

SOUTHERN CALIFORNIA



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MEETING OF THE

**AVIATION TECHNICAL ADVISORY
COMMITTEE**

**Thursday, June 18, 2009
10:00 a.m. – 12:00 p.m.**

**Southern California Association of Governments –
Riverside A Conference Room**

**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:

<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	<u>CALL TO ORDER</u>	Todd McNamee, ATAC Chair		
2.0	<u>WELCOME AND INTRODUCTIONS</u>	Todd McNamee, ATAC Chair		
3.0	<u>PUBLIC COMMENT PERIOD</u>			
	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	<u>CONSENT CALENDAR</u>			
4.1	<u>Approval of Meeting Minutes from April 16, 2009 Attachment</u>		1	
4.2	<u>ATAC Membership List and Contact Information Attachment</u>		11	
5.0	<u>PROJECT REVIEW</u>			
	None			
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>Summary of April 23, 2009 and May 28, 2009 Meetings of the Southern California Aviation Steering Committee Attachment</u>	Mike Jones SCAG Staff	13	15 min.
6.2	<u>Status and Summary of the FAA Reauthorization Act of 2009 (H.R. 915) Attachment</u>	Jeff Dunn SCAG Staff	24	15 min.
6.3	<u>Final Modeling Results for the Regional Remote Terminal Study</u>	Mike Armstrong SCAG Staff		10 min.

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ITEM			PAGE #	Time
7.0	<u>ACTION ITEMS</u>			
7.1	<u>Identification of Program Priorities For the SCAG Aviation Program Attachment</u>	Mike Armstrong SCAG Staff	27	25 min .
7.2	<u>Election of New ATAC Chair and Vice-Chair</u>	Mike Armstrong SCAG Staff		10 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>			

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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 7th 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 February 19, 2009 Meeting

MOTION was made to **APPROVE** the Consent Calendar.
MOTION was **SECONDED** and **UNAMIOUSLY APPROVED**.

5.0 PROJECT REVIEW - None

6.0 INFORMATION ITEMS

6.1 Update on SCAG Compass Blueprint

Peter Brandenburg of SCAG's Growth Visioning Program overviewed the SCAG Growth Visioning Program and its potential relationship to aviation planning. It is based on "smart growth" principles in identifying strategic areas for infill development in existing areas, balancing jobs with housing to reduce commutes, more variety in housing type choices while protecting open spaces and protecting

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the environment, encouraging transit, pedestrian and bicycle use etc. The benefits include less car travel, reduced congestion emissions and improved quality of life.

SCAG has limited authority over local land use decisions, so how do we implement this vision? This is done through demonstration projects where SCAG partners with interested local governments to help them with their own local planning projects. SCAG offers consulting services to facilitate innovative planning work that locals don't have the capacity to do on their own.

One project just underway that is aviation-related is in the City of Palm Springs, where many tourists rent cars from the airport to access the downtown. The city is looking at setting up a local transit shuttle service from the downtown to the airport. SCAG has worked with a variety of other cities all over the region in the past few years on demonstration projects ranging from City of Los Angeles to Calexico in Imperial County. SCAG has a call for applications right now for local governments to apply for assistance.

Another implementation program that SCAG does is called "Toolbox Tuesdays" where training takes place for local planners on various planning tools such as Google Earth visualization techniques, photo-simulations and GIS scenario building tools including zoning to transit-oriented development.

SCAG also makes awards for projects that are good examples of innovative planning in the region that are consistent with regional and local goals. The nomination process for these awards is currently underway.

Finally, SB 375 (greenhouse gas reductions through integrated transportation and land use planning) will require SCAG to create a region sustainable community strategy that maps out how we plan to achieve our portion of greenhouse gas reduction. This will be done through transportation policies and investments and land use planning concepts that SCAG has been doing through Compass Blueprint.

Airport-oriented land use planning is compatible with the regional work that SCAG has been doing over the last several years. SCAG can certainly assist airport in their land use planning efforts using Compass Blueprint planning tools.

Jack Kenton commented that cities typically don't care what the land use guidelines say, they want to put houses there. How do you influence them otherwise? Mr. Brandenburg replied that you need to make a strong case why keeping the airport is part of a larger set of goals where the airport is a key ingredient in a comprehensive land use plan for the city, and not just an incidental land use taking up space. The airport needs to be defined as a centerpiece of a more attractive land use concept. Mr. Kenton commented that the Long Beach city council decided to let the Douglas plant be torn down so they could build houses because they didn't want the airport

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to grow. Chris Kunze replied that there will be no housing there now, it will all be commercial and industrial, and the original objective was not to constrain the airport but to redevelop the property to meet the needs of the city. Mr. Kunze also remarked that he has not seen anything from SCAG that relates to airport land use. Mike Armstrong replied that was correct, but it is something that SCAG should take on, in defining airport “smart growth” strategies that is different from traditional smart growth strategies in terms of protecting airports from encroachment. You don’t want to mix housing and jobs that are close to airports since this would defeat the objective of keeping residential development away from airports. Mr. Kunze responded that when you do have that guiding principle, for the next RTP when regional demand is allocated to airports based on capacity it might be good to have a component that protects airport capacity through smart land use planning.

Bob Rodine commented that the San Fernando Valley is a subregion of SCAG for planning purposes. Could we use these modeling features to get Valley leadership to look at “what if” kinds of analyses for certain transportation corridors in terms of impact on transportation and commercial demand? Mr. Brandenburg replied that is exactly the kind of work they do in the demonstration projects, looking at redevelopment and growth scenarios for corridors. Mr. Rodine then stated that it has been argued that the economic benefit of closing Van Nuys Airport and redeveloping it would be greater to the Valley than as an airport, which reflects ignorance about the benefits of business aviation. Can the model look at this sort of scenario? Mr. Brandenburg replied that we don’t have a particular model that would do this, but this kind of economic analysis is something that a local government could propose as part of a demonstration project.

6.5 Update on FAA Reauthorization

Jeff Dunn of SCAG Legislative Affairs Division updated the committee on FAA Reauthorization (H.R. 915). The bill was introduced on February 9 and was approved by the House Transportation and Infrastructure committee by voice vote on March 5 and referred out of the committee to the House Science and Technology committee (no hearing has been scheduled yet). On the Senate side there is no reauthorization bill yet, they are waiting for the confirmation of the FAA administrator position. On March 18 the House and Senate approved a continuing resolution to continue authorization of the FAA at current levels (FAA has been operating under continuing resolution since late 2007). This latest CR goes to the end of the fiscal year (9/30/09).

Currently, as part of SCAG’s adopted legislative program for Federal legislation, we have not been directed by our board yet to take any particular action with regard to FAA reauthorization. However, that could certainly change if, for example, the ATAC were to make recommendations that it would like SCAG to support on certain provisions of the bill, they could be forwarded to SCAG legislative

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committee, and if they concur it would go to the SCAG Regional Council and upon their adoption we will take action. This doesn't have to be a long process, and could take place within a month.

