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Keith Hanks, Azusa

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Mike Ten, South Pasadena

Meeting of the

# AVIATION TECHNICAL ADVISORY COMMITTEE

**Thursday, September 24, 2009  
10:00 a.m. – 12:00 p.m.**

**FlyAway Terminal Conference Room  
Van Nuys Airport  
7610 Woodley Avenue  
Van Nuys, CA 91404**

**818.908.5950**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Michael Armstrong at 213.236.1914 or [armstron@scag.ca.gov](mailto:armstron@scag.ca.gov)

Agendas and Minutes for the Aviation Technical Advisory Committee are also available at:

<http://www.scag.ca.gov/aviation/index.htm>

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# AVIATION TECHNICAL ADVISORY COMMITTEE

## **AGENDA**

PAGE # Time

*“Any item listed on the agenda (action or information may be acted upon at the discretion of the Committee”*

**1.0 CALL TO ORDER Chris Kunze, ATAC Chair**

**2.0 WELCOME AND INTRODUCTIONS Chris Kunze, ATAC Chair**

**3.0 PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must notify the Chair and fill out a speaker’s card prior to speaking. Comments will be limited to three minutes and the Chair may limit the total time for comments to 20 minutes.

**4.0 CONSENT CALENDAR**

4.1 Approval of Meeting Minutes from June 18, 2009 Attachment 1

4.2 ATAC Membership List and Contact Information Attachment 8

**5.0 PROJECT REVIEW**

None

**6.0 INFORMATION ITEMS**

6.1 Highlights of ACA Annual Conference at South Lake Tahoe **Bob Trimborn/  
Other ATAC Members** **15 min.**

6.2 Status of the FAA Reauthorization Act of 2009 (H.R. 915) **Mike Jones  
SCAG Staff** **15 min.**

6.3 Summary of Meeting with San Diego County Regional Airport Authority and SANDAG on Aviation Demand Modeling for Los Angeles to San Diego Segment of Calif. High-Speed Rail Project **Mike Armstrong  
SCAG Staff** **10 min.**

# AVIATION TECHNICAL ADVISORY COMMITTEE

## **AGENDA**

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ITEM			PAGE #	Time
<b>6.0</b>	<b><u>INFORMATION ITEMS (CONT'D)</u></b>			
6.4	<u>Proposed Airport Smart Growth Pilot Project</u>	<b>Mike Armstrong SCAG Staff</b>		<b>15 min.</b>
<b>7.0</b>	<b><u>ACTION ITEMS</u></b>			
7.1	<u>ATAC Recommendation that the State of California be Designated as a NextGen Test Bed by the FAA Attachment</u>	<b>Chris Kunze ATAC Chair/ Patrick Miles Caltrans DOA</b>	<b>11</b>	<b>20 min.</b>
<b>8.0</b>	<b><u>AVIATION LEGISLATION REPORT Attachment</u></b>	<b>Phil Crimmins Caltrans DOA</b>	<b>13</b>	<b>10 min.</b>
<b>9.0</b>	<b><u>MISCELLANEOUS ITEMS/ ANNOUNCEMENTS</u></b>			
<b>10.0</b>	<b><u>FUTURE AGENDA ITEMS</u></b>			
	Any committee members of staff desiring to place Items on a future agenda may make such a request. Comments should be limited to three minutes.			
<b>11.0</b>	<b><u>SET NEXT MEETING LOCATION</u></b>			
<b>12.0</b>	<b><u>ADJOURNMENT</u></b>			

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Aviation Technical Advisory Committee  
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*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF THE MINUTES OF THE AVIATION TECHNICAL ADVISORY COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Aviation Technical Advisory Committee of the Southern California Association of Governments held its meeting at SCAG's Los Angeles Office, 818 West 7<sup>th</sup> Street, Los Angeles. The meeting was called to order by Mr. Todd McNamee, ATAC Chair and Executive Director, Ventura County Airports.

**1.0 CALL TO ORDER**

Todd McNamee, Chair, called the meeting to order at 10:05 a.m.

**2.0 PUBLIC COMMENT PERIOD**

**3.0 REVIEW and PRIORTIZE AGENDA ITEMS**

**4.0 CONSENT CALENDAR**

4.1 Approval Items

4.1.1 Minutes of April 16, 2009 Meeting

A motion was made to approve the Consent Calendar. The motion was **SECONDED** and **UNAMIOUSLY APPROVED**.

