

SOUTHERN CALIFORNIA



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MEETING OF THE

AVIATION TECHNICAL ADVISORY COMMITTEE

**Thursday, February 19, 2009
10:00 a.m. – 12:00 p.m.**

**Southern California Association of
Governments**

**818 W Seventh St., 12th Floor
Los Angeles, CA 90017**

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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

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

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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** Todd McNamee, ATAC Chair

2.0 **WELCOME AND INTRODUCTIONS** Todd McNamee, 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 November 13, 2008 Attachment 1

4.2 ATAC Membership List and Contact Information Attachment 13

5.0 **PROJECT REVIEW**

None

6.0 **INFORMATION ITEMS**

6.1 Reclassification of ATAC Mike Armstrong, SCAG Staff 5 min.

6.2 Proposed Regional Aviation Summit & Proposed California High-Speed Rail System Matt Gleason, SCAG Staff 15 min.

6.3 Quarterly Aviation Activity Report Attachment Mike Jones, SCAG Staff 15 10 min.

AVIATION TECHNICAL ADVISORY COMMITTEE

AGENDA

			<i>PAGE</i>	<i>#</i>	<i>Time</i>
7.0	<u>ACTION ITEMS</u>				
7.1	<u>Proposed ATAC Charter Attachment</u>	Mike Armstrong, SCAG Staff	43		30 min.
7.2	<u>TSA Proposed Rulemaking For Large Aircraft Security Program Attachment</u>	Mike Armstrong, SCAG Staff	47		30 min.
8.0	<u>MISCELLANEOUS ITEMS/ ANNOUNCEMENTS</u>				
9.0	<u>FUTURE AGENDA ITEMS</u>				
	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.				
10.0	<u>SET NEXT MEETING LOCATION</u>				
11.0	<u>ADJOURNMENT</u>				

AVIATION TECHNICAL ADVISORY COMMITTEE

MEETING MINUTES

November 13, 2008
LAX Flight Path Learning Center and Museum



THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE AVIATION TECHNICAL ADVISORY COMMITTEE. AUDIO CASSETTE TAPES OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING AT THE SCAG MAIN OFFICE.

The Aviation Technical Advisory Committee of the Southern California Association of Governments held its meeting at the LAX Flight Path Learning Center and Museum. The meeting was called to order by Mr. Todd McNamee, ATAC Chair and Executive Director, Ventura County Airports.

1.0 Call to Order

Mr. Todd McNamee, ATAC Chair and Executive Director, Ventura County Airports called the meeting to order at 10:05 a.m.

2.0 Welcome and Introductions

Attendees were welcomed and introductions were made.

3.0 Public Comments

There were no public comments.

4.0 Consent Calendar

4.1 Approval of Meeting Minutes from September 11, 2008

Chris Kunze commented that on page four of the minutes, "San Diego Airport Authorities" should be changed to "San Diego Airport Authority." The minutes were approved without further discussion.

4.2 ATAC Membership List and Contact Information

There were no changes made to the membership list or contact information.

5.0 Project Review

None

6.0 Information Items

6.1 Update on Planned LAX Improvement Projects

Mr. Mike Doucette, LAWA staff updated the Committee on the status of improvement projects at LAX. The LAX Development Group is implementing the \$6-8 billion capital improvement program at LAWA. The south airfield improvements have been completed and the complex has been open, although some issues associated with the center taxiway, nav aids, etc. are still being cleaned up. Intersection improvements are underway in the north airfield to address maneuverability issues, and runway status lights are being installed.

Inline projects are moving forward for two of the terminals, but for the most part airlines are going to be implementing the inline system within their own terminal buildings. Planning and feasibility studies are moving forward for a consolidated rental car facility.

The major program is the Bradley West Program, which is the modernization of the Tom Bradley International Terminal (TBIT) that should be completed by 2010. After that because of seismic issues they will be tearing down existing concourses and building new ones, in such a manner that when the new ones are open the old ones will be removed. There are a number of projects that are part of that bigger program including new taxiways and service roads for Group VI (very large) aircraft that travel with an entourage of service vehicles. These projects will be initiated by April 2009 and finished by April 2010. The bigger TBIT program will start in January 2010. LAWA is committed to having two new gates open by January 2012 for the A-380 (currently there only have two gates for this aircraft). Core improvements for the TBIT will be completed by April 2013 at a cost of about \$2 billion.

Jack Kenton asked about the North Airfield complex with the centerline taxiway. Mr. Doucette replied that there is currently a NASA study going on for the north airfield including simulating various alternatives. LAWA is going to wait to see what recommendations this study produces as to the best solution for the north airfield. The LAX master plan calls for moving in the inboard runway 340 feet in to make room for a Group VI taxiway between the runways. The LAX Specific Plan alternatively looked at moving the outboard runway out in the North Airfield. These different options are the main issues the NASA study is addressing (they are looking at other potential fixes as well). The terminal improvements they are making right now will allow for either option to be implemented. The South Airfield improvements were done for safety but the complex doesn't handle Group VI aircraft well, and capabilities to handle these aircraft in the North Airfield are really needed—right now there is too much runway occupancy time for this aircraft (6.5 minutes), it is not easy for this plane to get around the airport.

Keith Mew asked about the drop in enplanements at LAX and drop in PFC and AIP funds, will this affect the construction program? Mr. Doucette replied that he didn't believe it

would, six months ago they sold close to a billion dollars worth of bonds for the program, and the funding is available. Despite the economic climate it is a good time to build with the lull in activity. Mike Armstrong added that LAX is expected to drop to 59 MAP this year, from its high of 68 MAP reached in 2000. LAWA Director Gina Marie Lindsey stated recently that the main premise behind regionalization, that LAX would soon be reaching its capacity constraint of 78 MAP, is no longer valid. The region is regionalizing on its own since in 2000 LAX served 75% of the region's passengers and is now below 70%.

6.2 Summary of Regional Airport Remote Terminal Study

Dr. Andrew McKenzie of Axiom (formerly Citigroup Technologies) summarized the results of Regional Airport Remote Terminal Study. The study was developed for SCAG using the RADAM model technology that has been used to develop regional aviation demand forecasts and airport ground access elements for SCAG for the last four regional transportation plans.

The overall purpose of the study was to evaluate the potential of various potential airport remote terminals (same as LAWA's "FlyAways") to help decentralize the system by primarily serving airports other than LAX. The study evaluated new sites being considered by LAWA as well as additional sites. Various years were evaluated from 2007 to 2035 and interim years to see when the various remote terminal alternatives might be viable. The study also sought to identify the prerequisites for what makes remote terminals successful in Southern California. Alternative sites were evaluated individually and in combination, and how combinations of sites could help decentralize the entire regional aviation system by enhancing access to suburban airports. The study also evaluated the ability of various remote terminals to help relieve airport ground access and parking congestion, by passengers accessing airport by buses running from remote terminals to airports via high-occupancy-vehicle (HOV) lanes. The adopted SCAG regional aviation forecast was assumed in the modeling but without a regional high-speed magnetic levitation rail system connecting airports.

Mr. McKenzie showed how 500 airport employees using airport remote terminals to access airports would eliminate 340 auto trips per day with significant environmental benefits.

All the functions accomplished at airport terminals can be accomplished at remote terminals including luggage check-in, electronic ticketing, processing lost luggage, preliminary security screening etc. if there is sufficient space and investment. The study only assumed limited service at some sites, and full service at other sites (the Van Nuys FlyAway currently has only limited service, the Westwood site just has a bus stop and kiosk). The study employed long-range traffic forecasts that have limitations. The full 2035 regional HOV system and other planned airport ground access improvements in the SCAG 2008 RTP were assumed. The study also did not do a detailed analysis of future bus traffic congestion on the HOV network. The study also did not assume the State high speed rail system that would compete with some HOV alignments.

Current ridership for the Westwood FlyAway site is about 100,000 passengers, for the Van Nuys site it is about one million, and for Union Station it is about 330,000.

A general scenario was developed to see in general what makes remote terminals work. It was found that just about any site picked at random (by the computer) will attract ridership. High income areas like Newport Beach, Pacific Palisades Beverly Hills and Malibu were the exception, showing weak demand (because of high auto ownership and low propensity for using buses). Areas too close to airports also showed weak passenger demand for remote terminals. Ridership also drops dramatically for service to small/emerging airports with relatively low passenger activity and flight availability. It was mentioned the recent LA County FlyAway program from Santa Clarita to Palmdale Airport was subsidizing passengers by \$700 a passenger with 1-2 passengers per bus. You need a critical mass of activity at airports for the remote terminal service to be viable.

Bob Rodine asked whether a demographic analysis of ridership was performed. Mr. McKenzie replied that surprisingly of all airport access modes, the remote terminal ridership had the highest education levels (outside of hotel shuttle vans).

Other general factors that increased the viability of remote terminals include synchronizing bus headways with airport flight plans, optimal distance to the airport (not too short and not too long), no competition with high-speed rail access, and relatively uncongested HOV lanes accessing airports with a distinct difference in travel times between HOV and mixed flow lanes (or between bus and single occupancy private car access). Public awareness of the service is also very important; a recent survey of 12 businesses in Westwood indicated that only 2 employees at these businesses were aware of the FlyAway service to LAX at the Westwood Flyer. Another important attribute is having a flexible fleet of both HOV buses and vans, with vans being able to serve smaller airports with frequent headways without the costs of running mostly empty buses to those airports. Having reasonable fares is important for attracting ridership, but convenience is more important, such as having functions at the remote terminals that are provided at the airport. The more functions provided at the remote terminals the greater the ridership (it can double with full service provision at remote terminal sites).

Selena Birk asked whether the difference between leisure and business passenger ridership was looked at. Mr. McKenzie replied that business passenger were more inclined to access larger airports with more flights, and were less sensitive to higher air fares than leisure passengers.

For John Wayne Airport, sites that were evaluated include Amtrak stations in Downtown San Diego and Oceanside, the Artic Station in Anaheim and the Irvine Transportation Center. For access to John Wayne the most viable sites were Downtown San Diego and Artic Station, reaching about 300,000 passengers apiece by 2035. John Wayne Airport was assumed to be constrained to 10.8 MAP by 2035 consistent with the 2008 RTP. Ridership increases over time mainly because of increasing ground access congestion relative to HOV bus access. Irvine Center is also a good site for John Wayne but has a disadvantage in that it is relatively close to John Wayne and not close to major activity centers like Disneyland.

Jack Kenton asked whether Orange County Go Local Program (i.e., enhanced Metrolink access) was reflected in the remote terminal modeling. Mike Armstrong replied that the project probably wasn't in the RTP yet so it wasn't reflected in the modeling.

Mr. McKenzie remarked that for Bob Hope Airport the sites that were modeled include the Thousand Oaks Transportation Center, Palmdale Transportation Center, Ventura Fairgrounds, the Rose Bowl, and Union Station. The Thousand Oaks and Rose Bowl sites showed the most demand to Bob Hope Airport in 2035.

Remote terminal sites at Van Nuys, Santa Clarita and Union Station were modeled for Palmdale Airport. With about 100,000 passengers the Van Nuys site showed the most demand to Palmdale Airport in 2035. Mike Armstrong mentioned that Palmdale reached 6.3 MAP in 2035 in the 2008 RTP without assuming high-speed rail access. For the next RTP forecast passenger demand at PMD could be substantially less due to current market conditions in the airline industry.

San Bernardino International Airport sites that were modeled include Corona, Palm Springs and Sierra Madre, which showed relatively low demand in 2035.

For Ontario Airport, sites that were modeled included Palm Springs, March Inland Port, Sierra Madre, Artic Center, Irvine Transportation Center, Union Station and Norwalk. In 2035 the Artic Center, Irvine and Norwalk sites showed the most demand to ONT.

For LAX, the sites that showed the most ridership include Van Nuys (with full service assumed to be added) at 3.5 million potential passengers in 2035, followed by the Artic Center at 3.0 million passengers, the Irvine Transportation Center at 2.5 million passengers. However, the Van Nuys site may be limited by parking constraints.

It was mentioned that several airlines have recently left Ontario Airport. Mike Armstrong responded that the study was based on the 2008 RTP forecasts for 2035 (with Ontario constrained to 31.6 MAP) that will need to be updated for the 2012 RTP. Mr. McKenzie added that aviation growth should rebound, and remote terminals help airport by providing cost effective ground access in the face of increasing traffic congestion with services that are cheaper to provide than at the airport itself. Bob Rodine added that long range growth forecasts should not be determined just by what has occurred over the last several years.

Mike Armstrong remarked that a final report for the study will be completed and distributed in the near future, with some additional modeling work of a complete system of remote terminals that appear to be the most viable, serving multiple airports.

Susan Collette of LAWA commented that her agency found FlyAway demand at San Pedro to be disappointing, compared to demand in Long Beach near the 710/405 interchange. Mr. McKenzie concurred, but added that the San Pedro site worked well when adding in the cruise ship passengers. Ms. Collette responded that the cruise ships already have their own system and the public sector shouldn't subsidize something the private sector is already taking care of.

6.3 Summary of Boyd Group Aviation Forecast Summit

Mike Armstrong summarized the major findings from an aviation forecast conference he added in Aspen Colorado in October that was sponsored by the Boyd Group. The conference was attended by about 250 people, mostly representatives from the airlines, aviation service industries, aircraft manufacturers, and airports from around the country. Mike Boyd is noted for his candid commentary and has his nose to the ground in terms of what is happening in the aviation industry that is currently beset by wrenching changes that include (up until recently) skyrocketing fuel costs. Major points that were made at the conference include:

- Airline fuel costs are up 391% in five years, up 83% from 2007 to 2008.
- Rising fuel costs are reducing the number of profitable businesses that involve the use of airplanes. Airlines have had only one profitable year in the last ten years.
- Over 30 airlines have failed globally in 2008. Internationally 20 airlines facing bankruptcy. In the US maybe only the Big 3 will remain.
- Hub reach is shrinking, and routes over 700 miles are in jeopardy. Low fare destinations will be challenged. Rural service will especially be challenged since 30-34 seat turboprops are becoming cost-problematic. There will be reduced frequencies and fewer routes to hubs. Thin feed markets will be cut.
- Some smaller regional jets are being retired since they can't make money, and some markets they served will no longer be served (particularly those over 600 miles).
- This isn't a cycle, it is uncharted territory. The utility and ability of air travel has changed—it has shrunk due to costs. Airplanes cannot economically do what they did five years ago.
- For airports the name of the game is retention of air service, to hold on to what you have and to do everything you can to ensure the success of incumbent carriers including airport cost containment, marketing and promotion (especially to local business travel generators), and enhanced customer service.
- Capacity is way down and airline planners are running scared, it's a very tough time to go get new flights. Now, more than ever, recruiting new service requires a strong business case and incentives.
- For the comprehensive network carriers, no growth is expected over the next two years, with yearly capacity reductions of up to 10%. For the low cost carrier, fuel costs have caught up with them too--all are in reverse gear with capacity expansion on hold.
- Airlines are much less concerned with market share. It is now strictly revenues vs. costs. In today's environment, more cost reductions and revenue enhancements are inevitable.
- International aviation trends will be to connect regions, not cities. International carriers will increasingly become global carriers, and domestic, non global-centric may be out in the revenue cold without strong international cross-connectivity.
- International service will be helped enormously if delivery delays of the A380 and B787 can be resolved.

- General and business aviation are shrinking at the top and the bottom. Rising fuel prices will have a big impact on general aviation, with entry level GA hit first and corporate flight departments hit next.
- The continued availability of avgas, and the future demand for single piston aircraft are both open questions. GA airports should consider wider economic applications.
- The very-light-jet (VLJ) “revolution” is over. The original concept of the <\$1million “everyman’s” small jet is now dead. The VLJ Air Taxi never had an economic chance.
- There is a huge opportunity to cut fuel burn if congestion and delays could be reduced. However, no air traffic control plan is in play that is going to do anything. Delays and inefficiencies from an inadequate ATC system will continue even though the technology is available and the solutions are relatively straightforward.
- At the federal level, leadership is completely missing, nobody want to step up to the plate. FAA re-authorization is just an argument over who is going to pay for continued non-results in upgrading the air traffic control system.
- For most markets service isn’t coming back. The underlying problems of the industry must be solved, and airlines must become more efficient and customer-friendly. They must cut costs and find revenue enhancements.
- Airlines must cut capacity and redeploy aircraft to preserve and enhance cash balances by fare and fee increases, increasing load factors, reducing fuel consumption, change frequent flyer mileage plans, unbundle fares (second bag fees etc.) controlling non-fuel costs such as reducing staff, and explore all ancillary revenue opportunities.
- Revenue quality, not quantity will affect fleet decisions. The fuel-efficient A-350 and B-787 will be competitive imperatives. No such breakthroughs are seen in smaller categories.
- The viability of current mission applications is changing—historical data & trends are not reliable for future forecasting of fleets.
- The trend will be toward larger versions of platforms, not smaller one. Of concern: anything less than 80 seats.
- Global fleets forecast to grow 37% by 2018, to 23,565 airliners. With 5,700 new airliners in the 75-125 seat category, giant opening for new players. 58% of new aircraft will be replacement aircraft.
- With added fuel costs smaller regional jets simply can’t do what they once were able to do. There are over 200 markets today served by 50-seat and below RJs that appear to be very much in jeopardy (70% of US markets are served by RJs, comprising 34% of departures).
- Turboprops will be niche players. There will be a small increased demand for new larger turboprops in high-density markets where small jets have no operational advantage, and the consumer base is not propeller-averse.
- There is nothing on or over the horizon that will economically fit smaller communities. The remaining fleets of 19-34 seat turboprops are getting pricey in the context of hub-feed roles.
- Oil could be \$50 a barrel by the end of the year. The long-term balance point is likely \$60-70 a barrel.