In terms of the bill itself, it reauthorizes appropriations for FY 09 through 12, amounting to \$70 billion for capital programs, including \$16.2 billion for the Airport Improvement Program. It increases the passenger facility charge from \$4.50 to \$7.00 which generates an estimated \$1.1 billion in airport revenue for airport development each year, with significant increases in funding for smaller airports. For air traffic control modernization and NextGen it provides \$13.4 billion and authorizes the funding of NextGen demonstration projects. It also funds a number of environmental programs including six demonstration projects for reducing noise, air and water quality impacts at airports.

Todd McNamee commented that the bill also requires airports to increase the manning and equipment at commercial service airports, which is a big cost issue for airports. Most commercial service airports want this taken out of the bill. Perhaps we should generate a letter to the legislative committee that says we support fully funding AIP, support the PFC increase but we do not support the new ARFF standards. The California Airport Council is generating a letter now to oppose the ARFF as well as SWAAE.

Bob Rodine asked to confirm that the Transportation and Infrastructure Committee will not reconsider the new house legislation. Mr. Dunn confirmed this, that the bill has passed out of T&I in the current state.

Steve Birdsall asked about "user fees" for specified FAA services in the bill summary. Mr. Dunn said he would look into this and get it back out to the committee.

Chris Kunze asked to recommend to the SCAG legislative committee to carry forward a recommendation not to support an enhanced ARFF provision in the bill based on the lack of necessity and extreme financial burden to small and medium sized airports. Bob Rodine commented that a decision on this should be delayed since there will be further discussion of the reauthorization bill in the future, particularly regarding general aviation, and ATAC should not close off action on it. Chairman McNamee replied that ATAC can make another recommendation in the future and should not delay getting this to the legislative committee for two months. Mr. Dunn responded that since there isn't a Senate bill yet, it will be a little while before bills go to the floor of both houses so there isn't a huge pressing time issue. Bob Trimborn commented that the recommendation should also go to Caltrans Aeronautics.

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6.2 Introduction to *California's General Aviation Airports: Links to Vitality*

Terrie Barrie of Caltrans Aeronautics introduced the video, which was designed to get the word out to decision makers involved with airport land use planning on the value of general aviation airports to encourage them to support and protect their airports from incompatible development. About 2,000 copies were made of the video and 800 were distributed to ALUCs and local governments.

6.3 Update on the Revised California Airport Land Use Planning Handbook and State JLUF Studies

Terrie Barrie commented that the State received a grant from the FAA a few years ago to update the airport land use planning handbook. They went through a consultant selection process last year and are currently in negotiation on the cost estimate for the contract. The contract will be signed hopefully in the next couple of weeks. The updated handbook will be easier to use—it is currently more than 300 pages, and the length will be reduced and will be easier to use with “cliff notes.” A new section will address CEQA. Safety requirements regarding Pt. 77 and TERPS will be clarified, as well as the table on compatible land uses and densities. Infill issues in urban issues will also be addressed. A training program including videos will be developed for the handbook. The contract will run about a year and a half. A series of workshops on the handbook will be held around the State to get the input of users including ALUCs. A technical advisory committee will be formed for the contract, and as much of the information will be put online as possible.

Paula McHargue commented that one of the issues that has come up with the City of Ontario has been the significance of the 65 CNEL, that residential can be built right up to the line. Is that something that the handbook will look at? Mr. Barrie responded that they will see if they can provide better information on this issue, such as when noise and safety issues do or do not coincide. The 65 CNEL will be the standard, but if you want to go lower that is your choice. Mike Armstrong added that perhaps there could be a role delineated in the handbook for MPOs in considering airport land use compatibility planning in the development of land use planning strategies pursuant to SB 375.

Bob Rodine stated that people look to Caltrans on the negative side, cancelling airport permits if the airport doesn't meet standards (such as the 65 CNEL). How can we make bodies such as the ALUCs be more responsive and use the planning handbook more seriously? Mr. Barrie responded that education and coordination is important. Caltrans is trying to get the word out. Jack Kenton asked there will ever be legislation to make people follow the handbook. Mr. Barrie responded that it is specifically written as guidelines. There is some attempt to some modification of

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the PUC with AB 737, which is trying to clarify the process. However Caltrans can't recommend legislation, which has to come from the grassroots.

Mr. Barrie briefly summarized a report done by the Mineta Institute on airport "smart growth." It is a 400-page document that contains a lot of useful information including airport land use case studies and recommendation on how to make airport smart growth part of the regular planning process.

Lastly, Mr. Barrie discussed two joint land use studies sponsored by the Governor's Office of Planning and Research around Beale AFB and Edwards AFB/China Lake (coordinated with the DoD). The objective of these studies is to protect the military property from encroachment.

6.4 Summary of Draft Report: A Classification of VLJ Air Taxi Ready Airports in the SCAG Region

Dr. Keith Mew, California State University, Los Angeles Aviation Administration Program, summarized his recent draft study that identified general aviation airports in the region that are on-demand air taxi-ready airports, according to the now-defunct DayJet model (presented to SCAG in 2006). DayJet, using the Eclipse 500 aircraft ceased operations in June of last year and Eclipse went bankrupt last year as well. The report looked at the 57 airports in the SCAG Region. Some airports like LAX were dropped immediately since DayJet was not going to operate in any Class B airspace.

All of the minimum requirements were used to look at matches with facilities and services available at SCAG airports. Part 135 and 139 requirements and 1542 guidelines were looked at, as well as a Florida study that assessed how ready Florida airports were for NextGen. That study was more complicated—their 21 classifications were reduced to eight in terms of being ready for VLJ on-demand taxi operations.

Most of the data for the study came from published sources, the rest came from the SCAG general aviation survey. The results were that 28 airport out of 57 were potential Class I-ready airports. Torrance and Compton fell out because they don't have jet fuel, and Fullerton fell out because of its short runway (3100 feet). One of the conclusions of the study was that it is the larger commercial airports that are best suited to handle the DayJet business model. If you exclude those, there are seven airports left that can best handle this type of traffic.

Jack Kenton asked what happened to Brackett Airport? Dr. Mew responded that Bracket could be included. Dan Burkhart asked about French Valley Airport. Dr. Mew responded that French Valley didn't make it. Camarillo and Oxnard airports didn't make the list because they are too far away from major urban areas. Mike

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Armstrong asked the committee whether they felt the information was of use for a potential follow-on study. Dan Burkhart responded in the affirmative, stating that the manner in which Eclipse was organized, financed, managed and designed was the cause of its failure. Whether or not the DayJet model was good or not is another issue. However, the very light jet in the opinion of the NBAA is a real phenomenon that will occur and evolve. We will see a need to accommodate these airplanes at airports in the region, and there is a value in acknowledging and building upon the work in this study, others can use this information for sure. The Phenom 100 and Mustang that have recently been introduced have been very successful and safe.