**5.0 PROJECT REVIEW - None**

**6.0 INFORMATION ITEMS**

6.1 Summary of April 23, 2009 and May 28, 2009 Meetings of the Southern California Aviation Steering Committee

Mike Jones, SCAG Staff, reported that Councilmember Paul Glaab, Laguna Niguel, was appointed Chair of the Aviation Task Force and made the decision, along with

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management, to redefine the Aviation Program and begin preparing for the 2012 Regional Transportation Plan.

Staff has defined three major focus areas:

- Plan and execute a regional aviation summit.
- In cooperation with San Diego, begin developing a model forecast for the High Speed Rail component.
- Evolve the Southern California Aviation Steering Committee into the Aviation Task Force which will serve as the policy committee for regional aviation.

At the April 23, 2009 meeting, there was discussion regarding membership and involvement in the Steering Committee that will become the Aviation Task Force.

Mike Armstrong provided an overview and results of the SCRAA study that had several major findings including one that recognized that SCAG's Aviation Task Force appeared to be a very good vehicle to serve as the policy body for regional aviation in Southern California. He also reported that there was initial discussion concerning planning for the planned Regional Aviation Summit that centered on potential speakers and themes that would be refined in future meetings.

At the May 28, 2009 meeting, the consultant hired to facilitate meetings of the group, MIG, Inc., asked the Steering Committee to identify relevant to be addressed at the Regional Aviation Summit planned for September. With that information, a draft agenda was prepared was to be taken to the Steering Committee at the June 25<sup>th</sup> meeting at the John Wayne Airport to further refine the agenda. The primary theme of the agenda focused on highlighting the current state of the aviation industry in the region along with ideas and opportunities for Southern California for the future. Recommended topics included defining aviation links to the regional transportation system, articulating the current and future state of aviation in Southern California, positioning the region for economic success, identifying a framework to support the receipt of federal funding and other monies, speaking with one regional voice, and setting the stage for the future.

#### 6.2 Status and Summary of the FAA Reauthorization Act of 2009 (H.R. 915)

Jeff Dunn, SCAG Legislative Analyst provided an update to the committee on FAA Reauthorization (H.R. 915).

Mr. Dunn reported that a bill would likely not appear until late July after the health care legislation has made its way through Congress. He said that two committees have jurisdiction on this bill: the Senate Commerce Committee for programmatic parts and the Senate Finance Committee for fee and tax provisions.

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Mr. Dunn expected that the bill would look very similar to the bill that was in the Senate last year. It differs from the House bill that just passed in some key areas. The Senate bill did not include the PFC increase which is still being debated in the current bill. Antitrust immunity provisions also differed between the two bills last year. The issues of foreign repair stations and fire safety standards will be looked at and will probably be different in the Senate bill. SCAG has been gathering information from national industry groups on the fire standards and fire station issues and a report is being prepared for the Legislative/Communications & Membership Committee meeting to be held on June 30, 2009. Staff will recommend that SCAG oppose the fire provisions as the ATAC recommended. If adopted, the item will go before the SCAG Regional Council on July 2, 2009 for consideration. If adopted by the Regional Council, SCAG will prepare a letter to the Committee in July.

6.3 Final Modeling Results for the Regional Remote Terminal Study

Mike Armstrong, SCAG Staff, reported that SCAG has contracted with Citigroup Technologies, to look at the potential of new remote terminals. A dozen potential remote terminals were looked at and modeled utilizing RADAM to assess how they would perform in terms of attracting passengers to selected airports. The airports looked at were Ontario, Bob Hope, John Wayne, and LAX. Results varied and the consultant was asked to perform additional modeling work to identify an optimal scenario of the remote terminals that appeared to work the best, and to model a system of the remote terminals that appeared to be the most effective in attracting passengers. Some final modeling was also done utilizing a recession-based scenario which included very conservative assumptions reflecting the current economic climate and what is going on in the aviation industry today. This did not include Maglev, extraordinary market incentives, or assumptions of higher trip propensities in the outer portions of the region. The preliminary results have been provided, although a thorough study of those findings has not been completed. These findings will be integrated into a final report that will be made available to ATAC and the Aviation Steering Committee. It appears that this has not been attempted before and is a groundbreaking effort.