- Because of rising fuel costs there will be fewer 50-seat RJs and more 70-100 seat RJs, as well as more turboprops. This will be hard on small communities that may lose service.
- Low-yield markets like Phoenix and Las Vegas won't work as well as they did because of higher fuel costs.
- Carriers have to get their cost structures down and route structures rationalized. It will be harder for the low-cost carriers since their competitive edge will be eroded with higher fuel costs.
- Fares will be increasingly unbundled, such as charging for second bags.
- There will be no significant new airline orders. Airlines will mostly replace old aircraft, and retirements are certain, especially smaller inefficient aircraft.
- Core international markets (but not marginal secondary markets) will be the major growth area.
- US carriers trimming not slashing capacity. The goofy "SkyBus" model that misled cities into believing they were viable markets is gone for the foreseeable future. Airports dependent on streams of low-fare seats to support local industry need to reconsider their master plans.
- Boyd Enplanement Forecast summary (for all airports):
2008-2010: -8.4%
2008-2014: -3.6%
2010-2014: +5.2%
- LAX is forecast to drop by 10.5% in enplanements from 2008 to 2014. This assumes some implementation of the Regional Decentralization Strategy adopted by LAWA.
- From 2008 to 2010, enplanements in the Far West Region (i.e., California, Nevada, Oregon and Washington) are forecast to drop by 5.0%. From 2008 to 2014 it is forecast to drop by 1.6%.
- Airline strategic capacity will be the main driver of traffic growth (or lack of growth) over the next two years.
- There are no dynamics in play to indicate a rebound in traffic. Growth will mostly be related to GDP, but also will be impacted by the cost of airline operations. There will be pockets of growth, typically at some smaller airports where fleet shifts or changes in frequency will take place.
- Traffic drivers to watch include the cost of oil, slowing economy (impact of credit crunch), and airline flight consolidation and fleet shifts.

Mike Armstrong commented that there was much discussion at the conference about the impact of high fuel prices on the aviation industry, and it was encouraging that the oil price expert at the conference predicted that prices will continue to go down for the rest of the year and that he saw the long-term balance point at around \$60-70 a barrel. Long-term aviation demand forecasts adopted by SCAG assumed \$140 a barrel by 2035 which still seems reasonable. There apparently was a large speculative element that drove the price of oil up and divorced oil prices from supply-and-demand fundamentals. Mr. Armstrong also remarked that he talked to Mike Boyd at the conference about the Boyd Group forecast for LAX and Mr. Boyd mentioned that it assumed the implementation of the regional decentralization strategy. Mr. Boyd also expressed his interest in participating in a regional

aviation summit that SCAG may convene in the summer of 2009 that will address survival strategies for this new world of aviation.

Chris Kunze asked about high-end general aviation activity going down, at Long Beach the most of the drops have been in local GA. Mr. Armstrong responded that numbers were in the detailed forecasts that were sent out previously. Declines were expected at the high end since many corporations can no longer afford their own fleets and are either getting rid of them or going to fractional ownership arrangements. At the low end the modest income pilots are getting squeezed out by the higher costs. Jack Kenton added that the new TSA security proposal for aircraft over 12,500 lbs. could also result in more parked aircraft.

6.4 Summary of Regional Aviation Activity Quarterly Reports—2nd and 3rd Quarter 2008

There only a very brief discussion on this agenda item. Mike Armstrong pointed out that the quarterly reports indicate that the number of flights in the region decreased by 7% from third quarter last year to third quarter this year, and load factors when down as well indicating that demand is dropping even faster than the number of flights.

6.5 Potential Implications of Voter Approval of State High-Speed Rail Initiative for SCAG Regional Aviation Planning

This agenda item was tabled, to be discussed at a future meeting.

7.0 Action Items

7.1 Proposed New ATAC Charter

Mike Armstrong commented that the ATAC charter that has been under discussion by ATAC over the past several meetings. All SCAG policy and technical committees are renewing their charters which prompted updating the ATAC charter (a previous charter could not be found). The proposed new charter is designed to expand the membership so that the committee can be a true forum for regionalization, now that the Southern California Regional Airport Authority is shutting down once again, and Los Angeles World Airports is apparently de-emphasizing regionalization and focusing on LAX and improving their business practices. Letters have already been sent to the San Diego County Regional Airport Authority and San Diego County Airports inviting them to join ATAC (the authority has formally accepted).

However Mr. Armstrong stated that he found out recently from SCAG counsel that if you are a SCAG committee that makes recommendations up the chain to policy committees, you need a quorum of at least 50% of the membership (consistent with the Brown Act). That would be difficult since many airport representatives haven't attended in years and expanding the membership would further complicate this issue. If ATAC needed a quorum to make recommendations it would be very difficult to take action on anything including approving a new charter.

Selena Birk asked whether it would be possible to form an executive committee of ATAC comprised of regularly attending members who would make recommendations on action items that could be mailed out to all of the members for responses. Todd McNamee responded that another possibility would be to send out a letter to all members asking them if they are serious about attending meeting and if not they would be removed from the membership. Mr. Armstrong remarked that he needed to confer with SCAG counsel to see if an ATAC executive committee could get around the Brown Act quorum requirements. Also if we invite new member we need commitments from them to attend ATAC meetings. It is much harder these days to get around the region and turnout is low when meetings are held at locations on the fringes of the region—we don't have a lot of airport managers who can fly to meetings on their own airplanes like we did in past years. We could have more meetings at SCAG which is centrally located and has good transit access to ensure better attendance.

Jack Kenton commented that the Southern California Airspace Users Working Group has teleconferencing capabilities at their meetings. It was also pointed out the SCAG has videoconferencing capabilities, and perhaps meetings could be held at SCAG when there are action items. Paula McHargue added that the reason we haven't had a good attendance from GA airports is that ATAC hasn't addressed a lot of GA topics and has been focused on the RTP.

Bob Rodine remarked that in the list of proposed new members, the National Air Transportation Association (NATA) rarely attends meetings. Also the California Pilots Association doesn't always represent the business side very well. Mr. Armstrong replied that he revised the charter to move many of the aviation groups to non-voting status. New voting members would be the AOPA, the NBAA and the Airspace Users Working Group/California Pilots Association. If a group regularly attends they can be moved into a voting status to help meet a quorum. Voting membership needs to be limited to those who are going to show up for meetings.

Todd McNamee suggested that the ATAC chair and vice-chair should be limited to airport representatives. Mr. Armstrong said he would add that stipulation to the charter. Mr. McNamee added that ATAC should start thinking about electing a new chair and vice-chair soon after the new charter is adopted. Dick Dykas requested that the FAA be removed as a voting member. James Bryant requested that TSA be removed as well.

Paula McHargue asked if ATAC could call itself something else to eliminate the quorum requirements. Mr. Armstrong replied that he understood that if ATAC makes recommendations to SCAG committees then it is subject to the quorum requirements. Bob Rodine asked if some organizations can have multiple representatives, like LAWA. Mr. Armstrong responded that the charter allows for designated representatives and alternates. Agencies like LAWA that have multiple airports can have multiple representatives. Mr. Armstrong said that he would look into all of these issues in more detail, including the possible formation of an ATAC executive committee.

8.0 Miscellaneous Items/Announcements

James Bryant of TSA announced that TSA Washington released the Notice of Propose Rulemaking for the Large Aircraft Security Program on October 30th and the 60 day comment period has been initiated. Another 60 extension has been approved, pushing the comment period back to February 27. ATAC member are encouraged to read and comment on the NPR if they feel they would be adversely affected. Selena Birk added that the requirements for airport operators are pretty extensive. Jack Kenton said that at the AOPA convention there was fear expressed that the propose regulations could be extended to aircraft less than 12,500 lbs. that can carry six or more passengers.

Selena Birk announced that the EIR for the seven year phase-out of Stage 2 aircraft at Van Nuys Airport had a second workshop and the comment period has been extended to December 1, 2008.

9.0 Future Agenda Items

Todd McNamee said that three items for the next meeting have been identified, including revisiting the state high-speed rail issue, the ATAC charter, and the TSA NPR for the Large Aircraft Security Program. Jack Kenton added that two items that should be discussed at future meetings include the California Land Use Planning Handbook and implementation by local airport land use commissions, and airspace issues including redesigning the entire Los Angeles Airspace Basin. Todd McNamee requested FAA contact information on this issue for a possible presentation to ATAC. Tom Naughton remarked that Naverus is a private organization that is doing a lot of airspace work in China and Australia and is developing RNAV procedures for various airports in the country that can substantially reduce fuel burn.

10.0 Set Next Meeting Location

The next ATAC meeting was scheduled for January 8, 2009 at SCAG Main Office.

11.0 Adjournment

Mr. McNamee adjourned the meeting at 11:55 a.m.

ATAC Members Present:

Selena Birk	LAWA/Van Nuys Airport
Richard Dykas	FAA Airports Division
Chris Kunze	Long Beach Airport
Lea Umnas	John Wayne Airport
Paula McHargue	LAWA
Todd McNamee	County of Ventura Department of Airports
Keith Mew	Cal State University—Los Angeles

Mike Williams	San Bernardino County Airports
Richard Dykas	FAA Airports Division

Others Present:

Christina Gutierrez	CommuniQuest
Christine Eberhard	CommuniQuest
James Bryant	TSA/LAX
S. McDonald	TSA
Jodi Terhorst	TSA
Robert Rodine	The Polaris Group/VICA
Tom Naughton	OC Airport Working Group
Larry Root	OC Airport Working Group
Andrew McKenzie	Axiom/Citigroup Technologies
Susan Collette	LAWA
Mike Ducette	LAWA
Jack Kenton	Cal Pilots/SWAUWG
Mike Armstrong	SCAG
Mike Jones	SCAG

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
Arrellano	Yazmin	Director of Public Works	City of Brawley	(760) 344-9222	(760) 344-0907	yazmin.arellano@cityofbrawley.com
Birdsall	Stephen	Director of Airports	Imperial County	(760) 355-7944	(760) 355-2485	stephenbirdsall@imperialcounty.net
Birk	Selena	Airport Manager	Van Nuys Airport	(818) 785-8838 x211	(818) 908-5963	sbirk@lawa.org
Blanchard	Bill	Planning Director	Cable Airport	(909) 518-4662	(909) 920-3608	bbbbb@adelphia.net
Burrows	Mike		San Bernardino International Airport	(909) 382-4100		mburrows@sbdair.com
Castillo	Ruben		Blythe Airport	(760) 921-7812	(760) 921-7812	
Cobb	Bill	Airport Manager	Corona Municipal Airport	(909) 736-2289	(909) 279-3593	billc@ci.corona.ca.us
Cox	Bill	Airport Manager	Chemehuevi Valley Airport	(760) 858-5322	(760) 858-5400	tribe@sitlink.net
Crimmins	Phil		Caltrans Aeronautics	(916) 654-6223		Phillip.crimmins@dot.ca.gov
DeMel	Rick	Airport Manager	Yucca Valley Airport	(760) 360-9665	(619) 228-1234	no email yet
Doiron	Leo	Airport Manager	Flabob Airport	(951) 683-2309	(909) 687-0113	leo_flabob@sbcglobal.net
Dykas	Richard	Supervisor	FAA, Western Pacific Region	(310) 725-3613	(310) 297-0044	richard.dykas@faa.gov
Estrada	Luis	Airport Manager	Calexico International Airport	(760) 768-2175	(760) 357-0739	lestradasr@yahoo.com
Field	Rob	Airport Manager	Chiriaco Summit/French Valley Arpt	(951) 343-5493	(760) 863-5251	
Frymyer	John	Airport Manager	Chino Airport	(909) 597-3910	(909) 597-0274	jfrymyer@airports.sbcounty.gov
Godown	Brett	Assistant Manager	Compton Airport	(310) 631-8140	(310) 762-9801	bgodown@americanairports.net
Gosliga	Gary	Airport Director	March Joint Powers Authority	(909) 656-7000	(909) 653-5558	gosliga@marchjpa.com
Gustin	Ted	Chief Aviation Division	LA County Aviation Division	(626) 300-4600	(626) 282-1365	tgustin@ladpw.org
Hardyment	Mark	Assistant Director	Bob Hope Airport	(818) 840-8840		mhardyment@bur.org
Haukohl	Kurt O.	Aviation System Officer	Caltrans	(916) 654-5284	(916) 653-9531	Kurt.O.Haukohl@dot.ca.gov
Ingraham	William	Airport Director	San Bernardino International Airport	(909) 382-4100	(909) 387-7807	bingraham@sbdairport.com
Jenkins	James	Airport Manager	Chino Airport	(909) 597-3910	(909) 597-0274	cnomgr@airports.sbcounty.gov
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
Leblow	Loan	Asst. Airport Director	John Wayne Airport	(949) 252-5192	(949) 252-5178	lleblow@ocair.com
Lightner	Dick	General Manager	Big Bear City Airport	(909) 585-3219	(909) 585-2900	dick@bbv.net
Lin	Shelly	Airport Manager	City of Hawthorne Airport	(310) 970-7215	(310) 970-7075	hhairport@earthlink.net
Lloyd	Stephen J.	Manager, Air Traffic Ops	FAA, Western Pacific Region	(310) 725-6530	(310) 725-6820	stephen.lloyd@faa.gov
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
Powell	Jim		TDG	(808) 280-6047		jim@dgtraining.com
Propst	Rod	Airport Manager	Fullerton Municipal Airport	(714) 738-6323	(714) 738-3112	rodpc@ci.fullerton.ca.us

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
Richardson	Park W.	Airport Manager	Hi Desert Airport	(760) 366-2281		
Rigoni	Kari	Airport Planner	John Wayne Airport	(949) 252-5284	(949) 252-5178	KRigoni@ocair.com
Rivera	Jens	Airport Manager	Ontario Int'l. Airport	(909) 937-2710	(909) 937-2702	jrivera@lawa.org
Rowena	Mason	Airport Manager	Santa Paula Airport	(805) 933-1155	(805) 933-1155	rowenaszp@yahoo.com
Santos	Barbara	Executive Director	Riverside County Airports	(951) 343-5493	(909) 688-6873	bsantos@rivcoeda.org
Scanlan	Richard	Airport Manager	Rialto Muni/Art Scholl Memorial	(909) 820-2622	(909) 820-2598	rscanlan@rialto.ca.gov
Schneider	Gerd	Airport Manager	Hesperia Airport	(760) 948-1177	(760) 948-1177	
Smith	Michael	President	Bermuda Dunes Airport	(760) 345-2558	(760) 345-4615	uddmike@aol.com
Smith	Richard	Airport Project Coordinator	LA County Aviation Division	(626) 300-4615	(626) 282-1365	rsmith@lapw.org
Smith	Tahirih	District 7	Caltrans	(213) 897-1347	(213) 897-1337	tahirih_n_smith@dot.ca.gov
Soderquist	Peter	Airport Director	Southern California Logistics	(760) 243-1900	(760) 243-1929	psoderquist@ci.victorville.ca.us
Taylor	Bonnie	Transportation Assistant	FAA Western Pacific Region	(310) 725-3900	(310) 725-3999	bonnie.taylor@faa.gov
Toor	Paul	Director of Public Works	City of Banning	(909) 922-3130	(909) 922-3128	cobpw@earthlink.net
Trimborn	Bob	Airport Manager	Santa Monica Airport	(310) 458-8591	(310) 391-9996	bob-trimborn@ci.santa-monica.ca.us
Volk	Christopher	Army Representative	FAA, Western Pacific Region	(310) 725-3909	(310) 725-3915	christopher.volk@faa.gov
Zehr	Steve	Asst. Director of Aviation	Palm Springs International Airport	(760) 318-3800	(760) 318-3815	stevez@ci.palm-springs.ca.us
Zucker	Marty	Business Manager	Zamperini Field Airport	(310) 784-7911	(310) 784-7930	

SCAG STAFF:

Armstrong	Michael	Aviation Program Mgr.	SCAG	(213) 236-1914	(213) 236-1963	armstron@scag.ca.gov
Macias	Rich	Manager, Transportation	SCAG	(213) 236-1805	(213) 236-1963	macias@scag.ca.gov
Jones	Mike	Regional Planner	SCAG (ATAC Staff Contact)	(213) 236-1978	(213) 236-1963	jonesm@scag.ca.gov

