Volume 6 *Issue 2*

CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Spring 2014

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Aviation Day at the Capitol - 2014

***By* Kevin Ryan**

On April 23, 2014 from 11 AM – 1 PM, the Association of California Airports and a broad group of professional aviation organizations will once again make their collective voices heard that aviation is alive and well in California. This marks the second annual event that Senate and Assembly members, their staff, and the general public will have for an opportunity to learn how aviation facilitates the efficient transportation of people and goods throughout the State.

The State's 245 public-use and 66 special-use airports, 505 heliports, as well as 8 seaplane bases are permitted by the State of California, Department of Transportation, Division of Aeronautics. Aviation operations conducted from these valuable transportation nodes support the State's economy in many ways beyond scheduled passenger service, such as providing and improving corporate connectivity, agricultural activities, environmental research and monitoring, air freight and mail shipments, flight training, as well as emergency—police, fire, and disaster— response services.

A few of the public and private sponsors include: Southwest Chapter of the American Association of Airport Executives, National Business Aviation Association, Aircraft Owners and Pilots Association, California Pilots Association, Civil Air Patrol, Mead & Hunt, C&S Companies, The Boeing Company, Tartaglia Engineering, Robinson Helicopter Company, Sacramento Valley Pilots Association, San Bernardino Regional Emergency Training Center, Insco Flight Training, Napa Jet Center, California Agricultural Aircraft Association, Northern California and Southern California Business Aviation Associations, SoCal Aviation Association, California Airports Council, and the Alliance for Aviation Across America.

The Division of Aeronautics will be there to inform the public of the State's aviation role. We will be joined by the Montana State University, Western Transportation Institute to introduce *Aviation Weathershare*. This new web based platform is an integration of Aviation Automated Weather Observation Systems (AWOS) with

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TRIM TABS

***By* Colette Armao**

This edition's Trim Tab interviewee started by saying, "I love GA; I have a passion for GA!" and he built his career around that affirmation. Richard Smith, the Chief of Los Angeles County's Aviation Division, has made aviation both his vocation and avocation and promotes it whenever and wherever he can. He oversees five of LA County's General Aviation (GA) airports—Brackett Field, Compton/Woodley, San Gabriel Valley (formerly El Monte), General William J. Fox, and Whiteman. He loves his job .

Richard was introduced to aviation as an eleven year old boy when a friend's father bought both boys a helicopter ride at the Fargo Airport air show in North Dakota. That ride was a life changing event for him. He talked about the ride for months afterward and decided, then and there, to make aviation his life's work. Enlisting in the U.S. Air Force after high school, he became an aircraft mechanic. He earned his degree in Airport Management after leaving the Air Force and also earned his pilot's license. His degree landed him his first job as an airport manager at a small GA airport in Wisconsin. From there, he took a position with a private airport management company that operates the LA County's airports. The County recruited him away from the management company he worked for, and he promoted into his current position when the previous manager retired.

Richard's staff is a combination of both County and contract airport management employees. He believes that by using a combination of both private and public employees to manage the County's airports, the County is better positioned to provide a higher level of service to his customers by reducing operations and maintenance costs, which in turn, free up funds for improvements to facilities and infrastructure. He is passionately committed to exceeding his customer's expectations and feels the County's airports deliver that promise. He sees the GA industry as poised to grow as the economy recovers and the public realizes the many benefits and opportunities that aviation provides. As a strong advocate of making airports part of everyone's communities, he promotes frequent outreach events to foster those relationships supporting air shows, school tours, and engaging with youth to give them the same opportunity he experienced as a boy.

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Trim Tabs

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Richard is a pilot, and has owned several planes, but recently sold his last one (a Cessna 172), because it was too small for him and his family. He has two children who both love and know how to fly and want to get their pilot's license as soon as they are old enough to do so. He shared that in the early days, his now 13-year old twins had to stand up to see over the instrument panel and yet were skilled enough to fly over water to Catalina Island under his watchful eye.

