VOLUME 1 ISSUE 2

CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

July 2009

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CLOSED

As mandated by the Governor's Executive Order S-13-09, Caltrans will be CLOSED on Friday, July 10th, 17th, and 24th, then the first three Fridays of every month thereafter, until further notice.

Please be patient as we work to provide you with the best customer service within the time constraints.

HERMAN C. BLISS PARTNERSHIP AWARD

On June 2, 2009, Gary Cathey accepted the Herman C. Bliss Airports Partnership Award on behalf of the Caltrans Division of Aeronautics (Division). This prestigious Federal Aviation Administration (FAA) award recognized the completion of the California Airports Best Practices Guide (Guide).

The Guide was a cooperative effort between the Division, the Southwest Chapter of the American Association of Airport Executives (SWAAAE), the Association of California Airports (ACA), and the FAA Western Pacific Region office.

The Guide clarifies roles, responsibilities, and expectations of all affected parties when conducting airport related business within the State of California by promoting coordination and partnerships that would result in maximizing the available funding for airport infrastructure.

Special thanks go to the following California Best Practices Team Members for their contributions to the successful partnership:

-Rod Dinger, AAE-Redding Municipal Airport
-Bill Ingraham, AAE-San Bernardino International Airport
-Jerry Martin-Auburn Airport
-Rod Propst, AAE-Fullerton Airport
-Scott Morgan-State of California, OPR
-Jim Harris-Coffman Associates
-Michael Hotaling-C&S Enginerring, Inc.
-Steve Bultman-Kennedy/Jenks Consultants
-Mike Shutt-Mead & Hunt, Inc.
-Lance McIntosh-Z&H Engineering

STATUS OF AIRPORT GRANTS

In these uncertain economic times, many airport managers have been calling and emailing Division staff asking the status of our grant programs.

Currently, we are not expecting funding level changes in the Annual Credit Grant or Airport Improvement Program grants. If there are ANY changes to any of the grant or loan programs, an update will be posted on our website at www.dot.ca.gov/aeronautics. Otherwise, please apply as you always do.

Earlier this year, $7.9 million was "loaned" to the General Fund. However, as repayments and interest have been coming in, there are some funds available for revenue generating loans.

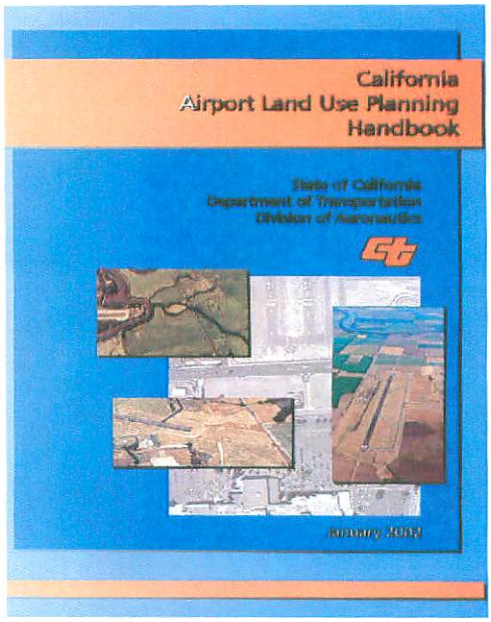
The Legislative Analyst's Office has recommended "suspending local airport grants" by transferring a proposed $4.0 million. We are studying the impact of this proposed transfer. At this time, it appears the transfer could have an affect on our Acquisition and Development Program for future program years.

CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK 2010

The FAA provided funds in the amount of $320,000 to update the California Airport Land Use Planning Handbook. The Handbook addresses a variety of topics which give guidance to Airport Land Use Commissions, cities and counties on the importance and information on how to ensure compatible development around airports. This project is a comprehensive update of the current 2002 edition. Additional topics will include: accident risk, safety zones, noise, and wildlife hazard management.

New topics such as FAA implementation of Next Generation (Next Gen) technology to enhance safety and capacity, and appropriate environmental documentation for a airport land use compatibility plans will also be included in the update.

ESA Airports will manage a large consultant team, develop and facilitate the efforts of a Technical Assistance Committee (TAC), oversee technical development and publish the document. The contract was signed June 26, 2009, and work will start in July. The update is expected to be completed by December 2010.



