

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Spring 2013

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AVIATION AWARENESS DAY AT THE CAPITOL

By *Kevin Ryan*

On April 24, 2013, from 11 A.M. – 1 P.M., the Association of California Airports and a broad group of professional aviation organizations will land at the Capitol in Sacramento to spread the good news to our Senate and Assembly members that aviation is alive and well in California. Some of the groups participating include: the Southwest Chapter of American Association of Airport Executives, Aircraft Owners and Pilots Association, Civil Air Patrol, California Pilots Association, The Boeing Company, Robinson Helicopter Company, Sacramento Valley Pilots Association, California Agricultural Aircraft Association, Northern California and Southern California Business Aviation Associations, California Airports Council, Alliance for Aviation Across America, and others.

Exhibits will include a flight simulator, a hot air balloon static display, and a fly-by. The message they carry is meant to increase awareness to the extent that aviation is vital to California's economic condition and recovery.

According to the Federal Aviation Administration, the State's civil aviation economic impact in 2009 was \$154.7 billion. Within the boundaries of California are 246 Public-Use Airports, seaplane bases, and heliports, each permitted by the State of California, Department of Transportation. They should be on the legislators' radar screens, since aviation in California is much more than scheduled passenger service provided by airlines or recreational toys for the rich. Airports serve their communities in many ways, including efficient access to remote portions of the State, overnight mail delivery, essential health care, emergency medical transport, and emergency response. The Division of Aeronautics supports this effort and invites everyone to visit the website www.CaAviationDay.com and come out to the Capitol to learn what aviation has to offer for your community.



**CALIFORNIA
AVIATION AWARENESS DAY**
at the Capitol

April 24, 2013
11 am – 1 pm

In today's global marketplace, a local airport is a valuable resource.

Aviation provides vital services to individuals, families, churches, hospitals, colleges, and large and small businesses.

In addition to general economic benefits for your community, airports provide convenient and efficient access to remote portions of our state, overnight mail delivery, essential health care, emergency medical transport, and emergency response.

Public Use Airports,
Military Airfields & Bases
2012



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INSTRUMENT FLIGHT PROCEDURES INFORMATION GATEWAY

ATENTION AIRPORT MANAGERS! Have you heard about the new tool available on the Federal Aviation Administration's (FAA) website? It's the Instrument Flight Procedures Information Gateway, and we think you'll want to use it.

You can easily view airport flight procedures on this site. However, a key feature is the ability to register on the site and to be notified of changes to the Instrument Flight Procedures (IFP) for your airport(s) or any airports of interest. This significant benefit enables you to learn about updates and keep tabs on them through automatic emails from the FAA.

To learn about the IFP Information Gateway and sign up to receive automatic updates, go to the FAA website as follows: <http://www.faa.gov>

- Click on Air Traffic (in the blue-gray band below the FAA logo at the top of the page)
- Click on Flight Information (in the light gray bar on the left border)
- Click on AeroNav Products (in the light gray bar on the left border)
- Click on Instrument Flight Procedures Gateway (also in the light gray bar on the left border) making sure you get the "Information Gateway" link, since there may be several others that start out with "Instrument Flight Procedures"

These steps take you to a page titled IFP Procedures Search.

If you want to look at IFPs for a specific airport, use the Search window to find the airport. The "airport" or charts page provides access to the current federal IFP charts, diagrams, and hot spots for the airport. Click on the other tabs to see the IFP Production Plan, which may include IFPs under development and those being amended, as well as IFP Coordination and Documents.

Do you want to look at other airports? Just repeat as needed.

To be automatically notified of updates to IFPs, register for the Gateway. To do this, click on the "Sign Into Information Gateway" link on the right side of the page. A sign-in box will appear where first-time users can click on the "Sign-Up" link at the bottom of the box and fill in the boxes to register. Once inside the IFP Information Gateway, select an airport, and click on a link to have the FAA automatically notify you of changes to IFPs at that airport (see the graphic).

Procedure	Airport Name	Airport ID	City/State	Vol	Flag	Type
AIRPORT DIAGRAM	SACRAMENTO EXECUTIVE	SAC (KSAC)	SACRAMENTO, CA	SW-2		APD
ALTERNATE MINIMUMS	SACRAMENTO EXECUTIVE	SAC (KSAC)	SACRAMENTO, CA	SW-2		MIN
HOT SPOT	SACRAMENTO EXECUTIVE	SAC (KSAC)	SACRAMENTO, CA	SW-2		HOT
ILS OR LOC RWY 02	SACRAMENTO EXECUTIVE	SAC (KSAC)	SACRAMENTO, CA	SW-2		IAP

Note the default option that enables you to track changes at ALL airports and heliports in California (click on the State in the map under the Browse Procedures section). See the airports you've selected under the Notifications section in "Your Account."

