

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

July 2011

Inside:

Governor's Executive Order B-06-11	1
Common Airport Pavement Maintenance Practices	1
Website Improvements	2
Mesa Del Rey Airport's Hidden Treasures	2
Hospital Helicopter Dataplates Tool	3
Technical Services Projects	5
Upcoming Events	6

Governor's Executive Order Restricts Travel

On April 26, 2011, in a continued effort to address the California State budget deficit and control operational expenses, Governor Brown issued Executive Order B-06-11. This Executive Order restricts travel by State employees to mission critical purposes, including enforcement responsibilities and functions required by statute, contract or executive directive. Conferences, networking opportunities, and non-essential meetings that can be conducted by phone or video conference, were specifically cited as travel that was not mission critical. Travel has also been limited to the minimum number of travelers necessary to accomplish the mission-critical objective.

What this means to what is likely our core constituency, airport and heliport owners and managers/operators, is that we will continue to travel for airport/heliport permitting and permit/5010 inspections, and school and State building site evaluations. However, as those who asked about our absence from the FAA Airports Conference in early June are aware, we're closely scrutinizing all travel relative to the requirements of Executive Order B-06-11. We ask for your patience as we adjust to this new guidance. Please contact your Aero representative if you have questions or concerns about the support you're receiving. We hope to continue to participate and provide assistance in the fullest manner possible.

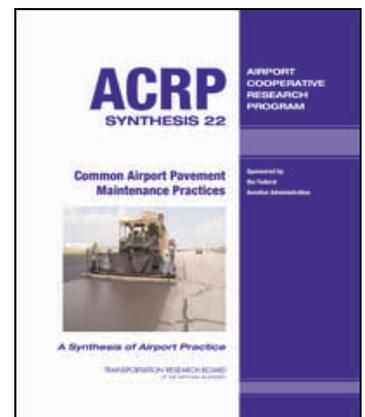
Budget Update

With the 2011/12 State Budget in place, our grant programs were not suspended. Please submit Annual Certification for Fiscal Year 2011-12. For those airports with programmed Acquisition and Development projects, you may apply for funding. If you receive a new AIP Grant, matching funds are available. (Note: AIP grants already started are ineligible for funding.) Contact: gwyn.reese@dot.ca.gov.

Common Airport Pavement Maintenance Practices

By: Lee Provost

TRB's Airport Cooperative Research Program (ACRP) [Synthesis 22](#): Common Airport Pavement Maintenance Practices, explores how airports implement a pavement maintenance management program, including inspecting and tracking pavement condition, scheduling maintenance, identifying necessary funds, and treating distresses in asphalt and concrete pavements. Pavement management software such as MicroPAVER is covered, as well as Airport Pavement Management System (APMS) and Pavement Condition Index (PCI) Surveys.



Continued on Page 3

Common Airport Pavement Practices

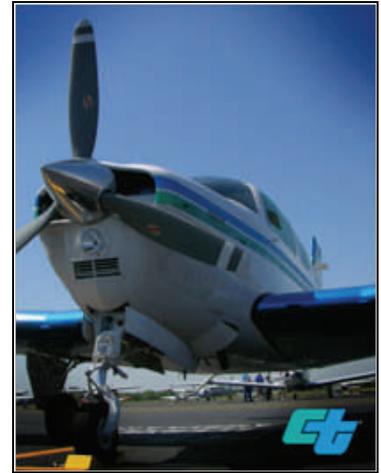
Website Improvements

By: Kevin Ryan

In an effort to meet the needs of our users, the Division of Aeronautics website is continuously updated to improve our customers' access to information and forms. Many changes have already been made to help airport sponsors, aviation planners, grant managers, project engineers, and others locate whatever they might need quickly and easily. Customer satisfaction is important to the Division, so forms are now available to fill out on-line, save, and submit electronically. We hope you find the improvements valuable time-savers.

We welcome everyone to visit our website and become familiar with the changes. The Division of Aeronautics website:

<http://www.dot.ca.gov/hq/planning/aeronaut/index.html>



Mesa Del Rey Airport's Hidden Treasures

By: Carol Glatfelter

Many smaller General Aviation airports have a rich history that serves as a link to the current airport. One example is Mesa Del Rey Airport, a public use airport located one mile northeast of King City that serves Monterey County, California.

While conducting our last safety inspection, King City planner, Maricruz Aguilar-Navarro,



Mesa Del Rey Airport

pointed out the historical attributes of the airport. She provided division staff with copies of historical documents, old photographs and airport planning documents. After reviewing the airport's Business Implementation Plan, staff toured the WWII pilot training facility,

built in 1940 and entered the refurbished Pilot Training Registration Building. The facility is now called, "The Mesa Business Park."

Some of the historical facts discovered about the airport and former military facility:

- This facility, along with 56 Army and Air Force contract flying schools under military direction in WWII, trained over 400,000 pilots.
- At its peak, they flew 700 hours per day off Mesa Del Rey with 130 instructors. They graduated 10,000 cadets, first flying Stearmans, then Ryans and finally Stearmans again.
- The planes were huddled in revetments, (barricades constructed to protect against damage or injury from explosives), adjacent to the field to protect them in the event of an enemy attack, but during the day they filled the air space between San Ardo and Greenfield, a 32 mile stretch with King City in the middle.

