

SOUTHERN CALIFORNIA



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MEETING OF THE

AVIATION TECHNICAL ADVISORY COMMITTEE

**Thursday, September 20, 2012
10:00 a.m. – 12:00 p.m.**

**Southern California Association of
Governments
Los Angeles Office
Board Room A&B
818 West Seventh Street
12th Floor
Los Angeles, CA 90017
213-236-1800**

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 CALL TO ORDER Gary Gosliga, ATAC Chair

2.0 WELCOME AND INTRODUCTIONS

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 May 17, 2012 Attachment 1

4.2 ATAC Membership List and Contact Information
(Potential action item to update membership list)

5.0 PROJECT REVIEW

None

6.0 INFORMATION ITEMS

6.1 Update on Developing a Regional Airport-Rail Connectivity Plan Attachment Los Angeles Metro Staff 11 15 min.

6.2 Update on LAX Specific Plan Amendment Study (SPAS) Diego Alvarez LAW A Staff 10 min.

6.3 Overview of Future of Avgas Seminar At Santa Monica Airport on 6/30/12 Attachment Chris Kunze Long Beach Airport 15 10 min.

AVIATION TECHNICAL ADVISORY COMMITTEE

AGENDA

6.0 INFORMATION ITEMS (Cont'd)

- | | | | | |
|-----|--|---|--|----------------|
| 6.4 | <u>Options for Reducing Energy Costs at Airports with Solar Projects Funded by The FAA AIP Program</u> | Sean Mantucca SunPower Corporation | | 15 min. |
|-----|--|---|--|----------------|

7.0 ACTION ITEMS

- | | | | | |
|-----|---|--------------------------------------|----|----------------|
| 7.1 | <u>Invitation for ATAC to Join the National Alliance to Advance NexGen (NAANG) Attachment</u> | Mike Armstrong SCAG Staff | 17 | 10 min. |
| 7.2 | <u>SCAG Aviation Program—Future Work Plan Priorities and Draft Four Year Work Plan Attachment</u> | Mike Armstrong SCAG Staff | 23 | 15 min. |

8.0 MISCELLANEOUS ITEMS/ANNOUNCEMENTS

9.0 FUTURE AGENDA ITEMS

Any committee members or staff desiring to place Items on a future agenda may make such a request. Comments should be limited to three minutes.

10.0 SET NEXT MEETING LOCATION

11.0 ADJOURNMENT

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THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE AVIATION TECHNICAL ADVISORY COMMITTEE. AN AUDIO DIGITAL FILE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING AT SCAG'S OFFICE.

The Aviation Technical Advisory Committee of the Southern California Association of Governments held its meeting at the Southern California Association of Governments Main Offices, 818 West 7th Street, Los Angeles CA 90017. The meeting was called to order by Mr. Gary Gosliga, ATAC Chair and Director, March Inland Port Airport Authority.

ATAC Members Present:

| | |
|----------------|--------------------------------------|
| James Bryant | TSA/LAX |
| Richard Dykas | FAA |
| Gary Gosliga | March Inland Port Airport Authority |
| Cynthia Guidry | LAWA |
| Mark Hardymont | Bob Hope Airport |
| Bill Ingraham | San Bernardino International Airport |
| Chris Kunze | Long Beach Airport |
| Todd McNamee | Ventura County Airports |
| Keith Mew | Cal State Los Angeles |
| Kari Rigoni | John Wayne Airport |
| Bob Trimborn | Santa Monica Airport |

Others Present:

| | |
|------------------|-------------------------------------|
| Richard Ayala | City of Ontario |
| Michael Behen | City of Palmdale (teleconferencing) |
| Vanessa Couch | TSA/LAX |
| Keith Downs | Mead & Hunt |
| Geoff Gosling | Aviation System Consulting |
| Richard Norton | URS Corporation |
| Robert Rodine | The Polaris Group |
| Edward Story | Ironwood Advisory |
| Shannon Whitaker | CG Air Station LA |
| Mike Armstrong | SCAG |
| Steve Fox | SCAG |
| Alan Thompson | SCAG |

1.0 CALL TO ORDER

Gary Gosliga, Chair, called the meeting to order at 10:05 a.m.

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2.0 WELCOME AND INTRODUCTIONS

3.0 PUBLIC COMMENT PERIOD

Bob Rodine commented that the minutes discuss factors that contributed to the decline of piston aviation. There is something that is not in the minutes that is very relevant, which is in 1981 and 1986 two tax measures were introduced that affected the tax benefits of owning aircraft. These have to be considered in the decline of piston aircraft ownership. We are now facing the prospect of user fees and other fees that could also impact aircraft ownership, that are being fought vigorously by the NBAA. This should be kept in mind for forecasting purposes.

4.0 CONSENT CALENDAR

4.1 Approval of Meeting Minutes from February 16, 2012

The minutes were unanimously approved without change.

4.2 ATAC Membership List and Contact Information

Bill Ingram noted that there were a number of errors in the membership list and staff must have used an old template. Mike Armstrong concurred that an old membership list must have been used, and will be corrected for the next meeting. Mr. Ingraham pointed out that Mike Williams is no longer at San Bernardino County Airports. Gary Gosliga recommended that this item should be pulled from the consent calendar and that an updated membership list should be included in the next agenda. Bob Trimborn suggested that the membership list be sent out and members asked to update the list including alternatives. The motion was seconded and approved.