Mr. Armstrong was asked about the timing of the report and the next Regional Transportation Plan (RTP) and whether the data would be integrated into the RTP. He responded that it is not too soon for the next RTP and he would like to do more follow-up work.

7.0 **ACTION ITEMS**

7.1 Identification of Program Priorities for the SCAG Aviation Program

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Mike Armstrong, SCAG Staff, reported that there was political momentum for reactivating a meaningful regional aviation program, not only for the SCAG region, but also San Diego. SCAG does not currently have any active aviation projects, although SCAG management is committed to providing sufficient resources for a robust program. There are currently no specific projects that have been requested but an RFQ was released and SCAG would like the ATAC to help define and prioritize the projects for the SCAG Aviation Program.

It was asked how this interfaces with other studies of transportation systems. Mr. Armstrong responded that this would be a finer cut using our transportation modeling. It would look specifically at how the system performs and what the region could do to overcome some of the problems and issues in getting people to Ontario.

It was stated that SCAG, as a planning body, could have some role in working with community planning bodies to induce them to think outside-the-box in terms of protecting the resources that like Ontario Airport. There needs to be some exploration of the way to protect existing resources not utilized to the extent of forecast levels, but that are subject to the constraints that we are reading about.

It was recommended that Santa Barbara and Oxnard airports be included in the discussions.

Paula McHargue commented that much of this has been done already and questioned how much more could be accomplished without specific projects to study. SCAG could have an impact in protecting airports in the region because they dictate, through the RTP and the regional planning process, how land use and housing is developed by the local governments.

An ATAC member stated that the State of California has a handbook that provides guidance and tools for those looking at land use around airports to develop. Lawmakers and policy-makers in these communities need to be provided the proper tools to develop a general plan that will support the airport while working together.

Mr. Ingraham supported the idea as long as it produced a forum for getting those practices out to communities and policy-makers. He did not foresee that much could be done politically to strengthen, or make more restrictive, the State standards. If guidelines and practices could be produced and disseminated through SCAG to the planning agencies, there may be some support or cooperation that could result in saving an airport in the future. He did not agree that the State standards provided enough protection. He cited Chino Airport as an excellent example of an airport that complies with the State standards through the City of Chino.

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Mr. Armstrong said that Brian Armstrong of the FAA had stated that he supports system planning and one of his high priority concepts was to inventory, through a demonstration project, sensitive land uses around an airport that the FAA could use to review AIP project applications. SCAG has this capability through a GIS-based land use inventory system, which may need to be refined around certain airports. SCAG also has existing land use inventories and can forecast land use into the future. He continued that with airport smart growth, mixing housing with jobs should be avoided because many airport-related jobs tend to locate around the airport.

Mr. McNamee suggested that in pursuing smart growth principles around airports, SCAG should also include a green airport overview or include some kind of “green” development. He also would like to see a study focused on regional aviation economic benefits pursued. A benefits study conducted for the Cities of Oxnard and Camarillo found that, between the 2 cities, the airports are responsible for approximately \$240 million per year and 1,500 jobs. A study would need to go beyond the limit of passengers and cargo.

It was suggested that a demonstration of what stands behind the matrix of the RIMS study be made to show the origin of impact. The RIMS study could be enlarged to show the detail so that communities would have a stronger appreciation of the economic impacts of an airport.

An ATAC member asked for clarification of study item #3 and what would be SCAG’s effort in this area.

Mr. Armstrong responded that John Kasarda, keynote speaker at the System Planning Symposium who coined the term Aerotropolis, mentioned in his book that the Ontario/San Bernardino corridor has a high potential to serve as an aerotropolis. An aerotropolis is an airport city with the airport as the node of the development. This is a master-planned concept where the airport serves as the catalyst for surrounding commercial and industrial development that is airport-dependent and has a synergistic effect on the airport, and vice-versa. Dulles Airport stands as an example with high end commercial/industrial development and employment.

SCAG could perform research on the basic concept, look at aerotropolis concepts that are being planned today, consider existing forecasts for Ontario and San Bernardino, and identify developable land that could accommodate this type of development.

Paula McHargue asked that SCAG take a look at a state process to create a zone that would create incentives for companies to locate or relocate there; who are the businesses, how do we attract them to this region-what are the benefits to them for being in this region, and what might the state do to attract to this type of zone.