TURLOCK MUNICIPAL AIRPORT (O15)

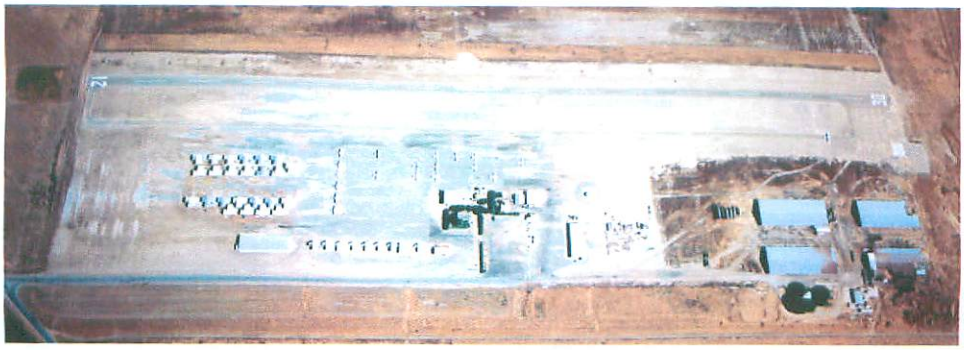
Todd M. Smith is the President for the Turlock Regional Aviation Association and is responsible for the airport's management.

Turlock Municipal Airport has a remarkable history as it was once active as an auxiliary training field, called the Ballico Field, for Merced Army Air Base, now Castle Airport, during the war years of 1941 to 1945. The U.S. Army was attempting to achieve 30,000 operations per year at the basic pilot flight training facility in the Merced area, so Cadets and their instructors were transported daily from the Air Base in Atwater for flight training. A morning flight flew BT-13 trainers to Ballico Field. At noon, a second group arrived by bus for the afternoon ground school.

The night flying group replaced the afternoon group and, following their training, returned the BT-13 trainers to the Air Base for night maintenance. This routine continued for several years, enabling many thousands of flight training hours towards the war effort.

In September 1944, the Army's call for pilots began to diminish and on July 1, 1945, the Fourth Air Force assumed jurisdiction over Merced Field from the Western Flying Training Command.

Turlock Airport was transferred to the City of Turlock on July 31, 1947. The city, which is located in Stanislaus County, has had the responsibility for the management and operation of the airport until 1999, at which time they entered into a contract with the Turlock Regional Aviation Association for the operation and maintenance of the airport. The nine member Board has made tremendous strides in improving the airport and hopes to continue those efforts for many years to come.



In 1940, the government built a landing mat, two small buildings, fences, a steel tower, oil storage sheds, and a generator house. The two buildings constructed by the Department of Defense are in use as the airport office and storage building, and today, this site is now the Turlock Municipal Airport.. Although quaint and unassuming by appearance, it's time-concealed history was incredibly important to this country.

The landing strip length is 2,985 feet long and visitors may tie-down at any vacant spot with no overnight parking fees and no reserved spaces.

At this time, the airport provides 100LL fuel for general aviation aircraft. Upon arrival, airport personnel provides visitors with a "courtesy car" if one needs to secure fast food or accommodations in town.

AIRPORT NOISE

In 1969, the California legislature approved a law mandating regulations for airport noise standards. The legislature's action was prompted by a growing number of complaints from residents living adjacent to some of the state's major commercial airports because of the increasing use of jet aircraft.

The purpose of noise standards is to provide a positive basis for resolving existing airport noise problems and to prevent new ones. To achieve this, the noise standards provide a framework within which the affected parties can work cooperatively together to reduce and prevent airport noise problems.

For purposes of the regulations, the noise standards establish a Community Noise Equivalent Level (CNEL) of 65 decibels (dB) as the acceptable level of aircraft noise for reasonable persons living in urban residential areas. This standard, which is a weighted average of all aircraft noise events for one 24-hour day, was selected with reference to speech, sleep, and community reaction to aircraft noise.

The legislature also mandated that the noise standards permit the maximum amount of local control and enforcement; and assigned the county the function of enforcing the noise regulations. So, the specifics of these regulations only apply to airports that are designated by the county as being a "noise problem" airport.

