

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summer 2013

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Letter from Qatar

JUNE 2013

AGREETINGS,
As many of you know, I am an officer in the Air Force Reserve and was mobilized to Active Duty in support of Operation Enduring Freedom for six months in February 2013.

Although I am stationed at an airbase near Doha, Qatar, my area of responsibilities covers two continents and eight countries, ranging from Djibouti in northern Africa to Kyrgyzstan in southwest Asia. I work for the Air Force Civil Engineer Center, based at Langley Air Force Base, Virginia, performing civil engineering duties. The mission is to provide lead Air Force design and construction management oversight for "cradle to grave" execution for a wide variety of Air Force military construction projects in this region. Currently, the Branch manages more than 160 projects valued in excess of \$2.5 billion at sites throughout the Mid-East and the surrounding areas.



Gary in Afghanistan

The majority of the projects are located at nearly 20 joint-use airports and military airfields sited in Kyrgyzstan, Afghanistan, Saudi Arabia, Kuwait, Bahrain, Qatar, the United Arab Emirates, and Oman.



Inspecting a New Fuel Farm in Oman
construction of parallel taxiways and aircraft parking aprons to very large hangars,

I must admit that my geographical knowledge of the area was somewhat limited before I was assigned to work here! I bet I would have been challenged to tell you the difference between the Persian Gulf and the Red Sea. But not anymore, since I've already traveled to most of these countries to review the construction projects and to meet with US and host nation management teams. Projects range from the

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Gansner Field Airport By Patrick Kyo

Gansner Field Airport is a public-use general aviation airport owned and operated by the County of Plumas. Located one half mile north of Quincy in northern California, it has one asphalt-paved runway (7/25) measuring 4,105 feet long and 60 feet wide, a full length of taxiway, and six connector taxiways. The runway is surrounded by green pastures on the east, west, and south sides. There is a prominent hill with trees and a stream on the north side of the runway.



**Gansner Field Airport
Quincy, California**

Recently, Gansner Airport was the recipient of a State-funded Acquisition and Development Grant. The project included the removal of trees and the installation of obstruction lights on the north side of the runway to meet Federal Aviation

Regulations (FAR) safety requirements. Trees were removed that intruded into the FAR Part 77 imaginary transitional surface, and a row of obstruction lights was installed. Three L-864-LED red flashing lights were mounted on poles to mark the hill and trees from the north side of runway. The obstruction lights will be powered by a solar panel mounted on each pole. Construction is expected to be completed by this summer. The total project cost is estimated to be \$116,000 with a State matching grant of \$104,000.



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Information on New and Updated California Heliports

The Children's Hospital of Orange County (CHOC) was issued a State Heliport Permit for a new hospital heliport on April 19, 2013. The design helicopter for this new "South Tower" heliport is a Bell 412. The South Tower Heliport is now the primary heliport at the hospital. The old heliport, now known as the "North Tower" Heliport, remains open as a backup facility. For more information on this facility, see the Hospital Heliport Dataplate on the Division of Aeronautics' website.



Kaweah Delta District Medical Center in Visalia was issued a State Heliport Permit for a new hospital heliport on April 30, 2013. The design helicopter for this heliport is a Bell 205/212/412. For more information on this facility, see the hospital heliport Dataplate on the Division of Aeronautics' website.



Effective January 1, 2013, the former Mark Twain St. Joseph's Hospital Heliport in San Andreas is now the Mark Twain Medical Center Heliport.

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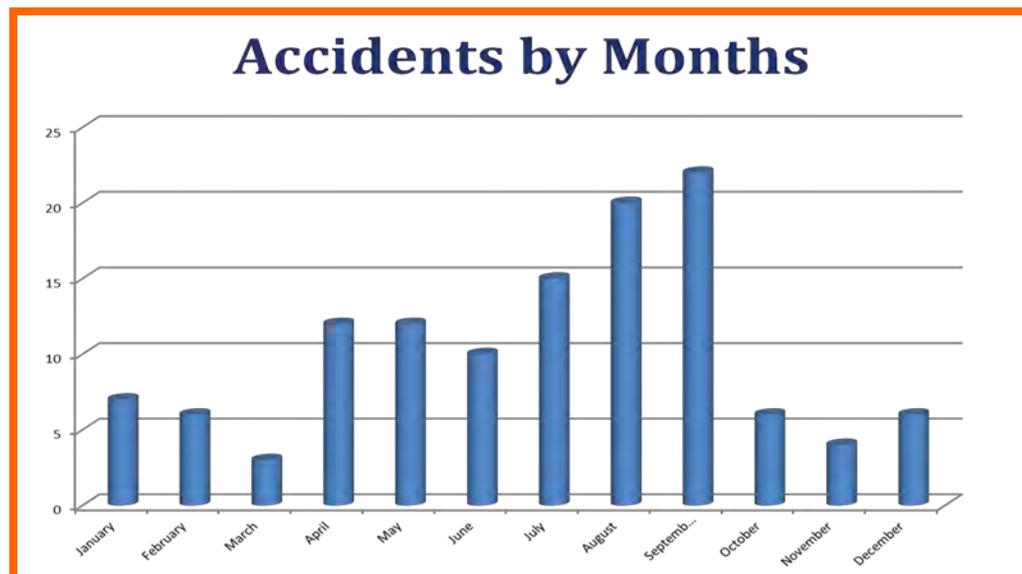
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Reducing Accidents at High Altitude Airports