6.6 Update on Steering Committee for Southern California Regional Aviation Collaboration/Regional Aviation Summit

Mike Jones reported on the upcoming meeting of the Southern California Regional Aviation Steering Committee meeting on April 24. The idea evolved from SCAG management, to bring together regional aviation stakeholders, airport official and elected officials and staff members from this region and San Diego to re-examine the central strategies that went into the aviation planning for the 2008 RTP, specifically decentralization. There will be a Regional Aviation Summit, and after the summit the Steering Committee will use the findings from it to set new aviation policies and directions for the next RTP. The Steering Committee will also eventually help guide the modeling work for the Ontario to San Diego long-range segment for the California High-Speed Rail Project. The Committee will then evolve into a full Aviation Task Force to guide forecasting work for the 2012 RTP.

The next meeting of the Steering Committee will take place at SCAG, and then at different venues around the region. The main agenda item is to identify issue areas to be addressed by the Regional Aviation Summit that is planned for July. Paul Glaab for Laguna Niguel and Janice Hahn from the City of Los Angeles will serve as Chair and Vice-Chair, respectively. A number of other elected officials have also been invited, as well as a number of ATAC members (primarily those that would be involved in planning the extension of the State high-speed rail line down to San Diego). Mike Armstrong added that a number of representatives from the private sector will serve on the Steering Committee. Also that SCAG intends to invite someone from the new Federal Administration to speak at the Regional Aviation Summit, who will hopefully convey new aviation policies currently being developed by the new administration, including their new emphasis given to the importance of aviation and high-speed rail.

Todd McNamee asked if any ATAC members that weren't invite could still participate on the Steering Committee. Kari Rigoni suggested that documentation from the Steering Committee could be forwarded on to ATAC members. Chris Kunze suggested that interested parties could also be given notices of the Steering Committee meetings.

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Bob Rodine stated that past Aviation Task Forces started with staff presenting demand forecasts with no limitations, before constraints were considered, which was very valuable. Will the philosophy be the same for planning going forward? Mike Armstrong responded that the 1998 RTP forecast was totally unconstrained which received a lot of criticism. Subsequent RTPs respected airport constraints, but also started with an unconstrained forecast to set a baseline of theoretical demand. Staff expects the same process to be followed the 2012 RTP, although the unconstrained forecast will likely be significantly lower because of current economic conditions and the downturn in the aviation industry.

Rich Macias, Director of Planning at SCAG stated that one of the underlying themes at SCAG with its new management is the perception that SCAG has specific agendas that it pushes on its board and stakeholders. SCAG's new board and executive director are engaged in changing this perception. Our aviation effort has had an underlying theme of SCAG doing aviation planning for the purpose of promoting maglev technology etc. We need to be more open about the consultants that we use to develop our forecasts, there needs to be a more transparent process. Given these considerations, SCAG decided to start slowly and cautiously, with an aviation advisory group (Steering Committee) that would help define the SCAG aviation program and key issues in the current economic climate that enjoys a widespread consensus. After the summit is completed, we will re-group as a task force or collaborative for the 2012 RTP, to produce an updated and accurate regional aviation forecast. We want to include San Diego and be more inclusive in what we do. We will develop a consensus for the framework and methodology for the forecast, and the consultant who will develop the forecast, and SCAG staff will not be involved in that process. A group of individuals including ATAC members will guide that process.

Selena Birk asked who from LAWA will serve on the Steering Committee. Mike Jones responded that Roger Johnson was invited, but Mike Molina will likely represent LAWA. Rich Macias added that we want high-level people to be represented on the Steering Committee.

7.0 Legislative Report

Terrie Barrie gave a few updates on current legislation. SB 481 relates to with the bird strike issue is going to the Natural Resources Committee on April 28. SB 737 just had a hearing, and with some minor changes passed 5-0 and now goes to the Appropriations Committee. There have been no changes to SB 649, SB 1272 and SB 178.

Jack Kenton asked if it was possible to get SCAG to support SB 737. Dan Burkhart commented that SWAAE is supporting the bill, the only pushback from it is San

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Bernardino County and several cities in that county, so it probably isn't appropriate for SCAG to support.

8.0 MISCELLANEOUS ITEMS/ANNOUNCEMENTS

Selena Birk announced that the LAWA Board of Airport Commissioners will be meeting in Van Nuys on May 4. At that meeting they will discuss the EIR for phasing out the noisiest aircraft at the airport, with a draft ordinance. The EIR is posted on the LAWA web site. They received a letter from the FAA recognizing LAWA's ability to take this action since it originally occurred prior to ANCA in 1990. If unchallenged, it can be implemented by July of this year. Chris Kunze asked whether the ordinance is noise-based. Ms. Birk replied that it is decibel-based, but would exempt Stage 3&4 aircraft.

Dan Burkhart announced that the NBAA has a new website called www.noplanenogain.org that is a marketing and public relations effort that began 15 years ago. The TSA NPR for the Large Aircraft Security Program has over 7,000 comments now. The TSA may put together an advisory group to work out security issues at general aviation airports. Todd McNamee added that a letter that was submitted to the TSA on the NPR by ATAC was available.

Terrie Barrie announced that the Transportation Research Board Committee on Aviation System Planning is having their National Aviation System Planning Symposium on May 3-5 in Asilomar, with presentations of case studies from around the country and a panel on aviation system planning challenges and opportunities in California.

Mike Armstrong announced that the last meeting of the Southern California was going to be on Monday April 20 at the MTA offices. The agenda will include a report called "Opportunities for Facilitation the Decentralization of Air Traffic in Southern California" that will present organizational alternatives for the SCRAA once it de-activates. The central recommendation of the report is that an expanded SCAG Aviation Task Force is the best body to continue the regional dialogue on aviation decentralization in Southern California. A resolution will also be considered to formally dissolve the SCRAA and return accumulated dues to members.

9.0 SET NEXT MEETING LOCATION

The next ATAC meeting will be on Thursday June 18. Dan Burkhart asked whether future meeting were all going to be at SCAG. Selena Birk offered to host the next meeting at Van Nuys Airport. Mike Armstrong remarked that an update on the Southern California Aviation Steering Committee and Regional Aviation Summit would be presented at the next meeting, as well as final modeling results for the Regional Remote Terminal Study.

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10.0 ADJOURNMENT

The meeting was adjourned by Chair McNamee.

