



# Montgomery-Gibbs Executive Airport (MYF)

PILOT INFORMATION

Updated: 04/20/2023

MYF Tower Administrative Office  
Business Phone 858-277-5601  
Open 0800L to 1600L – Monday through Friday



**Federal Aviation  
Administration**



## Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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## IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal\* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

### General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

### Some Advisory Circulars for Reference

- ❖ [AC 90-66B Non-Towered Airport Flight Operations \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 2/25/19
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48 \(faa.gov\)](#) Subject: Pilots' Role in Collision Avoidance – 10/20/22

## MYF Specific Section

Montgomery-Gibbs Executive Airport (MYF), 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.

### 1. From the Flight Deck (FTFD) Video Notes

- Mt. Soledad is a VFR entry point located 6 miles west of MYF.
- 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.
- MYF 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 in spite of numerous signs and markings clearly identifying TWY B.

## 2. Airspace

The airspace at MYF is Class D with a 2900' MSL ceiling. It underlies SAN 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

## 3. Cautions

### Hot Spots

**HS 1** Aircraft landing RWY 28R and exiting onto TWY M sometimes 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.

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

*(Reference HS 2: There are now Holding Position Markings along with Holding Position Signs on RWY 05-23.)*

### Departure

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

### Landing

- ✓ 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 correct airport in sight.
- ✓ Use caution, unfamiliar pilots routinely mistake NKX Miramar for MYF as it is much bigger and easier to see.

**Surface Risk – Movement Area**

- ✓ Review Hot Spots 1 through 3 above.
- ✓ Ensure you report at the correct runway and are on the correct tower frequency since two frequencies are in use.

**Additional Cautions**

- ✓ If ever in doubt about your position or instructions, ask the TWR.
- ✓ Underlies SAN Class B Airspace

**4. Communications****MYF 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

**5. From the MYF Control Tower****Local Information that your MYF TWR controllers want you to know.****Traffic Patterns**

- ✓ Right traffic patterns for RWYs 28R, 10R and 05/23

**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 RWY28L.
- ✓ Taxiway H and RWY 23 are often used as a taxi route.

**Take-off/Departure**

- ✓ Advise MYF 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.

**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 MYF 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 MYF.

### 6. 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.”

**End of MYF Specific Section**

## General Information Section

### 1. Some Best Practices

#### Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

#### Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

### 2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

### 3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

### 4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

#### The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

#### What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section