Last update

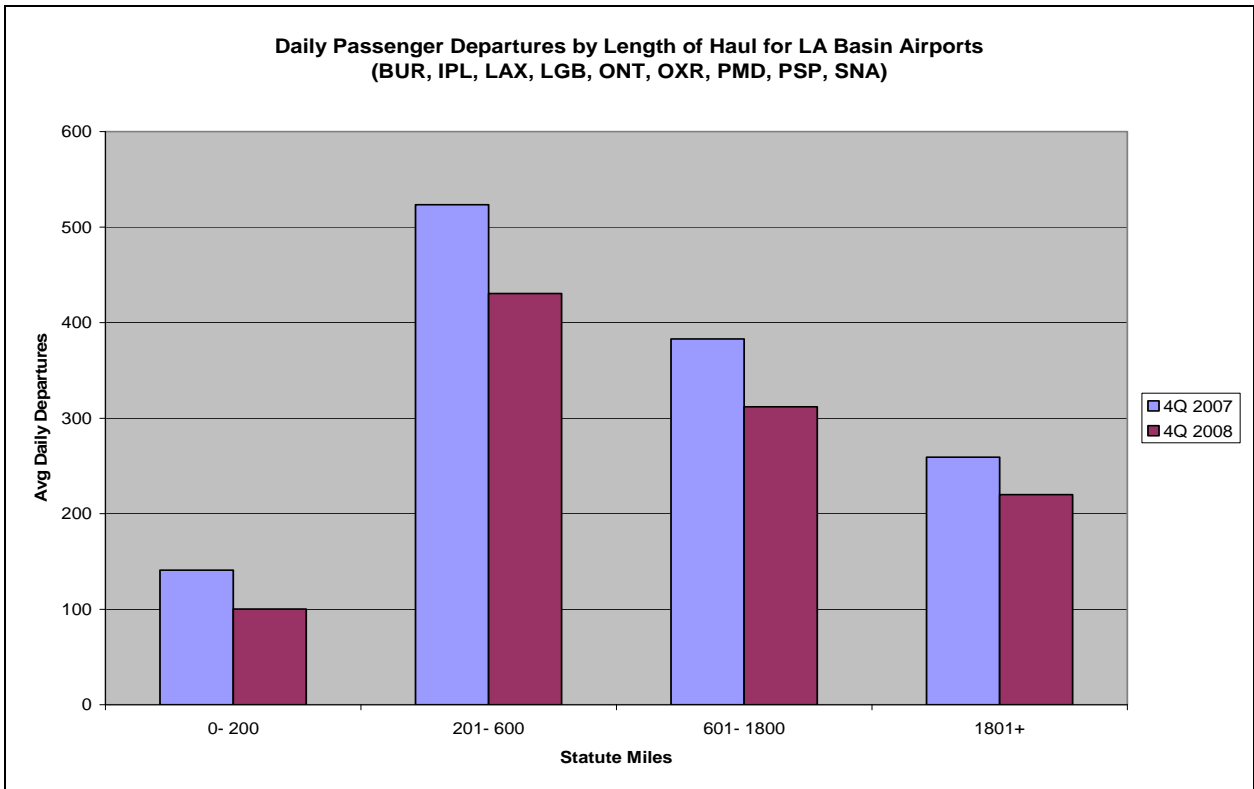
11/3/2007

Doc# 133559

Quarterly Reports for
Southern California Association of
Governments (SCAG)

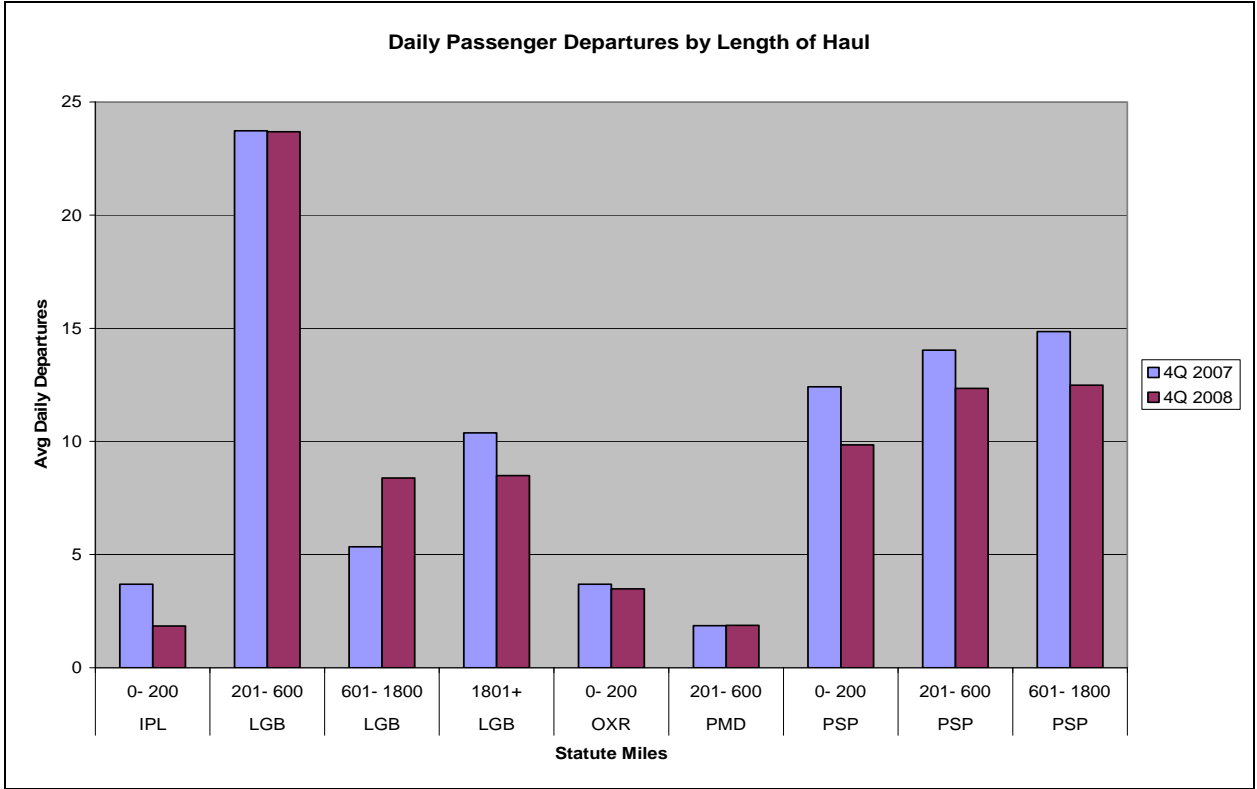
Produced by
OAG Aviation Solutions

4th Quarter 2008

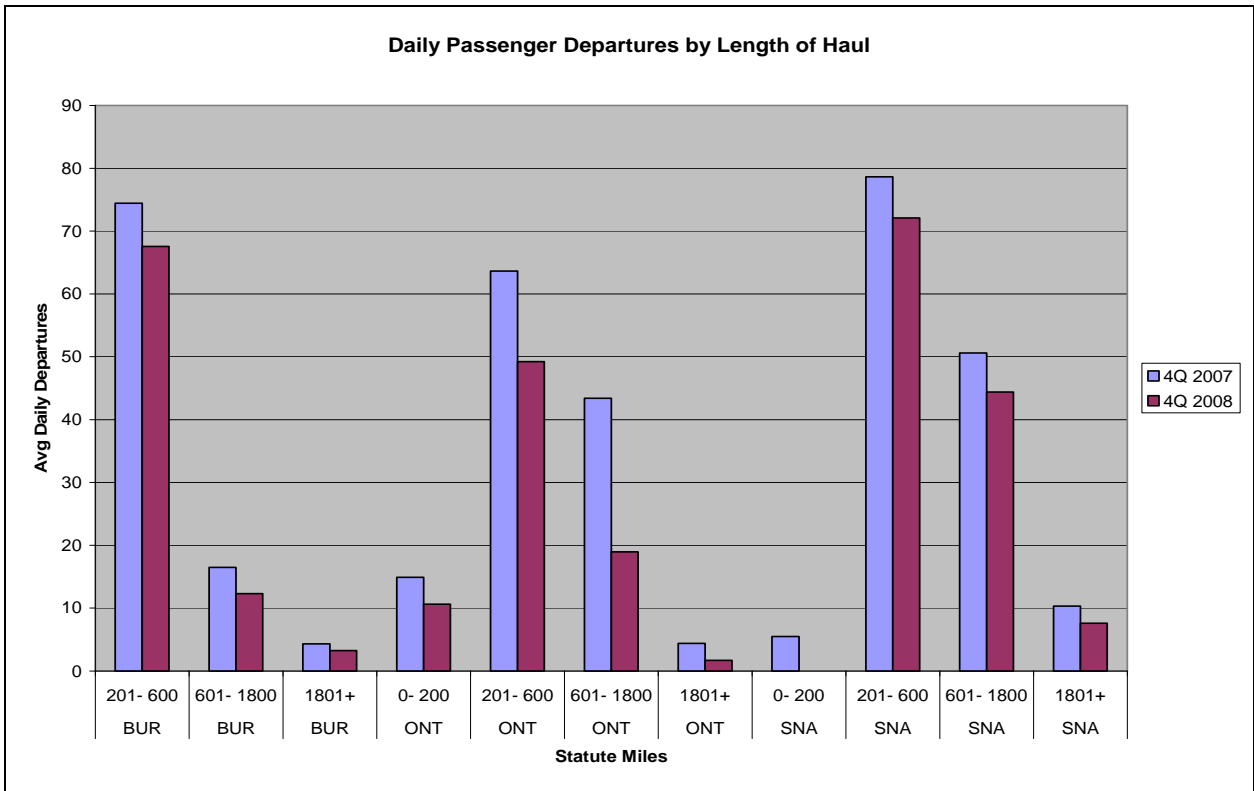


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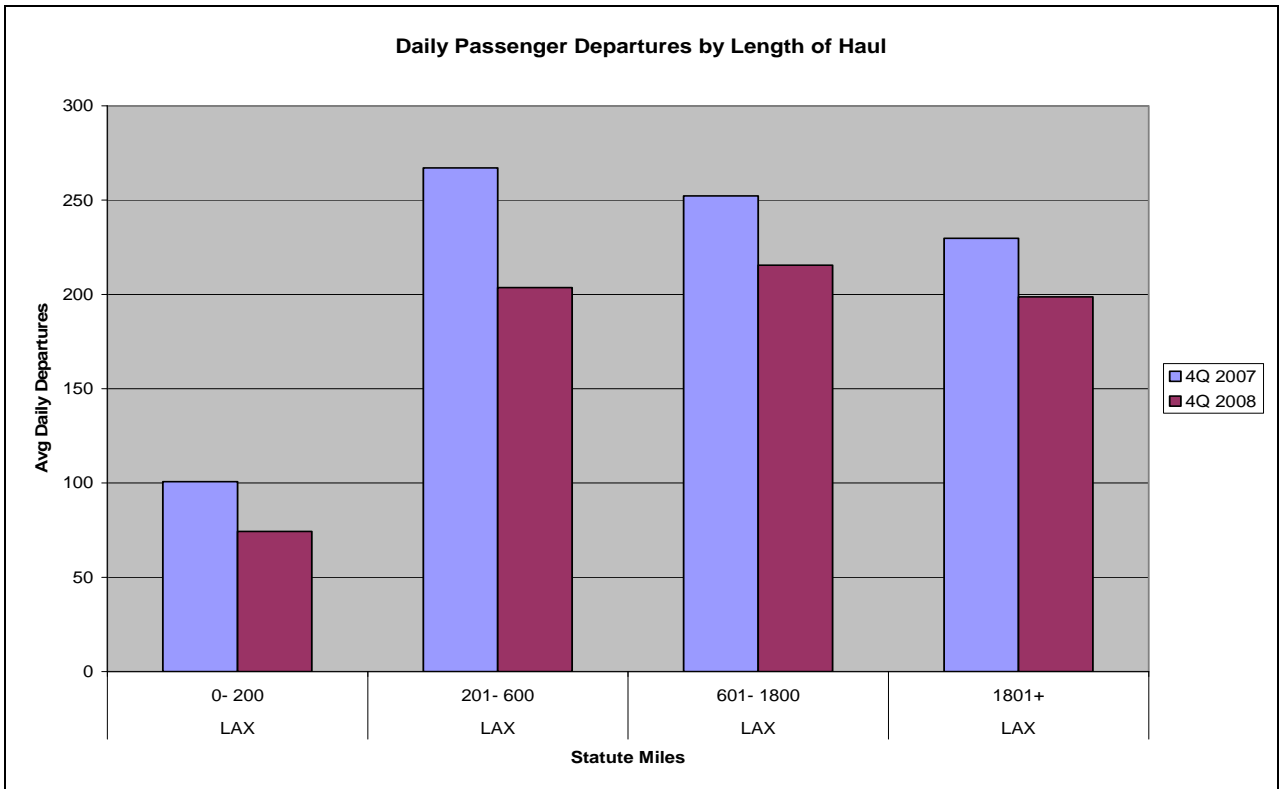
- BUR-** Burbank
- IPL -** El Centro/Imperial
- LAX -** Los Angeles (INTL)
- LGB -** Long Beach
- ONT -** Ontario
- OXR –** Oxnard/Ventura
- PMD -** Palmdale/Lancaster
- PSP-** Palm Springs
- SNA -** Santa Ana (J. Wayne)