5.0 PROJECT REVIEW - None

6.0 INFORMATION ITEMS

6.1 Update on Los Angeles World Airports

Cynthia Guidry, Director of Planning and Capital Programming at Los Angeles World Airports (LAWA) overviewed their current development program for LAX, Ontario and Van Nuys airports, designed to maintain and improve critical airport facilities to meet future needs. The LAWA Planning Group's key responsibilities are to develop long term development plans, master plans, specific plan amendment studies and environmental assessments. For the LAX Specific Plan Amendment Study (SPAS) they are deep into the analysis phase of the study. The LAX Master

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Plan was approved in 1996, since that time they have been required to study some of the elements of the Master Plan through the SPAS. A Draft EIR for the SPAS should be issued by early summer. After responding to comments, they hope to go to their board with a Final EIR in 2013.

Ms. Guidry explained that in the meantime there are many projects and programs in the pipeline that they intend to start in the near future. The LAX North Side Plan is being updated in cooperation with local communities. It is looking what can be done with 350-plus acres north of the airport. They recently closed the comment period on the Notice of Preparation for that project and will be issuing a draft EIR later this year. For LAX itself, there are a number of capital improvements that are underway, including those designed to accommodate Very Large Aircraft that will use the airport in the future. The Tom Bradley International Terminal (TBIT) underwent a major renovation several years ago and construction of a new terminal is well underway. As slow of enabling projects had to be completed over the last several years, including new taxiways and taxi lanes. Also, a tremendous amount of terminal tenant work has been ongoing, at both TBIT and the domestic terminals. A Cross Field Taxiway has been completed that connects the north and south airfields. The new TBIT will have a total of 18 new aircraft gates, and new inspection and concession areas. Also, a new Central Utility Plant is being constructed for the airport, closely coordinated with the FAA since it is adjacent to the LAX tower. A new ticketing area in Terminal 6 has recently been completed.

Ms. Guidry described projects in the pipeline including runway construction and rehabilitation work at both LAX and Ontario to comply with new safety requirements, passenger boarding bridge improvements and relocations, and terminal façade enhancements. The Midfield Satellite Concourse will be built just to the west of TBIT, and environmental and planning work has just been initiated. The north half of the concourse will be built first, which will have 12-14 gates accommodating Group 5 & 6 aircraft. LAWA is also working closely with tenants on their terminal renewal and replacement programs, and a concessionaire program is also underway. They are also working on additional security improvements, a new public safety building that will be a central location for the airport police, and electrification of ground service equipment. At Van Nuys they are in discussions with tenants on rehabilitating or reconstructing the main runway.

According to Ms. Guidry, LAWA tries to put as much information as they can on major capital projects underway on their new web site LAneXt. Also, information on their environmental documents and status of SPAS work can be found on ourLAX.org. Links to these and other web sites can be found at lawa.org.

Bob Trimborn asked about Van Nuys Airport, and remarked that if the runway there was taken down for reconstruction it could affect other airports in the basin. Cynthia Guidry responded that LAWA has been working closely with the tenants there over

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the last several months to find a solution that meets tenant needs as well as runway life cycle challenges, and minimizes closures needed to reconstruct the runway. There will be some downtime but hopefully it can be kept to a bare minimum of 10-14 days or so by doing a lot of the work at night. The construction is about a year away.

Chris Kunze asked what forecast number they are using for the design of their facilities. Ms. Guidry responded that for their long term development plans they start with the FAA Terminal Area Forecast (TAF) and then look at other forecasting tools. The LAX SPAS is based on a 78.9 MAP forecast to 2024. Mr. Kunze then asked how many homes are in the soundproofing program for LAX. Ms. Guidry responded that she didn't have the exact number but the information is on the LAWA web site.

Bob Rodine asked how many total gates will there be after the midfield concourse is completed, will it be under the Settlement Agreement limitation of 156? Ms. Guidry replied that yes, they will be under that limitation. Mr. Rodine then asked about Runway 25R, would the North Side development plan impact the potential relocation of the runway several hundred feet to the north? Ms. Guidry responded that the North Side plan would not be impacted no matter what option for the runway is selected, which has not yet been decided (LAWA will be issuing a Draft EIR on the various runway alternatives being considered).

6.2 Update on Bob Hope Airport

Mark Hardymont overviewed current programs and projects at Bob Hope Airport. The airport has an outreach visioning effort that has its origins in the early 1990's when the airport made efforts to relocate its aging terminal facility which is too close to the runways according to FAA criteria. This discussion got mixed in with discussions about airport expansion, which created community uproar and led to more than 10 years of litigation between the City of Burbank and the airport authority. In 1995 these two entities entered into a development agreement that allowed the airport to acquire and absorb a commercial parking lot operation, and placed on hold all discussions about a new replacement terminal facility for a period of seven years. During that "time out" the city and the airport found ways to work together and now have a good working relationship. The prevailing thinking now is that something needs to be done about the aging terminal infrastructure. Last year, three more years were added to the development agreement, and the restriction on talking about the terminal building was lifted including obtaining community input on the issue. The position of the airport authority is any replacement terminal would have the same number of gates (14) and would not add new capacity.

Mr. Hardymont remarked that a consulting firm has been contracted by the airport to conduct a scientific research study with a wide variety of questions asked of 1100 registered voters from the cities of Burbank, Glendale and Pasadena, as well as the North Hollywood/Sun Valley area in the City of Los Angeles. The objective of this

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study was to give guidance to the airport authority about whether there was community support for discussing the terminal replacement issue. The results indicate that the majority of the community sees the airport in a positive light, as a vital local resource and a good neighbor, which indicates changing community attitudes from 10 years ago. To the question “does the terminal building need to be modernized?” with added information that the building is 81 years old and does not meet earthquake safety standards and FAA guidelines, the response was 60% in favor (as opposed to an even 50/50 split without the added information). The issues of greatest concern expressed by the respondents include the economy and unemployment, while traffic and noise generated by the airport were not ranked high or in the serious category (as opposed to past years when they were ranked high and serious). About 2/3 of the respondents said that aircraft noise did not affect them personally at all. The complete survey results can be found at bobhopeairport.com, and the results of the second more open-ended and less scientific survey will be published in the near future after the results are tabulated.

