

Paul Grimes

- Representative on ANAC for several years as council representative for Councilmember Byron Wear. Pressed Port/RAA to increase curfew violation fines, removal of Stage 2 and MD80 aircraft.
- Worked with Congressman Bilbray's office on eliminating short-turning departures.
- Transportation representative for Councilmember Wear on MTDB, SANDAG, Regional Government Efficiency Commission (RGEC) <http://sdrgec.ca.gov/> (webmaster), planned BRT San Diego tour of Civis vehicle.
- On Byron Wear's staff, architect of SAN Terminal 2 West gate expansion that would have allowed San Diego Regional Safety Academy to fully be implemented. Byron won the City Council vote during BRAC aftermath to limit SAN expansion with this plan, only to have Juan Vargas change his vote. The result was SAN getting everything east of McCain Rd and dooming the Safety Academy.
- Met with Nancy Palmtag and her noise group numerous times on noise issues and strategy over 15 years ago.
- 20 year airline career. International flights (narrow and wide-bodies) at ORD in the late 60's and 1970's (ramp, ticketing, weight and balance). Management at Continental Airlines at LAX. Schedule Analyst, Manager Futures Planning, Manger Schedule Planning, sole Continental representative in several confidential merger scheduling scenarios Continental/Western, Continental/Texas International, Continental/Western/Texas International. Fleet planning scenarios utilizing Boeing computers. New route planning and route cost analysis.
- Director of Schedule Planning at PSA from 1982-1986. Fleet doubled while at PSA, SFO hub developed, new aircraft types, cities and routes added to schedules, merger participation in PSA/Braniff and confidential potential PSA/American marketing agreement. Slot negotiations for PSA during potential Braniff "merger". Stayed in SD vs. a move to Washington DC when USAir bought PSA.