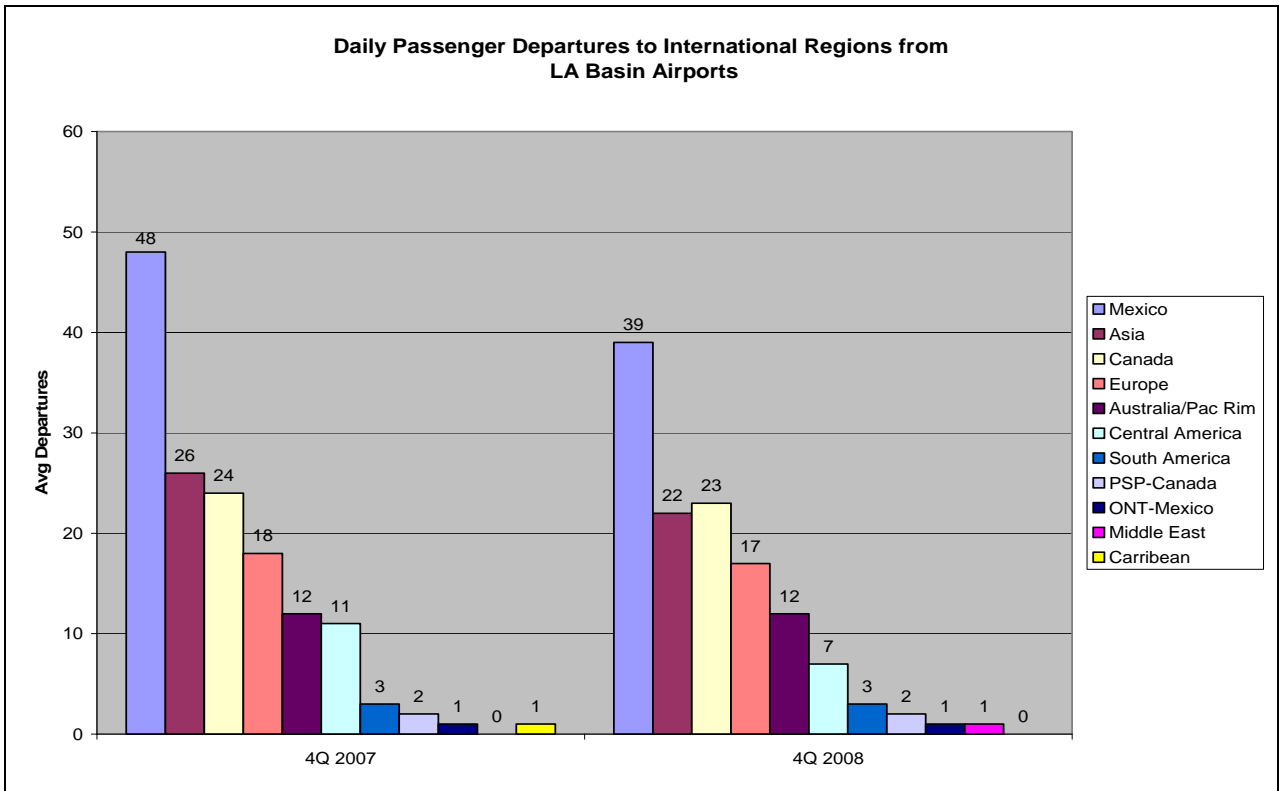
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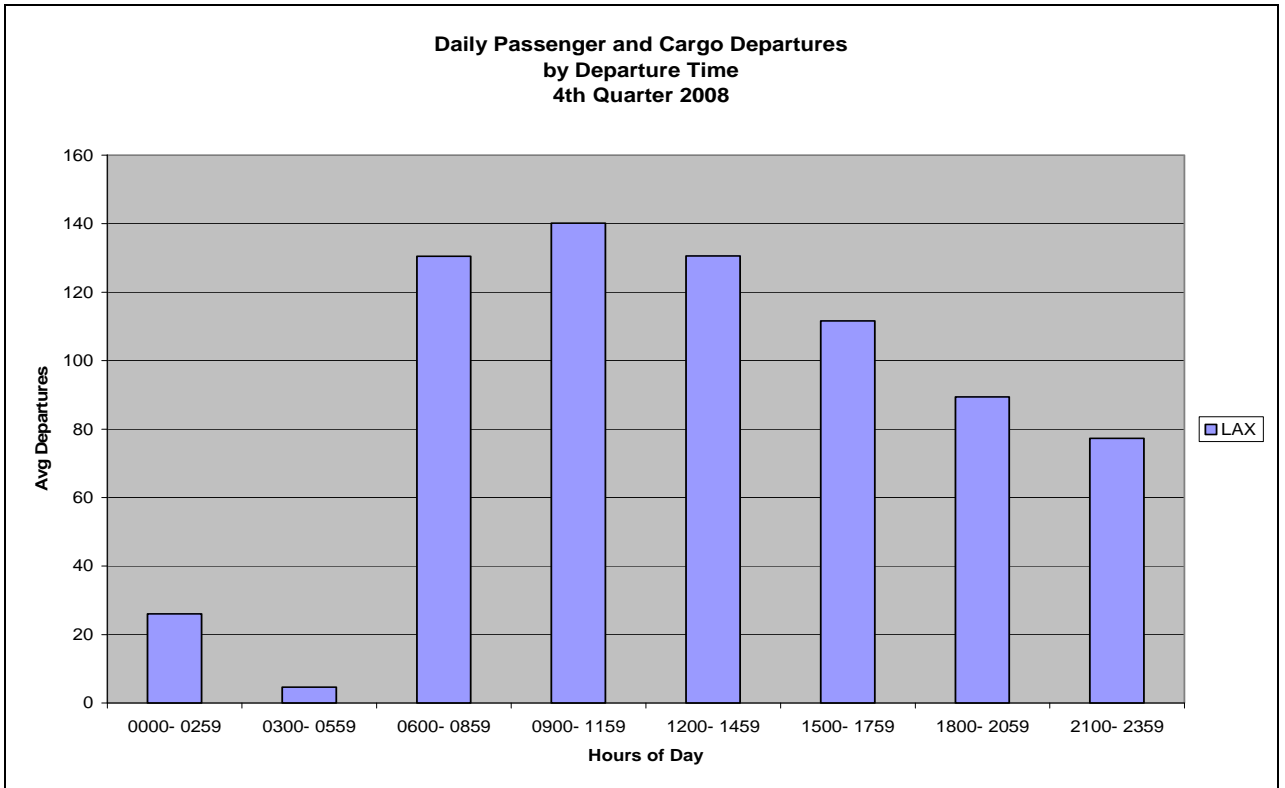
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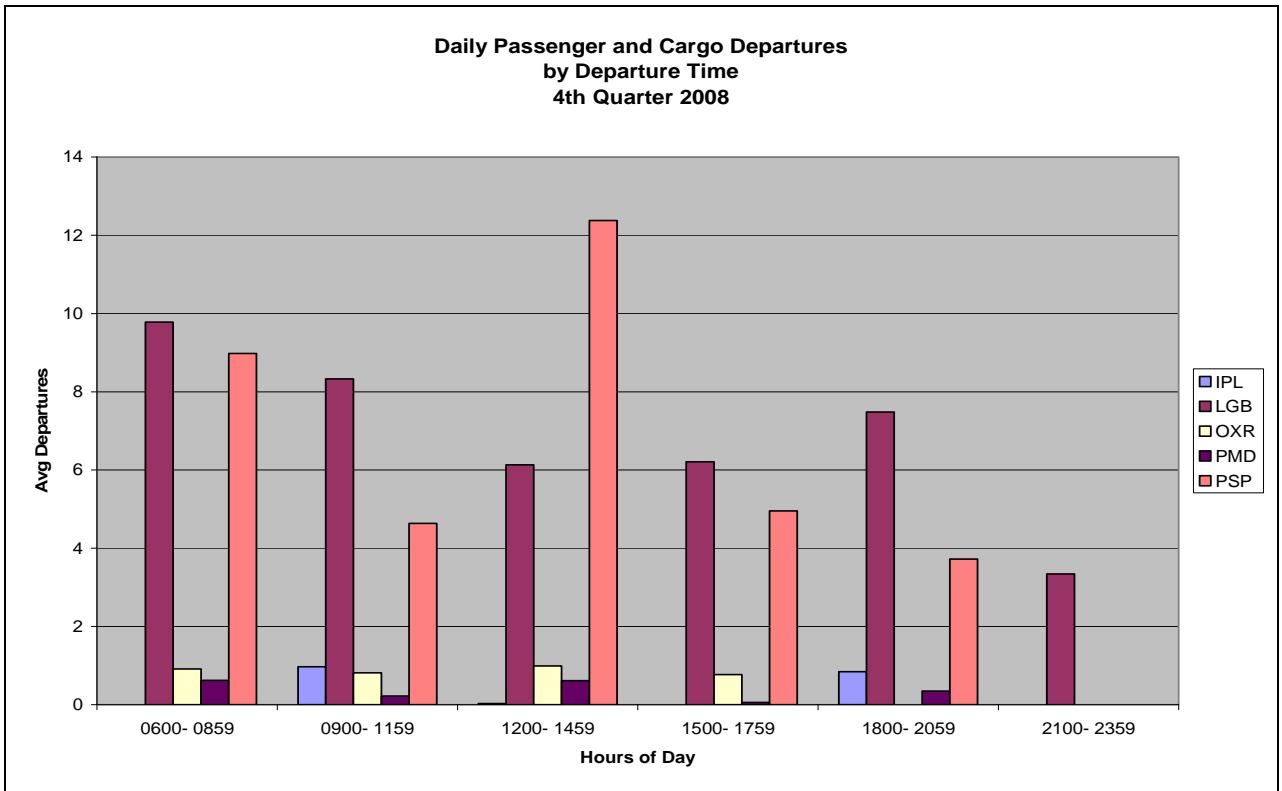
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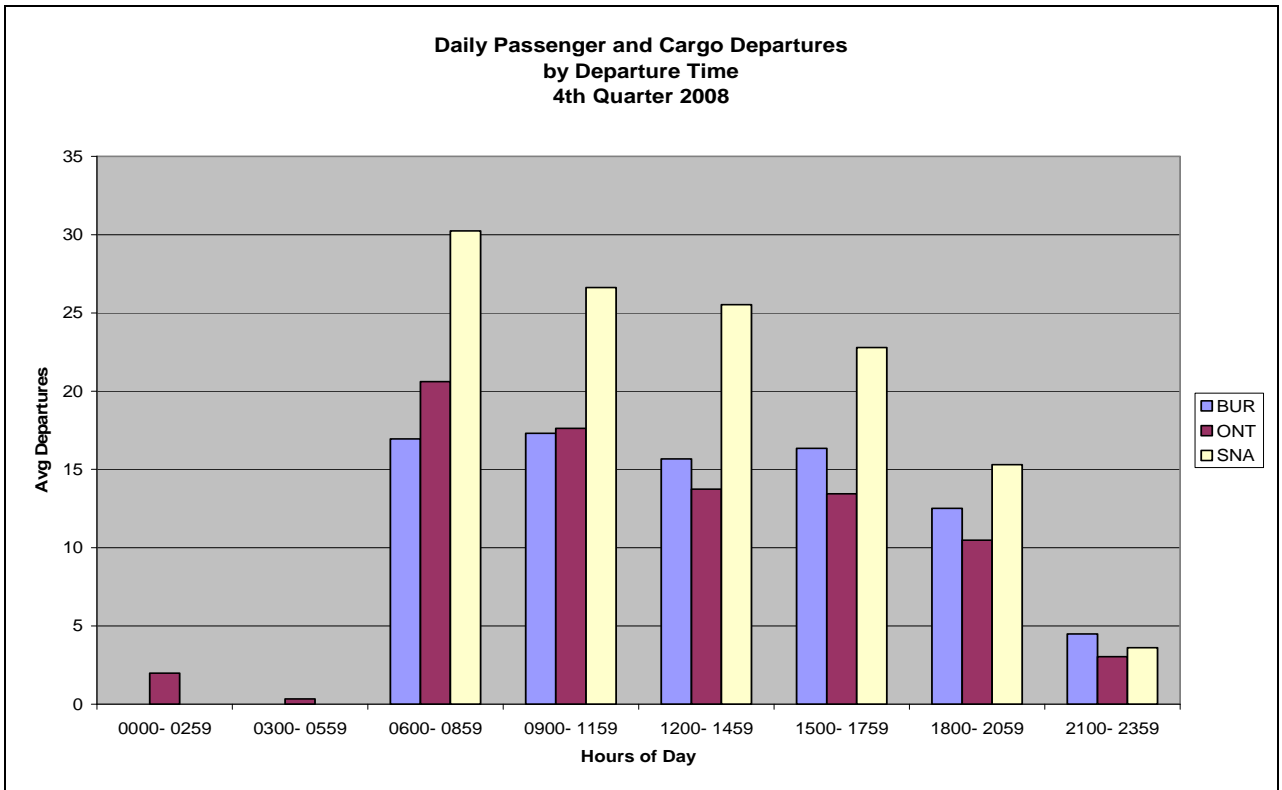
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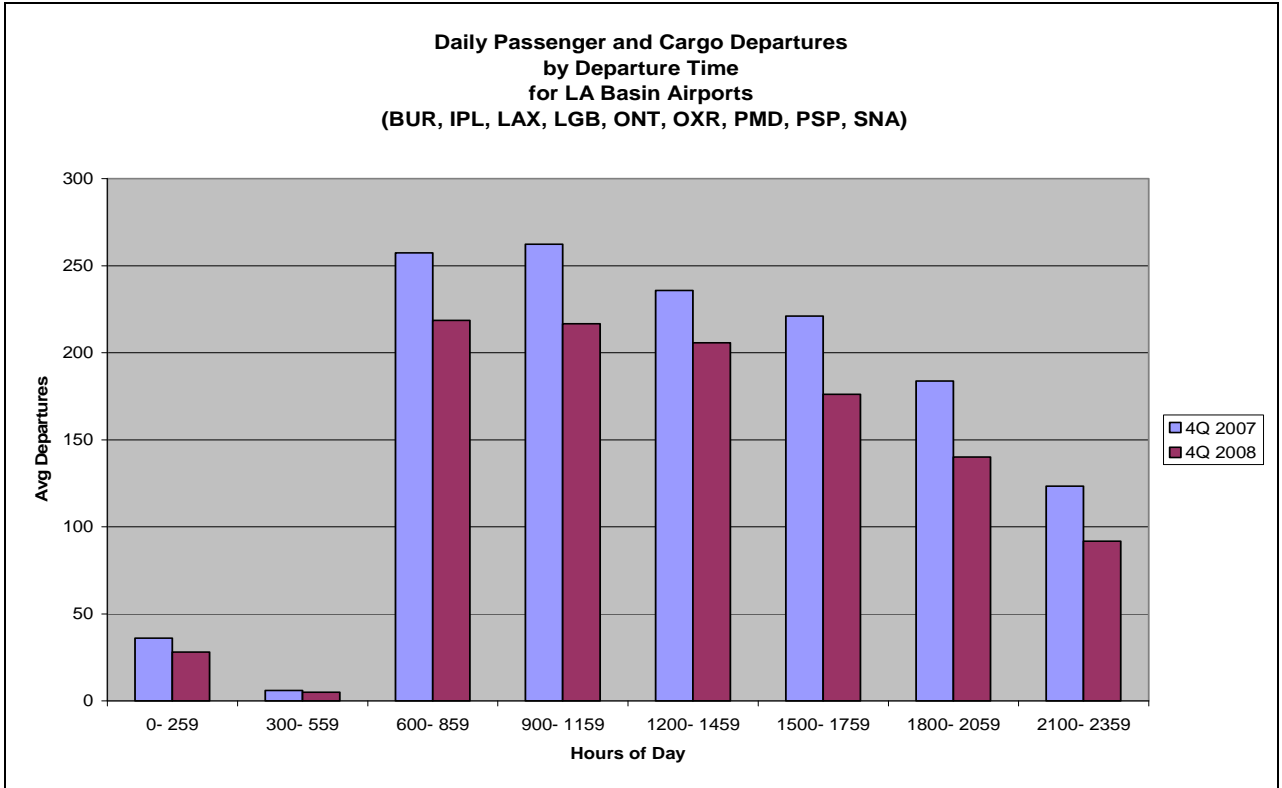
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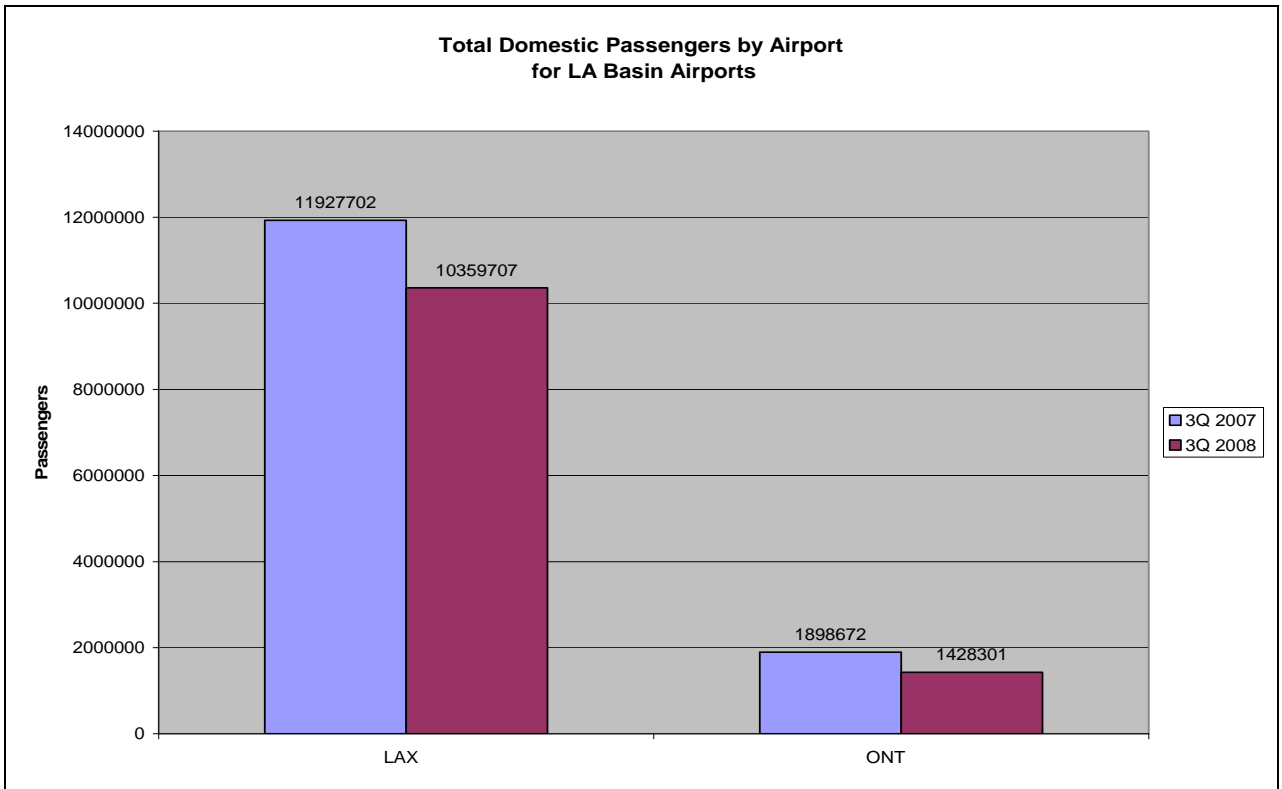
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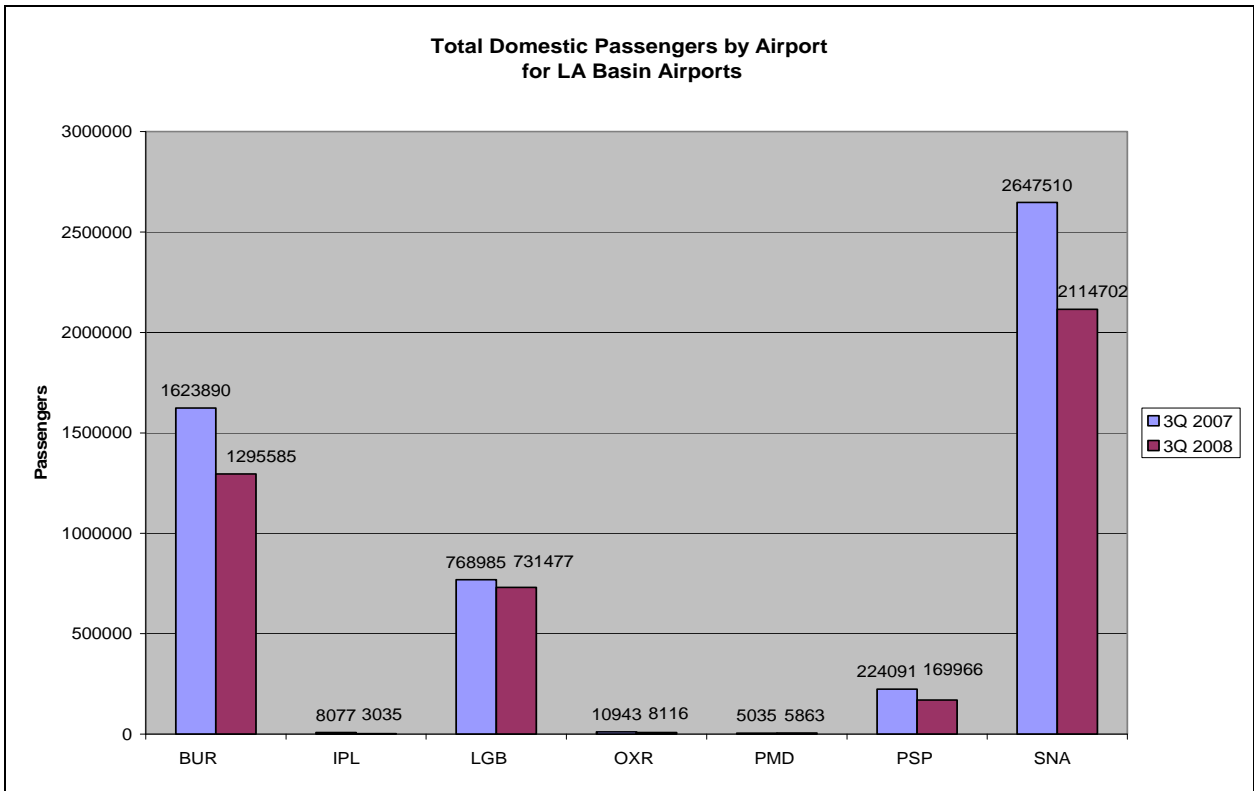
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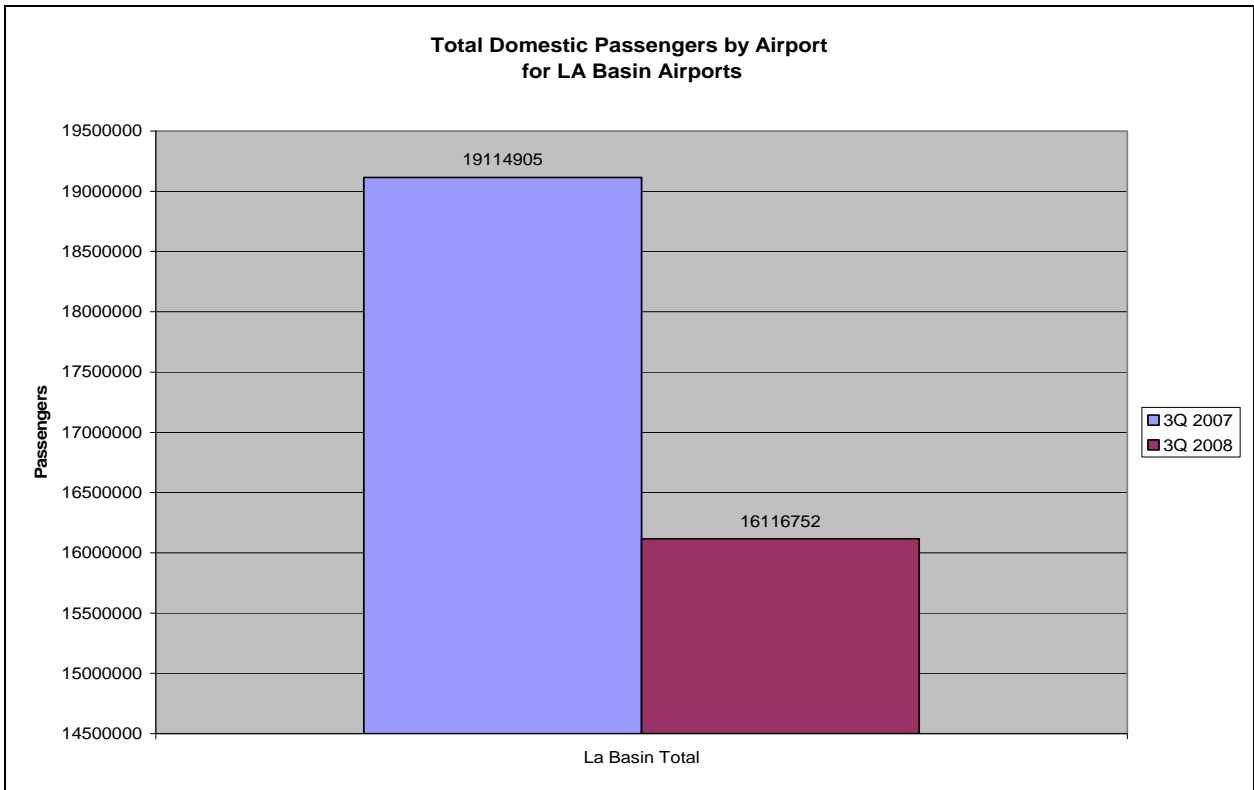