ATAC Members Present:

Selena Birk	Van Nuys Airport
Dan Burkhart	NBAA
Gary Gosliga	March Inland Port
Chris Kunze	Long Beach Airport
Paula McHargue	LAWA
Todd McNamee	County of Ventura Department of Airports
Keith Mew	Cal State LA
Kari Rigoni	John Wayne Airport
Mike Williams	San Bernardino County Airports

Others Present:

Terrie Barrie	Caltrans Aeronautics
Richard Dykas	FAA Western-Pacific Region
Jack Kenton	SCAUWG/Cal Pilots Assoc.
Tom Naughton	AWG
Robert Rodine	The Polaris Group/Vica
Larry Root	AWG
Christine Tigert	CommuniQuest
Lea Umnas	John Wayne Airport
Mike Armstrong	SCAG
Mike Jones	SCAG
Rich Macias	SCAG

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

Last Update: 3/5/2008

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

Last Update: 3/5/2008

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THE FOLLOWING MINUTES ARE A SUMMARY OF THE PROCEEDINGS OF THE SOUTHERN CALIFORNIA AVIATION STEERING COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Southern California Aviation Steering Committee held its meeting at the Los Angeles Offices of the Southern California Association of Governments located at:

818 West Seventh Ave., 12th Floor
San Bernardino A&B Conference Room
Los Angeles, CA 90017

The following is a list of attendees present at the meeting:

Members

Hon. Paul Glaab, Chair	Councilmember, City of Laguna Niguel
Hon. Janice Hahn, Vice-Chair	Councilmember, City of Los Angeles
Joseph Czyzyk	Chief Executive Officer, Mercury Air Group and Vice-Chair, Los Angeles Chamber of Commerce Aviation Committee
Michael Delgado (on behalf of Supervisor Gary Ovitt)	Analyst, San Bernardino County Supervisor Gary Ovitt
Jon Edney	Councilmember, City of El Centro and President-Elect, SCAG
Gary Gosliga	March Joint Powers Authority
Hasan Ikhata	Executive Director, SCAG
Bill Ingraham	Aviation Director, San Bernardino International Airport Authority
Ryan Hall (on behalf of Keith Wilschetz)	Senior Planner, San Diego County Regional Airport Authority
Christopher Martin	Chief Executive Officer, AC Martin and Partners, and Chair, Los Angeles Chamber of Commerce Aviation Committee
Michael Molina	Senior Director of External Affairs, LAWA
Curt Pedersen (on behalf of Supervisor Don Knabe)	Chief of Staff, Los Angeles County Supervisor Don Knabe
Alex Pugh	Senior Public Policy Manager, Los Angeles Chamber of Commerce
Ron Roberts	Councilmember, City of Temecula
Robert Rodine	The Polaris Group and Aviation Committee Co-Chair, Valley Industry and Commerce Association

Staff and Other Members

Jenny Chavez	Deputy Chief of Staff, City of Los Angeles Councilmember Janice Hahn
Peggy Duce	Duce and Associates
Eyoub Khan	President, Conceptual Design Group
Sheryl Thomas-Perkins	Senior Government Affairs Representative, LAWA
Ty Schuiling	San Bernardino Associated Governments
Mark Sillings	MIG
Rich Macias	Director, Regional and Comprehensive Planning, SCAG
Sylvia Patsaouras	Deputy Director, Regional and Comprehensive Planning, SCAG

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Annie Nam	Manager, Transportation Finance, Goods Movement and Aviation, SCAG
Michael Armstrong	Aviation Program Manager, SCAG
Mike Jones	Regional Planner, SCAG

1. WELCOME

Mr. Ikhata opened the meeting and welcomed Steering Committee members to the SCAG offices. He thanked the Chair and Vice-Chair, Councilmember Glaab and Councilmember Hahn, for creating a forum that, through their leadership, would help form aviation regional policies and recommend actions for Southern California. He thanked the attendees for their participation in the Steering Committee and said he looked forward to continued participation as part of the collaborative effort.

2. OPENING REMARKS AND INTRODUCTIONS

Councilmember Glaab welcomed the Steering Committee members and expressed his appreciation for the opportunity to serve as Chair of this regional group of leaders working collaboratively to focus on identifying new, effective, and innovative solutions to meet the region's aviation challenges. He believed the effort was a unique opportunity to bring together a diverse group of aviation stakeholders to effectuate policy decisions designed to enhance aviation throughout all of Southern California. Councilmember Glaab then introduced Vice-Chair of the Southern California Steering Committee, Councilmember Hon. Janice Hahn.

Councilmember Hahn welcomed the group and said she was excited to have this group of aviation stakeholders together in a forum that offered the opportunity to address long-term regional aviation issues and identify potential solutions that other similar groups had been unable to accomplish in the past. Councilmember Hahn noted that the recent economic downturn offered major challenges, but the need for investment in long-term planning could not be neglected. She said that ground access for regional airports was a major challenge and recent commitments at the federal level toward high-speed rail should be used to support infrastructure to connect Southern California airports. She also listed a number of issues that should be covered at the upcoming Regional Aviation Summit including high-speed rail, federal transportation funding and how to leverage monies, regional air cargo, and security and safety. Councilmember Hahn also expressed interest in increasing involvement across various sectors as part of the effort.

Councilmember Glaab then opened the meeting for self-introductions of the attendees.

3. Regional Aviation Planning

President-Elect Hon. Jon Edney said it was encouraging to have a diverse group of stakeholders in attendance. This was consistent with the aim of SCAG to become the type of organization that can facilitate regional discussions. He briefly discussed the significant changes resulting from the

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decline in the economy but emphasized the importance of continuing long-range planning efforts, noting the recent slowdown offered the opportunity for regional leaders to be proactive instead of reactive. He was very pleased that the efforts of the Steering Committee were regional in nature and believed the group had capacity to create positive, effectual strategies that could be included in the 2012 Regional Transportation Plan (RTP). President-Elect Edney concluded by noting that this effort could have significant impacts if solutions could be identified within a regional context.

Councilmember Glaab thanked President-Elect Edney for his comments and welcomed Mr. Hall from the San Diego County Regional Airport Authority. Councilmember Glaab stated San Diego would be very integral and important to the success of the work of the Steering Committee.

4. Purpose and Overview of Regional Aviation Steering Committee

Mr. Macias said he intended to provide background concerning the effort and goals of the Steering Committee, the process designed to gain consensus from the group and objectives and expected outcomes of the kickoff meeting.

Mr. Macias discussed SCAG's responsibilities related to the creation of a Regional Transportation Plan required to be completed every four years. The next RTP will be finished in 2012. This will require the development of an aviation demand forecast. Previously, SCAG's Aviation Task Force held responsibility for approval of this forecast. Upon completion of the forecast for the 2008 RTP, the most recent Aviation Task Force had been disbanded. This led to consideration of the most appropriate method to develop consensus on the 2012 RTP.

Mr. Macias noted that one of the fundamental assumptions of the 2008 RTP, and previous RTPs, was a regional decentralization strategy for aviation demand that focused on heavy demand in the urban core areas while trying to develop a market where available capacity existed but lacked in market demand. In light of recent economic events, the decentralization strategy needs to be reconsidered. However, in agreement with Councilmember Hahn, Mr. Macias said that Southern California must continue to plan for future aviation needs as growth is expected to continue in the region over the long-term despite the economic climate. These needs led to the creation of the Southern California Aviation Steering Committee to serve as an advisory body and as a prelude to the eventual Aviation Task Force.