There are ten designated "noise problem" airports in California. Nine are commercial airports: Los Angeles, San Francisco, Bob Hope, Long Beach, Oakland, Ontario, San Diego, John Wayne, and San Jose; and one is a general aviation facility, Van Nuys.
Of these ten, several now meet the basic regulatory standard that there be no incompatible land uses within the airport's 65 dB CNEL contour. To meet the State's standard, airports typically leverage federal dollars with airport dollars to provide sound insulation for homes, schools, and places of worship that are subject to aircraft noise at, or above, 65 dB CNEL. To be eligible for federal dollars, as usual, airports must complete an FAR Part 150 noise compatibility study.

For those "noise problem" airports that have not yet met the basic standard of zero incompatible land uses within their 65dB CNEL contour, the regulations allow the airport proprietor to apply to our office for a "variance" from that standard. In determining whether to grant a variance, the Division of Aeronautics must consider such things as: the economic and technological feasibility of compliance; the noise impact if the variance is granted; the value to the public of services for which the variance is sought; and whether the proprietor is making a good faith effort to meet the noise standard.

The most direct method of affecting aircraft noise is to reduce the actual noise generated by individual aircraft such as restricting the type of aircraft at a particular airport or to dictate where aircraft may or may not fly. The State of California — and by extension the Division of Aeronautics — does NOT have authority to impose these types of restrictions. We cannot dictate the time of day aircraft fly; the route they fly; the maximum weight of the aircraft; or the procedures under which aircraft are flown. Issues involving noise generated by individual aircraft are the responsibility of the federal government.

Neither does the Division of Aeronautics have the authority to prevent new incompatible land uses from being approved near "noise problem" airports. Those land use decisions are the responsibility of local communities. Unfortunately, over the years many residential projects have been approved and built near airports, spawning new complaints from new residents about airport noise.

STAFF ANNOUNCEMENTS

Derek Kantar is a new Transportation Planner with the Division of Aeronautics, Office of Aviation Planning. He started with the Caltrans, Division of Mass Transit in August 2008. In July 2009, Derek transferred to the Division of Aeronautics. He has over 17 years of experience in the private sectors, including 7 years of preparing various plans and documents for major airport consulting firms. He has a Masters Degree in Geography.

Carol Glatfelter was hired on June 25, 2008 — new to Caltrans, Division of Aeronautics as an Associate Transportation Planner. Carol had 26 years of prior transportation planning experience working with the Sacramento Area Council of Governments, and as a Senior Transportation Planner for the El Dorado County Transportation Commission. Carol has a BS Degree in Transportation Management. Carol's hobbies are cake decorating, oil painting, piano playing, scrapbooking, and traveling.

Jeff Brown became Chief, Office of Airports, effective May 20, 2009. Jeff has worked as an Associate Aviation Consultant in Aeronautics since October 2004. Until his promotion, he had responsibility for the airports and heliports in Southern California. Prior to entering State service, Jeff served as an officer and pilot in the U. S. Coast Guard, gaining extensive flight and aviation management experience with HC-130H Hercules aircraft involved in Search and Rescue, law enforcement, and other missions worldwide. Jeff has a Bachelors Degree in Ocean Engineering and a Masters Degree in Management.

WHEN CALTRANS AERONAUTICS INSPECTS YOUR AIRPORT ...

Upon arrival at an airport on an inspection visit, several of our Caltrans Aeronautics airport inspectors have, on occasion, been personally addressed and welcomed with "Hey, the FAA's here" or something similar. Greetings like these indicate some possible confusion out there (although we do work frequently with and enjoy the camaraderie of our FAA Western Pacific Region partners). So this article is an attempt to briefly explain what we'll call the California State Airport Inspection program.

For most of the approximately 250 public-use airports in the State, we accomplish two primary tasks during a State Airport Inspection: 1) the State Airport Permit Compliance Inspection, and 2) the FAA 5010 Airport Inspection.

All public-use airports in California are required to have a State Airport Permit. The State Permit Compliance Inspection is, as the name implies, targeted at ensuring your airport meets and is being operated in accordance with the "conditions" of your permit. These conditions reference airport requirements from sections of the State Public Utilities Code (PUC), also known as the State Aeronautics Act, and the California Code of Regulations (CCR), Title 21, Sections 3525 -3560, Airport and Heliports. The CCR, which also incorporates a number of pertinent FAA Advisory Circulars (AC), is the best single source to find what we'll be interested in, and this small, easily readable publication can be found on our website at: www.dot.ca.gov/hq/planning/aeronaut/documents/Regs_pub.pdf The PUC and many ACs can be found on the website as well.