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An ATAC member commented that in San Bernardino, when the air base closed, a zone was created that has become an impetus for much of the development that has occurred. When the zone was created, it had to exempt a number of existing economic development zones, because of supporting bond commitments and political commitments.

One member expressed a preference that the highest priority be given to the smart growth concepts around land use. He would also like to see Ontario Airport and San Bernardino Airport studied together.

Mike Armstrong asked for comments on Item #7.

A member noted that the value in going forward with this would only be if SCAG adhered to the number and use it in the Regional Transportation Plan (RTP). If it will create another political discussion that will end up with a political number, being put into the RTP it will not be useful. We currently have a master plan based on a restriction that will be around after 2015. As an academic exercise, consider this is the capacity that we think LAX is, then how is SCAG going to use that number? Mr. Armstrong answered that it would affect SCAG's forecast, for instance, if we have a 90 MAP forecast for LAX.

Mr. Armstrong stated that the funding for priority projects would be through CPG funding. The FAA has also indicated that they may be willing to fund some of the land use projects.

It was agreed to have the new Chair take the priority items to the Steering Committee.

7.2 Election of New ATAC Chair and Vice-Chair

In a response to a call for nominations for Chair, Chris Kunze was nominated, the nomination was SECONDED and nominations closed.

There being no opposition, it was UNANIMOUSLY APPROVED for Chris Kunze, Chair.

In a response to a call for nominations for Vice-Chair, Gary Gosliga was nominated, the nomination was SECONDED and nominations closed.

There being no opposition, it was UNANIMOUSLY APPROVED for Gary Gosliga, Vice-Chair.

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**8.0 MISCELLANEOUS ITEMS/ANNOUNCEMENTS**

Ryan Hall informed the group that San Diego would be breaking ground, July 8, 2009 on their terminal development program, which is a ten gate expansion of Terminal 2 West along with six new R1 positions and the dual roadway in front of Terminal 2. The Destination Lindberg Study, a \$10 billion program, was completed and had three goals: 1) optimize the airfield, 2) improve transit access to the airport, and 3) reduce congestion on local streets. The study included room for high speed rail as the potential end of the project.

San Diego was also working on a 6,000-person passenger intercept survey. The data will be shared with the group at a future meeting.

Regarding Airport Land Use Compatibility, the airport authority also functions as the ALOC in San Diego and recently released their 6 Urban Airport ALUCPs.

The Economic Impact Study completed two years ago, had a very successful marketing outreach campaign, "Airports Fuel Regional Economies", utilizing billboard and radio campaigns.

The Airport Authority is sponsoring a conference next month, July 18-22, 2009.

**9.0 FUTURE AGENDA ITEMS**

**10.0 SET NEXT MEETING LOCATION**

The next ATAC meeting will be held in September at the Van Nuys Airport.

**10.0 ADJOURNMENT**

There being no further business the meeting was adjourned at 12:00 p.m.

## AVIATION TECHNICAL ADVISORY COMMITTEE PHONE/FAX/E-MAIL LIST

Last Update: 3/5/2008

### MEMBERS:

Last Name	First Name	Title	Affiliation	Phone Number	Fax Number	E-Mail
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Kirshner	Barry	Airport Owner	Agua Dulce Airpark	(661) 268-7648	(661)268-7662	Barry@aguadulceairpark.com
Klemm	Richard	Airport Manager	Brawley City	(760) 344-4581	(760) 344-4539	richardklemm@hotmail.com
Kunze	Christopher	Advisor	Long Beach Airport	(562) 570-2655	(562) 570-2601	chkunze@ci.long-beach.ca.us
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McHargue	Paula	Manager, Forecasting	Los Angeles World Airports	(310) 646-9181	(310) 646-0657	pmchargue@lawa.org
McNamee	Todd	Director	Ventura County Airports	(805) 388-4200	(805) 388-4366	todd.mcnamee@ventura.org
Moritz	Paul	Airport Manager	Catalina Island Airport	(310) 510-0143	(310) 510-3509	pmoritz@catalinaconservancy.org
Neseth	Eric	Airport Manager	Salton Sea Airport	(562) 434-5594		
Perez	Paul G.	Regional Plng	Caltrans	(213) 897-1731	(213) 897-1337	paul_g_perez@dot.ca.gov
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## AVIATION TECHNICAL ADVISORY COMMITTEE PHONE/FAX/E-MAIL LIST