Mr. Macias then discussed the process envisioned for the effort. He said that the composition of the Steering Committee, future agenda items, and the context of the Steering Committee would be discussed later in the meeting.

One of the initial purposes of convening the Steering Committee was to provide input and guidance to the agenda for the upcoming Regional Aviation Summit. At the conclusion of the Regional Aviation Summit, it is anticipated that the regional aviation needs of Southern California will be identified and addressed through the reconstituted Aviation Task Force. Mr.

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Macias asked that the group consider renaming the Aviation Task Force to reflect SCAG's aim of promoting an inclusive, transparent process in planning for the 2012 RTP. To that end, stakeholders from San Diego have been invited to participate as part of the Steering Committee and an expectation exists that additional stakeholders will become involved as the effort moves forward. The Steering Committee will define the parameters of the Regional Aviation Summit and direct Staff in addressing the agenda of items identified through the summit that need to be considered as they relate to the development of the 2012 RTP.

Mr. Macias noted that, in addition to any issues identified through the Regional Aviation Summit, a new regional aviation forecast must be completed through coordination and collaboration between Staff and the Steering Committee. Specifically, this would mean developing the parameters of the aviation demand forecast, developing an acceptable methodology, issuing Requests for Proposal (RFPs), selecting consultants, and proceeding with the demand forecast work that will eventually serve as the basis for evaluation for the 2012 RTP.

Mr. Macias said that the focus for this meeting should be on discussion for the Regional Aviation Summit, the proposed work plan and meeting schedule for the Steering Committee, and the composition of the group. He then provided context to the Steering Committee noting that SCAG was a planning agency with the intent of performing regional aviation planning and not a regulatory agency. SCAG had no interest in performing any regulatory functions. The interest was to develop an aviation collaborative that could provide a collective regional voice to state and federal legislators about aviation needs in Southern California. In conclusion, Mr. Macias emphasized the need for an all-inclusive process for the effort to be successful.

Mr. Ikhata stated that some urgency existed for the work of the Steering Committee in light of the expected availability of \$13 billion in federal funding (\$8 billion initially and \$1 billion annually for the next five years) for high-speed rail. U.S. Secretary of Transportation LaHood is currently completing the guidelines for eligibility for this funding. Mr. Ikhata strongly encouraged the Steering Committee to make a unified statement about existing and future needs for the region to ensure Southern California received federal funding. He also reiterated that SCAG was not an implementing agency and the intention of the formation of the Steering Committee and this effort was to facilitate regional dialogue on aviation issues.

Councilmember Glaab, echoing thoughts expressed by Mr. Ikhata and Mr. Edney, emphasized that for this effort to be successful, it would have to include all other appropriate regional planning agencies and cannot be simply a SCAG-driven effort. He noted the need for a collaborative working relationship among the group. Other organizations would be included in the future to make the group a well-constituted, truly representative body of regional stakeholders. Councilmember Glaab then discussed past regional aviation challenges including issues related to El Toro Airport, Palmdale Airport, and joint-use at Miramar. He said that the only way for the efforts of the Steering Committee to succeed would be through all-inclusive participation.

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Councilmember Hahn asked the Steering Committee for their perspective on why past efforts related to regional aviation planning had not been successful.

Mr. Martin began by congratulating Councilmember Glaab and Councilmember Hahn for bringing the Steering Committee together noting that this is what SCAG should be doing. He said that one of the most difficult challenges for the implementation of aviation strategies was NIMBY-ism (Not-In-My-Backyard). When a strategy or project is under consideration for implementation, the only people who show up to voice their opinion are those who are locally affected. In other words, regional strategic planning initiatives meant to benefit the entire population of Southern California are often halted by a small group of individuals most directly impacted. Mr. Martin said the business community did not understand why SCAG had not previously used its position to effectuate regional planning given its role as a planning agency, and not a regulatory agency. He said that he was very supportive of the current effort and looked forward to participating in the ongoing discussion.

Mr. Czyzyk recounted his past experience in working towards aviation regionalization, noting that other efforts had been unsuccessful primarily because the right stakeholders were not involved. He noted that there were no representatives from Burbank-Glendale-Pasadena or Newport Beach. He discussed the need for a ground access system, possibly high-speed rail, to suburban airports as airlines want to utilize airports where a 60% - 70% load factor is available. He also stated that there would be a natural reluctance to regional planning, citing recent actions taken concerning Bob Hope Airport.

Councilmember Hahn said that there were issues because of a lack of partnership and that efforts could not be done in a vacuum.

Councilmember Glaab said many of the issues in the past were the result of a lack of trust and felt the Steering Committee could be a vehicle to reestablish that trust. Given the potential for a very large committee, the decision was made to establish the Steering Committee to guide the decisions necessary for success and to allow the members to serve as diplomats to the aviation community. He said the Steering Committee must have integrity and transparency to successfully help aviation stakeholders achieve collective goals.

Mr. Ingraham said that much of the past difficulty was related to the existence of the proprietary and regulatory powers of the Southern California Regional Airport Authority (SCRAA). He said this was a catalyst to force NIMBYs into some of their positions. He said that if the Steering Committee maintained a planning perspective, it would find a higher degree of cooperation. He emphasized the importance of developing confidence in the effort and noted the need for representation from airlines and corporate general aviation interests.

Ms. Duce noted that she was attending as a representative of Newport Beach which has done some innovative work on passenger surveys and transit connections to airports.

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Mr. Rodine said he had been a member of the last three Aviation Task Forces. He discussed the need for greater representation from interests that were not on-airport personnel or city government officials. Bringing input from the business community who are not economically affected by decision-making of elected officials would be very important. This would lead to very honest comments because of the level of independence it affords. He thanked the Chair and Vice-Chair for bringing the Steering Committee together and including business interests.

Mr. Hall again thanked the Steering Committee for inviting San Diego to participate saying that it should be viewed as part of the region.

Councilmember Glaab addressed the concern that some may have about the benefits of participation in the effort. He said the opportunity lay in speaking with a unified voice to state and federal interests to gather support for regional aviation needs. The work of the Steering Committee offered the possibility of forming a delegation to travel to Washington to meet with the FAA and U.S. Secretary of Transportation LaHood to show that Southern California is working together to gain federal support.

Mr. Ikhata said that one of the reasons past efforts had been unsuccessful was that SCAG had, in the past, stepped away from being a planning organization, something that the agency has no authority or desire to do. He noted that SCAG should and will provide unbiased, transparent, and credible planning information. In the past, he said political considerations were evident. This will not be the situation anymore. He noted that resources will be directed by the Steering Committee.

5. Southern California Regional Airport Authority (SCRAA) Regionalization Study

Mr. Armstrong said that the SCRAA voted to disband last year contingent upon the receipt of a report commissioned by the body called "Opportunities for Facilitating Decentralization of Air Traffic in Southern California" completed by RRM Design Group and Galanter and Company. One of the other main objectives of the report was to conduct a survey of regional stakeholders to identify possible institutional alternatives to the SCRAA that could employ a regional aviation decentralization strategy primarily through the implementation of major airport ground access projects.

