

CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

July 2010

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Status of State Airport Grants

By: Gwyn Reese and Philip Crimmins

As most of our readers know, the Division's three airport grant programs (Annual Credit, AIP Match, and Acquisition and Development) were suspended as required by last year's State budget. According to that budget, "the grant program suspension shall be in effect for the 2009-10 fiscal year". Until the new 2010-11 State budget is enacted, the Division will continue operating under the suspension directive and then will comply with the finalized new budget language. Unfortunately, we have no indication at this time what the new budget will say, if anything, about the Division's budget or the related airport grant programs.

Please see our website at www.dot.ca.gov/aeronautics and click on the Grants and Loans tab for information on when the grant programs may be resumed.

Appeals Court Sides with California Pilots

By: Sarah Brown (AOPA)

The City of Watsonville, California violated State law when it approved a plan to eliminate safety zones around Watsonville Municipal Airport to develop the area, an appeals court affirmed March 15.

Local pilots have been battling to protect the airport for years: The Watsonville Pilots Association (WPA), the Friends of Buena Vista (FBV), and the local Sierra Club filed suit against the city after it modified safety zones to allow high-density housing close to the airport. The California Court of Appeals decision demonstrates that cities and counties cannot ignore the protections the State has put in place for airports—and affirms the power of local aviation groups in protecting airports.

"This is a tremendous win for pilots in California and airport preservation," said AOPA Vice President of Local Airport Advocacy Bill Dunn. "Airport sponsors can't simply change airport master plans and airport safety zones just to accommodate development that will encroach on the airport."

In 2005, the City had modified its airport master plan to reclassify crosswind Runway 8/26 to a "low activity" runway and modified safety zones in order to allow high-density residential development adjacent to the airport—up to

2,250 new units in the Buena Vista area as part of the City's 2030 general plan. The City certified the environmental impact report in May 2006 and adopted the general plan.

Local pilot, Dan Chauvet, led the WPA efforts in opposition to the city's plan, and their efforts have paid off. A State superior court ordered the city to set aside its certification of the environmental impact report, its approval of the general plan, and its 2005 resolution amending the airport master plan. Now, the appeals court has upheld the 2008 decision that the city violated the California State Aeronautics Act and the California Environmental Act (CEQA) because it failed to adequately analyze the impact of its plan on aviation, traffic, and the water supply, and failed to consider a reasonable range of alternatives.

"Watsonville Pilots Association's Dan Chauvet has been a one-man army in keeping this issue on track and moving forward," said Dunn, who has spoken with local pilots about the efforts at Watsonville. Chauvet's dogged efforts demonstrate how pilots can make a difference by engaging in their communities, Dunn added. "Be involved in issues affecting your airport. Active involvement by the local pilot and airport user community can and do have a positive impact."

Furlough Update

The Governor mandated furloughs were scheduled to end June 30, 2010. However the Fiscal Year 2010/2011 State budget has not yet been approved and signed, so the situation remains uncertain.

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

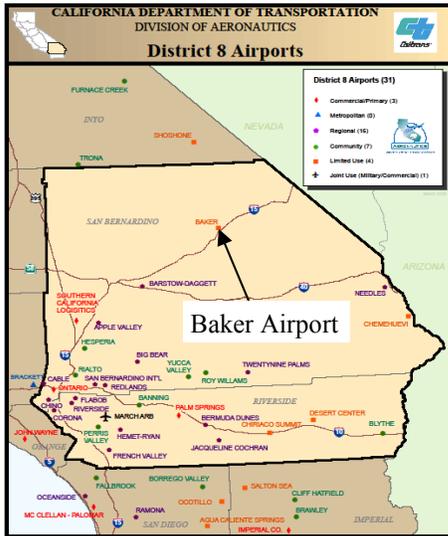


Caltrans



Caltrans Repaves Desert Runway

By: Regina Vinson



Baker Airport is a small, general aviation airport located on State Route 127 north of Interstate 15, in San Bernardino County, just west of the California-Nevada border. Baker is on the western edge

inspectors inspected the Baker Airport in March 2007 and found that the runway was in poor condition. Cracks and broken asphalt pieces littered the runway. The desert's extreme temperatures range (from a record high of 124 degrees F. to a low of 13 degrees F.) exacerbated damage of the runway pavement.