Last Update: 3/5/2008

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Last update

11/3/2007

Doc# 133559

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## CALIFORNIA TRANSPORTATION COMMISSION

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June 17, 2008

Mr. Dale E. Bonner, Secretary  
Business Transportation & Housing Agency  
980 9th Street, Suite 2450  
Sacramento, CA 95814-2719

Re: Sustainable Air Transportation for the 21<sup>st</sup> Century

Dear Secretary Bonner:

As you know, the California Transportation Commission (Commission) advises the Administration as part of its statutory charge. On behalf of the Commission, I am bringing to the Business, Transportation and Housing (BTH) Agency's attention an aeronautics issue.

The Commission's Technical Advisory Committee on Aeronautics (TACA) informed the Commission about the Federal Aviation Administration's (FAA) charge to transform air traffic control from a ground-based system of radars to a satellite-based system. Using a digital satellite-based system, the federal government, along with the private sector, is developing the Next Generation (NextGen) of technology for sustainable air transportation. NextGen will shift decision-making from the ground to the cockpit. Flight crews will be able to have more control over their flight paths, reduce the distance between aircraft and land more effectively. Ground controllers will become traffic flow managers.

TACA informed the Commission that California has an opportunity to become a test-bed like Florida for NextGen technology and federal funding. FAA specifically calls out two of California's airports, Los Angeles International and San Francisco International, as airports that will reach capacity by 2015. These two could be candidates for NextGen technology. To maintain the economic vitality of California, we must be able to move people and goods through the air. To have a congested, constrained system due to old navigation/safety systems would put California at a disadvantage. On advice of TACA, my fellow Commissioners and I are asking BTH to consider:

- Providing leadership for California in NextGen activities and sustainable air transportation.

- Participating in the Alliance for Sustainable Air Transportation (ASAT) public-private partnership, so that California is represented in a public launch of ASAT.
- Helping California position itself so that the state can become the nation's next test bed for NextGen technology. This will enable the state to compete and receive future federal funds that become available for this technology.

I understand from Commission staff that BTH has met with ASAT representatives just after the Commission's recent meeting so the Commission's advice on that point may be moot. Please let us know what steps BTH will take to provide leadership on this critical aeronautics issue.

If the Commission can be of further assistance in this issue, please let me know. If you have questions concerning the Commission's advice, please call the Commission's Executive Director, Mr. John Barna, Jr., at 916-654-4245.

Sincerely,

A handwritten signature in black ink, appearing to read "John Chalker". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

JOHN CHALKER  
Chair

cc: Commissioners

# California Airports Council

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April 20, 2009

Burbank - Bob Hope Airport  
Charles M. Schulz-Sonoma Co. Airport  
Fresno Yosemite International Airport  
Imperial County Airport  
John Wayne Airport, Orange County  
Long Beach Airport  
Los Angeles International Airport  
Merced Regional Airport  
Mineta-San Jose International Airport  
Monterey Peninsula Airport  
Oakland International Airport  
Ontario International Airport  
Redding Municipal Airport  
Sacramento International Airport  
San Diego International Airport  
San Francisco International Airport  
San Luis Obispo County Regional Airport  
Ventura County Airport

Lynne A. Osmus, Acting FAA Administrator  
U.S. Department of Transportation  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Subject: California as a NextGen Test Bed

Dear Acting Administrator Osmus:

Thank you for your commitment to the Next Generation Air Transportation System (NextGen) vision of the future. NextGen is an opportunity to increase safety and capacity, stimulate the economy, and help protect the environment.

California's commercial airports have incorporated with the Secretary of State to form the California Airports Council (CAC) --a 501(c) 6 organization to support commercial aviation interests in the state of California. One of the goals of our organization is to work in partnership with the FAA to bring NextGen to California. Our airports have good working relationships with our airline partners, and we hope with the help of NASA Ames, together we can put forth our collective talent, energy and resources in helping the FAA and its sister JPDO agencies to support implementation of NextGen by designating California as a test bed.

Several of our airports have been involved in NextGen related activities such as the Asia South Pacific Initiative to Reduce Emissions, Tailored Arrivals, Required Navigational Performance and Continuous Descent Arrivals. We would like to do more and are willing to do our part to make sure this happens.