Richard is always looking for ways to promote aviation's benefits. The El Monte Airport was recently renamed the San Gabriel Valley Airport to more accurately reflect the airport's reach in the San Gabriel Valley. The airport got its original name because of its location in El Monte. However, the airport serves over 30 cities in this Valley and several unincorporated communities. The change came about because the airport's pilots felt strongly about the marketing potential of the name change, so Richard worked with them and the local governments who had the approval authority to make the change. He said it was a small thing, but the right thing to do, and he was glad to have been part of that.

Richard is a strong aviation advocate and promotes the industry in any way he can. He's active in both the American Association of Airport Executives (AAAE) and Southwest American Association of Airport Executives (SWAAAE). Currently serving as SWAAAE's second Vice President, he will move up to First Vice President next year to assume presidency the following year. He believes that the aviation industry must promote itself and is excited to see it beginning to move in that direction. He appreciates the efforts of the Association of California Airports' leadership for spearheading the inaugural "Aviation Day at he Capitol" in Sacramento last year, because it is so important for airports to reach out and educate their elected officials on the value of aviation to the economy and the services airports provide to their communities. He stressed the importance of membership and active participation in the State and regional airport/aviation associations, because these organizations carry the messages that we, as airport and aviation professionals, want to see delivered. If you are a part of these organizations, then you ensure your opportunity to develop those messages and initiatives that guide our industry.

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Night Ops Restored at Rio Linda Airport

On December 19, 2013, night operations were restored at the Rio Linda Airport. The California Code of Regulations states in part that permitted airports must have obstruction free approach and transitional surfaces to each runway. The State Aeronautics Act contained in the California Public Utilities Code allows a permit to be suspended when an airport ". . . no longer conforms to the minimum airport standards prescribed by the Department . . ." This action gave the airport owner the legal leverage to negotiate the trimming of the evergreen trees with the adjacent property owner. The airport had been closed at night since October 2010, when the Division of Aeronautics suspended the State Airport Permit's authorization for night use of the airport. The trees, which had grown into the airport's Federal Aviation Regulation Part 77:1 Transitional Surface, were the cause for the temporary night use restriction.

The Division of Aeronautics appreciates the efforts by the Manager of the Rio Linda Airport, Mr. Bill Mauser, to work with his neighbors to remove the obstructions and improve conditions at the airport.

Before

After

Aviation Day at the Capitol, Continued

From Page 1

Roadside Weather Information Systems (RWIS) that will provide small, underserved, rural airfields and heliports with comprehensive and accurate meteorological data. The system is expected to improve safety and increase efficiency. Weather data is available from multiple sources in a variety of formats. Having relevant, near time weather conditions and forecast information for an intended route, all in one easy to access location, is of benefit to pilots, emergency responders, road maintenance crews, and highway users.

The intended message of Aviation Day at the Capitol is to raise awareness of how and why aviation is vital to the State's economic condition. Since aviation serves the State of California in many ways, the Division of Aeronautics supports this effort and invites everyone to visit the website: www.CaAviationDay.com, and to come out to the Capitol to learn what aviation has to offer your community.

If you cannot attend the event, the Division invites you to learn more by watching the video *California's General Aviation Airports: Links to Vitality* available at our website.

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TRB Webinar on Airport Wildlife Management Programs

***By* Robert Fiore**

On April 3, 2014, the Transportation Research Board (TRB) of the National Academies hosted a webinar titled "Techniques for Successful Airport Wildlife Management Programs." The webinar, available at http://onlinepubs.trb.org/onlinepubs/webinars/140403.pdf , included presentations of an Airport Cooperative Research Program (ACRP) study titled "Identifying and Controlling Wildlife at General Aviation and Large Airports." It focused on two documents published by TRB's ACRP: a *Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports* and *Airport Wildlife Population Management*. The publications can be downloaded from http://www.trb.org/main/blurbs/163690.aspx and http://www.trb.org/main/blurbs/168836.aspx

Airports' urbanization, staff and budget constraints, and agricultural activities were discussed as challenges that confront General Aviation (GA) airports in their efforts to manage wildlife. Urbanization dislocates and concentrates wildlife near airports. More than 30 percent of GA airports cannot fund or do not have fencing, or it is inadequate. Consequently, mammal strikes result in more aircraft damage than do bird strikes at some locations. Agricultural activities generate revenue for GA airports, but this often leads to more wildlife activity.