The repaving project used an innovative recycling process to construct a new base from the existing asphalt pavement, placed a new three-inch overlay of asphalt concrete, and re-striped the runway markings to Federal Aviation Administration standards.

Caltrans considers California's 250 public-use airports as on-ramps and off-ramps to the State's air transportation system. The County of San Bernardino received \$444,000 toward the cost of the project from the Division of Aeronautics' Acquisition and Development Program, and construction began September 2009. The Division conducted a final inspection on March 9, 2010.

of Mojave National Preserve and near the southern boundary of Death Valley National Park. The County of San Bernardino Department of Airports manages and operates this public-use airport, providing access to citizens in the remote desert area between Las Vegas and Barstow. The airport has a single paved runway that is 3,157 feet long by 50 feet wide.

"The County of San Bernardino is appreciative of the partnership with the Division of Aeronautics and their participation in this project," said San Bernardino County Director of Airports, Mike N. Williams.

One of the many responsibilities of Caltrans' Division of Aeronautics is to conduct safety inspections on California's public-use airports. The Division's safety

Now, users of the Baker Airport can experience a safe and smooth landing.



Before: Runway Failed Pavement



After: New Paved and Marked Runway

HLA Evaluations

By: Jeff Brown

The State of California has a law governing landings and departures of helicopters at children's schools. Public Utilities Code Section 21662.5 states, in part, that "no helicopter may land or depart in any area within 1,000 feet, measured by air line, of the boundary of any public or private school maintaining kindergarten classes or any classes in grades 1 through 12, without approval of the department [i.e., Caltrans]."

In response, the Caltrans Division of Aeronautics (Aero) developed and oversees the Helicopter Landing Authorization (HLA)

program, as described in California Code of Regulations (CCR) Section 3532(c). The helicopter school landing approvals are often referred to as "HLAs." PUC 21662.5 also allows certain public safety agencies, as designated by Aero, to conduct HLA evaluations and approvals. Selected personnel from these agencies complete a HLA training program and are certified as "PSA Designees."



There are several additional legal stipulations of PUC 21662.5. Helicopter landings or departures at State-permitted permanent heliports, or designated emergency medical service landing sites, are exempted from this law, and, pursuant to PUC 21661, the law does not apply to heliports owned or operated by the federal government. Also, the statute requires that all schools within the 1,000 foot area of the proposed landing shall be notified of the planned operations and, should they object, have 15 days to demand a public hearing. Further, PUC 21662.5 does not "prevent the governing body of any city or county from enacting ordinances or regulations imposing restrictions equal to or greater than those imposed by this section."

In accordance with the CCR section on HLAs, sponsors need to submit a completed HLA application, Aero form DOA-0204 (<http://www.dot.ca.gov/hq/planning/aeronaut/documents/DOA-0204.pdf>; also available on the Aero website). Aero requests these forms be submitted at least two weeks in advance of the planned helicopter landing. However, we recommend that submissions be made as far in advance as possible, 30 days at a minimum. With resource and budgetary limitations faced by all, and in consideration of the PSA Designees who often conduct HLAs for other helicopter operators, early notification helps us try to accommodate the requests.

The signed and completed HLA application must include helicopter operator information and signed statements from the administration of all schools within 1,000 of the proposed helicopter landing. This statement indicates the school does not object to the helicopter landing and that they waive their right to a public hearing pursuant to PUC 21662.5. Additionally, if the landing is not on school property, the application must include a signed statement of approval from the landing site's owner.