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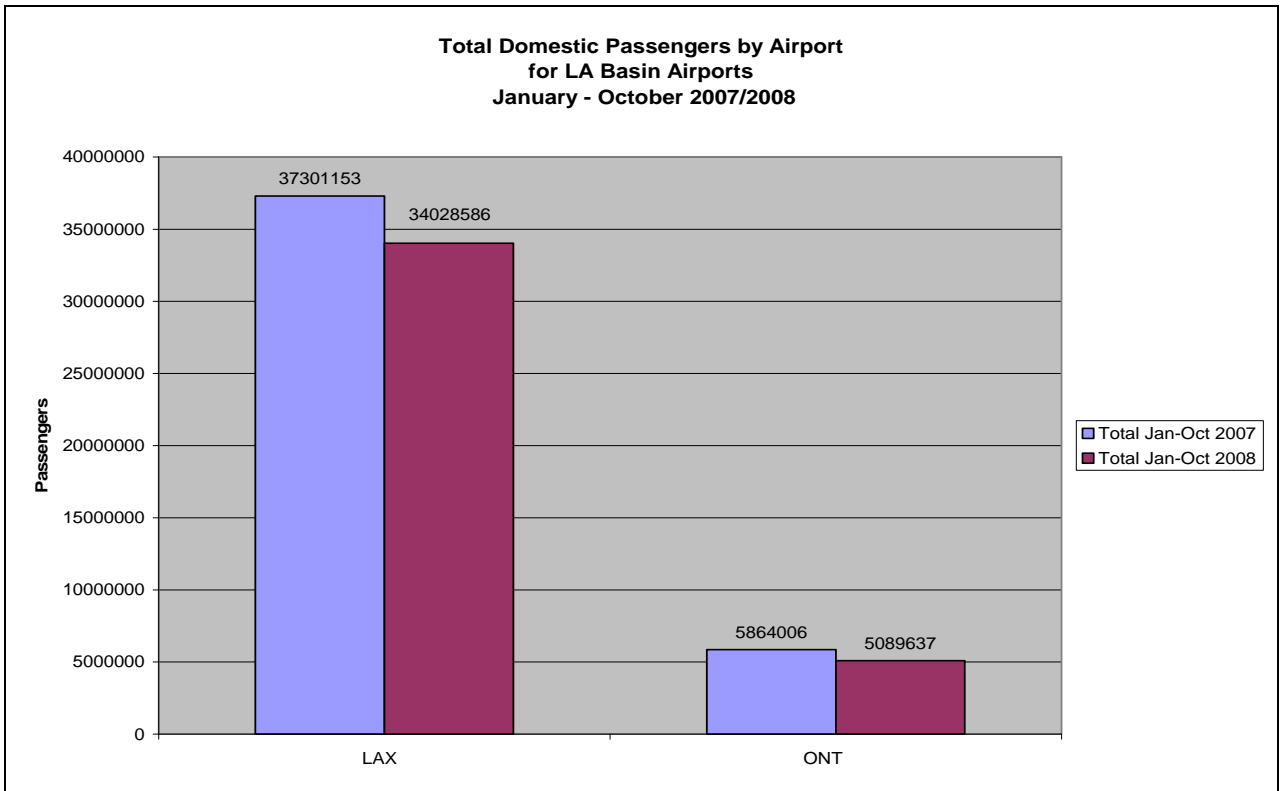
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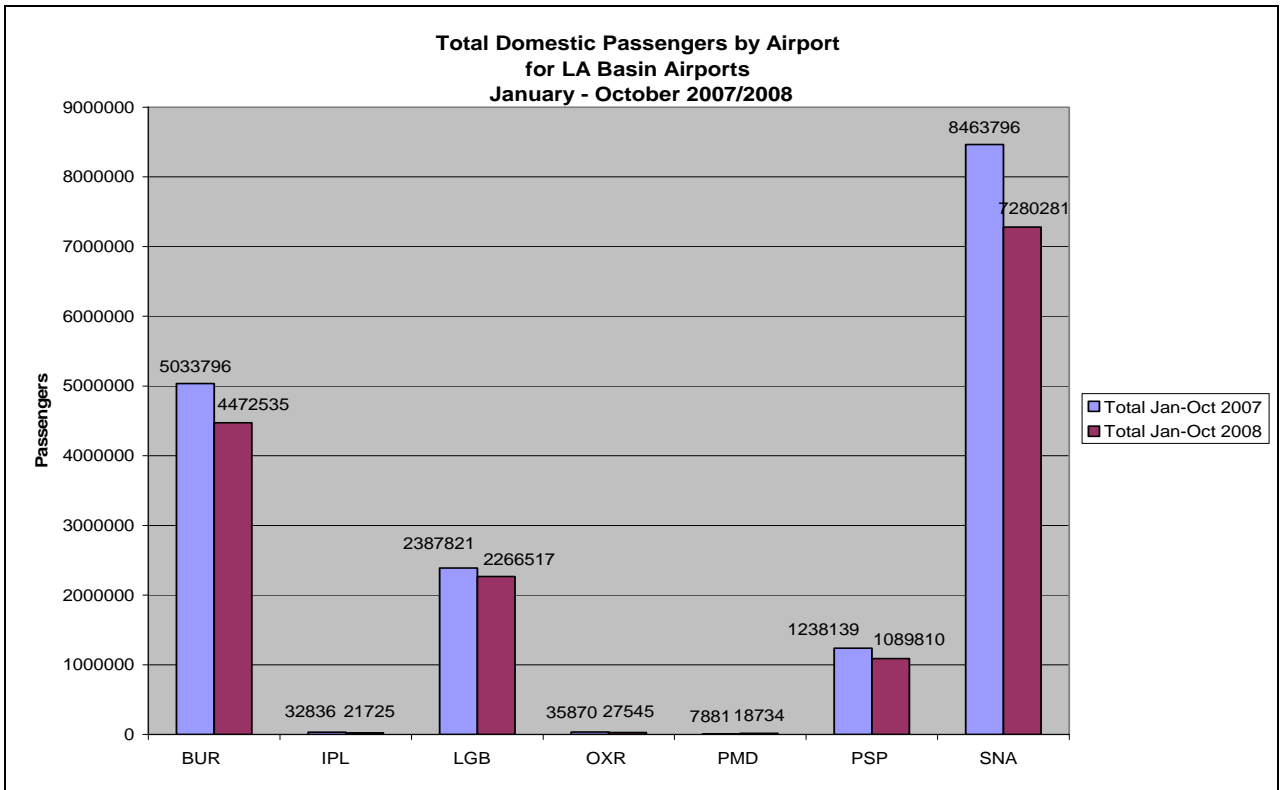
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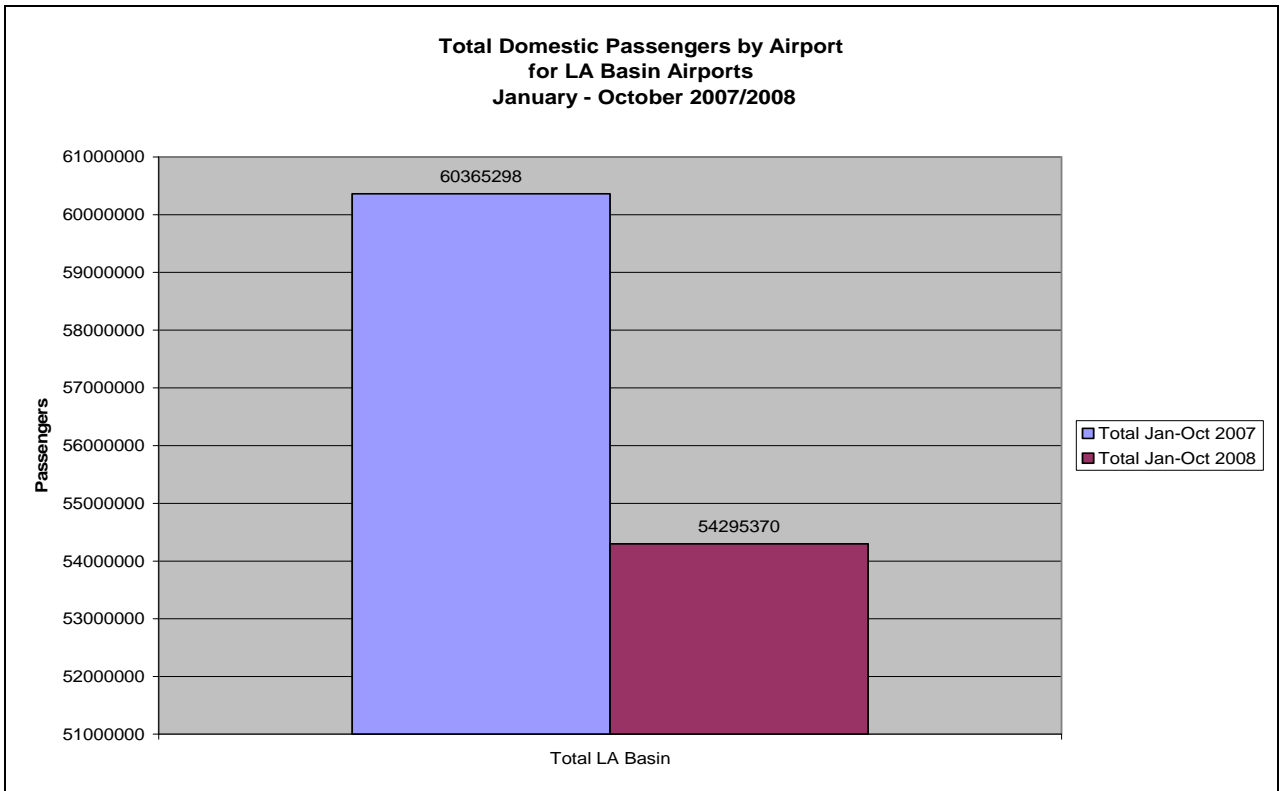
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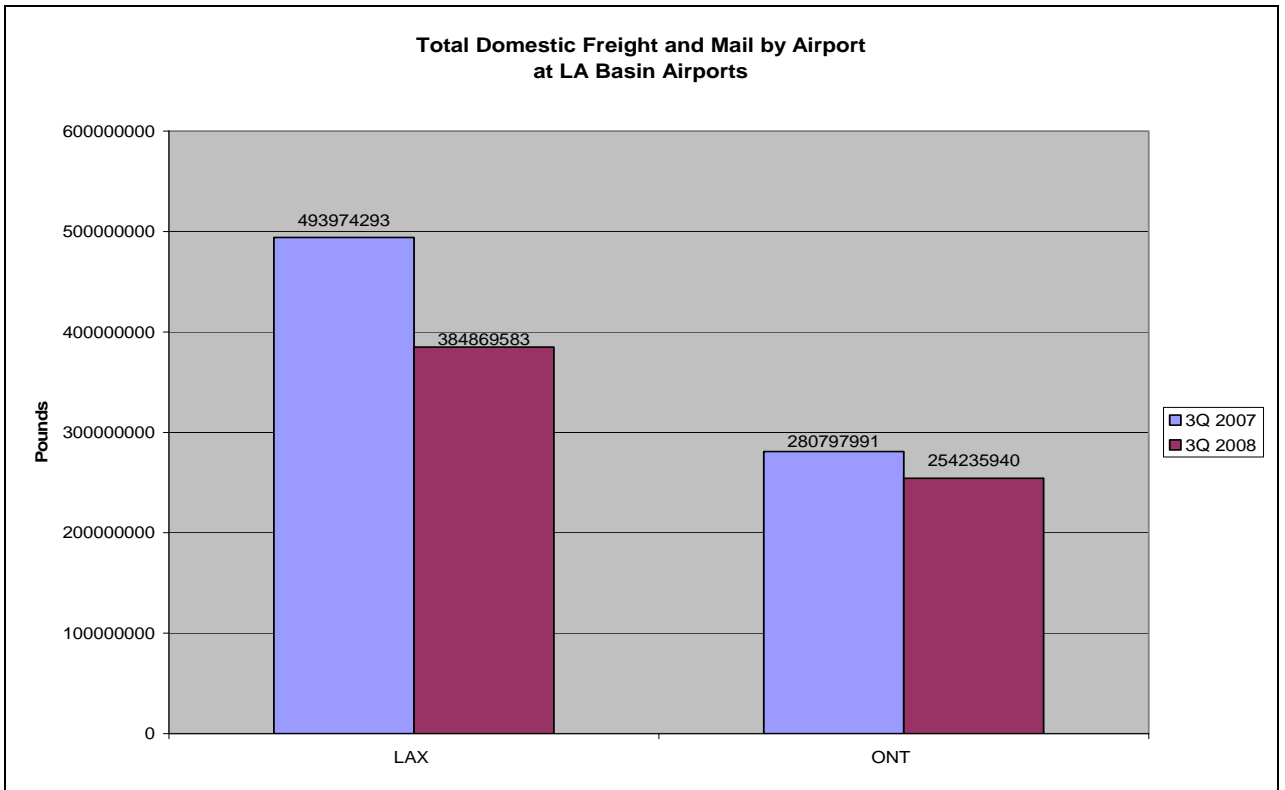
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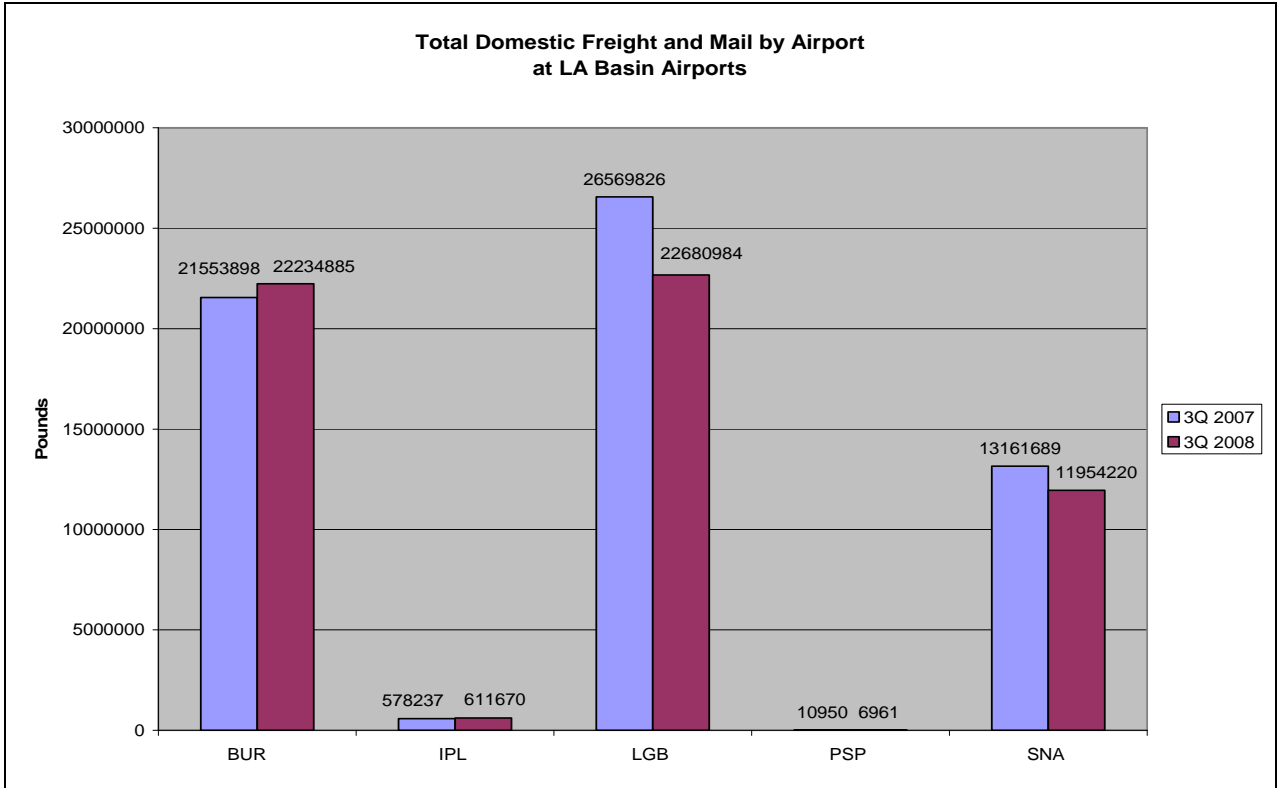
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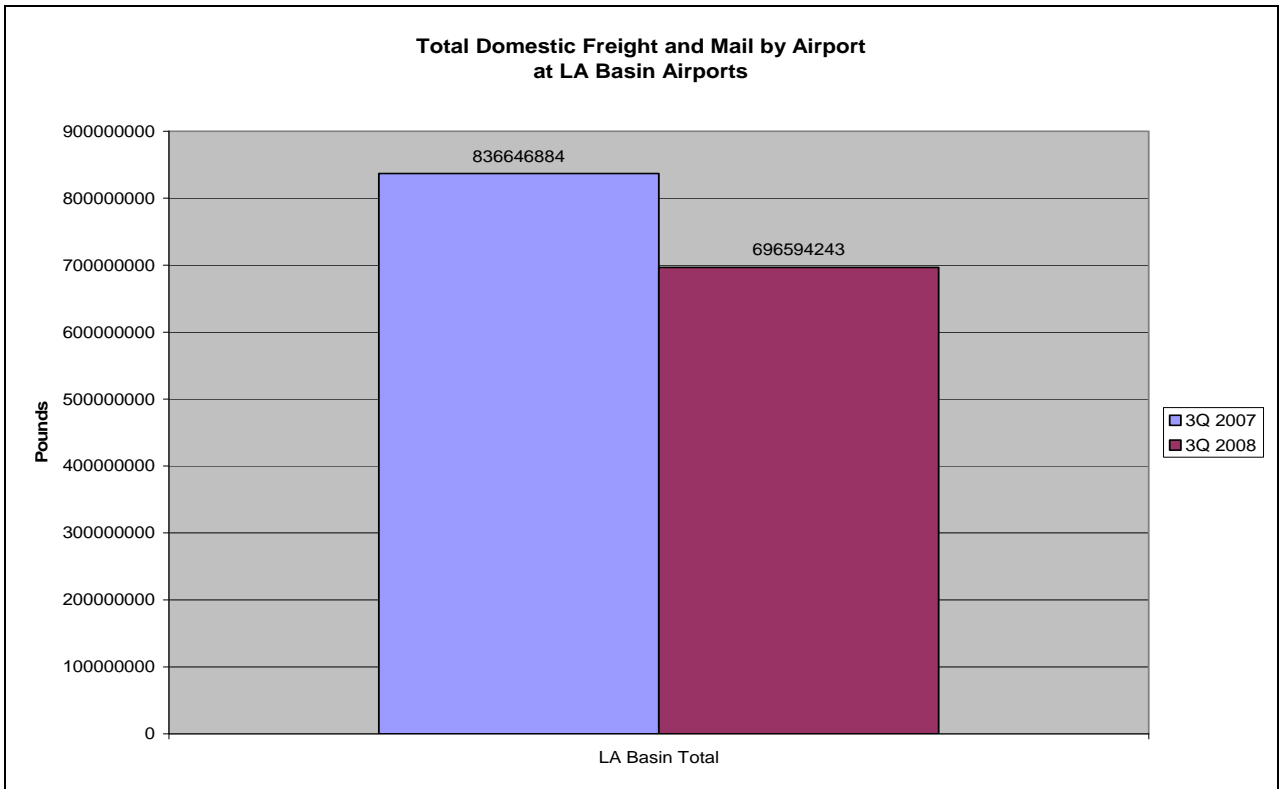
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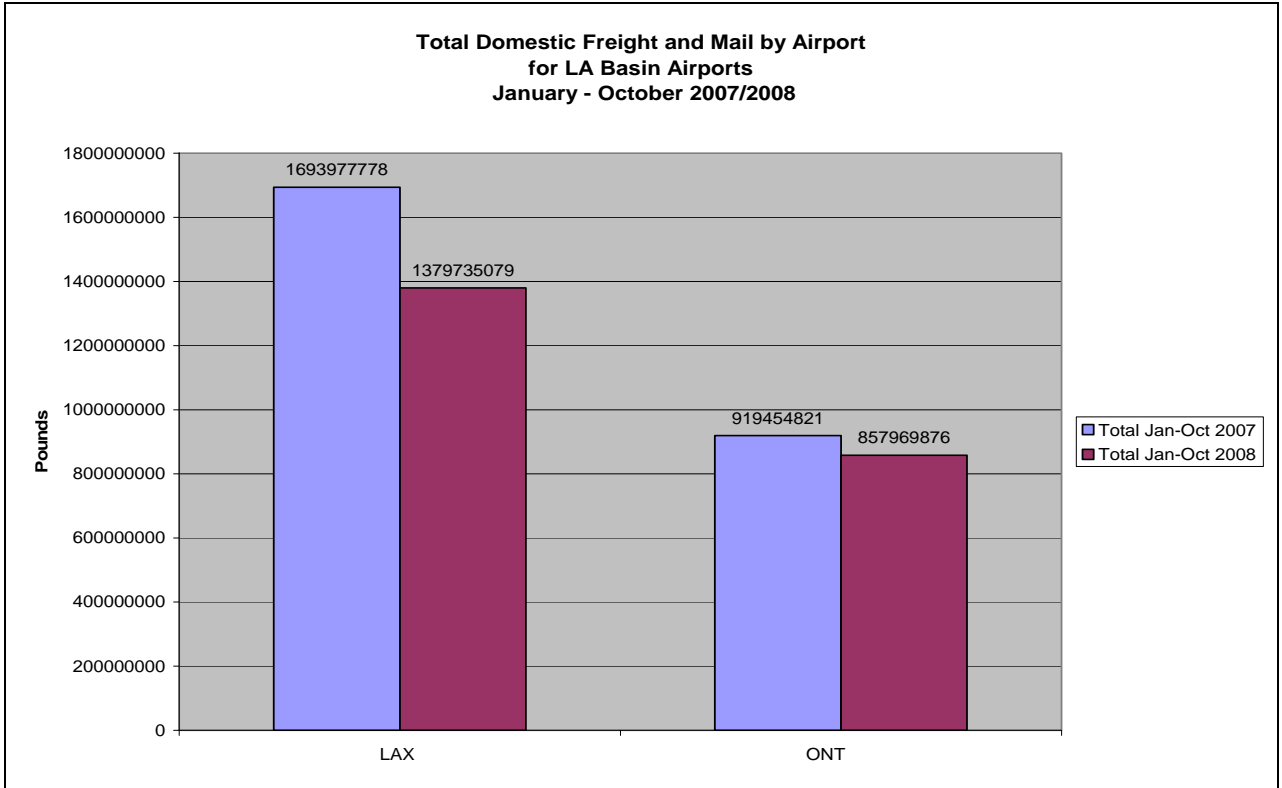
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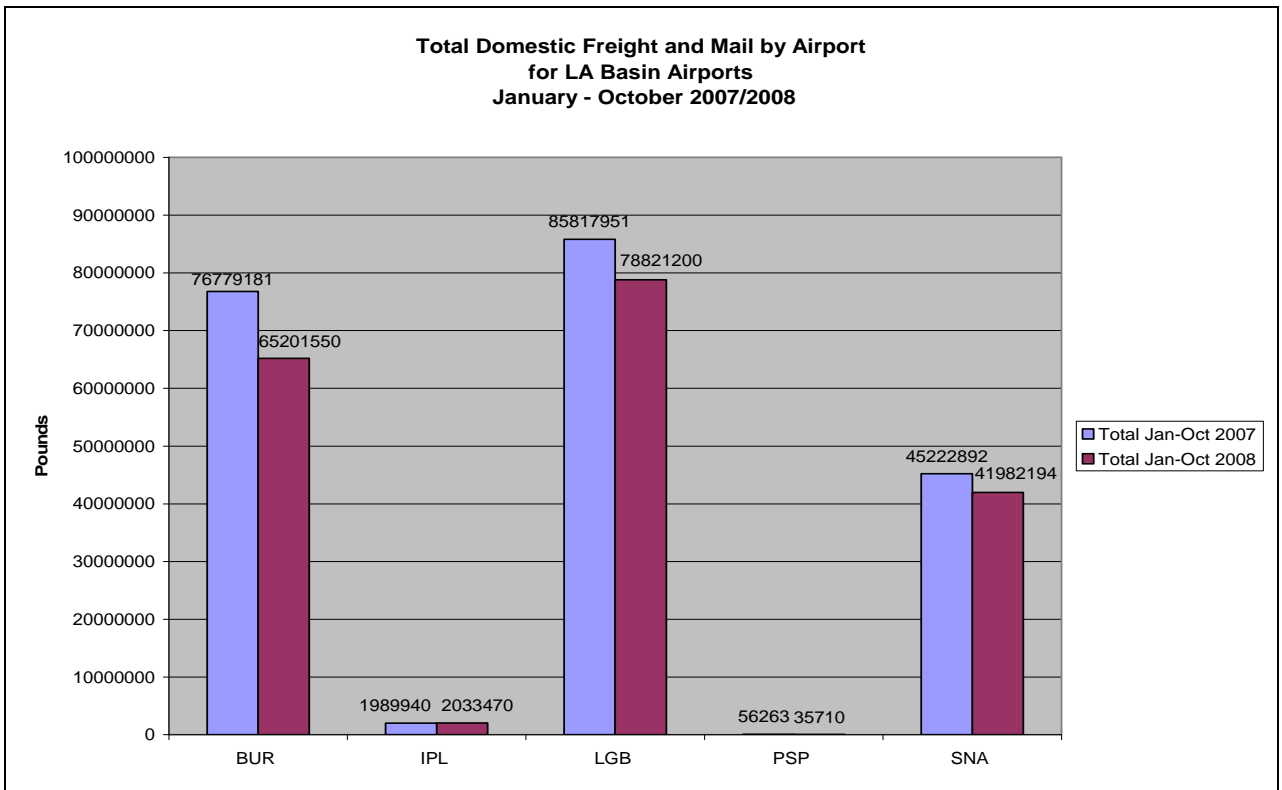
Based on DOT Traffic Data