In May 2008, the California Transportation Commission (CTC) adopted a goal that California becomes a NextGen test bed. A key impetus for establishing NextGen as a goal is that two of our metropolitan regions are projected to be at capacity by 2015, with the third to follow by 2025.

We look forward to California being a NextGen test bed and would like to begin discussions to develop a mutual partnership to achieve this vision.

Sincerely,

California Airports Council

cc: Hank Krakowski, Chief Operator Officer, Air Traffic Organization  
Victoria Cox, SVP, NextGen & Operations Planning Services, Air Traffic Organization  
Dr. Karlin Toner, Senior Staff Advisor for NextGen Coordination, DOT  
Catherine Lang, Associate Administrator for Airports  
John Chalker, Commissioner, California Transportation Commission

California Airports Council  
c/o Government Affairs  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
Tel 650. 821.5000

# Summary of Aviation Legislation in California

Updated by: Caltrans, Division of Aeronautics

On September 17, 2009

2009-10 Regular Session

\*\*\*\*\*

September 11, 2009, was the last day for each house to pass bills for this first year of the two-year session. October 11, 2009, is the last day for the Governor to sign or veto bills passed by the Legislature on or before September 11. A short summary of each bill is provided below. Read the bill's full text plus analysis at the official website for California legislative information at <[www.leginfo.ca.gov](http://www.leginfo.ca.gov)> Click "Bill Information" and Search for the bill number.

Bill Number & Author	Subject	1 <sup>st</sup> Policy	1 <sup>st</sup> Fiscal	1 <sup>st</sup> Floor	2 <sup>nd</sup> Policy	2 <sup>nd</sup> Fiscal	2 <sup>nd</sup> Floor	Gov. Desk
SB 481 (Cox)	Safety – Bird strike management							
<b>Color Code:</b> <b>Green</b> indicates passage; <b>Yellow</b> indicates upcoming hearing/vote and date; <b>Red</b> check indicates Governor's signature.								

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## **SB 481**, *Senator Cox-Fair Oaks, District 01 (Airports: wildlife)*

This bill would protect airport officials from state sanctions for actions taken in accordance with certain U.S. Fish and Wildlife Service permits.

**The Latest** – 9/9/09 Bill passed its second Senate floor vote and it is now up to the Governor to sign or veto.

## **ABX4 10**, *Committee on Budget, Transportation*

This budget trailer bill became law on July 28, 2009. Section 3 of the bill adds language to the Aeronautics Act in the Public Utilities Code directing a transfer of \$4.0 million from the Aeronautics Account to the General Fund and suspension of the Division's authority to issue new Annual Credit Grants, Acquisition & Development funds, and AIP Local Match for fiscal year 2009/2010. Here is the whole section of the bill related to the Aeronautics Act:

"SEC. 3. Section 21683.3 is added to the Public Utilities Code, to read:

21683.3. (a) Notwithstanding any other provision of this article, the grant or funding programs described in Sections 21682, 21683, and 21683.1 are suspended for the 2009-10 fiscal year.

(b) Upon the order of the Director of Finance, the Controller shall transfer four million dollars (\$4,000,000) from the Aeronautics Account to the General Fund.

(c) This section shall remain in effect only until January 1, 2011, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2011, deletes or extends that date."

**AB 1272**, *Assembly Member Hill-San Mateo, District 19 (Emergency medical services: trauma center)*

This bill relates to the Emergency Medical Services System and designated trauma centers. As local services plan their systems they will be required to include air transportation of trauma patients to, and between trauma centers. This bill no longer specifically refers to helicopter landing pads and the permitting process, the Aeronautics Act or CEQA as was called for in previous versions.

**The Latest** – This bill was re-referred to the Committee on Health but was not heard by them by the time committee hearings closed. The bill is stalled for the remainder of the year but may be revived in the second year of the session.

**SB 649**, *Senator Ashburn-Bakersfield, District 18 (Transportation)*

“On or before June 30, 2010, the Department of Transportation shall transfer, for fair market value, ownership of 577 acres known as Site A of the Mojave Bypass property in Kern County, except for that portion of the property constituting the right-of-way for State Highway Route 14, to the East Kern Airport District for open-pace purposes.”

**The Latest** – This bill is now Chaptered in law as written above.

**SB 737**, *Senator Negrete McLeod-Chino, District 32 (Airports: airport land use commissions)*

This bill would delete some sections of airport land use law leaving fewer options for counties to establish an airport land use commission (ALUC). Some counties would be required to establish a new, so-called single-entity airport land use commission or designate an established planning body for airport planning responsibilities. No county would be exempt from the airport land use requirements.