On February 20, 2013, the Federal Aviation Administration's (FAA) Reno Flight Standards District Office (FSDO) held a meeting at the Truckee Tahoe Airport. The meeting was aimed at reducing accidents within the FSDO's geographic area (which includes the northeastern border quadrant of California). An outcome goal of the FAA's Destination 2025 Plan is to reduce the number of General Aviation accidents, and the Reno FSDO wanted to address the 18 accidents that occurred within the FSDO boundaries in 2013, a relatively high number for a "low per capita pilot area." In addition to management and staff of the Reno FSDO, Caltrans Aeronautics staff, our counterparts from the Nevada Department of Transportation, and airport managers from high altitude airports in the FSDO area, including Lake Tahoe, Truckee Tahoe, and Alturas Municipal Airports, participated in the meeting.

Reno FSDO staff had examined accidents for the previous five fiscal years and found many of them were related to the effects of high density altitude. Not surprisingly, more accidents occurred in the months of July, August, and September (see FAA chart below), when summer temperatures increase airport density altitude, reduce aircraft performance, and require greater pilot attention to proper weight and balance calculations and aircraft loading and unloading operating procedures.



Managers and staff at these high altitude airports, along with outreach by the FAA and others, have worked to address high density altitude issues for a number of years. Airports have installed signs—some with electronic displays of current density altitude—on the airport operating areas, placed posters in flight planning centers (see example to right), updated automatic weather observation systems to incorporate density altitude data, and held meetings and seminars to provide information to pilots.

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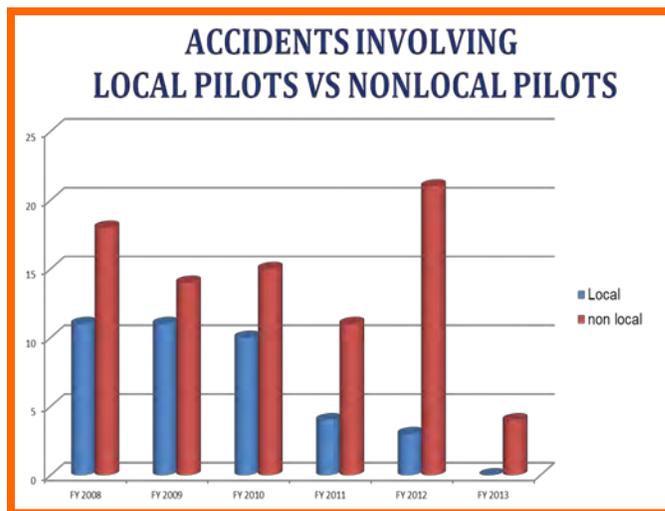
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Reducing Accidents at High Altitude Airports

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As shown in the FAA chart below, these efforts have resulted in the successful reduction of the locally-based pilot accident rates.

Unfortunately however, the trend of accidents by non-local pilots has not been nearly as positive. During the meeting, the Reno FSDO requested airport managers to share their best practices for accident prevention and informing pilots of density altitude concerns. In addition to some of the steps listed earlier in this article, the Reno FSDO and some of the airports have presented “road shows” to deliver the message outside their local areas. Getting the density altitude facts out to pilots has provided safety benefits for those based at the high altitude airports themselves. Future meetings will seek to develop means to get that information to pilots based at low altitude airports. These pilots may not face density altitude issues on a day-to-day basis but must be prepared when passing through high altitude airports.



Fly Aware at High Altitude

Density Altitude

Wind Shear

Wildlife

Weight and Balance

Lean Fuel Mixture

Be Alert for Aircraft

Contact Information Truckee Tahoe Airport
530-587-4540
truckee@tahoeairport.com

By the time you see this article, summer will be here, and with it, the increased density altitude issues that become critical for pilots operating at higher altitude airports.

[Awareness](#)
[Helps Improve Flight Safety!](#)

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Letter from Qatar

Continued from Page 1

multi-story steel-framed buildings, and fuel farms. The primary task of the Construction Management Office is to ensure that the scope, budget, schedule, quality, and function of each project are maintained throughout the construction process. To be efficient and effective, offices are placed at locations where the majority of the work occurs. However, since my job requires me to be familiar with all the projects, I have traveled to Bagram, Kandahar, Istanbul, Kuwait City, Doha, Abu Dhabi, Dubai, Muscat, and Djibouti, so far.