Based on DOT Traffic Data

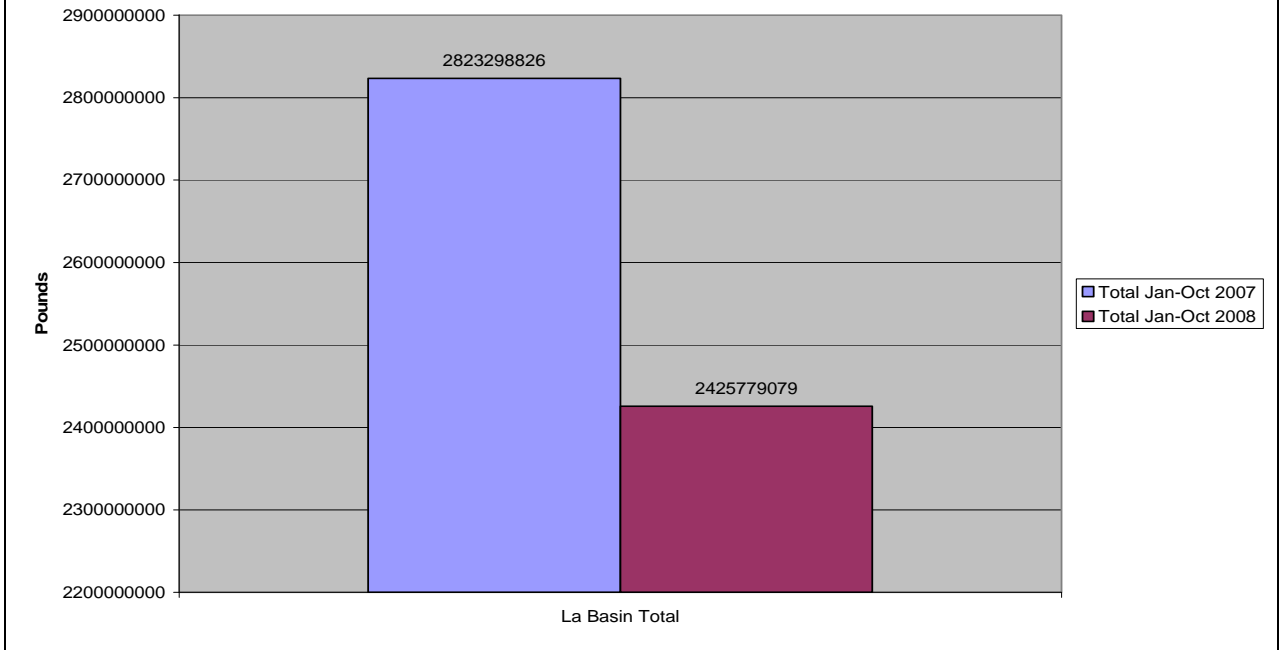


Based on DOT Traffic Data



Based on DOT Traffic Data

**Total Domestic Freight and Mail by Airport
for LA Basin Airports
January - October 2007/2008**

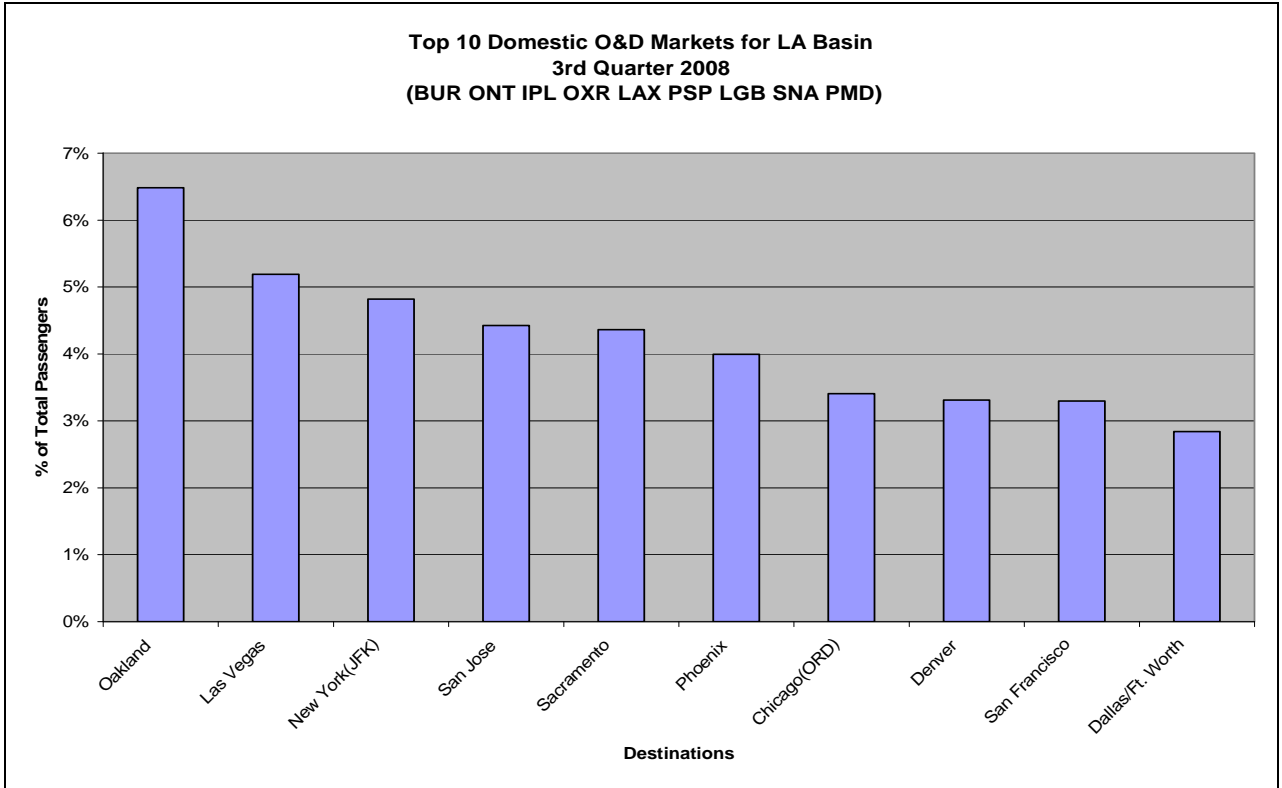


Based on DOT Traffic Data

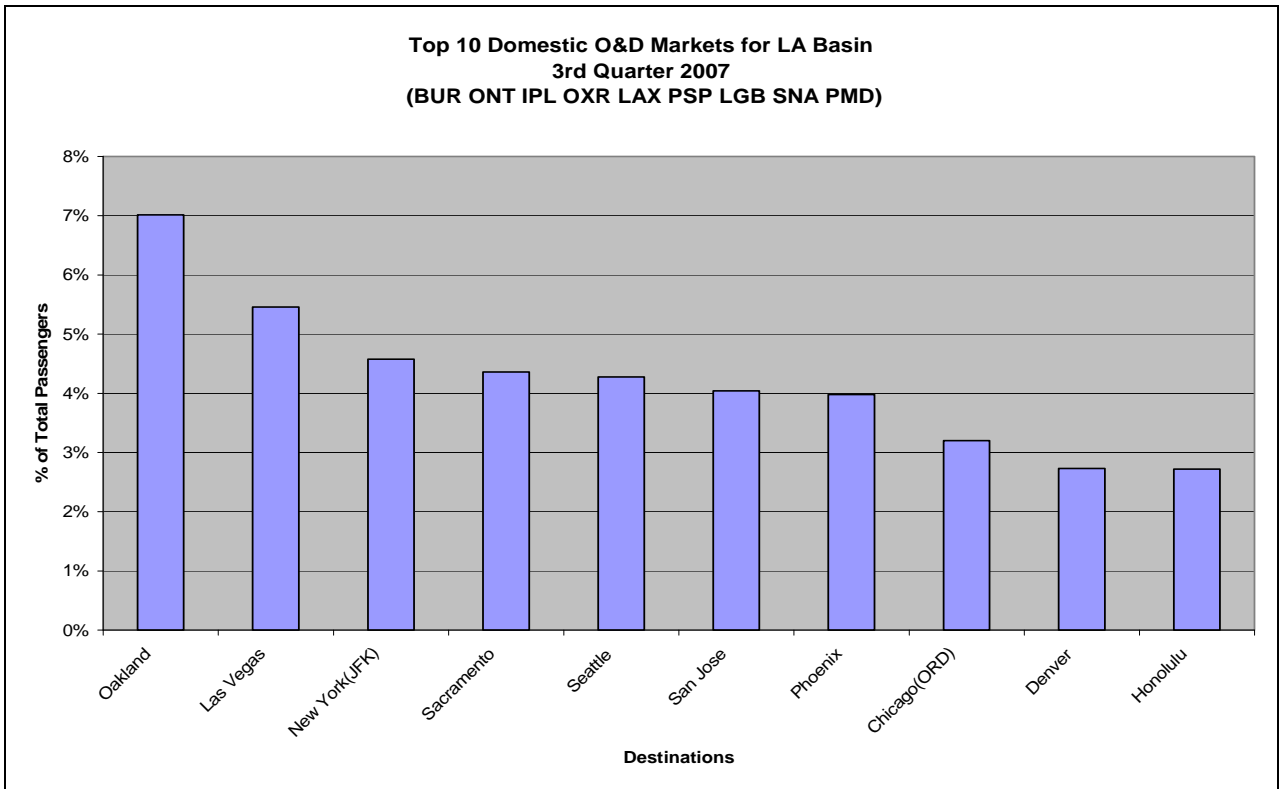
Total Available Seats
by Departure Airport and Total LA Basin