Gary Gosliga asked if the response to the noise question this was a result of aircraft changes over the years and the airport’s noise insulation program. Mr. Hardyment responded that aircraft operations have been progressively declining since 1978, and ten years after that a voluntary curfew was negotiated with the airlines based on scheduling. Also, the aircraft fleet has gotten a lot quieter over the years, and electronic banking has eliminated the need for nighttime check hauling operations. The airport has also insulated 2300 residences through its sound insulation program.

Mr. Hardyment then described the airport’s Part 150 study update, the third update that the airport authority has undertaken (the other two were in 1988 and 1998). The Initial Study Advisory Committee and public workshop took place in March. The passenger forecast and operations activity will be taken to the airport authority and submitted to the FAA in the near future, which after approval will be used to develop noise exposure maps and noise compatibility program by the project consultant (although there has been such a dramatic shrinkage in the noise impact area and in combination with a robust sound insulation program, a noise compatibility program may not be needed). The forecast for Bob Hope in SCAG’s 2012 RTP is 9.4 MAP in 2035, but the Part 150 consultant’s preliminary forecast is 7.2 MAP in 2030. Consistent with other airports in the country, it represents a slow climb out of hole the airport has gotten into with the recession, with a 1.2% growth rate. The last Part 150 study had a noise impact area of 1230 acres, today it is 751 acres. The incompatible acreage has decreased from 304 acres to 19 acres, mainly because of the airport’s noise insulation program. Since the mid 90’s the airport has invested in \$105 million in the noise insulation program. The remaining incompatible acreage is unlikely to decrease much because of homeowners unable or unwilling to join the program.

For the Bob Hope Airport’s Regional Intermodal Transportation Center (RITC), Mark Hardyment reported that the airport received excellent proposals that were

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affordable, and the airport authority awarded contracts for the construction of the RITC along with a replacement parking structure. Groundbreaking is tentatively scheduled for July 6. It will be the largest project that the airport has ever undertaken. It will include a consolidated rental car facility and transit center with Metro bus service, with an elevated 1100-foot moving sidewalk connecting the RITC to the airport terminal, and a pedestrian connection across Empire to the adjacent Metrolink/Amtrak station. Bob Trimborn asked how the airport's visioning process related to the RITC. Mr. Hardyment responded that you would not want to relocate the terminal a long distance from the RITC, such as north of Hollywood Way. There is proposed to be a new Metrolink station at San Fernando and Hollywood Way, connected to the terminal building (either existing or relocated) via a people mover.

Mark Hardyment then described the airport's ongoing ground access study, which has three objectives: 1) promote connectivity along the Antelope Valley Line; 2) reduce traffic impacts on Hollywood Way, and; 3) provide east/west connectivity between the San Fernando Valley and San Gabriel Valley. The timing of the study has been fortuitous, since Metro is ahead of the game in making the case for a new Hollywood Way/San Fernando Station on the Antelope Valley Line.

Chris Kunze asked if the consolidated rental car facility will be covered by solar facilities. Mark Hardyment replied yes, they entered into a unique partnership with Burbank Water and Power to make the roof available to them to make a solar power installation. The power generated by that facility will go directly back into the grid. It was asked when the ground access study will be completed. Mr. Hardyment replied that the airport was going to issue an RFP for the main portion of the study in the near future, which will awarded in September and will probably be an 18 month study. Chris Kunze asked if the FAA has weighed in on the terminal issue lately. Mr. Hardyment responded that the FAA has continued to indicate that the terminal building is safe as operated, although it could be made safer.

6.3 Update on Santa Monica Airport

Bob Trimborn overviewed current issues at Santa Monica Airport. The airport operates under a Settlement Agreement with the FAA that was signed in 1984 that set established a number of operational restrictions for the airport. That agreement expires in 2015, and the city manager decided to undertake a comprehensive visioning process to look at the future of the airport within the community. The first phase of the process that was completed in November of last year looked at the airport economic impacts and best practices in place at other airports in the U.S., and established a process moving forward. The second phase held a series of discussion group meeting attended by over 300 people that identified noise, safety and pollution as the main airport-related issues. Phase II has recently been completed and the results were presented to the city council. They are moving forward with Phase III,

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building on the themes identified in Phase II, such how can the airport be a more compatible neighbor.

Santa Monica Airport has also been at the forefront of airport-related environment studies, having had three air quality studies done for the airport (two by the SCAQMD, one by EPA that looked at lead impacts) and another will be done by the ACRP that will be a follow on to the EPA lead study and will start this summer. On June 30 there will be a seminar at the airport that will discuss the future of unleaded aviation fuel in the GA industry including technological challenges. The airport is currently at a low level of operations, having dropped from 230,000 operations in 2000 to 110,000 currently.

Gary Gosliga asked if the SCAQMD studies have all been completed. Bob Trimborn replied that these studies have been completed and can be accessed at santamonicaairport.org. The good news is that there were no indications of exceedances of federal or state standards for any of the emissions that were looked at. Issues currently being examined are ultra-fine particles, black carbon and lead emissions (the first two are currently unregulated). Chris Kunze added that a similar air quality study at Long Beach Airport used a monitoring site a mile away from the airport, while the Santa Monica study used sites adjacent to and on the airport. Another SCAQMD study at LGB will use monitoring sites at the airport and at various locations in adjacent neighborhoods. This will be a four month study that will start in a few months. Gary Gosliga suggested that the results of all of these studies should be discussed at a future ATAC meeting.