ACRP's *Airport Wildlife Population Management* publication lists a hierarchy of management techniques, such as habitat modification, exclusion, harassment, relocation, and eradication options. Habitat modification is the easiest to implement and can be applied broadly. Eradication options are difficult, because GA airports must comply with all applicable federal permits, State, and local laws.

Wildlife hazard assessments help in identifying wildlife species found at airports. Once airport operators understand the types of wildlife near their airports, they can take steps toward taking control over wildlife activity that may result in aircraft damage or collisions. Best practices include minimizing perching places at airports and improving fences so mammals cannot go through, underneath, or over the fencing.

Some of the publication's best management practices include minimizing wildlife attractants and implementing deterrent strategies. Population control strategies include ecologically reducing populations by reducing reproduction. Deterrent strategies include pyrotechnics, falconry, and watchdog programs.

When implementing harassment, relocation, or eradication strategies, airport operators and local agencies must be mindful of laws and permit requirements. It would be wise to consult ACRP research publications and seek expertise for these foundations of wildlife population control and management. For upcoming aeronautics related TRB webinars, check: www.trb.org/webinars

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CHANGES AT THE

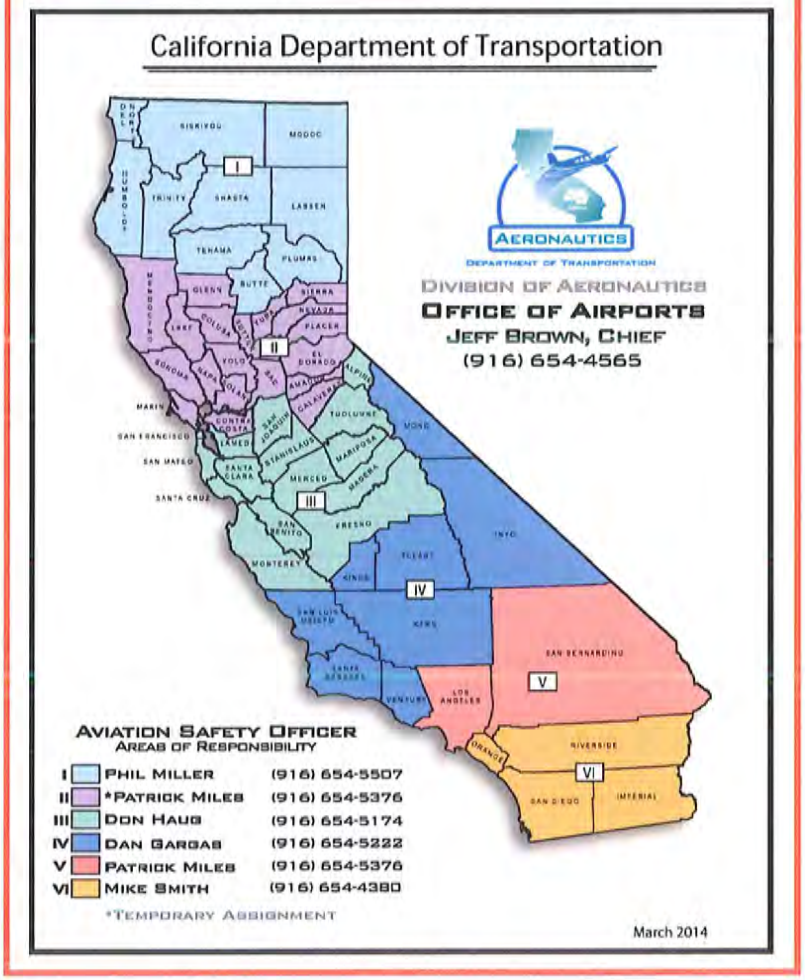
Aviation Safety Officer Areas and Assignments

In March, we made a change to our Aviation Safety Officer (ASO) "Areas" and assignments. Amy Choi, who had been assigned to Area II, has left Caltrans and the Division of Aeronautics to further her career goals in airport management. Patrick Miles will temporarily cover Area II, in addition to his ongoing responsibility for Area V. A small-size view of the Areas of Responsibility map for the ASOs can be seen below. A full-size map can be found on the home page of our website, through the "Areas of Responsibility" link in the Office of Airports tab.