Origin Airport	4th Quarter 2007	4th Quarter 2008
LAX	10,072,227	8,790,850
SNA	1,708,097	1,441,224
BUR	1,071,204	942,628
ONT	1,278,005	903,041
LGB	440,540	448,409
PSP	296,517	253,736
OXR	10,080	9,510
PMD	8,450	5,100
IPL	10,080	5,040
Total	14,895,200	12,799,538

Based on Schedules Data

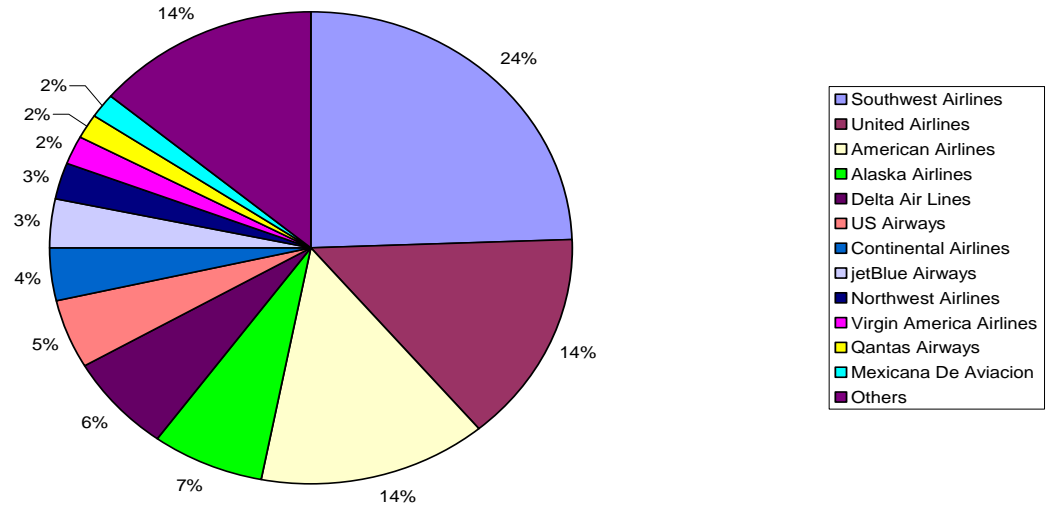


Based on DOT Traffic



Based on DOT Traffic

**Market Share by Departing Seats for LA Basin
4th Quarter 2008
(BUR ONT IPL OXR LAX PSP LGB SNA PMD)**



Based on Schedules Data

Domestic Load Factors by Airport and Total LA Basin
Narrow body Aircraft

Origin Airport	Jan - Oct 2007	Jan - Oct 2008
BUR	70.53%	66.78%
LAX	77.84%	77.55%
LGB	77.49%	78.21%
ONT	72.09%	70.42%
PMD	No Service	42.00% ALLEGiant AIR JAN 08
PSP	78.95%	78.30%
SNA	76.24%	73.84%
Total	76.18%	75.10%

Based on DOT Traffic Data

Domestic Load Factors by Airport and Total LA Basin
Regional and Turbo-Prop Aircraft

Origin Airport	Jan - Oct 2007	Jan - Oct 2008
BUR	78.61%	77.89%
IPL	51.53%	42.05%
LAX	71.08%	70.10%
LGB	78.03%	73.58%
ONT	64.38%	72.94%
OXR	53.00%	42.51%
PMD	28.87%	33.28%
PSP	73.34%	72.97%
SNA	70.69%	70.28%
Total	70.78%	70.81%

Based on DOT Traffic Data

Domestic Load Factors by Airport and Total LA Basin
Widebody Aircraft

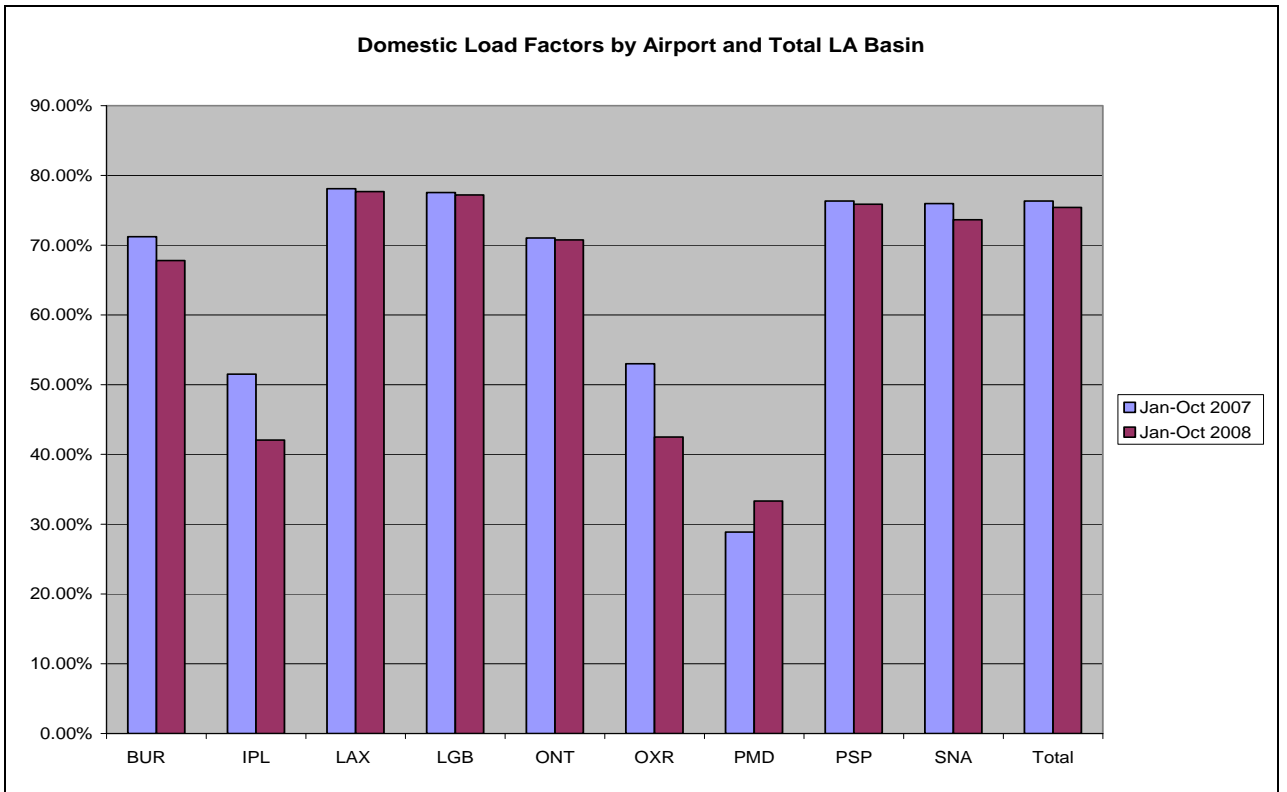
Origin Airport	Jan - Oct 2007	Jan - Oct 2008
BUR	No Service	14.22% <small>PACE AIRLINES AUG 08</small>
LAX	86.56%	86.50%
LGB	74.26% <small>UNITED AIRLINES JAN 07 OMNI AIR EXPRESS FEB 07</small>	No Service
ONT	48.36%	54.37%
PSP	No Service	64.71% <small>PACE AIRLINES JAN 08</small>
Total	86.54%	86.48%

Based on DOT Traffic Data

Domestic Load Factors by Airport and Total LA Basin

Origin Airport	Jan - Oct 2007	Jan - Oct 2008
BUR	71.19%	67.79%
IPL	51.53%	42.05%
LAX	78.09%	77.69%
LGB	77.55%	77.19%
ONT	71.04%	70.75%
OXR	53.00%	42.51%
PMD	28.87%	33.33%
PSP	76.34%	75.86%
SNA	75.94%	73.65%
Total	76.32%	75.39%

Based on DOT Traffic Data



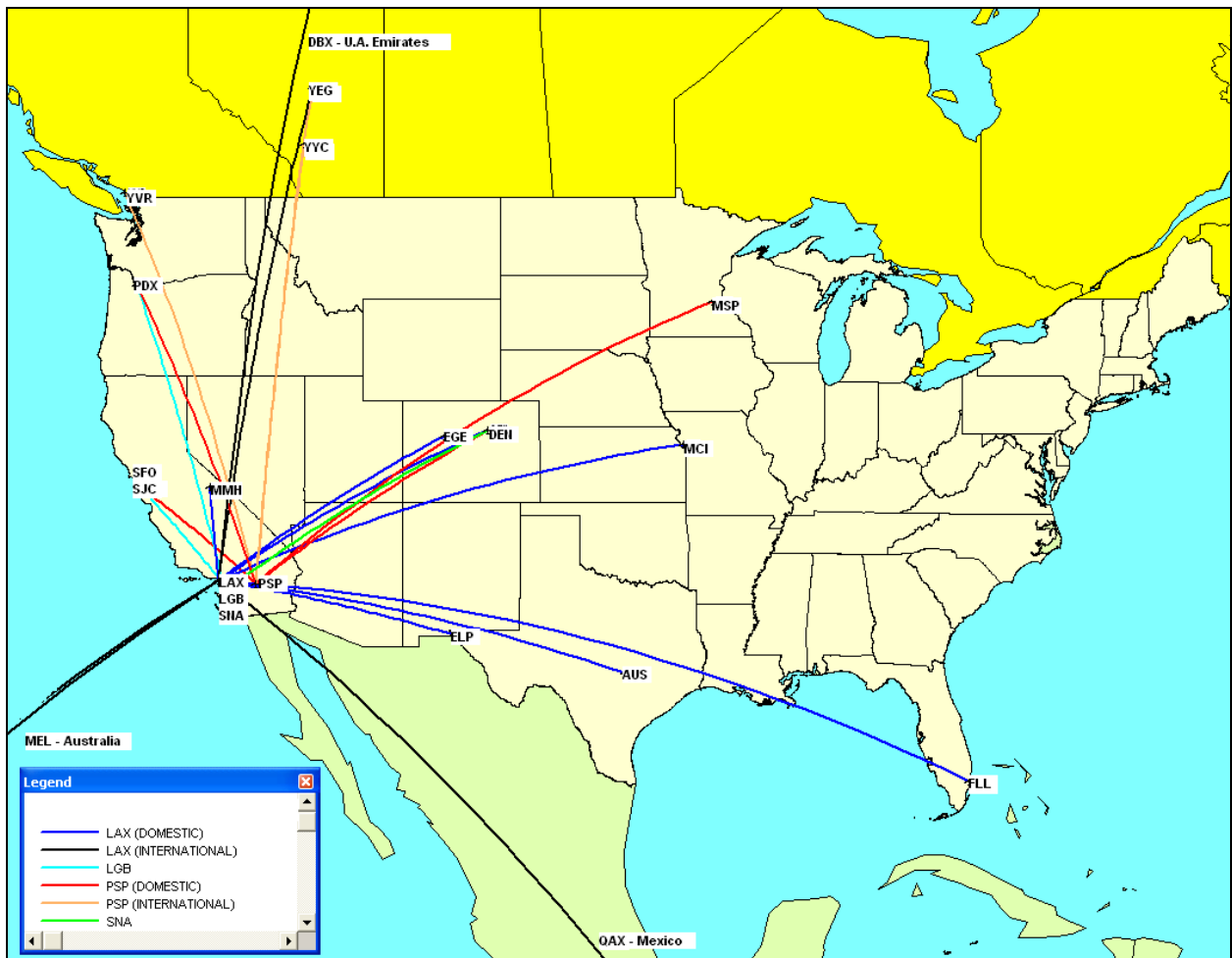
Based on DOT Traffic Data

New Non-Stop Routes from LA Basin Airports
Comparing
3rd Quarter 2008 to 4th Quarter 2008

Origin Airport	Destination Airport	Operating Carrier
LAX	Austin(Bergstrom Intl) TX	Cathay Pacific Airways
LAX	Denver(Intl) CO	Cathay Pacific Airways
LAX	Dubai U.A. Emirates	Emirates Airlines
LAX	Vail/Eagle CO	American Airlines
LAX	El Paso TX	American Eagle
LAX	Ft. Lauderdale(Intl) FL	Delta Air Lines
LAX	Kansas City(Intl) MO	Republic Airline
LAX	Melbourne(Intl) Australia	United Airlines
LAX	Mammoth Lakes CA	Horizon Air
LAX	Oaxaca Mexico	Mexicana De Aviacion
LAX	Edmonton(Intl) Canada	WestJet
LGB	Portland OR	jetBlue Airways
LGB	San Francisco(Intl) CA	jetBlue Airways
PSP	Denver(Intl) CO	United Airlines
PSP	Denver(Intl) CO	United for TED
PSP	Minneapolis/St. Paul(Intl) MN	Sun Country Airlines
PSP	Minneapolis/St. Paul(Intl) MN	Northwest Airlines
PSP	Portland OR	Alaska Airlines
PSP	San Jose CA	Horizon Air
PSP	Edmonton(Intl) Canada	WestJet
PSP	Vancouver(Intl) Canada	WestJet
PSP	Calgary Canada	WestJet
SNA	Denver(Intl) CO	Southwest Airlines

Based on Schedules Data

New Non-Stop Routes from LA Basin Airports Comparing 3rd Quarter 2008 to 4th Quarter 2008



Lost Non-Stop Routes from LA Basin Airports
Comparing
3rd Quarter 2008 to 4th Quarter 2008

Origin Airport	Destination Airport	Operating Carrier
BUR	Washington(Dulles Intl) DC	jetBlue Airways
BUR	Las Vegas(Intl) NV	Mesa Airlines
LAX	Anchorage(Intl) AK	Delta Air Lines
LAX	Anchorage(Intl) AK	Alaska Airlines
LAX	Hartford(Bradley Intl) CT	Delta Air Lines
LAX	Leon/Guanajuato Mexico	ExpressJet Airlines
LAX	Boise ID	ExpressJet Airlines
LAX	Boston(Intl) MA	Delta Air Lines
LAX	Baltimore(Intl) MD	AirTran Airways
LAX	Columbus(Intl) OH	Delta Air Lines
LAX	Culiacan Mexico	ExpressJet Airlines
LAX	Denver(Intl) CO	ExpressJet Airlines
LAX	Des Moines IA	UA EXP/Skywest
LAX	Eugene OR	ExpressJet Airlines
LAX	Ft. Lauderdale(Intl) FL	American Airlines
LAX	Frankfurt Germany	Air India
LAX	Spokane(Intl) WA	Horizon Air
LAX	Spokane(Intl) WA	ExpressJet Airlines
LAX	Guatemala City Guatemala	United Airlines
LAX	Hong Kong(Intl) China	United Airlines
LAX	Hermosillo Mexico	Aeromexico
LAX	La Paz Mexico	ExpressJet Airlines
LAX	La Paz Mexico	Alaska Airlines
LAX	Las Vegas(Intl) NV	ExpressJet Airlines
LAX	Las Vegas(Intl) NV	Singapore Airlines

Based on Schedules Data

Lost Non-Stop Routes from LA Basin Airports
 Comparing
 3rd Quarter 2008 to 4th Quarter 2008
 (Continued)

