Cal AERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

In This Issue:

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.

GA Contract Towers May Be Cut
By: Kevin Ryan

T he California Department of Transportation, Division of Aeronautics (Division) is very concerned about a proposed recommendation by the federal Office of Management and Budget (OMB). We have been informed they will recommend elimination of funding for the Federal Aviation Administration's Contract Control Tower Program (CCTP) at airports that exclusively serve General Aviation (GA) aircraft operations. According to the Airplane Owners and Pilots Association (AOPA), the OMB proposal "would preserve funding for contract (nonfederal) control towers at airports with scheduled passenger service, or with 10,000 military operations per year." AOPA also noted that the American Association of Airport Executives (AAAE) warned of the "devastating effects of the cuts." The Division agrees that the potential cuts to the CCTP are a direct threat to aviation safety in California.

As an active participant in the National Association of State Aviation Officials (NASAO), and various other aviation support organizations, the Division shares the flight safety concerns of AAAE and AOPA. We will continue to monitor the situation and advocate for minimal funding cuts to this vital program. Twenty-one airports in California have been preliminarily identified as being on the CCTP list. The National Plan of Integrated Airport Systems list three of these airports as GA: William J. Fox (Lancaster), Castle (Merced), and Salinas Municipal.

FAA Creates Laser Incident Web Page
By: Jeff Brown

T he Federal Aviation Administration (FAA) has recognized that the pointing of lasers at aircraft cockpits is a growing problem. Since lasers can distract or temporarily blind pilots, the FAA has taken a series of additional steps to try to address this hazard. On October 27, 2011, the FAA unveiled a new website, intended "to make it easier for pilots and the public to report laser incidents and obtain information" about this issue. The web address is: http://www.faa.gov/go/laserinfo.

The website provides guidance for pilots and aircrew members, Air Traffic Control staff, and the public to report laser incidents. The site also includes statistics on the increasing amount of laser incidents, and information about FAA press releases and increased civil penalties, hazards of laser illumination, and proper planning of light shows and other outdoor laser operations.

Laser event reports to the FAA have increased steadily from less than 300 in 2005, when the FAA first created a formal reporting system, to nearly 3,000 in 2010. Authorities believe that factors in the growth in annual reports are "the availability of inexpensive laser devices on the Internet, increased power levels that enable lasers to reach aircraft at higher altitudes, and the introduction of green and blue lasers, which are more easily seen than red lasers." In June 2011, the FAA announced, through new legal interpretation of Code of Federal Regulations law addressing "interference with crewmembers," that it would start imposing civil penalties of up to $11,000 against people who shine lasers into aircraft cockpits. The increased prosecution and new website are some of the steps the FAA is taking to get the word out on the dangers of shining lasers at aircraft, the penalties for those that do, and the efforts being made to combat this potentially severe flight safety risk.

Caltrans

AERONAUTICS
DEPARTMENT OF TRANSPORTATION

Shelter Cove Airport
By: Parvin Bijani

Shelter Cove Airport is a small, public-use general aviation airport located on 50 acres of land, one mile west of Shelter Cove in Humboldt County. The Shelter Cove Resort Improvement District (District) manages and operates the airport consisting of a single 3,400 foot long by 60 foot wide paved runway. This remote facility sits at the base of mountains, bookended by ocean cliffs. With waves crashing up near the ends of the runway, the Shelter Cove Airport has one of the most stunning visuals upon approach.

Due to its remote location and limited access, Shelter Cove Airport is a very important asset to its community. An ambulance ride to the nearest hospital takes hours, which could mean the difference between life and death. Many lives have been saved by aircraft transport from this airport. Shelter Cove Airport is also a valuable staging area for fire fighters and Coast Guard rescue operations, as well as for the California Department of Forestry, Bureau of Land Management, Department of Fish and Game, and law enforcement agencies. This airport allows residents to live in one of the world's most beautiful places without sacrificing their safety and sense of security.

Airports are not merely important for staging and emergencies – they are considered on- and off-ramps to the entire air transportation system, and Caltrans takes the responsibility of their safety seriously. Division of Aeronautics (Division) staff are responsible for conducting inspections on California's public-use airports. Aviation Safety Officers possess the authority to suspend an airport permit if they determine that the site may no longer be safely used because of a change in physical or legal conditions.