During the actual HLA evaluation, the Aero representative or PSA Designee meets with the helicopter operator and a representative of the school to determine whether a suitable, safe helicopter landing site is available. The evaluator specifies a landing location (with adequate Final Approach and Touchdown Area and Safety Area for the helicopter model to be used), and approach and departure flight path(s) that are free from obstructions (in accordance with Federal Aviation Regulation Part 77 requirements) and do not overfly school buildings or students. The evaluator also stipulates that all loose material and equipment shall be removed prior to the helicopter landing, and adequate crowd control procedures are established to keep unauthorized persons away from the helicopter until the rotor blades have come to a complete stop. A sketch is developed to illustrate the specific elements of the HLA location and flight information. The purpose of the HLA evaluation is to meet the PUC 21662.5 requirement that approval for an HLA shall not be granted unless helicopter operations at the proposed site can be conducted in a safe manner.

Helicopter landings at schools are done for a number of important purposes, including "Every 15 Minute" drunk-driving awareness programs and career days. Aero's HLA program seeks to facilitate these landings, while maintaining safe conditions for students, teachers, and others in the community. Please contact us if you have any questions. Mike Smith is our current HLA Coordinator (916-654-4380 or email Michael.Smith@dot.ca.gov).

2010 Wildland Fire Season Safety

By: Jeff Brown

By the time you read this, chances are California's 2010 "fire season" has already begun. In addition to the obvious dangers to people and property on the ground, fires pose potential dangers to the flying public. "Wildland" fires are typically the site of intensive fire-fighting aircraft activity and Temporary Flight Restrictions (TFRs) are established around a fire area.

The "postcard" below, developed by the federal Bureau of

Land Management's Fire and Aviation Directorate, provides some good information about risks involved and precautions needed for flight near wildfires. Additionally, pilots should be aware that during fire events, the operational tempo increases tremendously at airports with established fire-fighting "attack" bases, as well as at airports located near a fire that become temporary hubs for fire-fighting aircraft, both rotary and fixed-wing.



Please...

Stay at least five nautical miles from the smoke.

Report suspicious smoke to the nearest flight service station.

Check NOTAM's prior to every flight!

- 1-800-WX BRIEF
- 1-800-992-7433

Restriction size may vary with every incident.

Even a single small smoke could already have firefighting aircraft on scene.

Use the National Interagency Airspace Information System at <http://airspace.nifc.gov> to view:

- Complete Graphical TFRs
- Fires, Nuclear Facilities, Stadiums, Laser
- Current FAA Charts
- Letter-size TFR Charts

Airport Cooperative Research Program

By: Kevin Ryan

The [Airport Cooperative Research Program \(ACRP\)](#) carries out applied research on problems that are shared by airport operating agencies and are not being adequately addressed by existing federal research programs. The ACRP undertakes research and other technical activities in a variety of airport subject areas including design, construction, maintenance, operations, safety, security, policy, planning, human resources, and administration.

You can sign-up to receive notification of new ACRP publications when they arrive or to receive announcements and notices when ACRP Requests for Proposals are posted.

Reports are the main product of the research project and are often written as guidebooks or manuals. Supplemental project material—such as appendixes, which describe technical details, information-gathering activities, or survey instruments; glossaries; and bibliographies—are disseminated online as web-only documents.

ACRP reports are accessible from their website: <http://www.trb.org/Publications/PublicPubsACRPPublications.aspx>

Two examples of recently released reports that might be of

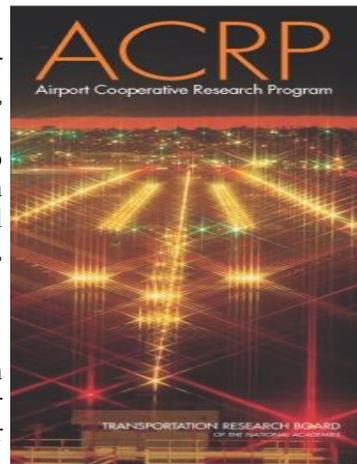
interest to our readers include:

- Marketing Guidebook for Small Airports (March 8, 2010).
- Innovative Approaches to Addressing Aviation Capacity Issues in Coastal Mega-regions (April 15, 2010).