Chris Kunze then asked about the current status of a policy adopted by the City of Santa Monica to close the airport. Bob Trimborn responded that in 1981 the city council passed a resolution to close the airport at the earliest practical date, which triggered a series of lawsuits. This ultimately led to the Department of Justice stepping in on behalf of the FAA and a Settlement Agreement was reached in 1984. However the city council never rescinded the 1981 resolution. What happens after the agreement expires in 2015 will be determined by the Visioning Process. Mr. Kunze then asked about a proposal from the city council to pay pilots doing touch-and-go operations at Santa Monica Airport to use other airports, is this being seriously considered? Mr. Trimborn responded that it is, and staff will go to the city council in June with a program to carry this out.

6.4 New FAA Guidelines—Submitting Airport Aeronautical Survey Data in a GIS Format

Richard Dykas of the FAA overviewed the FAA's guidelines for submitting airport aeronautical data in a GIS format, which can be found at <https://airports-gis.faa.gov/public/>. When surveyors conduct airport surveys for projects, there is a step-by-step process they must go through, and points where the GIS data has to be

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validated by the National Geodetic Survey. The guidelines have been in development for more than 10 years and are technically challenging. The intent has been to eliminate data errors in the submittal of airports layout plans (ALPs) through independently managed systems, such as runway end coordinates and other safety critical data. Survey points shouldn't move so there is no reason to go out and repeatedly survey the same things again if they are surveyed accurately and are in the central repository. Ultimately this process will lead to "electronic ALPs" (eALPs) and used for NextGen cockpit displays to allow pilots to seeing exactly where they are as well as ground traffic on the airport. The data will also be used for the development of new flight procedures, particularly obstruction data.

Richard Dykas explained that the process is a set of procedures and standards for the collection, formatting, submittal and maintenance of the data. The process is already in place for safety critical data such as threshold locations, runway endpoints, Navaid locations and the obstruction environment around the airport. The process is fairly complex, and detailed explanations can be found on the FAA web site including three advisory circulars that explain how to establish reference points, conduct aerial surveys, and determine specific coordinates for various airport facilities. Airports should hire survey teams that are familiar with this process and know what they are doing.

Gary Gosliga asked whether there were any airports that have completed an eALP. Mr. Dykas responded that this is a process of collecting and entering data into a system. A tool will then be generated that can pull the data out and generate an eALP, and this can be done for some airports. The collection of safety critical data according to the advisory circulars has been a requirement since 2007. The FAA has been getting overwhelmed with the volume of information that has to be reviewed and needs more trained staff to do this. The FAA has a draft transition policy for eALPs, with the focus on large hubs for this fiscal year, medium hubs next fiscal year, and small hub and non-hub airports in following years. General aviation airports would come last in meeting the eALP requirements. There are a number of pilot airports that are being used to demonstrate this transition including SFO and Phoenix Mesa Gateway Airport. Mr. Gosliga suggested that at a future meeting we can get an update on progress at those airports.

Mike Armstrong remarked that the reason this item was added to the agenda was that Caltrans Aeronautics recommended that SCAG develop a GIS inventory to assist the preparation of airport land use compatibility plans, which is a somewhat different issue. SCAG would not be able to assist in the development of eALPs, but it does have a regional GIS land use and demographic data base that could potentially assist in the development of ALUCPs (it was recently used for the Chino Airport Smart Growth Project). The regional GIS data base could be potentially refined for airport purposes, and assist some of the smaller airports in developing their ALUCPs. Richard Dykas added that the FAA has given Caltrans Aeronautics several system

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planning grants to conduct obstruction surveys at a number of GA airports around the state and to put that data into a GIS format in accordance with the advisory circulars, for the development of approaches. Bob Trimborn remarked that having noise exposure map in the GIS system would be very useful.

7.0 ACTION ITEMS

7.1 SCAG Work Program—Future Work Program Priorities

Due to time limitations, Mike Armstrong suggested that action on this item be tabled until the next meeting. He briefly described the future work program priorities for the SCAG Aviation Program, with a focus on developing new regional aviation demand forecasts and a new airport ground access element for the next (2016) Regional Transportation Plan. Mr. Armstrong remarked that it isn't too early to start thinking about how to develop new regional aviation demand forecasts, since new modeling tools need to be developed. Ground access work could include evaluating some of the potential projects recommended by the 2012 RTP including new express bus service to underutilized secondary airport such as Ontario. Other potential priorities include conducting regional aviation economic impact studies, developing additional airport "Smart Growth" projects, assisting airports in developing ALUCPs, and continuing to coordinate with the FAA Optimization of Airspace and Procedures in the Metroplex (OAPM) Program. Mr. Armstrong noted that there probably wasn't much ATAC support for a Phase II General Aviation Demand Forecast Study that allocated the regional forecast to individual airports.

Mr. Armstrong commented that the issue of the economic importance of Ontario Airport and its need for increased ground access connectivity was discussed at an economic summit he recently participated in, where he sat on a panel between Gina Marie Lindsey of LAWA and Ontario City Councilman Alan Wapner. Gary Gosliga added that the panel discussion was very interesting and he learned new information on the issue, such as how the ownership of Ontario Airport was originally was transferred to LAWA.

Gary Gosliga commented that these issues deserve further discussion, and recommended that this item be tabled until the next meeting. Bill Ingraham asked when the next meeting will be. Mike Armstrong responded probably in September. Todd McNamee asked if that was timely in terms of getting funding programmed to accomplish the priorities. Mr. Armstrong responded the next opportunity to amend the SCAG OWP will be in December. Alan Thompson added that requests to amend the OWP for new projects need to be submitted by mid-September. This should work for a September ATAC meeting that will provide input on the work program priorities. The motion to postpone the item until a September meeting was seconded and approved.