Amy Choi was also our Helicopter Landing Authorization (HLA) Program Coordinator (for helicopter landings at or within 1,000 feet of K-12 schools). Dan Gargas will temporarily be the HLA Coordinator.

We anticipate the temporary assignments to be in effect for approximately six months. We are in the process of hiring a new ASO and will publish updated information once we get the vacancy filled. Interested applicants may attain eligibility information at the following website: http://jobs.spb.ca.gov/wvpos/more_info.cfm?recno=545206

The ASO's are the Division of Aeronautics' staff members who do airport/heliport inspecting and permitting, among other duties and are your primary State contacts for your aeronautical facilities. ASOs are assigned counties within a geographic section of California as shown on the map (Note: All Aviation Safety Officers are based in Sacramento.)



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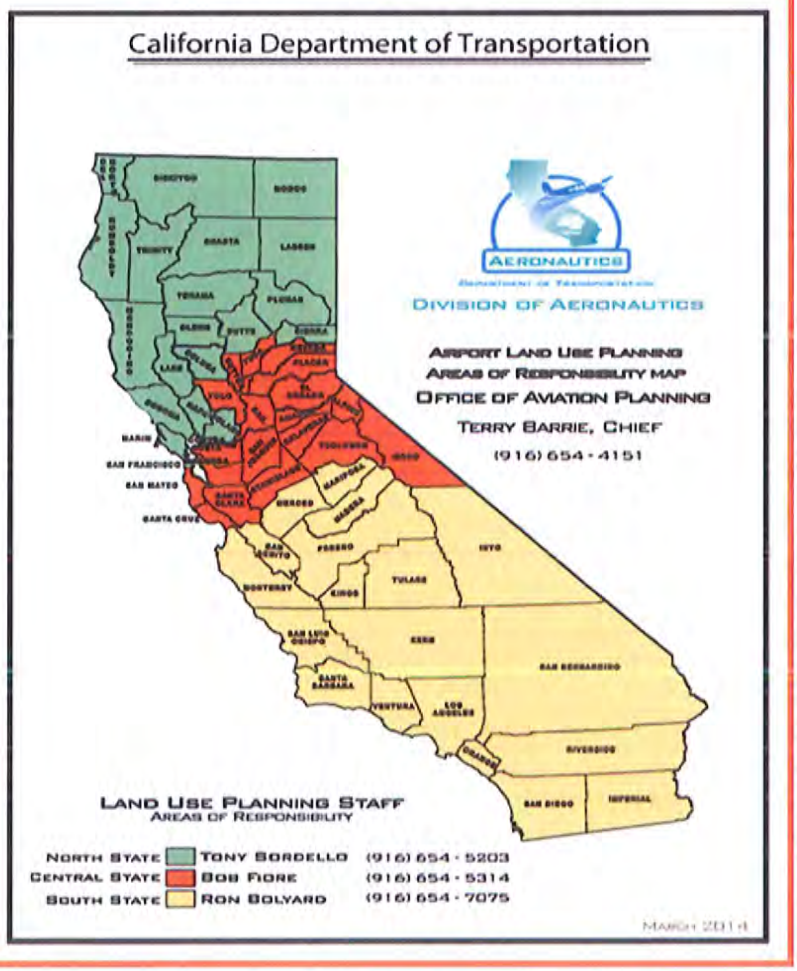
Airport Land Use Planning Area and Assignment

Tony Sordello, who was the Division of Aeronautics' Aviation Funding Specialist since June of 2012, has accepted a new position in the Division, as the Airport Land Use Planner for Northern California. He is excited to be in his new position and to be working with the Airport Land Use Commissions and the respective local agencies in the northern part of the State. Tony has over 15 years experience working with local city and county government agencies and other political subdivisions in a variety of capacities. Tony's new contact information is: (916) 654-5203 or tony.sordello@dot.ca.gov



Loans and Grants Specialist

Bambi Jake is the Division of Aeronautics' new Aviation Funding Specialist and began work on April 7, 2014. She will be responsible for administering the three airport grant programs and the loan program. (For detailed information on these State funded programs, please visit our website at:http://www.dot.ca.gov/hq/planning/aeronaut/index.htm# and under OFFICES, click on the Grants & Loans tab).