During our inspection, we emphasize obstruction-free Federal Aviation Regulation Part 77 Primary, Approach, and Transitional Surfaces; runway condition; clear and adequate Runway Safety Areas; and correct marking, signage, and lighting per the relevant AC. Additionally, our inspectors use the airport visit as an opportunity to update our "inventory report" for airport-specific information maintained in our State database. We also bring information and requests from other elements of the Division that don't get into the field as often, such as grant and funding status and requirements, Master Plan and Airport Land Use Compatibility Plan update questions, etc.

The Division of Aeronautics conducts Airport Safety Data, or 5010, Inspections under an FAA contract. These inspections involve a physical inspection of the airport, conducted simultaneously with the permit compliance inspection, and an update of the 5010 or Airport Master Record for the airport. We electronically transmit the 5010 updates as part of our post-inspection duties, so that the most current and accurate data for your airport is in the FAA system and in the commercial publications which obtain information from the 5010. In the introduction we said we accomplish two inspections at most public-use airports. However, we do not perform the 5010 inspection at Part 139 airports (certain airports served by air carrier operations and certified by the FAA), nor are we able to update the 5010 for a Part 139 airport. FAA *Cert* inspectors do the 5010 inspection and update as part of their Part 139 Certification Inspections.

We provide a letter to the airport documenting our findings, both permit and 5010-related, in accordance with State laws and regulations. Then, we follow up and try to work with the airport to address any discrepancies from the inspection. We consider the *inspection* and updates to our records to be an ongoing process. Please feel free, as many of you do, to contact us at any time with questions or concerns about your airport. We're committed to working with you to keep our airports, pilots, passengers, and surrounding airport communities safe.

If you have any questions, please give us a call. The Division's Office of Airports staff are looking forward to seeing and working with each of you soon.

GUIDANCE REGARDING RADIO CONTROLLED AIRBORNE VEHICLES (RCAV) AND AIRPORTS

The California Department of Transportation (Caltrans) recently informed the FAA that an airport was permitting radio controlled airborne vehicles to operate within the airport boundaries. Caltrans discovered that a federally obligated airport was being used for RCAV recreational use during its annual permit compliance inspection. Caltrans advised the municipal airport owner that RCAV represented a safety risk to aircraft and recommended that the City (owner) end RCAV activities at or near the airport. The owner responded to Caltrans that it supported RCAV activities at the airport in spite of the Caltrans safety concerns. In view of Caltrans inspection recommendations and the owner's response, Tony Garcia (Airports Compliance Program Manager, Airports Division FAA Western-Pacific Region HQ) communicated the following guidance to clarify federal expectations and requirements regarding RCAV operations.

ASSURANCE 19, Operation and Maintenance, "The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition." The sponsor "will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary" (FAA).

GUIDANCE, RCAV operations represent a safety risk to aircraft and therefore, to maintain safety, RCAV should not be operated at airports. Aircraft and airports require adherence to safe operating standards and practices. Anything that represents a hazard to aircraft or denigrates safety should be carefully controlled, restricted, or prohibited. RCAV operations are not a aeronautical activity and should not be accommodated at airports because these operations can interfere with the primary purpose for which airports exist (to serve civil aviation) and can threaten safe airport operations. Lastly, closure of the entire airport to allow RCAV operations would likely not be justified. RCAV operations can and should take place elsewhere.

ASSURANCE 20, Hazard Removal and Mitigation, The sponsor "will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards."

GUIDANCE, RCAV represent a potential hazard to aircraft flying over, taking off from, and landing at an airport. Therefore, the owners should be mindful of their obligations to ensure safe airport operations and prevent the creation of any hazards in the airspace over the airport over which the owner has control.

ASSURANCE 22, Economic Non-discrimination, The airport sponsor "will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport."

GUIDANCE, Owners are obligated to make airports available for aeronautical activities. RCAV are not an aeronautical activity. Therefore, there in no obligations to allow RCAV activities at an airport. Since RCAV operations are not an aeronautical activity, such operations are treated as a non-aeronautical activity to which separate requirements apply. Unless approved by the FAA, non-aeronautical activities should not be allowed at the airport.

ASSURANCE 24, Fee and Rental Structure, The sponsor "will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport..."