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8.0 MISCELLANEOUS ITEMS/ANNOUNCEMENTS

James Bryant from TSA remarked that he wanted to make the general aviation community aware that an event occurred at Compton Airport last month involving an attempted aircraft theft. Airports that have tenants, particularly flight school tenants, should look at how they are securing their aircraft.

Gary Gosliga announced that March AFB was holding their semi-annual air show that weekend. It was also mentioned that on June 30, helicopters will be on display at the American Heroes Air Show at the Hansen Dam Recreation and Sports Complex in Lake View Terrace.

9.0 FUTURE AGENDA ITEMS

10.0 SET NEXT MEETING LOCATION

The next meeting will be held on September 20.

11.0 ADJOURNMENT

The meeting was adjourned by Chairman Gosliga at 12: 10 pm.

July 26, 2012
MTA Board of Directors

MOTION
Chairman Antonovich

Los Angeles County, home to 10.2 million people and adjacent to millions more, requires a regional airport system to provide effective air transportation options to support the region's economy, mobility and quality of life.

Three airports—Bob Hope, Long Beach and Los Angeles International (LAX)—operate within the County, with a fourth—Ontario—just across the San Bernardino County border. A fifth airport—Palmdale—provides tremendous potential for future additional airport capacity to serve the region, especially with the development of the High Desert Corridor, upgraded Metrolink tracks from Los Angeles and future high speed rail links to Bakersfield and Victorville.

Of all these airports, the only one with a direct rail link is the Bob Hope Airport with an Amtrak/Metrolink station on its south side. For a region that would be the eighth largest state on its own, larger than Pennsylvania and just behind Ohio, this fact represents a failure of our regional transportation and government agencies to coordinate and prioritize the connection of our regional airport system to our regional rail transportation network.

Each of these airports lacks proper connections into our regional rail system. For example:

- Bob Hope Airport remains disconnected to the Gold Line in Pasadena and the Red and Orange Lines that terminate in North Hollywood.
- Development of the LAX Airport Connector has been stymied by Los Angeles World Airports, despite voters approving \$200 million for that connector through Measure R.
- Long Beach Airport is disconnected from the Blue Line Willow Street Station that is only four miles away.
- Ontario Airport has two Metrolink Lines and an Amtrak line that all have stations in the vicinity of the airport with no direct rail connection into or station at the airport. Furthermore, plans to extend the Gold Line Foothill Extension to this airport do not have sufficient funding to be implemented.
- Palmdale Airport is well-situated to be connected into the Metrolink and high speed rail system in the future but currently has no link to the Palmdale Transportation Center.

Without an integrated, unified and comprehensive Regional Airport Connectivity plan, efforts to link these airports into our regional rail system will be ineffective and inefficient. Our recent commitment to construct a new Metrolink station on the north side of the Bob Hope Airport is an excellent start toward this goal. When this new Metrolink station opens the number of trains that serve the airport daily will double immediately, providing service by rail for the first time for the 750,000-plus residents in Sylmar, the Santa Clarita Valley and the Antelope Valley.

To be truly effective and multi-modal, our regional transportation system requires more projects that provide airport connectivity, such as the following:

- a Gold Line extension from Pasadena and an Orange Line extension from North Hollywood to Bob Hope Airport
- a new rail station at Ontario Airport that serves Metrolink and Amtrak
- the Gold Line Foothill Extension to Ontario Airport
- an expedited rail connector from the Crenshaw/Green Line to LAX
- an extension of the Green Line from its eastern terminus to the Norwalk Metrolink Station to connect Orange County to the airport via a Metrolink transfer
- Metrolink upgrades to decrease travel times from Los Angeles to Palmdale, with a rail connector from Palmdale Transportation Center to Palmdale Airport.

We should work to partner with other transit agencies and jurisdictions in developing this plan, including the Federal Aviation Administration. Furthermore, we should analyze what bus and rail transit links currently exist to these airports with a review and analysis of how to improve service frequency and quality of transit connections between our regional transportation system and our regional airports in the near term.

Linking our airports to our rail system in a cohesive manner will make our regional transportation system truly multi-modal and increase mobility, decrease pollution, spur economic growth and provide for a greater quality of life and return on the taxpayer dollar for all residents of Los Angeles County.

I THEREFORE MOVE that the MTA Board direct the CEO to develop a Regional Airport Connectivity Plan that will integrate our region's airports into our regional transportation system.

This Regional Airport Connectivity Plan will include the following elements:

- (1) An implementation plan (for Board review) including but not limited to timelines, estimated costs, and potential funding sources, to implement rail connections from our Metrolink and MTA rail system to the following airports:
 - Bob Hope Airport
 - Long Beach Airport
 - Ontario Airport
 - Los Angeles International Airport
 - Palmdale Airport
- (2) A review of current transit options to the aforementioned airports, with analysis on service gaps, transfers and general inefficiencies, with a comprehensive proposal to improve these transit connections in the near term.
- (3) Input from the Federal Aviation Administration and Southern California Association of Governments on potential for funding and support to meet the goals of providing stronger transit connectivity to our region's airports.
- (4) A report from LAWA on how to expedite the construction of the LAX airport connector to open concurrent with the Crenshaw/LAX project.
- (5) An overview of what level of coordination and funding is required from our partner agencies—including but not limited to SANBAG, Metrolink, Amtrak and LAWA—to assist MTA with the development of this plan.

I FURTHER MOVE that the MTA Board direct the CEO to return to the Planning and Programming Committee and full Board in September with an update on this Plan's progress and to complete this plan by November 30, 2012 for Board consideration in December.

Future of AVGAS

Saturday, June 30, 2012 at 9:00 AM (PDT)

Santa Monica, United States

Attendance is limited to the first 250 people to RSVP. Please reserve your seat by clicking the REGISTER button above.