Continued on Page 4

Common Airport Pavement Maintenance Practices

Continued from Page 1

In this synthesis, the emphasis was placed on identifying and prioritizing future pavement preservation needs. Decision making for maintenance and rehabilitation (M&R) of airport pavement includes identifying and prioritizing future pavement preservation needs along with securing funding. The main challenge facing airport managers is not which M&R treatment to use, but how to justify that M&R treatments are necessary, using a judicious and objective process, and to obtain funding for their implementation. A fundamental objective is to select the right pavement sections for treatment.

The synthesis describes pavement preservation practices and treatments for Asphalt Concrete (AC) and Portland Cement Concrete (PCC) pavements. Pavement preservation treatments for surface-treated and aggregate-surfaced pavements are not included. The technology of pavement preservation treatments is summarized in the *Catalog of Airport Pavement Preservation Treatments (Catalog)* in Appendix B. The *Catalog* contains a description of 24 common pavement preservation treatments for AC and PCC airport pavements.

Special attention was paid to describing the role of

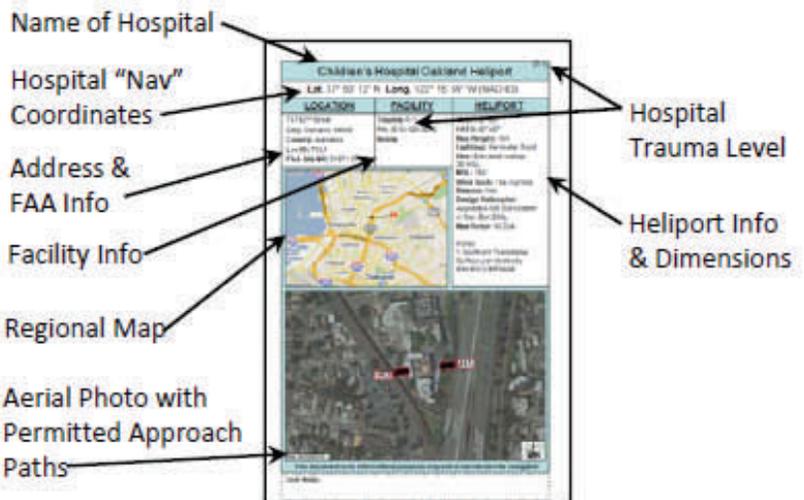
preventive maintenance in pavement preservation. Preventive maintenance is carried out to prevent premature pavement deterioration. Routine pavement maintenance that does not substantially improve the pavement surface is not included in the synthesis.

Synthesis Definition: The objective of this project is to provide a synthesis program for the ACRP. A synthesis is a relatively short document (40-60 pages) that summarizes existing practice in a specific topic area based typically on a literature search and a survey of relevant organizations (e.g., airports). Synthesis reports are most valuable when they are focused on issues or problems common to many organizations. The primary users of the reports are the practitioners who work on those issues or problems using diverse approaches in their individual settings. Note that synthesis projects summarize existing practice. They do not undertake new research, nor do they contain policy recommendations. →

Additional information on ACRP research and synthesis projects may be found at: <http://www.trb.org/Publications/PubsACRPPublications.aspx>

Hospital Heliport Dataplates Tool Now Available

Our new online Hospital Heliport Dataplates tool, discussed in more detail in the April 2011 newsletter, is now available on the Division of Aeronautics website. The "Dataplates" page can be found within the Office of Airports web pages, or directly at <http://www.dot.ca.gov/hq/planning/aeronaut/oairportP8Kn.html>. Pertinent information is displayed, in a graphic format, for each of California's approximately 150 permitted Hospital Heliports. The Dataplates are accessible via a Google Maps platform or directly from a dropdown menu.



We hope you find them useful. →

Mesa Del Rey Airport's Hidden Treasures

Continued from Page 2

- Buildings were completed by May 1941 and included five barracks, a hospital, an administration building, a mess hall, and two hangars. The complex accommodated 280 cadets with one instructor for every five students. There were 110 mechanics and 45 administrative staff.
- The U.S. Navy took over in February 1945 training fighter and torpedo plane pilots. Approximately 900 men were stationed in the Naval Auxiliary Station, King City until the end of the war.
- The property reverted to King City in 1951, and in 1957, it was purchased by the Basic Vegetable and Dehydration firm.



WWII Pilot Training Registration Building

Meanwhile, back in the 21st century... One of the airport staff opened an aircraft hangar and Ken Erickson, instructor of the Tutima Academy, approached and began filling us in on the activities of the Tutima Academy of Aviation Safety owned by Sean D. Tucker. This somewhat obscure airport is one of the locations for one of the most prominent aerobatic training classes in the United States. The



Carol Glatfelter, Caltrans Division of Aeronautics

course introduces the building blocks of aerobatic flight while emphasis is placed on exacting methods of recovery.