Bambi came to Aeronautics from Caltrans' Division of Rail where she worked as the Program Manager for the Proposition 1B Highway Railroad Crossing Safety Account Program. She was responsible for all aspects of funding Grade Crossing and Grade Separation safety projects, including reviewing, developing, and monitoring grants throughout the State of California.

Bambi's contact information is: (916) 654-4718 or bambi.jake@dot.ca.gov

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Caltrans Airport Forecasting Study: The Role of California Airports in Smart Growth and Economic Vitality

By **Kevin Ryan**

The Division of Aeronautics is pleased to inform the aviation community of a first-of-its-kind socioeconomic forecast study afforded by a Federal Highway Administration grant to the Division of Aeronautics. The study links airport community development and transportation circulation planning with Smart Growth—related to the Regional Transportation Plan requirements of Senate Bill 375 and Sustainable Community Strategies.

Twenty airports representing each type of functional classification[1] were selected for this study based on their developable land and potential for incorporating Smart Growth initiatives. The Division coordinated with Cambridge Systematics to conduct a literature review prior to conducting interviews with airport managers and economic development departments, and reviewed local economic development plans, and extrapolated the economic potential for each of the 20 selected airports.

The research goal was to discern which airports possessed characteristics that could embrace Smart Growth principles and Sustainable Community Strategies to retain or expand business opportunities. In addition, it helps determine what the added value might be by forecasting potential increases in jobs and revenues. To better differentiate the airport communities and to define their economic growth capability, the airport communities were divided into one of three groups: Smart Growth, Smart Growth Support, or Land Bank airports.

The study's results suggested that we should invite all airport managers to communicate their airport community's unique Smart Growth opportunities with their city and/or county economic development departments. Thus, strategies could be developed to either retain present business or entice new business ahead of transportation planning to maximize the added value and make airport communities more sustainable.

Please visit our website to access the report at the following URL: http://www.dot.ca.gov/hq/planning/aeronaut/documents/planning/CaltransAirportForecastingStudy.pdf

[1]State Functional Classification System, California Aviation System Plan

California Airport Functional Classification System

Class	Count
Commercial Service/Primary	29
Metropolitan	20
Regional	66
Community	97
Limited Use	33

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Retaining Expiring Airport Non-Primary Entitlement Funds Within California

***By* Parvin Bijani**

The Federal Aviation Administration (FAA) Non-Primary Entitlement (NPE) Fund finances the California Airport Improvement Program (AIP). Grants of $150,000 each from this resource may be provided to eligible public-use airports that are part of the National Plan of Integrated Airport Systems (NPIAS), commonly referred to as NPIAS airports. NPE funds may be accumulated up to five years.

Non-primary airports include all NPIAS General Aviation and commercial service airports that do not meet primary airport status.

Each year, airport sponsors must notify the FAA as to whether or not they will use their entitlement funds. The notification deadline this year is May 1, 2014.

Caltrans' Division of Aeronautics (Division) strongly recommends that all non-primary airports with unused FAA AIP NPE funds transfer their unused amounts to another qualified California non-primary airport before they expire. Otherwise, expired funds may be used by eligible airports in other states.

Airports can transfer unused funds to another qualified California airport by filling out an Agreement for Transfer to Entitlement form. It can be found in Appendix 16 of the AIP handbook located at http://www.faa.gov/airports/aip/aip_handbook/ . Airports interested in transferring or acquiring unused funds are encouraged to send their requests to the FAA.

The Division prepares a statewide General Aviation Special Needs Assessment semiannual report titled GASNA. This report may assist airports to find other airports that could use money for capital improvement projects, such as pavement improvements. The GASNA can be found on the Division's website under Specialty Areas at: http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/ .

If you need assistance to use or transfer these funds to other NPE eligible airports in California, please contact Parvin Bijani by email at parvin.bijani@dot.ca.gov or (916) 657-0543.

For more information on the NPE Fund, please contact:
Robin Hunt, Manager, FAA, San Francisco District Office at Robin.K.Hunt@faa.gov or
Dave Cushing, Manager, FAA, Los Angeles Airports District Office at Dave.Cushing@faa.gov or
(310) 725-3644.