What: Learn about the future of AVGAS

Where: Museum of Flying, Santa Monica

When: Saturday, June 30, 2012 at 9:00 AM

Special Guest: Lars Hjelmberg, Founder and CEO of HjelmcO Oil

Supporters: Museum of Flying, City of Santa Monica, and the FAA Safety Team (FAASt Team)

The fuel currently used in piston-powered aircraft, 100LL (low lead) AvGas, is the last leaded fuel in production. For years, environmental protection agencies worldwide have been working with refiners and other regulatory agencies to develop an un-leaded replacement for 100LL.

100LL AvGas is a federally regulated fuel product that must meet very specific ASTM standards to comply with airframe and engine manufacturer specifications. The fuel is special, requiring special handling which most refiners and distributors refuse to deal with and as a result, there are very few AvGas manufactures. 100LL AvGas is also used across a very wide spectrum of aircraft/engine types – from low-powered to high-performance aircraft that operate at high altitudes under very demanding conditions. Therefore, the development of a replacement unleaded fuel has been problematic from a technical perspective.

Tetraethyl-lead (TEL) used in 100LL AvGas acts as an octane booster to prevent engine detonation and pre-ignition. It also provides improved heat transfer for valve seats and piston rings. Due to the relatively small demand for AvGas, the TEL used in the AvGas has a very limited production.

There has been a lot of news recently about unleaded alternatives to 100LL, including a UL 91, which is being pushed by Lycoming Engines and TOTAL in Europe (see this news story - <http://www.aopa.org/aircraft/articles/2012/120419lycoming-eu-bless-ul-91.html>), 94UL, which is being pushed by Continental, a new 100UL being developed by a startup called Swift Fuel, and G100UL being developed by GAMI.

Additionally, recent national publications like Bloomberg have highlighted the potential health risks of leaded aviation gasoline. <http://www.bloomberg.com/apps/news?pid=newsarchive&refer=&sid=aCfotEYJYr3Y>

Lead emissions from piston-engine aircraft and leaded aviation gasoline are Federally-regulated. EPA received a petition to determine whether lead emissions from piston-engine aircraft endanger human health and the environment. The EPA is currently conducting a national-scale

analysis of the local impact of lead emissions from piston-engine aircraft. It's time to understand what the alternatives are to 100LL and where we are in the certification process.

In 1979, a Swedish company called Hjelmcö Oil, founded by Lars Hjelmcö, developed an unleaded 80/87 grade AVGAS. In 1991, the company developed a 91/96 grade unleaded AVGAS, which is very close to 100 octane. Continental, Lycoming, Rotax, and radial engine manufacturer Kalisz have all cleared the Hjelmcö AVGAS 91/96 UL for use in many of their engines. The fuel has been widely used throughout Sweden for decades and millions of flight hours, including by the Swedish Air Force, and is the preferred fuel for general aviation there.



We are honored to have Lars Hjelmcö join us on June 30th at 9:00 AM at the Museum of Flying for a town hall seminar about the development of unleaded aviation fuel and to conduct a comprehensive question and answer session. This is an event you won't want to miss if you are interested in the future of aviation gasoline.

Refreshments will be provided.

Dear _____,

I am writing to ask you to lend your support to an important nationwide initiative called the National Alliance to Advance NextGen (NAANG).

NextGen is the transformation of the National Airspace System from a ground-based system of air traffic control to a satellite-based system of air traffic management, utilizing a portfolio of policy, procedures and 21st-century technology.

As you well know, an antiquated air traffic control system that is dependent on ground-based radar technology is threatening the efficiency of our airports and stifling economic growth. The Federal Aviation Administration's Next Generation Air Transportation System - called NextGen - will alleviate delays at the nation's most congested and delay-prone airports but is years away from full implementation.

The National Alliance to Advance NextGen (NAANG) was created by the Port of Authority of New York and New Jersey to call attention to the need for rapid upgrading of the nation's air traffic system. It is made up of over 800 organizations of all kinds that use or rely on air travel and are concerned about the adverse economic and environmental impacts that a non-modern Air Traffic Control system brings. By becoming part of the Alliance you will support:

- Federal Aviation Administration Reauthorization legislation that includes NextGen initiatives;
- Full funding for NextGen initiatives in appropriation bills;
- An expedited FAA timeline for delivering NextGen technologies and benefits;
- Technology that is compatible with Canadian, European and Asian partners;
- The FAA's prompt engagement with all partners necessary to ensure the successful implementation of NextGen technologies and procedures; and
- Immediate deployment of NextGen, starting with the nation's most congested airspace.

The Port of New York and New Jersey is reaching out to organizations across the county to obtain 1,000 NAANG members by August 1st.

We are partnering with the Port Authority of New York and New Jersey to help with the recruitment of new business and government members, particularly the nation's major metropolitan planning organizations. As the Metropolitan Planning Organization for the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) has been involved in airport system planning studies since the early 70's and understands the benefits that NextGen can bring to our commercial and general aviation airports. MPOs have a vital interest in the efficient performance of the transportation system in our regions, and airports are clearly a key element of that system. With declining dollars available for airport infrastructure investments, future capacity and efficiency improvements at our airports will need to come from programs like NextGen.

Please join this important campaign today. Just log on to www.panynj.gov/nextgennow and sign up. It's obligation free, only takes a minute, and costs nothing.

Thank you in advance for your support, and please let us know when you have signed up.

Sincerely,

MTC

For Immediate Release



MTC Signs on to Effort to Upgrade U.S. Air Traffic Control System

Bay Area Airports, Business Interests Also Join National Initiative

Contacts:

Randy Rentschler, 510-817-5780

Oakland, CA, August 16, 2012 ...The Metropolitan Transportation Commission today announced that it is joining an important nationwide initiative called the National Alliance to Advance NextGen (NAANG). Created by the Port Authority of New York and New Jersey to call attention to the need for rapid upgrading of the nation's air traffic system, NAANG is made up of over 1,000 organizations of all kinds that use or rely on air travel and are concerned about the adverse economic and environmental impacts associated with the nation's current Air Traffic Control system.