The Mesa Del Rey Airport is located close to California's central coast and boasts some of the best flying weather in the U.S. The nearby Pacific Ocean keeps the weather mild, and the Big Sur Mountains to the west block most of the winter rains. It is reported to have at least 360 days of flyable VFR (visual flight rules) weather per year. The 4,485 of runway accommodates an average of 22 aircraft operating per day. The airport is open on a 24/7 basis. →

Office of Technical Services and Programs

The Office of Technical Services and Programs (OTS) is currently allocating funds for 16 projects in the Fiscal Year (FY) 2010-11 Aeronautics Program. The California Transportation Commission (CTC) approved funding for a three year period covering 42 projects totaling \$5.7 million on July 1, 2010. These projects are funded by the Division's Acquisition and Development (A&D) Grant program, where the State provides a 90% grant and the local sponsor provides a 10% match. State funding may be awarded for capital improvement and airport land use compatibility plan projects that have been listed in the Capital Improvement Plan (CIP) and is limited to public use, public owned general aviation airports.

Projects are programmed based on input received from the Federal Aviation Administration, the Technical Advisory Commission on Aeronautics (TACA), aviation consultants external to the Division of Aeronautics, and in-house staff. A priority ranking matrix is used to select projects from the CIP based on safety first, capacity improvements second, and security (i.e. fencing and lighting) third.

Of these 16 projects, two are withdrawn (Lampson and El Monte) and two are working on submitting their application and resolution so that the project funds can be allocated (Half Moon Bay and Quincy-Gansner). The remaining 12 projects have been allocated by the CTC as of June 28, 2011.

FY 2010-11

<u>Airport</u>	<u>County</u>	<u>Project Description</u>	<u>Priority Rank</u>	<u>Total Cost</u>	<u>State Cost 90% Rounded</u>
Brackett Field Airport (NPIAS)	Los Angeles	ALUCP-Airport Land Use Compatibility Plan Update	1	\$107,120	\$97,000
Colusa County Airport (NPIAS)	Colusa	ALUCP-Airport Land Use Compatibility Plan Update	1	\$50,000	\$45,000
El Monte Airport (NPIAS)	Los Angeles	ALUCP-Airport Land Use Compatibility Plan Update	1	\$120,000	\$108,000
Half Moon Bay (NPIAS)	San Mateo	ALUCP-Airport Land Use Compatibility Plan Update	1	\$150,000	\$135,000
Lampson Field Airport (NPIAS)	Lake	ALUCP-Airport Land Use Compatibility Plan Update	1	\$165,000	\$149,000
Placerville (NPIAS)	El Dorado	ALUCP-Airport Land Use Compatibility Plan Update	1	\$250,000	\$225,000
Quincy-Gansner Field Airport (NPIAS)	Plumas	Obstruction Removal, Displace Threshold and Remark Runway	1	\$120,000	\$108,000
Santa Barbara (NPIAS)	Santa Barbara	ALUCP Airport Land Use Compatibility Plan Update	1	\$100,000	\$90,000
Borrego Valley Airport (NPIAS)	San Diego	Replace Electrical Signage & Taxiway Markings	4	\$200,000	\$180,000
Blue Canyon Airport (Non-NPIAS)	Placer	Restripe Runway and Ramp	7	\$10,000	\$9,000

Office of Technical Services and Programs

Continued from Page 5

FY 2010-11

<u>Airport</u>	<u>County</u>	<u>Project Description</u>	<u>Priority Rank</u>	<u>Total Cost</u>	<u>State Cost 90% Rounded</u>
Ravendale Airport (Non-NPIAS)	Lassen	Widen Runway, Taxiway Rehabilitation and Restripe Pavement	8	\$390,000	\$351,000
Shelter Cove Airport (NPIAS)	Humboldt	Runway and Taxiway Pavement Overlay, Realign Taxiway, Restripe Pavement, Drainage Improvements at Tie Down Area	8	\$443,000	\$399,000
Southard Field Airport (Non-NPIAS)	Lassen	Overlay Runway, Taxiway, Hangar Aprons and Tiedown Area	8	\$158,000	\$142,000
Spaulding Airport (Non-NPIAS)	Lassen	Overlay Runway, Taxiway and Tiedown Area	8	\$435,000	\$392,000
Herlong Airport (Non-NPIAS)	Lassen	Install Runway Lighting	10	\$45,000	\$41,000
Ravendale Airport (Non-NPIAS)	Lassen	Install Runway Lighting	10	\$45,000	\$41,000
				Total	\$2,512,000

Upcoming Events

September 14-16, 2011, Association of California Airports Conference, Lake Tahoe, CA.

Website: www.calairports.com.

General Information: (530) 741-6463

January 29, 2012 - February 1, 2012, 52nd Annual Airport Management Short Course, Monterey, CA.

Website: <http://www.swaaae.org>

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Do you have something noteworthy to suggest for future issues of the CalAERO Newsletter?

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