

**Technical Advisory Committee on Aeronautics
Minutes
Wednesday, March 2, 2011**

**1:00 PM to 3:00PM
Sacramento International Airport
Media Conference Room
6900 Airport Boulevard
Sacramento, California**

<http://www.catc.ca.gov>

1. Welcome and Introductions

Chris Kunze, TACA Chair, convened the meeting at 1:06 PM. TACA member attendees made self introductions.

TACA Members Present:

Mike Armstrong, Dan Burkhart, Chris Kunze, Bruce MacRae, Mark Mispagel, John Pfeifer, Barry Rondinella, Sandy Waters, and Tom Weil

Commissioners Present:

Commissioner Joe Tavaglione

Commission Staff Present:

Robert Chung

Caltrans Staff Present:

Jeff Brown, Philip Crimmins and Derek Kantar.

Others Present: Steve Bultman of Parson Brinckerhoff and James Jenkins of San Bernardino County Airports.

2. Approval of January 12, 2011 Minutes

Mr.Kunze requested that the minutes be clarified regarding Agenda Item 5 on the ABAG Earthquake Interagency Agreement to show when the statewide effort is done that Caltrans would bring the statewide lead agency to TACA for input. TACA members approved the amended minutes on a motion by Mr. Waters and seconded by Mr. MacRae. Motion carried 9-0.

3. Status Reports and Upcoming Actions

3a Caltrans Division of Aeronautics

Mr. Jeff Brown, on behalf of Gary Cathey, gave an overview on:

Small Community Air Service/Essential Air Service. Four airports have that designation in California – Crescent City, El Centro, Merced and Visalia. The FAA is considering dropping the \$5 million available per airport. It is too late in the process to impact this action. We can only watch.

California EPA/ air quality districts: Mr. Brown asked Mr. Crimmins to present this item. Mr. Crimmins stated that currently there is no direct impact on aviation. He noted that AB 32 and SB 375 could impact airports. Ground access and resulting emissions could occur; this type of impact should be kept at the regional level and not specifically airport specific.

Airport Land Use Planning Handbook: Comments received on the draft were being addressed. The final edits should be finished by the consultant by the end of the fiscal year. Several TACA members noted that the land use planning handbook should provide direction on noise besides the 65 db CNEL contour discussion because people perceive noise as an annoyance that does not necessarily match the 65 db CNEL.

Central Valley/Statewide ad hoc group: The Division has nothing to report. They were not and have not been invited to the teleconference calls. Chair Kunze stated that the Division should be aggressive and invite themselves to the table as these people are talking about airport land use planning guidelines and potential legislation. Mr. Barry Rondinella said that he was familiar with some of the issues when he was at Stockton airport and suggested that the Division talk to him offline.

As an offshoot of the conversation, TACA members suggested a legislative roundtable/meeting with key members to provide TACA's perspective on current and potential legislation and issues. Mr. Burkhart pointed out that TACA is an advisory committee to the Commission. Mr. Chung suggested that if a Commissioner were to ask for these meetings to address the Commission's concerns and bring TACA members to provide advice and discuss current issues, then the goal of getting the information to key legislative members would be accomplished. Mr. MacRae, Mr. Burkhart and Mr. Pfeifer would discuss the concept offline. Commissioner Tavaglione offered his help and would talk to Mr. Mac Rae about details.

State Budget Update: The proposed budget does not include a take away of the aeronautics funding. With the sunseting of the previous year's budget language that forbade disbursing funds to the Annual Credit and A&D programs, the Division is moving forward with disbursing the funds or requesting allocations by the Commission.

3b. CTC

Mr. Chung noted Commissioner Frommer would be the new chairman of the Commission and that Commissioner Ghielmetti would be the new vice-chairman. Commissioners Chalker, Earp and Guardino were up for re-appointment. Mr. Chung then noted that for the upcoming March meeting the Commission would be considering the assumptions used for building the upcoming Fund Estimate for the 2012 State Transportation Improvement Program. The Fund Estimate also includes assumptions for the Aeronautics Account.

Mr. Chung reported that Mr. Rondinella would retain his membership with TACA as his new employer, Los Angeles World Airways, permitted him to continue on with his TACA activities. Mr. Kunze asked about Mr. Bruce Mac Rae's nomination. Mr. Chung noted that Mr. Mac Rae was also appointed to TACA and that several Commissioners spoke on behalf of his nomination at the Commission meeting.

3c. TACA

Mr. Pfeifer noted that last month TACA invited the California Airports Council (CAC) to join TACA. TACA members discussed who the representative should be. Mr. Pfeifer suggested

that the Chair of CAC, Alan Murphy, should provide the name of someone selected from the CAC Board of Directors who can attend the CAC, as well as TACA meetings. TACA should know what CAC is thinking and vice versa, as both groups have a number of issues in common. TACA members discussed the nomination and concluded that the CAC Board should nominate one of its board members. Chair Kunze indicated he would prepare a letter requesting a nomination that TACA could forward to the Commission for an appointment.