In March 2011, Division staff inspected the Shelter Cove Airport and found that the runway was in poor condition. Cracks and broken asphalt pieces littered the runway and created Foreign Object Debris in the form of loose surface fines and gravel. Repair would require a two inch overlay of asphalt concrete and restriped runway markings to meet Federal Aviation Administration standards.

To assist in enhancing safety, rehabilitating the runway, and reducing further deterioration, the Division granted the airport Acquisition and Development Program funds. The Shelter Cove Resort Improvement District received $499,000 toward the repaving project with a total cost of $563,000. The District paid $30,000 for resurfacing six parking spaces: three spaces overlay, three spaces filled/rolled with asphalt grindings. Construction began in November 2011 and was completed in December 2011.

"The District is appreciative of the partnership with the Division of Aeronautics and their participation in this project," said Shelter Cove Airport Manager, Richard Culp. Now, users of the Shelter Cove Airport will be able to experience the beauty and serenity of this remote airport as well as a safe and smooth landing.

Runway After Construction

Small Airports: Practical Guidance for Survival
By: Kevin Ryan

O n December 5, 2011, the Transportation Research Board (TRB), Airport Cooperative Research Program (ACRP), which is sponsored by the Federal Aviation Administration, presented the webinar *Small Airports: Practical Guidance for Survival*. A recording of the webinar is accessible from the TRB website. The purpose was to provide airport sponsors and aviation planners with a summary by the individual authors of their findings regarding two recent ACRP reports: 1) ACRP Report 44: *Preservation of Public-Use Airports*; 2) ACRP Report 28: *Marketing for Small Airports*. Presenters discussed why public-use airports close, measures and strategies to prevent closure, research into how to preserve public-use airports, and how general aviation and commercial service airports can and should develop a marketing program on a small or minimal budget, while improving community connectivity.

The ACRP Report 44 provides a Guidebook that describes why public-use airports close and identifies measures and strategies that can be taken to help preserve and prevent their closure. State and local agencies, airport owners/operators, and other public and private groups with an interest in preserving public-use airports might find it useful in preserving their airport(s). Preservation of an airport should have a mutual benefit to those that use the airport and the airport's community that it supports, particularly as the community perceives economic development. In fact, the study determined of the average number of airports closed, many were privately owned, rather than publicly owned, which might have been avoided if the vested interest in preserving the airport was shared by the community.

If an airport community is connected with the airport's development, business, and marketing plans, the airport's efforts will generate more positive energy to target areas that will enrich the airport's future, as well as the community's. The direct benefit is an airport that has woven its airport's capabilities into the fabric of the community it serves while making the value of the airport more transparent, and will likely attract greater public support.

The take-away of the webinar is that each public-use airport should be proactive in knowing, sharing, and promoting what is unique about their airport. And more specifically, the airport should continuously investigate how it can be more connected with the surrounding community to not only avoid potential closure, but flourish.

New TACA Member!
By: Kevin Ryan

T he newest member to the Technical Advisory Committee on Aeronautics (TACA) is Bruce Mac Rae. He is the Vice President of Public Affairs for the West Region of United Parcel Service (UPS). Bruce deals with local, state and federal issues effecting UPS service and operations.

UPS is the world's largest package delivery and supply chain services company. His area encompasses the states of California, Hawaii, Nevada, Idaho, Utah, Arizona, New Mexico, Oregon, Washington and Alaska.

Bruce began his UPS career in 1978 and has risen through many positions, acquiring skills in Operations, Industrial Engineering, Hazardous Materials, Customer Relations, Community / Public Relations, Security Investigator and currently serves as Vice President of State Public Affairs.

In addition to his regional responsibilities, Bruce is serving on the boards of such organizations as: The American Legislative Exchange Council-ALEC, California Trucking Association, and the Arizona Trucking Association.

Bruce grew up and attended school in Long Beach, and is a second generation Long Beach native. The Division of Aeronautics welcomes Bruce Mac Rae to the TACA with his extensive experience to best represent air cargo for the State of California.

Bruce D.D. Mac Rae
State Public Affairs Vice President
UPS

Airports Geographic Information Systems
By: Derek Kantar

By now you have undoubtedly heard about A-GIS/eALP. In our industry that is prone to acronyms, this one stands for Airports-Geographic Information Systems/electronic Airport Layout Plan. Over the last two years the FAA has conducted pilot programs at 36 airports of varying size and complexity. This article provides some of the basics of an A-GIS/eALP and what it means for airports.