The SCRAA met on April 20, 2009 to review the report and consider a resolution to formally disband and return all accrued dues back to the participating members. The report was presented to the three remaining members of the SCRAA. Mr. Armstrong said he agreed with the main findings and recommendations of the report and discussed those that were most relevant for the Steering Committee. They were:

1. There is solid support for stronger ground access links between population centers and airports capable of handling additional demand.
2. SCRAA is viewed as an organization that has long outlived its usefulness.

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3. There is strong interest in regional cooperation and speaking with one voice on transportation issues including leveraging more dollars from the federal government for airport and ground access improvements.
4. The California High-Speed Rail project could play a key role in facilitating use of Palmdale Airport.
5. There is a little or no interest in creating a new agency or body to replace the SCRAA.
6. The SCAG Aviation Task Force appears to be the most appropriate vehicle to continue the dialogue of decentralizing air traffic demand in Southern California. The report also contained recommendations concerning expanding membership of the Aviation Task Force, being more inclusive, and being more autonomous from SCAG.

In terms of the Resolution, the SCRAA did not formally vote to disband but rather to continue as a dormant “shell” organization. This stemmed from the feeling the region may see the need for a JPA that could implement regional ground access improvement projects in the future. \$10,000 of the returned dues will be kept for operating expenses in case there is a need to reactivate the SCRAA.

Councilmember Glaab reiterated the desire and intention of the Steering Committee to have all the right stakeholders at the table in the future which he deemed necessary for the success of this effort.

Councilmember Hahn discussed the importance of public perception and the need make the recommendations from the report available. She also expressed surprise that the SCRAA decided to stay dormant.

Mr. Ingraham agreed that SCRAA should be dissolved as it polarized the regional aviation community.

Mr. Armstrong said that one of the main problems of the SCRAA was that its original mission was to find, construct, and operate a new airport to relieve LAX. However, when that ended, the SCRAA unsuccessfully searched for a new mission while retaining its powers to own and operate an airport. These sweeping powers were rejected by most aviation stakeholders.

Councilmember Glaab strongly advised the Steering Committee to not become distracted by searching out a new airport. The current system is functional and can be improved through collaboration and leadership.

Mr. Macias said that while SCAG does not have control over the actions of SCRAA, the Steering Committee should consider providing a press release regarding the initiation of the Steering Committee. He also suggested that it would be prudent to identify, in a positive manner, that SCRAA recognized its limitations given current conditions and that the conclusions of the SCRAA-commissioned report dictated the Aviation Task Force as a venue for regional aviation planning. The press release could include language noting that Steering

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Committee has plans and is ready to proceed. He said staff could circulate a draft of the press release to the Steering Committee.

Councilmember Glaab agreed, stating that the press release should be truly representative of the aviation collaborative concept being discussed.

Mr. Rodine said, in light of the language from the SCRAA report recommending the Aviation Task Force as the body for regional aviation planning and the previous lack of progress by SCRAA, he was not intimidated by the plan to keep SCRAA dormant.

6. Planning for the Regional Aviation Summit

Councilmember Glaab said that the work of the Steering Committee would focus on setting goals and objectives for the Regional Aviation Summit. He turned the meeting over to Mr. Armstrong to provide background on regional aviation in Southern California.

Mr. Armstrong said that intent was to hold the Regional Aviation Summit in July 2009, utilizing the Steering Committee to identify findings from the summit to develop new directions for regional aviation planning in Southern California. He then presented background information on historical and recent regional aviation trends and talked about the aviation demand forecasts from the 2008 RTP.

Mr. Armstrong then discussed the proposed draft agenda format and topics for the Regional Aviation Summit. He said that the hope was to provide speakers with up-to-date, inside knowledge of the airline industry and how regional aviation interests are coping with the recent economic downturn to maintain service. While recognizing existing challenges, the Regional Aviation Summit should present positive information as well. Before walking the Steering Committee through the proposed draft agenda for the Regional Aviation Summit, Mr. Armstrong said that the draft agenda contained in the meeting materials was intended as a starting point to stimulate discussion.

Mr. Rodine suggested replacing John Heimleich on the Regional Aviation Summit agenda in order to get a more robust macroeconomic view of the current landscape. He also discussed a past appearance by John Micah in Southern California to discuss the Congressional disposition on aviation issues and suggested that an Aviation Committee Chair from the U.S. House of Representatives or Senate could be a valuable addition to the Regional Aviation Summit in light of the upcoming FAA reauthorization process.

Councilmember Glaab agreed and said that this was consistent with his earlier statement that Southern California, when speaking with one voice, can garner significant attention. He said that Staff would provide potential topics for the Regional Aviation Summit and solicit input from the Steering Committee members for incorporation into planning for the event. He also asked that Steering Committee members identify other critical participants to invite to join the

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group and provide ideas and support for the effort. Specifically, there was a need to include the airline representation.

Mr. Martin said that many airlines were members of the Los Angeles County Chamber of Commerce Aviation Committee.

Members noted that airlines could be invited individually or through their associations like the Air Transport Association (ATA). Councilmember Hahn suggested inclusion of Frank Clark. Mr. Molina said that ATA does not represent international carriers. If the Steering Committee is working toward a paradigm of inclusiveness, international carriers must also be at the table.

Mr. Macias said staff would create an email database to facilitate communication among the Steering Committee. He recommended sending a formal letter of invitation to new members signed by Councilmember Glaab and Councilmember Hahn.

Councilmember Glaab reminded the group that it was important to have the right people on the Steering Committee without allowing it to grow so large as to become cumbersome. The Steering Committee should be a smaller body representative of Southern California that is able to move quickly.

Mr. Macias recommended that the Steering Committee provided additional feedback on the Regional Aviation Summit agenda and the composition of the group.

Councilmember Hahn said that it was important to define the purpose of the Regional Aviation Summit and the target audience.

Mr. Macias said that the assumption from Staff was that the Regional Aviation Summit would be open to everyone but would focus on aviation stakeholders as the event will be responsible for identifying the issues the Steering Committee will address going forward.

Councilmember Glaab said this had not been finalized because the idea was to receive input in a participatory forum with the Steering Committee.

It was suggested to include a representative from the National Air Transportation Association or National Business Aviation Administration (NBAA).

Councilmember Glaab also suggested adding the Navy and Marine Corps at Miramar.

Councilmember Hahn said the message in any invitation to a potential new member should focus on why the time to act is now and what makes this Steering Committee different from past groups.

Mr. Macias reminded the group that SCAG had an underlying responsibility to produce the 2012 RTP. He said it is critical now, more so than ever, to establish a unified voice on

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Southern California regional aviation issues with respect to state and federal interests and especially the local FAA office. He then discussed the need to be taken seriously by the FAA and receive high level representation from them on the Steering Committee.