GUIDANCE, Assurance 24 mandates that airport sponsors apply charges to use of the airport for non-aeronautical activities. The requirement is explained in the Policy and Procedures Concerning the Use of Airport Revenue. The policy requires that fair market value pricing be charged for non-aeronautical uses of the airport. Therefore, the RCAV users should have paid for their use of the airport. In addition, as a prudent risk management policy, owners should require RCAV users to have insurance to indemnify themselves, its officials, and employees. This guidance is being provided to inform airport owners of obligations related to non-aeronautical uses of an airport. The guidance does not mean that RCAV operations are authorized and safe if the RCAV operators pay to use an airport. RCAV operations at airports represent a safety risk and should not be allowed to operate.

CONCLUSION, This guidance is provided to remind owners of their obligations as a recipient of FAA grant funding. Safe airport operations should be priority for owners in order to protect airport users, prevent a mishap or accident, and reduce liability risk. We can understand an owners inclination to be a good neighbor to model aircraft enthusiasts. Unfortunately, airports do not provide the appropriate environment where RCAV can operate safely. Therefore, the FAA does not support these activities at federally obligated airports and objects to their use.

CAPITAL IMPROVEMENT PLAN (CIP)

Definition

The Office of Technical Services is now preparing the 2009 Capital Improvement Plan (CIP). The new 2009 CIP will cover an airport's proposed capital improvement projects for fiscal years 2010-2019. The final plan should be published and available for your viewing on our website in October 2009, of this year.

The biennial CIP (compiled every odd-year) is an element of the California Aviation System Plan (CASP), required by State Law Public Utilities Code 21702-21706. The CIP serves as an unconstrained fiscal estimate for current and future airport capital development projects for the next 5-10 years. The CIP compiles capital needs for California's public-use, public-owned airports. Its goal is to develop and preserve a system of general aviation airports in the State.

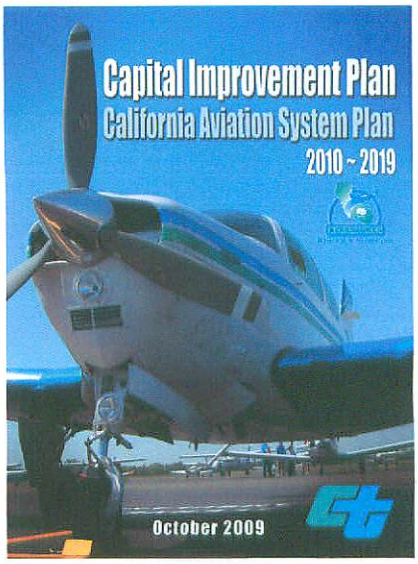
Funding

A project must be in the CIP to obtain State funding. Projects in the CIP are selected for funding under the California Aid to Airports Program (CAAP) within the Aeronautics Funding (Aero) Program. The Aero Program is a 3-year program done every other even year. Our next Aero Program will be next year 2010. The Office of Technical Services administers Acquisition and Development (A&D) state matching grants based on the Aero Program.

Schedule

The CIP must be approved by the California Transportation Commission (CTC); however, it must first be endorsed by the Technical Advisory Committee for Aeronautics (TACA). TACA consists of Caltrans Aeronautics staff, CTC members, industry, and public agencies involved in general and commercial aviation around the State. They generally meet every other month. The next TACA meeting is scheduled for August 19, 2009. The CTC meeting following this TACA meeting is scheduled for September 9, 2009. Upon TACA recommendation, the CIP can move forward as an information item in September and then to the CTC for approval, October 14, 2009.

You can view our current 2007 CIP on our website located at: www.dot.ca.gov/aeronautics. Click on the left gray navigation bar under Publications section CASP/ CIP 2008-2012.



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

Send suggestions to: Rosa Romero rosa.romero@dot.ca.gov

FAX: (916) 654-9531; OR CALL: (916) 654-4848

Visit us on the web!!!

www.dot.ca.gov/aeronautics

Upcoming Significant Events:

- **California Capital Air Show, September 12-13, 2009, Mather Airport, www.californiacapitalairshow.com**
- **2009 Annual Association of California Airports Conference, September 16-18, 2009, South Lake Tahoe, CA., www.calairports.com**
- **Reno Air Races, September 16-20, 2009, Reno, NV, www.airrace.org**

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