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THE CAPITAL IMPROVEMENT PLAN AND STATE MATCHING GRANTS

By *Lee Provost*

The biennial Capital Improvement Plan (CIP) is an element of the California Aviation System Plan required by the California Public Utilities Code, sections 21702-21706. It is compiled in odd numbered years. The current 2011 CIP can be found on the California Department of Transportation (Caltrans), Division of Aeronautics, website at <http://www.dot.ca.gov/hq/planning/aeronaut/index.html>

The CIP serves as a fiscal estimate for current and future airport capital development projects for the next five to ten fiscal years for California's public-use public-owned airports. Its goal is to develop and preserve a system of general aviation airports responsive to the aviation needs of California.



An airport project must be listed in the current CIP Book to be eligible for State matching grants. Projects listed in the CIP Book are selected for funding through the California Aid to Airports Program, which is a component of the Aeronautics Funding Program. The next Aeronautics Funding Program will be prepared in 2014, if funds permit. Caltrans, Division of Aeronautics, Office of Technical Services, administers Acquisition and Development (A&D) State matching grants based on the Aeronautics Funding Program.

The next CIP is being prepared this year.

The 2013 Capital Improvement Plan

Caltrans, Division of Aeronautics, Office of Technical Services (OTS), is currently in the process of preparing the CIP for 2013. The new CIP will cover California airports' proposed capital improvement projects for the fiscal years 2014-2023.

Last October 2012, all airport managers in California, who are eligible for State matching grants, were contacted and requested to submit the Airport Capital Improvement Projects (ACIP) Data Sheet on the AirportIQ System Manager (ASM) website database at <http://www.caltransasm.com/>. Projects were due to Caltrans on February 22, 2013. From this database, the OTS creates the biennial CIP Book, which lists all the CIP projects for the next ten fiscal years. Only projects that are published in the CIP Book will be eligible for State matching grants. These include Airport Improvement Program (AIP) grants and A&D grants.



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BORREGO VALLEY AIRPORT SAFETY IMPROVEMENTS

By Parvin Bijani

Borrego Valley Airport is a public-use general aviation airport owned and operated by the County of San Diego. Located three miles east of the central business district of Borrego Springs, in San Diego County, it covers an area of 198 acres at an elevation of 520 feet above sea level. The airport has one asphalt-paved runway (8/26) measuring 5,011 feet by 75 feet, one full length of taxiway, and five connector taxiways.



**Borrego Valley Airport
Borrego Springs,
California**

Recently, the Borrego Valley Airport was the recipient of a State-funded project. The project included the replacement of electrical signage and remarking of taxiways.

Signage replacements were located along the runway at each taxiway exit. Justification for the replacements was due to the fact that existing signs were malfunctioning, outdated, and out of compliance with Federal Aviation Administration (FAA) standards. The design and construction for these replacements consisted of using L-858 LED guidance signs to replace existing incandescent bulb fixtures. Removal of these outdated guidance signs and their replacement with the new efficient LED signs will increase nighttime guidance and reduce power consumption. In addition, hold signs and markings were located to comply with updated separation requirements of the FAA's Airport Design Advisory Circulars.

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Borrego Valley Airport Safety Improvements

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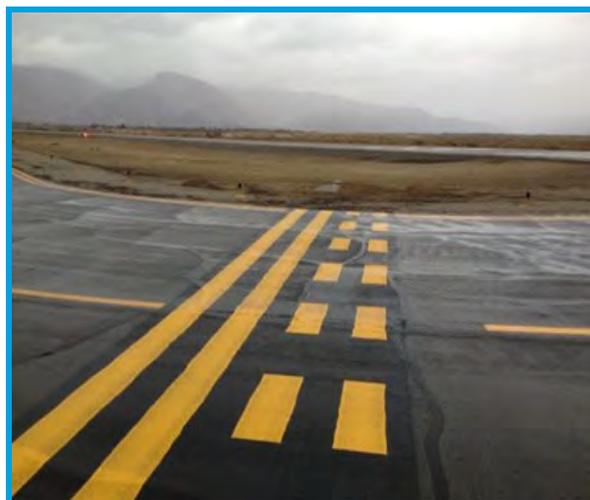
Another critical component of the project was the remarking of taxiways. Several markings were faded and not visible to taxiing aircraft. This work consisted of applying edge, centerline, intermediate hold position, and hold position markings.