Origin Airport	Destination Airport	Operating Carrier
LAX	Loreto Mexico	ExpressJet Airlines
LAX	Milwaukee WI	Midwest Airlines
LAX	Milwaukee WI	AirTran Airways
LAX	Mazatlan Mexico	ExpressJet Airlines
LAX	Oakland CA	ExpressJet Airlines
LAX	Portland OR	ExpressJet Airlines
LAX	Phoenix(Intl) AZ	ExpressJet Airlines
LAX	Reno NV	ExpressJet Airlines
LAX	San Antonio TX	American Airlines
LAX	Seattle/Tacoma(Intl) WA	ExpressJet Airlines
LAX	San Francisco(Intl) CA	ExpressJet Airlines
LAX	San Jose CA	ExpressJet Airlines
LAX	Sacramento(Metro) CA	ExpressJet Airlines
LAX	St. Louis(Intl) MO	Southwest Airlines
LAX	Torreon Mexico	ExpressJet Airlines
LAX	Tulsa OK	UA EXP/Skywest
LAX	Tucson AZ	ExpressJet Airlines
LAX	Zacatecas Mexico	ExpressJet Airlines
LAX	Manzanillo Mexico	ExpressJet Airlines

Based on Schedules Data

Lost Non-Stop Routes from LA Basin Airports
Comparing
3rd Quarter 2008 to 4th Quarter 2008
(Continued)

Origin Airport	Destination Airport	Operating Carrier
LGB	Fresno(Yosemite Intl) CA	ExpressJet Airlines
LGB	Monterey CA	ExpressJet Airlines
LGB	Reno NV	ExpressJet Airlines
ONT	Albuquerque NM	ExpressJet Airlines
ONT	Austin(Bergstrom Intl) TX	ExpressJet Airlines
ONT	Boise ID	ExpressJet Airlines
ONT	Colorado Springs CO	ExpressJet Airlines
ONT	El Paso TX	ExpressJet Airlines
ONT	Fresno(Yosemite Intl) CA	ExpressJet Airlines
ONT	Spokane(Intl) WA	ExpressJet Airlines
ONT	New York(Kennedy) NY	jetBlue Airways
ONT	Las Vegas(Intl) NV	US Airways
ONT	Kansas City(Intl) MO	ExpressJet Airlines
ONT	Monterey CA	ExpressJet Airlines
ONT	Oklahoma City(Rogers) OK	ExpressJet Airlines
ONT	Omaha NE	ExpressJet Airlines
ONT	Reno NV	ExpressJet Airlines
ONT	San Antonio TX	ExpressJet Airlines
ONT	Seattle/Tacoma(Intl) WA	Horizon Air
ONT	Salt Lake City UT	Delta Air Lines
ONT	Salt Lake City UT	ExpressJet Airlines
ONT	Tulsa OK	ExpressJet Airlines
ONT	Tucson AZ	ExpressJet Airlines
PSP	Las Vegas(Intl) NV	Mesa Airlines
SNA	Austin(Bergstrom Intl) TX	American Airlines

Based on Schedules Data

Changes in Aircraft Type at LA Basin Airports
Comparing
3rd Quarter 2008 to 4th Quarter 2008

Airport	New Aircraft	Lost Aircraft
LAX	388 - AIRBUS INDUSTRIE A380-800	
LAX	77L - BOEING 777-200LR	
LAX	773 - BOEING 777-300	
LAX	E70 - EMBRAER 170	
LGB		M80 - BOEING (DOUGLAS) MD80
LGB		ERJ - EMBRAER RJ 135/140/145
ONT	321 - AIRBUS INDUSTRIE A321	
ONT		ERJ - EMBRAER RJ 135/140/145
PMD		CRJ - CANADAIR REGIONAL JET
PSP	32S - AIRBUS INDUSTRIE A318/319/320/321	
PSP	319 - AIRBUS INDUSTRIE A319	
PSP	320 - AIRBUS INDUSTRIE A320	
PSP	735 - BOEING 737-500	
PSP	73W - BOEING 737-700 (WINGLETS)	
PSP	738 - BOEING 737-800	
PSP	739 - BOEING 737-900	
SNA		M83 - BOEING (DOUGLAS) MD-83

Based on Schedules Data

Changes in Airlines at LA Basin Airports
Comparing
3rd Quarter 2008 to 4th Quarter 2008

Airport	New Airline	Lost Airline
LAX	EK - Emirates Airlines	
LAX	RW - Republic Airline	
LAX		AI - Air India
LAX		XE - ExpressJet Airlines
LGB		XE - ExpressJet Airlines
ONT		XE -ExpressJet Airlines
ONT		B6 - jetBlue Airways
PSP	NW - Northwest Airlines	
PSP	SY - Sun Country Airlines	
PSP	UA - United Airlines	
PSP	United for TED	
PSP	WS - WestJet	

Based on Schedules Data

MEMO

DATE: February 19, 2009

TO: Aviation Technical Advisory Committee

FROM: Michael Armstrong, Aviation Program Manager
213-236-1914/armstron@scag.ca.gov

SUBJECT: Proposed New Charter for ATAC

BACKGROUND:

On January 31, 2008, the Board of the Southern California Regional Airport Authority (SCRAA) voted to formally disband. The pending dissolution of the SCRAA presents an opportunity and implicit obligation for ATAC to expand the scope of its responsibilities and membership, to help fill the void left by the defunct SCRAA by promoting and advancing regional aviation decentralization.

SCAG aviation staff conducted a search of existing formal bylaws for ATAC and unfortunately could not find any; they either did not exist or have been lost. Consequently, ATAC can assume that it is working from a clean slate in developing a new charter for the committee that specifies its responsibilities, membership, relation to SCAG policy committees, meeting schedule and other attributes.

Currently, the formal ATAC membership is comprised of airport management representatives from commercial and non-commercial airports in the region, and representatives from the FAA and the State Division of Aeronautics. SCAG has not appointed ATAC representatives, and these entities have been free to appoint whomever they choose to represent them at ATAC meetings (there is a formal ATAC membership list that is continually updated). At the last ATAC meeting it was moved and approved to invite representatives from the San Diego County Regional Airport Authority and San Diego County Airport to join and participate in ATAC as full voting members (invitation letters have been sent). Traditionally ATAC discusses aviation issues of a technical nature that impact the region's commercial and non-commercial airports. It forwards recommendations on those issues to SCAG's Transportation and Communications Committee, and more recently the Aviation Task Force (which has representation from ATAC, as well as elected officials and representatives from the aviation industry). ATAC is SCAG's oldest technical advisory committee—it has met on a fairly continuous basis for about 30 years. It has met almost every month at different commercial and non-commercial airports in the region, although over the last several years it has met less often, and some of the meetings have been at the SCAG offices.

This proposed charter reflects a number of additions recommended by ATAC at its last three meetings on June 12, 2008 at John Wayne Airport, September 13, 2008 at Bob Hope Airport, and November 13, 2009 at the LAX Flight Path Learning Center and Museum, indicated in bold. **Any reference to quorum or other Brown Act requirements have been deleted since ATAC has been reclassified as a non-chartered ad hoc advisory committee. Attendance requirements for voting ATAC members have been added, consistent with the charter language for SCAG's other technical advisory committee, the Plans and Programs Technical Advisory Committee (P&P TAC).**

CHARTER OF THE SCAG AVIATION TECHNICAL ADVISORY COMMITTEE (ATAC)

Purpose of the Committee

To provide technical recommendations to **SCAG Aviation Staff** ~~SCAG Aviation Task Force and Transportation and Communications Committee~~ on long-range regional aviation plans and demand forecasts, regional aviation studies, current regional aviation issues, and strategies to implement adopted regional aviation plans including ground access project prioritization, airport marketing **strategies**, inter-agency coordination, and new aviation legislation **and Federal rulemaking**. **All recommendations will be designed to facilitate the development of new or revised regional aviation policies or aviation demand forecasts for the Regional Transportation Plan, including recommendations on aviation-related legislation or Federal rulemaking that potentially impact those policies and forecasts.**

Responsibilities

The Committee will carry out the following responsibilities:

- Review and comment on drafts of all aviation-related technical reports developed by SCAG aviation staff and their consultants including, but not limited to, aviation demand forecasts, airport **and airspace** capacity analyses **and forecasts**, environmental analyses, airport ground access studies, airport marketing studies, airport management studies, inter-governmental relations studies, and implementation action plans, and forward related recommendations to **SCAG Aviation Staff** ~~the Aviation Task Force and the Transportation and Communications Committee~~.
- Review and comment on proposed parameters and assumptions used to generate new aviation demand forecasts for the Aviation Element of the Regional Transportation Plan, and forward related recommendations to **SCAG Aviation Staff** ~~the Aviation Task Force and Transportation and Communications Committee~~.
- Review and comment on proposed strategies to implement adopted regional aviation plan including ground access project prioritization, airport marketing **strategies**, inter-agency coordination, and new aviation legislation, and forward related recommendations to **SCAG Aviation Staff** ~~the Aviation Task Force and Transportation and Communications Committee~~
- Review and comment on new aviation and airport planning and development projects
- **Review and comment on aviation-related legislation and Federal rulemaking that potentially impact adopted regional aviation policies or aviation demand forecasts.**
- Provide a forum for the exchange of information and viewpoints on aviation issues and topics of current interest, as well as the dissemination of information on new aviation technology and airport management best practices, for ATAC members and other interested parties.

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Composition

The Committee will be comprised of one representatives from each commercial and general aviation airport in the region, as well as representatives from the San Diego County Regional Airport Authority, San Diego County Airports, the State of California Division of Aeronautics, ~~the Federal Aviation Administration Western-Pacific Region~~, the National Business Aviation Association, the Aircraft Owners and Pilots Association, Southern California Airspace Users Working Group, ~~the Federal Transportation Security Administration~~, and the California State University Los Angeles Aviation Administration Program. Each of these entities will be formally invited by SCAG to appoint a designated representative and alternate to serve on the Committee. New members can be added to the Committee as appropriate, such as aircraft manufacturers, military air base representatives, representatives from economic development organizations, representatives from ground transportation service providers, and representatives from other aviation-related organizations. **New members that are recommended by the committee must be appointed by the SCAG President prior to becoming full voting members.**

Ex-officio, non-voting members on the committee will include the Federal Aviation Administration Western-Pacific Region, the Federal Transportation Security Administration, the Association of California Airports, the California Pilots Association, Air Transport Association, the General Aviation Manufacturing Association, and the National Air Transportation Association. Additional ex-officio, non-voting members can be invited to participate by a simple majority vote of the committee members.

Committee Chair and Vice-chair

The committee will elect a Chair and Vice-chair by a majority vote of those members present, subject to quorum requirements. Eligibility for serving as Chair or Vice-Chair will be limited to Committee voting members representing airport sponsors or authorities. The Chair and Vice-Chair will serve for a term of at least one year. The Vice-Chair will run meetings of the committee when the Chair is unable to attend.

Meetings

The Committee will meet on a bi-monthly (every other month) basis, **with additional meetings held as needed. Meetings will be held** at different airport locations around the region, as well as the SCAG offices. The Committee will have the authority to convene additional meetings as circumstances require.

All Committee members are expected to attend each meeting, **either in person or via videoconferencing or teleconferencing facilities when they are available. In the event that a voting member of the Committee or his or her designated alternate fails to attend two (2) consecutive meetings without an excuse approved by the Chair of the Committee, the member shall receive written notice of such absences and be informed that a third consecutive absence may result in his or her removal from the Committee. If a third consecutive meeting is missed by a member, the chair of the Committee shall have the discretion to remove the member from the Committee. Written notice of any such removal shall be provided to the member, and a separate letter shall be provided to the member's organization informing it of the member's removal and that a vacancy**

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in the Committee has occurred. Re-appointment to the Committee as a full voting member shall be contingent upon a receipt of a written letter from the Committee member indicating his or her commitment to the Committee, and intent to adhere to the attendance policy for Committee members as discussed herein.

The Committee will invite others to attend meetings and provide pertinent information as needed, including SCAG non-aviation staff. Meeting agendas will be prepared and provided in advance to members by SCAG aviation staff, along with appropriate briefing materials ~~in accordance with the Brown Act. The meeting quorum for members in attendance to vote on action items will be a majority of the full voting members.~~ Minutes of each meeting will be prepared and made available to the public.

MEMO

To: Aviation Technical Advisory Committee

FROM: Michael Armstrong, Aviation Program Manager
Armstron@scag.ca.gov/213-236-1914

SUBJECT: TSA Notice of Proposed Rulemaking for Large Aircraft Security Program

DATE: February 19, 2009

January 28, 2009

Olislagers Speaks at TSA's Public Forum Regarding the LASP NPRM

Minutes ago, on behalf of AAAE, the State of Colorado and Centennial Airport, Robert Olislagers A.A.E., Executive Director of Centennial Airport and chair of AAAE's GA Security Working Group, spoke at TSA's final public forum in Houston, Texas regarding the proposed Large Aircraft Security Program Notice of Proposed Rulemaking (LASP NPRM) http://www.aaae.org/federal_affairs/transportation_security_policy/security_alerts/tspalertdesc.cfm?e=getFile&efs=29E757C7A8C9A1AA1AB60158B0C9964089125E40D5E0A58D8C8C16AB95D3A375BE29DDA2BA9C&CFID=1501132&CFTOKEN=34885240

As AAAE has previously reported (see Notice http://www.aaae.org/federal_affairs/transportation_security_policy/security_alerts/securityalerts2008.cfm

TSA hosted a series of public meetings on the LASP NPRM to solicit comments and feedback on the proposed rule. Each meeting drew larger-than-expected audiences, giving TSA an opportunity to hear the significant concerns raised by the affected general aviation community, including airport operators. Prior to the first public meeting, AAAE staff provided draft comments to its GA Security Working Group to serve as talking points for airport members that participated in the TSA public meeting across the country. As AAAE has reported on several occasions, the LASP regulation would require all U.S. operators of aircraft exceeding 12,500 pounds maximum take-off weight to implement security programs that would be subject to compliance audits by TSA. The proposed regulation would require airports servicing these large GA aircraft to implement a partial Airport Security Programs (ASPs), if they do not already have one in place, as well as identify law enforcement officer (LEO) support and designate airport security coordinators (ASCs).

On behalf of AAAE, Olislagers identified, among many, the following key issues:

The LASP NPRM proposes to make mandatory what is already in place without demonstrating the efficacy [or lack thereof] of the existing combination of mandatory and voluntary initiatives,

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including a cost benefit analysis;

"Specifically, the NPRM suggests that the GA industry is mostly unregulated, and that this presents a risk (145). We know in fact that GA is highly regulated, including security. I will not repeat all the mandatory and voluntary security initiatives that have been implemented since 9/11; however, it appears that the TSA issued this NPRM without a comprehensive vulnerability assessment of the GA industry that takes into account the effectiveness of all mandatory and voluntary initiatives implemented to date. We believe therefore that it is premature to conclude that this proposal is, in fact, needed."

The LASP NPRM constitutes an Unfunded Mandate pursuant to the Unfunded Mandate Act of 1995 (182);

"In spite of having access to data at all US reliever airports, TSA relied instead on very general NAICS and US Census Bureau data to conduct its fiscal impact analysis. The results are not only deeply flawed but even the TSA questions its own data in the NPRM (174, 175).

Even more troubling is the fact that the TSA did not verify its data against even one airport. For this reason, AAAE conducted a survey of member airports and 45 of the affected 273 Reliever Airports responded.

The resulting data confirmed that the TSA substantially underestimated NPRM implementation costs while overestimating airport revenues and completely omitted LEO costs, which will be significant for airport operators."

Finally, the LASP NPRM may inadvertently force some airports to violate federal law (181).

"Specifically, the NPRM may force GA airports unable to comply with the NPRM to violate FAA Grant Assurances and be in non-compliance with federal law relating to Interstate access, possibly resulting in becoming ineligible for AIP funding or becoming subject to other punitive actions"

Click here

http://www.aaae.org/fs03/federal_affairs/_secpdf/Roberts.Speech.28Jan.doc

to read Olislagers' speech in its entirety.

On a related matter, AAAE's GA Security Working Group will meet again by conference call on Wednesday, February 4, 2009 at 2:00 p.m. ET. The group will review its second draft of comments and, in a continuing effort to promote industry collaboration prior to the February 27, 2009 closing of the comment period, will discuss coordination of comments with other general aviation associations, including AOPA, NBAA, NASAO, NATA and EAA. Detailed conference call information will be sent in a separate e-mail later today.

AAAE Security Policy Website

http://www.aaae.org/federal_affairs/transportation_security_policy/

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**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

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Carter Morris <<mailto:carter.morris@aaae.org>> - Senior Vice President, Transportation Security Policy, AAAE

Colleen Chamberlain <<mailto:colleen.chamberlain@aaae.org>> - Staff Vice President, Transportation Security Policy, AAAE

Steven Mandurano <<mailto:steven.mandurano@aaae.org>> - Director, Transportation Security Policy, AAAE

February 6, 2009

AAAE Issue Paper on TSA General Aviation Rulemaking

In response to member requests for a brief summary outlining airport key issues and recommendations regarding TSA's Large Aircraft Security Program Notice of Proposed Rulemaking (LASP NPRM)

AAAE's General Aviation Security Working Group developed the attached issue paper for use by individual airport members in their advocacy efforts.

AAAE has drafted and will be submitting comments on the proposed rule to the public docket by the February 27, 2009 deadline and all airport members are encouraged to do the same.

If you need assistance with drafting your comments, please do not hesitate to contact Robert Olislagers <<mailto:rolislagers@centennialairport.com>> or AAAE's Steven Mandurano <<mailto:%20steven.mandurano@aaae.org>>. Please continue to send copies of letters, comments and other related policymaker correspondence to Steven to help us track industry-wide efforts.

AAAE Security Policy Website

<[http://www.aaae.org/government/150 Transportation Security Policy/](http://www.aaae.org/government/150_Transportation_Security_Policy/)>

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