Mr. Ingraham indicated that there should be a vision that goes far beyond the horizon of the RTP when discussing regional aviation planning. He said the group should not get locked into the idea that Steering Committee would be dealing with a short-term perspective on forecasting but should adopt a vision that is capacity-driven.

Mr. Macias agreed that those were good comments and the Steering Committee needed to decide its vision. However, from a technical standpoint, SCAG needs a demand forecast that meets the horizon year for the RTP as it will be the basis for evaluation. And if there is interest in establishing clear nexuses between aviation demand to that horizon year and transportation surface access investments that County Transportation Commissions support, the analysis must be done.

There was also a suggestion to include manufactures, such as Airbus and Boeing, and the Aircraft Owners and Pilots Association (AOPA).

Councilmember Glaab said he saw the opportunity for subcommittees that could do meaningful work as the Steering Committee expanded.

Mr. Macias said spoke briefly about the SCAG's Aviation Technical Advisory Committee (ATAC) comprised primarily of airport operators. He said that ATAC had shown interest in having some of their members also participate as part of the Steering Committee.

Mr. Rodine, citing growth in base turbine aircraft at Van Nuys Airport, said that it was necessary to have much longer forecast window. He said that work done by Andy McKenzie of Citigroup Technologies on longer range forecasting that looked at demographic drivers of commercial air service demand was important.

7. Closing Remarks

Councilmember Glaab said that the group would follow up on expanded membership. He opened the floor to the members concerning how often the Steering Committee should meet.

Through discussion, The Steering Committee made the decision to extend membership to those mentioned at the meeting. Staff will solicit potential new members from Steering Committee members.

Councilmember Hahn recommended, and the Steering Committee agreed to, monthly meetings until the execution of the Regional Aviation Summit.

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Councilmembers Glaab and Hahn thanked the Steering Committee members for their attendance and expressed that they felt the group could make significant steps toward achieving the goals of the effort.

MEMO

DATE: June 18, 2009

TO: Aviation Technical Advisory Committee

FROM: SCAG Aviation Staff

SUBJECT: FAA Reauthorization (H.R. 915)

SCAG Legislative Staff will update ATAC on the status of H.R. 915, the FAA Reauthorization Act of 2009. Below is a summary of the key provisions of this bill. Several provisions of the bill that have potential impacts on airports in the region are discussed in more detail (i.e., Aircraft Rescue and Firefighting Standards, Additional Application Requirements for PFC Charges, Contingency Plans, and Limits on Level of Aircraft Noise). This more detailed information is taken from a cost estimate for the bill from the Congressional Budget Office (<http://www.cbo.gov/ftpdocs/100xx/doc10096/hr915.pdf>).

FAA Reauthorization

The House passed H.R. 915, the FAA reauthorization bill, on May 21, 2009 by vote of 277-136. The bill would reauthorize the agency through September 30, 2012. A manager's amendment was adopted by voice vote that strikes out the bill's now-defunct fiscal 2009 funding, which has the effect of lowering the overall authorization from \$70 billion to approximately \$57.16 billion. The bill authorizes funding levels for the Airport Improvement Program (AIP), FAA Facilities & Equipment (F&E); FAA Operations, and Research, Engineering, and Development (RE&D), and changes to the FAA Personnel Management System, including increased aviation safety inspectors.

Major provisions of the amended bill are as follows:

- The bill would raise the maximum passenger facility charge for airport improvement projects to \$7 from \$4.50;
- The legislation would generally give the Transportation Department more latitude to cut down on over-scheduling by airlines; would establish health and safety standards for flight attendants; and would create new protections for people kept trapped for long periods in planes on the tarmac;
- The House also adopted an amendment by voice vote that would require airlines meeting a certain revenue threshold to provide passengers the option to receive flight delay updates in the form of text messages;
- A whistleblowers amendment to ensure that FAA whistleblowers are granted full protection of law.

On the Senate side, staff to the Senate Commerce, Science and Transportation Committee, the committee of jurisdiction for the Senate FAA reauthorization bill, has indicated they hope to mark up a companion bill in June. Congress has until the end of the fiscal year, September 30, 2009 to clear a bill before the current short-term extension expires.

H.R. 915 Mandates that Applies to both Public and Private Entities

Aircraft Rescue and Firefighting Standards. The bill would require the Administrator of the FAA to set new rescue and firefighting standards for airports. The new safety standards would address staffing levels, timeliness of a rescue response, vehicle deployment, and equipment modernization. To the extent practical, the standards would have to be consistent with national voluntary standards for airport rescue and firefighting.

According to the FAA and airport officials, few airports currently meet those standards. Also, according to airport fire chiefs and managers, such standards would require more staff, additional equipment, and in many cases, new facilities. New facilities would be particularly expensive, with estimates ranging from \$1 million for satellite facilities to \$10 million for new stations. In addition, many smaller airports that rely on local fire departments would need to hire new staff, which would result in higher personnel costs. Nearly 550 publicly owned airports would be subject to the regulations.

Given the potential scope of the safety standards and the large number of affected entities, the Congressional Budget Office (CBO) estimates that the new standards would result in additional costs to publicly owned airports that would likely exceed in at least one year the annual threshold established in the Unfunded Mandates Reform Act (UMRA) for intergovernmental mandates (\$69 million in 2009, adjusted annually for inflation). According to the FAA, only a small number of private airports would be subject to the new regulations. CBO, therefore, estimates that costs to private airports would be small relative to the annual threshold established in UMRA for private sector mandates.

Mandates That Apply to Public Entities Only

Additional Application Requirements for PFC Charges. The bill would require any airport that levies passenger facility charges (PFC) to comply with new contracting requirements. Specifically, airports that finance airside projects (mostly runways and taxiways) with PFCs would have to select three contractors and negotiate contracts and subcontracts with them, beginning with the one deemed most qualified. The mandate would result in some additional administrative costs. It also could result in additional contract costs in some cases, and savings in others, depending on the outcome of negotiations. In total, CBO estimates that the net costs of the requirement would be small.

Contingency Plans. The bill would require certain airport operators to submit contingency plans to DOT for emergency circumstances that ground aircraft. CBO estimates that the costs of complying with this mandate would be minimal.

Other Impacts. The bill would benefit public airport authorities by authorizing an increase in the passenger facility charges that airports may use to fund FAA-approved projects. In addition, state and local governments would benefit from grants for planning, development, noise mitigation, and other initiatives at airports. Any costs they might incur would result from complying with conditions of federal assistance.