Before - Information Sign



Before - Taxiway Location Sign



After - Pavement Marking Hold Lines



After - Taxiway Directional Sign

Construction was completed on February 6, 2013, within 61 working days. The San Diego County of Public Works Department accepted the project on February 27, 2013. The total project cost was \$168,663 with a State matching grant of \$152,000.

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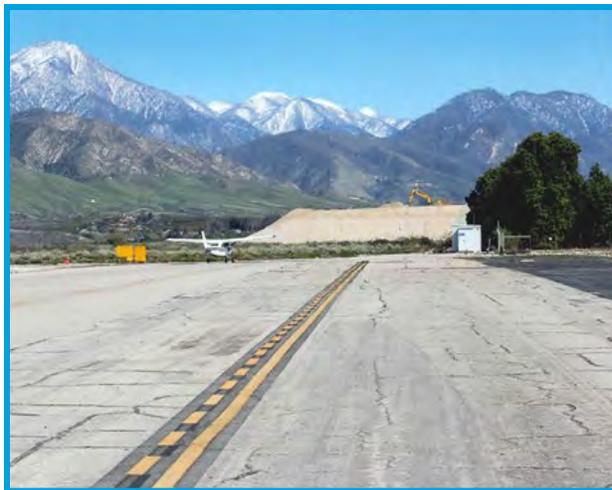
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MONITORING YOUR AIRPORT'S AIRSPACE

We would like to offer two recent examples to illustrate the importance of awareness when it comes to potential obstructions of your airport's airspace. This message applies not only to airport managers but to other airport users and interests as well.

In the first instance, we received calls from pilots based at the Redlands Municipal Airport concerning large piles of dirt dumped to the east of the airport's east-west oriented runway, which, the pilots said, posed a hazard to aircraft landing at the airport. In researching the situation, we found the dirt was the excavation from a project to build a reservoir on County-owned property just east of the City-owned airport. Additionally, we found the contractor had properly filed a Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA, and the FAA had provided guidance stipulating maximum allowable heights for the dirt piles. However, based on photographs provided by the pilots, it appeared the dirt had been placed closer to the extended runway centerline than planned. California Department of Transportation, Division of Aeronautics staff, Patrick Miles, worked with representatives of the City, County, and the contractor to survey the actual location and elevation of the dirt. It was established that the dirt did penetrate the airport's Federal Aviation Regulation (FAR) Part 77 Approach Surface. The contractor cooperated further by expeditiously removing the dirt to below the airport's imaginary surfaces. This resolved the issue.



Original Piles of Dirt



Lowered Piles of Dirt

In the second case, Division of Aeronautics staff received an automated email from the FAA's Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) system that included information on the Circularization of an Airspace Case at Lompoc Airport. In circularizing this case, the FAA was asking for public comment on 18 wind turbines out of a proposed 24 turbine farm.

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The proponent had already agreed to lower the height of each of these 18 turbines by 60 feet, and the impact varied by individual turbine height and location. However, the greatest effects would require raising the Instrument Approach Minimums by almost 1,000 feet (more than doubling the Minimum Descent Altitude, in the worst case, from 780 feet MSL to 1,700 feet MSL), making an approach step down fix “not applicable,” requiring a new minimum climb requirement, and penetrating the Obstacle Clearance Surface to make the Visual Approach Slope Indicator unusable. When Caltrans Division of Aeronautics staff, Dan Gargas, contacted the airport manager, he found the manager had not been informed of this project and was unaware of the potential impact on the airport. The outcome of this case is unknown, as the circularization comment period closed just prior to publication of this newsletter.

What can possibly be learned from these cases? Here are some thoughts:

If you are not familiar with the FAA's OE/AAA website, we recommend you take the time to look at it at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. Although the primary purpose of the website is to enable sponsors to electronically file FAA Form 7460-1 for their projects, this is a public website that allows you to obtain information about filed airspace cases. There are tools (see the left border of the web page) that allow you to search for determined, interim, proposed, and circularized airspace cases, along with supplemental notices, for both off and on airport studies. You can also search the archives. There are some screening tools for each of these searches plus the capability to perform a circle search around an airport, case, or set of coordinates to help in screening for a specific location. You can use this website to research filed cases and find out more information about a project in the OE/AAA system. Once we were alerted to the piles of dirt near the Redlands Airport, this website is how we found the contractor and initial information.