What is an A-GIS/eALP?
First, it's important to understand that A-GIS and eALP are two separate things. A-GIS refers to a centralized Geographic Information System (GIS) database of airport information for the FAA. Information included within this database is meant to be standardized in terms of format and data collection standards, ensuring a highly accurate and consistent set of data for all airports. What kind of data you may ask? The list is included in Advisory Circular 150/5300-18B and is fairly extensive; however, the FAA is most concerned with safety critical information such as runway end points, runway profile, gradients, navigational aid locations, and obstacle data.

An eALP is a use of the information contained in the A-GIS. ALPs are required documents that the FAA updates regularly and are used for future Airport Improvement Project funding decisions. An eALP is standardized in terms of format and information displayed for each airport. It is generated by the A-GIS system (https://airports-gis.faa.gov) and will produce a downloadable PDF document for distribution and use by an airport sponsor. This version of the ALP will be simplified to show more of the physical attributes of the airport less on the data tables that you expect to see on an ALP. Information typically shown in the data tables is embedded in the GIS database. The basic steps for an A-GIS/eALP are:

1. Develop Statement of Work and obtain FAA approval
2. Develop Geodetic, Imagery, and Survey and Quality Control Plans and obtain NGS (National Geodetic Survey) approval
3. Acquire imagery – raw imagery must be approved by NGS
4. Develop planimetric data (these are visible items in an aerial photo, such as pavement edges, markings, lights, etc.)
5. Supplement with non-planimetric data (these include safety zones, parcel lines, lease zones, noise contours, etc.)
6. Attribute all data
7. Submit completed information for FAA/NGS approval
8. Develop eALP data such as future facilities and safety zones, convert to GIS format, and populate attribute fields
9. Submit eALP data for FAA approval

Why A-GIS/eALP?
One of the biggest drivers for FAA in proceeding with this initiative is NextGen. In order for NextGen to be viable, highly accurate airport and obstacle data is required. Most of NextGen does not affect airports, but there are two things an airport needs in order to be NextGen ready: A-GIS data and ADS-B (Automatic Dependent Survelliance-Broadcast). Prior to A-GIS, FAA maintained several databases which sometimes contained conflicting and dated information. Therefore, it is imperative that FAA maintain a single database: A-GIS.

For airports, the "why" is because it is required to meet grant assurances. With the publication of Advisory Circular 150/5300-18B "use of these guidelines is mandatory for the collection of geospatial airport and aeronautical data funded under Federal grant assistance programs."

When do I need to do this?
The short answer is: it depends. As a general rule, going forward you will need to do this type of project if any safety critical information is changing (runway elevations, navigational aid locations, obstacle information, etc.). Projects that an A-GIS/eALP task may be added onto include: master plans, ALP updates, runway extension, overlay, or rehab project, or other projects which may significantly alter the airport. As always, the first emphasis will be on the large airports and it will trickle down to smaller airports over time and it is FAA's goal to develop A-GIS data for all NPIAS airports.

Airports Geographic Information System

By: Derek Kantar

The best thing to do is to have an open dialog with your FAA project manager to determine what may trigger the need for an eALP at your airport and its potential costs, which can vary greatly. Costs of these projects may be initially high, but it is expected that over time costs are reduced because this data can be reused and updated as the airport develops.

How long does this take?
As the FAA, NGS, airports, and consultants progress on these projects, the time required to complete the project will be reduced. Still, there are some critical schedule drivers that are difficult to control: FAA/NGS review cycles and weather. Advisory Circular 150/5300-17C requires trees to be in the "leaf on" condition so that top elevations can be determined for obstacle analysis. This means that the ability to acquire aerial photography, which the whole project is based on, is dependent upon seasons and clear skies.

What's in it for me?
Regardless if you use GIS, intend to use GIS, or know nothing about GIS, there are some benefits for an airport sponsor. The biggest one is having high quality digital data for your airport. One of the benefits of A-GIS is you will have a detailed data set for your airport that you can use on all design, engineering, environmental, planning, and construction projects. As these projects are completed, you can upload the updated information directly to A-GIS, reducing the need to resurvey prior to starting another project. If you are a GIS user, this is an excellent way to get a high quality set of data for a fraction of the cost – the initial data development is the most expensive part of a GIS.

Loan Payment Reminder

By: Gwyn Reese

For airport sponsors with an outstanding loan from the Department of Transportation, your annual payment must be received by the due date every year. If your payment is delinquent, you are jeopardizing your opportunities for future loans with us.