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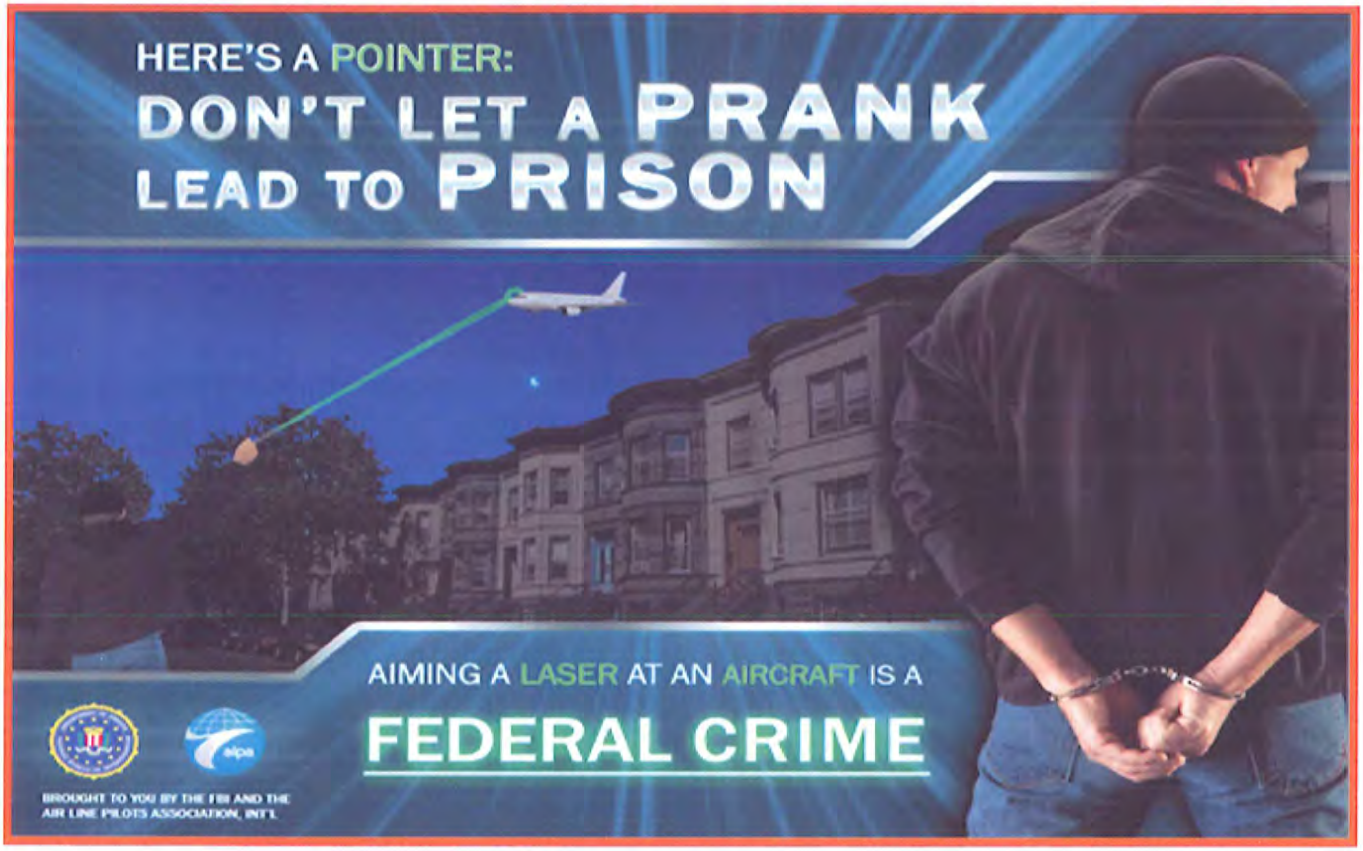

Upcoming Events

California Aviation Day
Sacramento
April 23, 2014

SWAAAE Summer Conference
Long Beach
July 20–23, 2014

ACA Conference
South Lake Tahoe
September 10–12, 2014

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Do you have something noteworthy to suggest for future issues of the CalAERO Newsletter?
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Call: (916) 654-4848