a downwind north of the airport.
- ✓ If no sequence or clearance issued by tower when passing runway threshold on the downwind, DO NOT assume you are number one and turn base leg, ask the controller.
- ✓ DO NOT overshoot the final approach course. Chances are high there is another aircraft on final for the parallel +/- 500' laterally.

Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ Miramar military traffic often “spills out” of Class B into north pattern of KMYF.
- ✓ [Military jet aircraft in vicinity of and 4.7 NM NW of airport in vicinity of Mission Bay VORTAC.]

Additional Information

- ✓ Opposite direction operations during peak hours highly discouraged or denied.
- ✓ Most time-consuming pilot read-back issues that generate hundreds of extra transmissions per day:
 - No pilot read-back at all.
 - Read backs without call sign.
 - “Blind Transmissions” without call sign
 - Use of non-standard call-signs.
- ✓ Pilots must read-back runway assignment and complete hold short instructions with call sign. Read-back of taxi route is good practice for students and for reinforcement but is not required by ATC.
 - **Incorrect:** “(CALL-SIGN) HOLDING SHORT OF THE LEFT, (CALL-SIGN) HOLDING SHORT OF THE PARALLEL, (CALL-SIGN) HOLDING SHORT.”
 - **Correct:** “(CALL-SIGN) HOLDING SHORT OF RUNWAY 28L.”
- ✓ Simulated engine failures are prohibited over residential areas.
- ✓ See Special Notice-Montgomery Gibbs Executive Airport “Soledad” VFR Procedure.
- ✓ No jet touch and go operations.

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