Mandates That Apply to Private Entities Only

Limits on the Level of Aircraft Noise. H.R. 915 would prohibit, with certain exemptions, the operation of civil aircraft weighing 75,000 pounds or less in the 48 contiguous states if the aircraft does not comply with stage-3 noise levels. The FAA classifies aircraft into three stages based on measurements of noise level: stage 1, stage 2, and stage 3—in order from loudest to the least noisy. The prohibition would take effect after December 31, 2013. According to industry sources, compliance could require engine modifications on some existing aircraft or decommissioning of aircraft that cannot be adequately modified. Those sources estimate that the total cost of bringing existing aircraft into compliance could range from \$300 million to more than \$1 billion, depending on the technology used. CBO expects that the direct cost to comply with the mandate would be largest in 2013, the year before the prohibition would take effect.

MEMO

DATE: June 18, 2009

TO: Aviation Technical Advisory Committee

FROM: SCAG Aviation Staff

SUBJECT: Potential Projects for the SCAG Aviation Program

SCAG is committed to re-establishing a vigorous and robust aviation program that will develop new regional aviation demand and forecasts and policies, and new airport ground access projects and strategies, for the 2012 Regional Transportation Plan. These new forecasts, policies, strategies and projects will respond to new economic realities that have convulsed the aviation industry and most commercial and non-commercial airports. High-priority regional aviation issues are currently being discussed at ongoing meetings of the Southern California Aviation Steering Committee, and will be deliberated by experts around the country at the planned Regional Aviation Summit that will be held in September 2009. ATAC has an important role in informing and giving structure to this debate, given its long history of providing technical input to multiple SCAG regional transportation plans. ATAC membership on the Southern California Aviation Steering Committee will forward ATAC recommendations to the Steering Committee on aviation program priorities identified by ATAC members.

SCAG aviation staff have identified a number of potential projects/studies that could be undertaken by the SCAG Aviation Program, with the objective of generating useful and constructive information for the 2012 RTP. Funding for future planning projects is not unlimited, so these (or other) projects that are of the highest priority should be identified for potential funding. These proposed projects, designed to stimulate further discussion by ATAC, include:

1. Ontario International Airport Regional Ground Access Study

The study would evaluate regional ground access projects that have the potential to provide cost-effective access to Ontario Airport from population and employment centers in Los Angeles, Orange and San Diego counties. The projects would include (alone or in combination with other projects) new “remote terminals” in Irvine, Anaheim and/or San Diego, the State high-speed rail project with an extension from Ontario Airport to San Diego, a Gold Line extension to Ontario Airport, and Metrolink connections to Ontario airport from the San Bernardino and Riverside lines. Similar studies of regional ground access improvements to San Bernardino International and Palmdale airports could also be conducted. Identification of existing and potential new funding sources to support these projects would be identified.

2. Regional Airport Ground Access Provider Survey

A survey of ground access providers in the region (e.g., transit operators, city transportation departments, country transportation commissions) would be conducted to identify their existing institutional relationships to commercial airports in the region, and how they coordinate with airports to plan and program high-priority airport ground access projects. Recommendations would be made on how these relationships could

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be improved, as well as relationships between the various providers in the planning and programming of regional airport ground access projects that cross county boundaries.

3. Ontario/San Bernardino Aerotropolis Study

The study would assess the ability of the combined Ontario International/San Bernardino International airport complex and the corridor in between the two airports to serve as a master planned “aerotropolis” (i.e., “airport city”) of aviation-related commercial and industrial development that is complementary to and supportive of aviation service. Aerotropolis examples include Dulles Airport, Amsterdam Schiphol Airport, Kuala Lumpur International Airport (Malaysia), Incheon International Airport (South Korea), and Al-Maktoum International Airport (Dubai). The study would include identification of new institutional structures needed to plan and deploy an aerotropolis in the Ontario/San Bernardino airport complex corridor.

4. Green Airport Overview

A survey would be conducted of “green” airport practices being deployed around the world to reduce greenhouse gas emissions and other air pollutants, as well as promote recycling of waste and reduce water and energy consumption by all airport users and tenants. The potential effectiveness and applicability of these practices to SCAG Region airports including needed financial and other incentives and potential regulatory hurdles would be evaluated and identified.

5. Airline Industry Trends Analysis

The analysis would evaluate current restructuring and consolidation trends in the airline industry in response to brutal economic conditions and fuel prices that are rising once again. It would forecast these trends into the future (to the extent possible) and assess the extent to which future airline capacity will be available to accommodate future growth in regional aviation demand and support regional decentralization objectives. The best available information on future fuel prices and the timing and extent of overall economic recovery will be employed in this analysis. New technologies that promise increased efficiencies in air travel will also be incorporated in the study findings.

6. Airport Service Trends Analysis

The analysis would survey air carrier airports around the country to identify recent service trends, particularly airports that have lost significant service. Explanatory factors for these trends would be identified (e.g., marginal markets served by small regional jets are no longer profitable to airlines, the service area of an airport has been hit particularly hard by the economic downturn, etc.). “Lessons learned” being employed by airports around the country to retain and enhance their airline service would be identified (e.g., cost-cutting measures to reduce airline costs including privatization of services, alternative funding sources for airport improvements, improved customer relations, and better marketing of airport services).

7. Capacity Analysis of Los Angeles International Airport (LAX)

The current LAX capacity cap of 78.9 million air passengers (MAP) that was a condition of the LAX Settlement Agreement expires in 2015. SCAG's last physical capacity evaluation of LAX in 2000 produced a 78.0 MAP figure (available runway capacity). This analysis would update the physical facility capacity of LAX based on current information for long-range planning purposes. Current information would include updated fleet mixes and load factors, number of available gates, gate utilization rates, and recently completed and proposed improvements to the northern and southern runway complexes.

8. Regional Aviation Economic Benefits Study

The study would update the regional aviation economic benefits assessment conducted for the SCAG's 2001 Regional Transportation Plan in term of quantifying direct, indirect and induced dollar and employment benefits per millions of passengers served and millions of tons of air cargo carried. Non-quantifiable benefits would also be identified.

9. Regional General Aviation Survey Update and Forecast

The regional general aviation survey data base for based aircraft, operations and airport facilities at general aviation airports in the region would be updated. This data would be used to develop new general aviation forecasts (last forecast made in 2003). Particular attention would be given to trends in corporate aviation, and general aviation airports that would likely accommodate new generations of corporate aircraft including very-light jets. More sophisticated computer modeling could be employed to generate new regional general aviation forecasts.

10. Demonstration Project for Inventorying Airport Environmentally-Sensitive Land Uses

An inventory would be made of environmentally-sensitive land uses around a selected general aviation airport, utilizing the SCAG geographic information system (GIS) based regional land use inventory. The demonstration project would show how such an inventory could be used by an airport to assess the compatibility of proposed airport improvement projects with environmentally-sensitive land uses in the airport's vicinity.

11. Incorporation of Airport "Smart Growth" Principles into SCAG Land Use and Employment Forecasts

Airport "smart growth" principles would be defined in terms of preventing airport encroachment by incompatible land uses. Those principles would be incorporated into the SCAG Compass/Regional Growth Envisioning Program and eventually into updated land use and employment forecasts developed for the 2012 Regional Transportation Plan.