As you might expect, the weather here is generally very HOT and humid. For example, the average daily high temperature for the first week in June was about 105° F with humidity between 30 to 60 percent. I've been told to expect the temperature to rise about 5° F per month through August. In the course of my travels, I've seen a very large lizard, a couple of desert foxes, and a few camels, but no snakes, scorpions, or infamous camel spiders—yet! So, life is good.

Well, rest assured I look forward to resuming my duties with the Division of Aeronautics when I'm released from my current assignment! I expect to return to the office around the second week of September. In the mean time, I'd like to thank each of you for giving Dennis Jacobs and Kome Ajise your support and for doing a great job to promote and sustain aviation safety in California.

Take Care,

Gary

GARY CATHEY, Lt Col, USAFR
OIC, Construction Management Office
Contingency Construction Management Branch
(AFCEC/CFSM)

"BATTLE READY - BUILT RIGHT"



"Here's Lookin' at You , Kid"



Islamic Cultural Center



On the Job



Sand, Sand, and More Sand

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Wildlife Hazard Assessments

By Robert Fiore

The Federal Aviation Administration (FAA) has identified a number of airports across the United States to participate in Wildlife Hazard Assessments. Fifteen general aviation airports in California have been chosen including Fullerton Municipal Airport, El Monte Airport, Whiteman Airport (Los Angeles), Brackett Field Airport (La Verne), General William J. Fox Field (Lancaster), Jack Northrop Field (Hawthorne), Riverside Municipal Airport, Camarillo Airport, Chino Municipal Airport, Cable Airport (Upland), Hayward Executive Airport, Palo Alto Airport, Salinas Municipal Airport, San Carlos Airport, and Watsonville Airport.

The FAA has partnered with the California Department of Transportation, Division of Aeronautics, to administer and oversee the Wildlife Assessments Contract for these airports. After a thorough competitive bid process, Mead and Hunt, Incorporated was selected to perform the assessments. Ground surveys have commenced, and the contract is expected to be completed at all 15 California airports by the summer of 2014.

Wildlife surveys being conducted involve recording the movements of birds and animals. The purpose of recording the movements of birds and animals is to identify potential hazards that certain wildlife may pose to aircraft because of their movements. Surveys performed by biological



experts are minimally invasive to airport operations and to the local communities.

Outcomes of these assessments will provide the airport operators with an understanding of wildlife activity in and around their airports. They may also be used to establish programs or procedures that can manage wildlife strike risks. In addition, Wildlife Hazard Assessments can be used by these airport operators and planners to determine land uses that attract wildlife within five miles of their airports. Once

the assessments are complete, the airport operators and local agencies will be able to tier planning programs or perform additional studies tailored for their airports.

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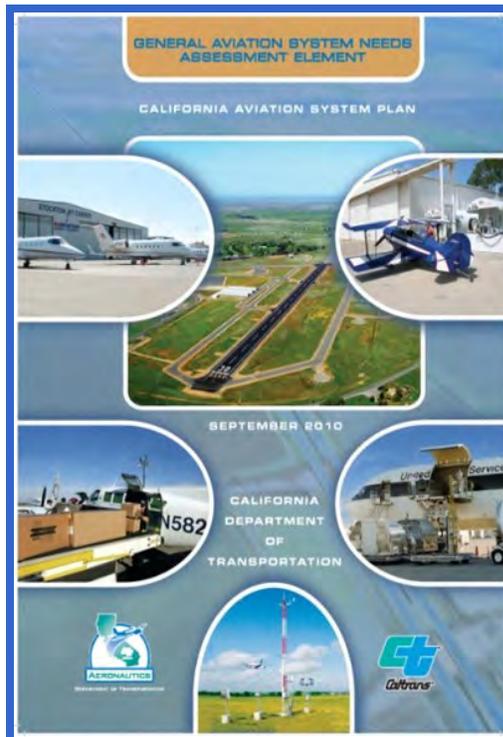
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General Aviation System Needs Assessment Update Underway By Kevin Ryan

In 2010, the California Department of Transportation, Division of Aeronautics, released the latest version of the General Aviation System Needs Assessment (GASNA) and made it publicly accessible by posting it on the Division's website, including Appendix 4, which lists a select number of airport improvement projects and their estimated costs. The GASNA focuses on a more responsible approach to direct increasingly limited airport improvement funding dollars.



Subsequently, the Division annually requests airport sponsors to review Appendix 4 for accuracy and to provide any information relating to their airports' completed or planned improvements. The iteration process began this year in January, and the final 2013 Appendix 4 update will be posted on the Division's website soon. Any questions regarding the update can be directed to Kevin Ryan at Kevin.Ryan@dot.ca.gov or by calling (916) 653-3012.

Upcoming Events



SWAAAE Summer Conference
Phoenix, Arizona
July 21-24, 2013

ACA Conference
South Lake Tahoe, California
September 11-13, 2013



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Do you have something noteworthy to suggest for future issues of the CalAERO Newsletter?
Send suggestions to: Diana Owen diana.owen@dot.ca.gov
Call: (916) 654-4848