Your loan agreement states in Clause 4:

"PUBLIC ENTITY shall deposit all loan funds received from STATE and income received from the PROJECT in a separate account within the airport's special aviation fund as required by Section 4073, Title 21 of the California Code of Regulations. PUBLIC ENTITY agrees to hold the funds in the separate account in trust for the purpose of receiving revenue which would be held in trust, in an amount equal to one year's repaying of the loan."

Sponsors honoring the terms of the loan agreement should have funds available to make timely loan payments. Please remember, loans are subject to state audit for up to 3 years after the retirement of the loan. If you have any questions, please contact Gwyn Reese, Aviation Funding Specialist, at (916) 654-4718.

Closing Out AIP Matching Grants

By: Gwyn Reese

For airport sponsors that have completed a FAA AIP project, where you received a State matching grant, remember to promptly close out your State matching grant as well. Failure to do so may place your State matching funds at risk.

The Department of Transportation (Department) has a timely use of funds policy which states, in part, the project must be completed within 36 months after the grant award. If you receive a "Timely Use of Funds" letter from the Department, you must either close out your grant or contact the Department to explain why the grant should remain open. Otherwise, after 30 days, in accordance with Departmental policy, your remaining matching grant funds will be de-allocated and reprogrammed to other projects.

If you have any questions, please contact Gwyn Reese, Aviation Funding Specialist, (916) 654-4718.

Welcome New Employees

Amy Choi is a new Aviation Safety Officer and began work in the Division of Aeronautics (Aero) on December 1, 2011. She came to Aero from the California Technology Agency, where she had worked as an Associate Governmental Program Analyst for a little over a year. Amy brings FAA Certified Flight Instructor, Certified Flight Instructor Instrument, and Advanced Ground Instructor Certificates to Aero. Her aviation background also includes work as a training center manager for Airline Transport Professionals and as a flight instructor. She has a Bachelors Degree in Professional Aeronautics from Embry-Riddle Aeronautical University and expects to complete a Master of Business Administration degree in Aviation early this year. Amy will be concentrating on training and qualification for her first few months in Aero and will be assigned her Area of Responsibility in approximately February 2012.

Patrick Kyo is a new Airport Engineer with the Division of Aeronautics, Office of Technical Services. He started with Caltrans, District 3, Design in January 2000. In October 2011, Patrick transferred to the Division of Aeronautics. Prior to working in the public sector, Patrick served as designer, specializing in airports; and he has 10 years of aviation engineer experience. Patrick has a B.S. Degree in Civil Engineer from California State University, Sacramento.

Bob Fiore is a new Associate Transportation Planner responsible for Airport Land Use planning in Northern California. Bob was born in Chicago, IL and was raised in Tampa, FL. He graduated from Florida State University (FSU Go Seminoles!) with a Political Science and Urban and Regional Planning degree. Bob has worked for the City of Oldsmar, FL, Los Angeles County and civil engineering and land development firms. Most recently Bob worked for the California Energy Commission. His activities include skiing, bike riding and golf. Bob also enjoys cooking and fine foods.

GA Contract Towers May Be Cut
By: Kevin Ryan

We recommend that each affected airport manager consider contacting their congressional representatives as soon as possible to express your concerns and to inform them of the importance of protecting flight safety at your airport and for your community.   It is important that the aviation community speak up before it is too late.

Below is some additional related information for your review:
    -AOPA article on proposed Contract Tower Cuts: http://www.aopa.org/advocacy/articles/2011/111216-contract-control-towers-targeted-for-cuts.html
    -AOPA Air Traffic Services Process Brief: http://www.aopa.org/whatsnew/air_traffic/atct.html
    -Latest newsletter from U.S. Contract Tower Association dated December 2011: http://www.contracttower.org/ctanews/December%202011_nomailer.pdf

Upcoming Events

January 18-19, 2012, Western Pacific Airspace/Range Council Meeting, Palmdale, CA. Website: www.d3aso.com
General Information Thor Hebner (574) 274-8083
January 29, 2012 - February 1, 2012, 52nd Annual Airport Management Short Course, Monterey, CA. Website: http://www.swaaae.org. General Information: (480) 403-4604.

Do you have something noteworthy to suggest for future issues of the CalAERO Newsletter?
Send suggestions to: Rosa Romero rosa.romero@dot.ca.gov
Call: (916) 654-4848 or Fax: (916) 654-9531