By becoming part of the Alliance, MTC and other members of the Alliance support:

- Federal Aviation Administration (FAA) reauthorization legislation that includes NextGen initiatives;
- full funding for NextGen initiatives in appropriation bills;
- an expedited FAA timeline for delivering NextGen technologies and benefits;
- technology that is compatible with Canadian, European and Asian partners;
- the FAA's prompt engagement with all partners necessary to ensure the successful implementation of NextGen technologies and procedures; and
- immediate deployment of NextGen, starting with the nation's most congested airspace.

"Our country's current air traffic control and management system is years old, and is not capable of handling aviation demands in the 21st century," said James P. Spering, Solano County Supervisor, MTC Commissioner and chair of the Regional Airport Policy Committee (RAPC). "The Federal Aviation Administration's Next Generation Air Transportation System – called NextGen – will alleviate delays at the nation's most congested and delay-prone airports, including those in the Bay Area, but is years and billions of dollars away from full implementation. Unless this system is rapidly upgraded to a satellite-based system of air traffic management, utilizing a portfolio of policy, procedures and 21st-century technology, air travelers will continue to experience gridlock in the sky over our busiest airports and economic growth will be stifled."

The latest study by RAPC (a joint committee of MTC, the Association for Bay Area Governments and the Bay Conservation and Development Commission) underscores the importance of NextGen as a key tool in managing the anticipated growth in the Bay Area's aviation demand at San Francisco International Airport, Oakland International Airport and Mineta San Jose International Airport. (Visit http://www.mtc.ca.gov/planning/air_plan/ to view the 2011 *Regional Airport System Planning Analysis* report.)

"As a world leader in the technology arena, there is no region that understands the power and potential of new technology better than the San Francisco Bay Area," said Spering. "And NextGen technologies will not only help manage one of the most complex airspace environments in the country, they will also deliver significant environmental benefits by allowing aircraft to perform quieter and more fuel-efficient landings, thus reducing both aircraft emissions and ambient noise levels."

In addition to MTC, all three of the Bay Area's major commercial airports and the region's most influential business organizations have joined the National Alliance to Advance NextGen. These business groups include: the Bay Area Council, San Francisco Chamber of Commerce, Silicon Valley Leadership Group, Joint Venture Silicon Valley and the East Bay Economic Development Alliance.

"We recognize that a modern and efficient air transportation system is a major driver of our vital regional economy," said Jim Lazarus, senior vice president of the San Francisco Chamber of Commerce. "San Francisco is one of the leading visitor destinations in the world and the region's economy depends on efficient air travel in and out of SFO. One of the largest industries in the country is still working with 1950s technology. We need a modernized air traffic

system that can improve on-time performance, allowing aircraft to fly more precise, direct and fuel-efficient paths across the country and around the world.”

“We applaud the progress the FAA is making with NextGen, but at an estimated cost of \$40 billion, there are continuing concerns that appropriated levels for NextGen funding are falling short of what is needed,” added MTC Commissioner Spering. “Additional delays in implementing NextGen will only increase costs for the program. Along with the other members of NAANG, we in the Bay Area are calling on Congress to make funding of NextGen a top national transportation and infrastructure priority again, and to fund the NextGen program at levels that will ensure its success.”

MTC is the nine-county San Francisco Bay Area’s transportation planning, coordinating and financing agency.

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Recruitment of new members for the National Alliance to Advance NextGen

-San Francisco Bay Area-

San Francisco Bay Area Business Groups

Bay Area Council (confirmed)
San Francisco Chamber of Commerce (confirmed)
Silicon Valley Leadership Group (confirmed)
East Bay Economic Development Alliance (confirmed)
Joint Venture Silicon Valley (confirmed)

San Francisco Bay Area Airports

Metropolitan Oakland International (confirmed)
San Francisco International Airport (confirmed)
Mineta San Jose International Airport (confirmed)

Metropolitan Transportation Commission (registered)

Metropolitan Planning Organizations in regions with highly Congested Airports – Phase 2

Charlotte (Not on original G-10 List, but very congested according to FAA statistics)

Chicago

Dallas Ft Worth

Denver

Houston

Los Angeles (SCAG will talk to their Aviation Committee in September about joining; contact is Michael Armstrong – Armstron@scag.ca.gov)

Metropolitan Washington Airports Authority

Miami

New York and New Jersey (Port of New York and New Jersey will make the contacts)

Philadelphia

Phoenix

San Diego

San Francisco (Done)

Seattle Tacoma

MEMO

DATE: September 20, 2012

TO: Aviation Technical Advisory Committee

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

SUBJECT: Future Work Program Priorities for the SCAG Aviation Program

With the adoption of the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG is now primarily focused on implementing recommended strategies in Adopted Plan over the next fiscal year, particularly for the SCS. Currently there are no aviation-related projects programmed in SCAG's Draft FY 12-13 Overall Work Program. ATAC can play an essential role in highlighting the need for SCAG to begin addressing regional aviation-related issues as soon as possible, by setting priorities for the SCAG Aviation Program over the next year. Potential initiatives and projects to be considered by ATAC for recommending to SCAG management as priorities for the SCAG Aviation Program over the next year are listed below. These are taken from Regional Aviation Action Steps recommended by ATAC and adopted for the 2012 RTP, as well as recommendations in the 2012 RTP Airport Ground Access Report for assisting future RTP updates.