**The Latest:** - 6/2/09 This bill failed to pass out of the Senate and is therefore dead for at least this first year of the two-year session. It is possible for the bill to make progress if changes are made to it early next year.

**American Recovery and Reinvestment Act (ARRA) Released Grants for Airports in California between 03/16/2009 and 08/31/2009**

These figures are based on estimated costs and may change as construction bids are taken and actual grants are awarded.

California

Grant Type: Released Grants Start Date: 03/16/2009 End Date: 08/31/2009

	City (in California)	Worksite	Grant No.	Sponsor	Econ. Recovery Amount	Grant Standard Description	Release Date
1	Bakersfield	Meadows Fld	BFL - 032	County of Kern	4,000,000	Rehabilitate Taxiway	3/27/2009
2	Burbank	Bob Hope	BUR - 049	Burbank-Glendale-Pasadena Airport Authority	3,500,000	Rehabilitate Taxiway	3/27/2009
3	Camarillo	Camarillo	CMA - 028	County of Ventura	1,500,000	Rehabilitate Apron	3/27/2009
4	Compton	Compton/Woodley	CPM - 008	County of Los Angeles	8,000,000	Rehabilitate Apron	3/27/2009
5	Davis/Woodland/Winters	Yolo Co-Davis/Woodland/Winters	DWA - 011	County of Yolo	1,350,000	Rehabilitate Runway - 16/34	3/27/2009
6	Fresno	Fresno Yosemite Intl	FAT - 057	City of Fresno	5,000,000	Rehabilitate Taxiway	4/8/2009
7	Littleriver	Little River	LLR - 007	County of Mendocino	1,250,000	Rehabilitate Runway - 11/29	3/27/2009
8	Los Angeles	Los Angeles Intl	LAX - 057	City of Los Angeles	15,000,000	Construct Aircraft Rescue & Fire Fighting Building	3/24/2009
9	Merced	Castle	MER - 010	County of Merced	2,250,000	Rehabilitate Runway - 13/31	3/27/2009
10	Monterey	Monterey Peninsula	MRY-052	Monterey Peninsula Airport Dist.	8,000,000	Rehabilitate Runway - 10R/28L	5/19/2009
11	Oakland	Metro Oakland Intl	OAK - 048	Port of Oakland	5,000,000	Rehabilitate Apron	4/8/2009
12	Oakland	Metro Oakland Intl	OAK - 048	Port of Oakland	4,700,000	Rehabilitate Apron	6/25/2009
13	Redding	Redding Muni	RDD - 036	City of Redding	600,000	Rehabilitate Runway - 16/34	3/27/2009
14	Redding	Redding Muni	RDD - 037	City of Redding	475,000	Rehabilitate Terminal Building	4/16/2009
15	Salinas	Salinas Muni	SNS - 018	City of Salinas	2,700,000	Rehabilitate Runway - 08/26; Rehabilitate Taxiway	3/27/2009
16	San Diego	San Diego Intl	SAN - 058	San Diego County Regional Airport Authority	5,000,000	Install Guidance Signs	3/27/2009
17	San Diego/El Cajon	Gillespie Fld	SEE - 017	County of San Diego	2,500,000	Rehabilitate Taxiway	3/27/2009
18	San Francisco	San Francisco Intl	SFO - 046	City and County of San Francisco	5,500,000	Rehabilitate Runway - 10L/28R	4/8/2009
19	San Jose	Norman Mineta San Jose Intl	SJC - 075	City of San Jose	6,000,000	Construct Taxiway	3/27/2009
20	Santa Rosa	Charles Schulz-Sonoma Co	STS - 037	County of Sonoma	1,000,000	Rehabilitate Terminal Building	3/27/2009
21	Santa Rosa	Charles Schulz-Sonoma Co	STS - 037	County of Sonoma	685,000	Rehabilitate Terminal Building	6/25/2009
22	Truckee	Truckee-Tahoe	TRK - 022	Truckee-Tahoe Airport District	2,432,000	Rehabilitate Runway - 10/28	3/27/2009
	<b>Total Projects=22</b>			<b>Grand Total=</b>	<b>86,442,000</b>		