4. SCAG Aviation Planning Update

Mike Armstrong provided an update on SCAG's planning activities. SCAG plans to have an updated regional transportation plan (RTP) by September 2011 that has a planning horizon of 2035. As part of the RTP discussion, he discussed the work done at Chino. He also discussed one of SCAG's working paper that incorporated smart growth alternatives with the use of visual techniques to show impacts of various scenarios. Mr. Armstrong then discussed some the work being done at Burbank with its physical limitations with its gates and runways. He noted that the RTP would include a no new projects scenario, but that projects likely to be in the pipeline would be included.

Mr. Armstrong stated it was difficult to do a trend line for the 23 general aviation airports in the SCAG region because of the negative trend line. Growth has been stagnant since 1997 and has hovered around 81 million passengers. Accordingly, the approach was to use a very slow growth model.

As part of the model, Mr. Geoffrey Gosling, consultant for SCAG, noted that they would use factors that drive the general aviation sector such as composition of the pilot community, personal flight activity, corporate flight activity and based aircraft fleet to help assess demand by a survey developed for that purpose.

Chair Kunze offered the survey that SCAG developed for statewide use. Caltrans staff noted that it was difficult to do a statewide survey due the difficulty in getting definitive location for where aircraft are based and the type of use. Some of the information needed was proprietary or difficult to extract from the data available. Mr. Sandy Waters offered to help the Department with algorithms to screen the data to determine those planes that were used for corporate purposes and those for individual personal use. Tail numbers could help validate the screened information.

5. San Francisco Bay Area Regional Airport Planning

Mr. Geoffrey Gosling, Aviation System Consulting, spoke on behalf of Lindy Lowe of the San Francisco Bay Conservation and Development Commission. He presented a briefing of the Bay Area Regional Airport System Plan Analysis. This Analysis was a two-year study that was coming to an end. The study would evaluate strategies for accommodating demand without building additional runways at the primary airports, building a regional consensus, and developing a vision and implementation plan for the region's aviation system.

Mr. Gosling discussed key planning issues: delay problems at San Francisco International, increased airport noise impacts and growth of air pollutant emissions. The study tested six airport system development scenarios via three alternatives against seven goals: reliable runways support a healthy economy, good passenger service, convenient airports, climate protection by decreasing greenhouse gas emissions, clean air by decreasing air pollution from aircraft and the ground traffic it generates, and livable communities that avoids impacting more of the population to noise. Scenario A/B looked at modest NextGen technology improvements,

demand management, potential high-speed rail, and greater use of Sonoma airport. Scenario C looked at full NextGen improvements, aggressive demand management, and greater use of Sonoma airport as well as other external airports.

6. National General Aviation Airport Coalition

Mr. Pfeifer noted that a new organization called the General Aviation Airport Coalition was formed to provide a national voice to general aviation. He suggested that the Division of Aeronautics and TACA keep tabs on this new organization and see if this organization is one that merit outreach and perhaps adding as a member to TACA.

7. Legislation

Mr. Crimmins provided an overview on the status of bills (AB 81, SB 295, SB 446, and SB 619) before the Legislature.

Mr. Pfeifer discussed AB 81 (Beall) and the amendments to the bill. The Air Transport Association of America is trying to reduce fees and costs. They argue that the airline growth is stunted by the charges on fuel for domestic flights. AB 81 was referred to the Revenue and Taxation Committee.

SB 295 (Price) amends law regarding prohibitions, restrictions and procedures applicable to the proposed siting of community colleges buildings within 2 miles of an airport runway. It repeals provisions relating to the relocation of a site within 2 miles of an airport runway. It repeals the Division of Aeronautics safety assessment requirement. This bill should be on TACA's watch list.

SB 446 (Dutton) would pull Ontario Airport out of the Los Angeles World Airways and put it under a new authority, the Ontario International Airport Authority.

SB 619 (Fuller) would rectify AB 48 (2009), the California Private Postsecondary Education Act of 2009 and how it dealt with FAA-approved schools for flight training and aircraft maintenance. The exemption needs work as providers who operate on a pay as you go basis are exempt, but providers who offer an advance payment option in return for discounted price are not exempt.

AB 731 (Jeffries) would divert \$1.03 million in funding from various accounts including \$15,000 from the Aeronautics Account to fund firefighting equipment.

Mr. Pfeifer also noted that a national bill was in the works that would impose a noise curfew. Mr. Burkhart noted that NBAA was working nationally to get the amendment removed. Mr. Brown thought the amendment was in H.R. 386 by Congressman Lundgren.

Federal Legislation. These items were tabled for the next TACA meeting.

8. Other Business/Adjournment

No other business was discussed. Meeting adjourned at 3:15 PM.