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The screenshot shows the FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website. The page title is "Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)". The main content area includes a navigation menu on the left with options like "Home", "FAA OE/AAA Offices", "View Determined Cases", "View Interim Cases", "View Proposed Cases", "View Supplemental Notices (Form 7460-2)", "View Circularized Cases", "Search Archives", "Download Archives", "Circle Search for Cases", "Circle Search for Airports", "General FAQs", "Wind Turbine FAQs", "Discretionary Review FAQs", "Notice Criteria Tool", "DoD Preliminary Screening Tool", "Wind Turbine Build Out", "Distance Calculation Tool", "OE/AAA Account", "Login", "New User Registration", "Information Resources", and "FAA Acronyms". The main content area contains text about administering Title 14 of the Code of Federal Regulations CFR Part 77, a link to Advisory Circular 70/7460-1K, and a section titled "OE/AAA Filing Process" with a link to "Form 7460-1". There are two large buttons: "CLICK HERE If you have received a post card" and "CLICK HERE for Instructions on how to E-file your proposal with the FAA". Below these are two columns of information: "If construction or alteration IS NOT LOCATED on an airport:" and "If construction or alteration IS LOCATED on an airport:". The "NOT LOCATED" section lists filing options: "You may file forms 7460-1 and 7460-2 electronically via this website - New User Registration." or "You may file forms 7460-1 and 7460-2 via US Postal Mail to:". The "LOCATED" section lists filing options: "You may file forms 7460-1 electronically via this website - New User Registration." or "Find the FAA Airports Region / District Office having jurisdiction over the airport on which the construction is located, and file to that address." There is also an "ISO 9001:2008 Certified" logo for Global Aeronautics and UKAS Quality Management.

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Monitoring Your Airport's Airspace

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Additionally, you can register on the OE/AAA website and sign up (within the "account" section after login) to be notified of FAA Airspace Cases that have been circularized, either by "State" or by specific airport(s). We learned of the circularized Airspace Case near the Lompoc Airport through an email like this one shown below.

Listed below are OE/AAA cases that are currently circularized, or recently changed from circularization status to a determined status.

ASN	Status	Date Circularized	Date Determined	City	State	Latitude	Longitude
NEW 2013-AWP-1191-OE	Circularization	03/12/2013		Los Angeles	CA	33° 55' 24.03" N	118° 17' 56.28" W
2012-WTW-3623-OE	Circularization	02/25/2013		Lompoc	CA	34° 38' 44.53" N	120° 20' 26.84" W
2012-AWP-8150-OE	Circularization	01/22/2013		Redlands	CA	34° 05' 02.76" N	117° 08' 05.71" W
2012-AWP-1708-OE	Circularization	12/12/2012		Corona	CA	33° 53' 13.80" N	117° 36' 25.10" W
2012-WTW-6074-OE	Circularization	12/07/2012		Byron	CA	37° 51' 35.50" N	121° 40' 35.00" W
2012-AWP-5764-OE	Circularization	09/19/2012		San Francisco	CA	37° 47' 09.80" N	122° 23' 31.82" W
2012-AWP-6096-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 27.30" N	118° 20' 03.10" W
2012-AWP-6095-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 27.60" N	118° 20' 03.00" W
2012-AWP-6094-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 28.70" N	118° 20' 08.60" W
2012-AWP-6093-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 28.30" N	118° 20' 08.90" W
2012-AWP-6092-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 28.40" N	118° 20' 08.30" W
2012-AWP-6073-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 27.10" N	118° 20' 01.20" W
2012-AWP-6072-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 27.10" N	118° 20' 05.90" W
2012-AWP-6071-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 27.10" N	118° 20' 06.30" W
2012-AWP-6070-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 26.60" N	118° 20' 06.30" W
2012-AWP-6069-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 26.90" N	118° 20' 05.90" W
2012-AWP-6068-OE	Circularization	08/23/2012		Hawthorne	CA	33° 55' 26.90" N	118° 20' 01.20" W
2012-AWP-6169-OE	Circularization	07/20/2013		Palmdale	CA	34° 28' 17.44" N	117° 25' 12.83" W

Finally, we suggest using whatever means available to stay informed of project proposals near airports in your areas. That may be through public notices, Planning Commission meeting agendas, etc., or, as in the Redlands case, what you physically see.

We hope this article has provided some useful information and tools. Please contact us if you have any questions.

Upcoming Events



SWAAAE Summer Conference
Phoenix, Arizona
July 21-24, 2013



ACA Conference
South Lake Tahoe, California
September 11-13, 2013

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

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