CONTACT

To submit a research problem statement or to request further information on ACRP, write or call:

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Aviation Creates Jobs and Stimulates Economies

By: Kevin Ryan

Economic impact studies can aid in the preservation of airports and build a foundation for and appreciation of aviation. Recently, John Wayne Airport, Orange County announced that according to a recent report, (Economic Impact Analysis of the John Wayne Airport Capital Improvement Program, prepared by the Orange County Business Council) John Wayne Airport's Capital Improvement Program (CIP) will create 6,670 jobs and a total economic effect (direct, indirect, and induced) of more than \$1 billion.

"A major goal for Orange County is to develop infrastructure as a priority with an eye for economic development growth," says Dr. Wallace Walrod, Vice President of Economic Development and Research for the Orange County Business Council. "As demonstrated in our analysis, John Wayne Airport's Capital

Improvement Program is a driving catalyst to create good paying jobs, stimulate the local economy, and drive economic growth for America's fifth largest county."

"It is gratifying to know that not only are we able to bring much-needed improvements to Orange County's only commercial service airport, but at the same time we are making a positive contribution to the local economy and job market," said Alan L. Murphy, Airport Director.

If your airport has recently completed an economic impact study and would like to have your results highlighted in a future CalAERO Newsletter release, please contact Kevin Ryan, Office of Aviation Planning (916) 653-3012.



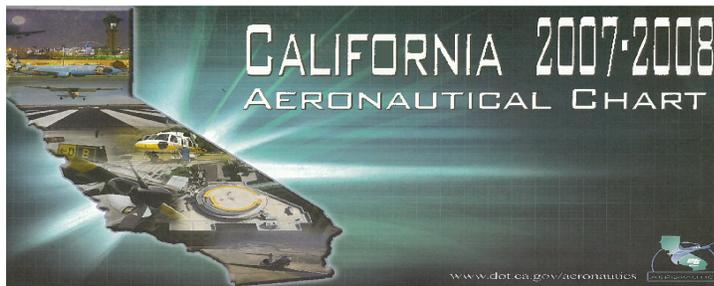
Don't Fly Without Yours!

California Aeronautical Chart

- One side depicts the entire State.
- The opposite side has San Francisco, Los Angeles, and San Diego VFR Terminal Area Charts.

Prices are as follows:

- Standard paper folded—\$8.50 (price includes tax and shipping charges).
- Standard paper rolled—\$9.00 (price includes tax and shipping charges).
- Water resistant paper folded—\$9.50 (price includes tax and shipping charges).



The most current edition of the California Aeronautical Chart can be purchased by mailing a personal/business check or money order to Caltrans Division of Aeronautics-MS 40, P.O. Box 942874, Sacto., CA. 94274-0001. Payable to: Caltrans Division of Aeronautics. If you have any questions, please feel free to contact Judy van Rooyen at (916) 654-6139.

Upcoming Events

- July 9-10, 2010, Thunder in the Sky, Auburn Municipal Airport, Auburn, CA. Website: www.thunderinthesky.org. General Information: (530) 889-2000.
- July 17-21, 2010, 64th Annual Southwest Chapter of the American Association of Airport Executives Summer Conference, Westin Gaslamp Quarter, San Diego, CA. Website: www.swaaae.org. General Information: Rick Strickland at (619) 400-2585 or Email: rstrickl@san.org.
- September 11-15, 2010, National Association of State Aviation Officials Annual Convention and Tradeshow, Hyatt Regency, Wichita, Kansas. Website: www.nasao.org. General Information: Michelle Lewis at (316) 293-1234.
- September 11-12, 2010, California Capital Airshow, Mather Airport, Mather, CA. Website: www.capitalairshow.com. General Information: Darcy Brewer at (916) 876-7568.
- September 15-17, 2010, Association of California Airports Conference, Inn By The Lake, South Lake Tahoe, CA. Website: www.calairports.com. Reservations: (530) 542-0330. General Information: (530) 741-6463.
- September 15-19, 2010, Reno Air Races, Reno, NV. Website: www.airrace.org. General Information: (775) 972-6663.
- November 11-13, 2010, AOPA Aviation Summit, Long Beach Convention Center, Long Beach CA. Website: www.aopa.org/summit. General Information: (800) 872-2672.

Visit us on the web!!! www.dot.ca.gov/aeronautics

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

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