1. Initiate work on conducting a region-wide air passenger and airport employee survey
2. Initiate work on developing an in-house regional aviation demand forecasting model
3. Complete the Phase II Regional General Aviation Demand Forecast Project
4. Evaluate the potential for express bus services to underutilized secondary airports, and evaluate funding opportunities and constraints that limit the provision of high-occupancy public transit services to underutilized secondary airports
5. Establish a Regional Airport Ground Access Task Force to define potential projects and programs to improve accessibility to underutilized secondary airports, and to identify new funding sources for those projects
6. Sponsor and support new legislation that allows for more flexible use of airport revenues for off-airport ground access projects
7. Sponsor and support new legislation to allow for underutilized airport property to be used for revenue-generating non-aeronautical uses, and coordinate with the FAA to make appropriate changes in their guidelines concerning non-aeronautical uses
8. Conduct updated regional aviation economic impact studies
9. Conduct additional airport "Smart Growth" project using the Airport Smart Growth Framework developed for the Chino Airport Smart Growth Demonstration Project
10. Conduct information sharing forums for the region's Airport Land Use Commissions, and refine SCAG's regional GIS data base to assist airport in developing Airport Land Use Compatibility Plans, and in submitting airport and aeronautical data to the FAA in a GIS format

MEMO

11. Continue to coordinate with the FAA Optimization of Airspace and Procedures in the Metroplex (OAPM) Program for Southern California and similar airspace modernization activities, in coordination with the Southern California Airspace User's Working Group (SCAUWG)
12. Continue to advocate that the region should serve as an early "test bed" for the phase implementation of new airspace/NextGen technologies

MEMO

DATE: September 20, 2012

TO: Aviation Technical Advisory Committee

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

SUBJECT: Draft Four-Year Work Plan for SCAG Aviation Program
FY 12-13 through FY 15-16

Presented below is a draft work plan for the SCAG Aviation Program over the next the next four fiscal years. The proposed work encompasses four primary projects: (1) update regional commercial aviation demand forecasts; (2) update regional airport ground access element; (3) develop new regional aviation economic impact analysis; and (4) monitor regional general aviation activity trends. SCAG aviation staff has submitted an OWP amendment request for \$150,000 to fund the first year of the draft work plan in FY 12-13.

FY 12-13

- A. Update Regional Commercial Aviation Demand Forecasts
 - 1. Issue RFP (combined with airport ground access element work and economic impact analysis work)
 - 2. Document forecast methodology
 - 3. Collect and compile recent airport activity and facility data including planned improvements
 - 4. Collect and compile current airport O&D data
- B. Update Regional Airport Ground Access Element
 - 1. Issue RFP (combined with airport ground access element work and economic impact analysis work)
 - 2. Document methodology
 - 3. Collect and compile airport ground access activity and facility data including planned improvements

FY 13-14

- A. Update Regional Commercial Aviation Demand Forecasts
 - 1. Document recent trends in the US airline industry
 - 2. Collect and compile most recent travel time data from the SCAG Regional Transportation model, and data from the most recent SCAG socio-economic forecasts
 - 3. Conduct spot origin-and-destination (O&D) surveys to fill identified data gaps
 - 4. Calibrate forecast variables for both demand generation and allocation modules with available O&D, travel time and demographic data

MEMO

5. Develop high, medium and low region air passenger and cargo forecasts to 2040 and compare with other recent aviation forecasts

B. Update Regional Airport Ground Access Element

1. Obtain local input on ground access projects in the 2012 RTP Airport Ground Access Element, including projects that have been completed and/or are no longer relevant
2. Identify new ground access projects that should potentially be included in the 2016 RTP Airport Ground Access Element, from local input, planned projects and independent analyses

FY 14-15

A. Update Regional Commercial Aviation Demand Forecasts

1. Update legally-enforceable and physical capacity constraints at airports, obtaining updated constraints from individual airport authorities and performing airport capacity analyses as necessary using latest airport facility and activity data
2. Allocate aviation demand forecasts to individual commercial airports, respecting legally-enforceable and physical capacity constraints at airports
3. Develop trip table and operational forecasts for the adopted 2040 regional air passenger and cargo demand forecasts

B. Update Regional Airport Ground Access Element

1. Conduct supplementary evaluations of individual airport ground access projects for potential inclusion in the 2016 RTP Airport Ground Access Element
2. Conduct evaluation of airport ground access projects in the 2012 RTP Strategic Plan, including proposed express bus service projects
3. Identify any changes or refinements to alignments of the California High Speed Rail project that have potential ground access implications for airports in the region
4. Finalize list of airport ground access projects for each commercial airport in the region for inclusion in the 2016 RTP Airport Ground Access Element

C. Develop Regional Aviation Economic Impact Analysis

1. Identify and document input-output economic impact estimation methodology to be used in the analysis
2. Collect requisite data needed to conduct the analysis, including SCAG socio-economic forecasts, recent regional aviation demand forecasts, county business pattern data, tourist activity data, and state and national economic and airline activity data
3. Estimate direct and indirect economic impacts associated with the high, medium and low 2040 regional aviation demand forecasts developed for the 2016 RTP
4. Allocate estimated economic impacts for the adopted aviation demand forecast to the subregional level

D. Monitor Regional General Aviation Activity Trends

1. Update data base on current operations and based aircraft at general aviation airports in the region

MEMO

2. Conduct a new statewide general aviation pilot/aircraft owner survey, guided by the SCAG Aviation Task Force (ATAC) and in cooperation with the Caltrans Division of Aeronautics and the Aircraft Owners and Pilots Association (AOPA)
3. Identify consistency of the adopted general aviation demand forecast in the 2012 RTP with recent activity trends at general aviation airports in the region

FY 15-16

For all projects, develop draft and final reports that identify and document major findings, including technical work that supports the findings