

CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fall 2015

In This Issue:

Trees at Oceanside
Page 1

Disaster Airlift
Exercise
Pages 2-3

Aero's New
Member
Page 3

Passenger & Cargo
Trend Analysis
Pages 4-5

Wing Walkers
Page 5

March Inland Port
Airport Authority
Pages 6-7

New Hospital
Heliport
Page 7

Trim Tabs
Pages 8-9

Airport Pavement
Maintenance
Pages 10-11

Airport Land Use
Consortium
Page 12

Transitional Surface Penetrations at Oceanside Municipal Airport Removed by Caltrans Crew

Among their primary core duties, Caltrans Aviation Safety Officers (ASOs) attempt to inspect California's public-use airports on an annual basis. These inspections are normally comprised of both State Airport Permit compliance inspections and Federal Aviation Administration Airport Master Record (5010) updates. One of the most important safety-related components of these inspections is evaluating whether the Federal Aviation Regulation (FAR) Part 77 imaginary surfaces, including the Approach and Transitional Surfaces, are clear or penetrated by obstructions. When obstructions are found, the ASOs work with airport sponsors and others to get the penetrations removed. This normally involves working with parties "external" to Caltrans. However, occasionally, as seen below, Caltrans is able to collaborate internally and resolve potential airport safety issues.

During a State permit compliance inspection of the Oceanside Municipal Airport (OKB), Caltrans Division of Aeronautics ASO, Mike Smith, determined that a line of Eucalyptus trees located along the southeast side of the airport had grown to a height that penetrated the FAR Part 77 Transitional Surface to Runway 6/24. Upon further investigation, he learned that these trees, which ranged from 30–80 feet tall, were within the Caltrans right-of-way along State Route 76. Mike contacted Seth Cutter of the Caltrans District 11 Planning Division in San Diego and met with him to explain the obstruction issue. Seth then obtained concurrence from the City of Oceanside to cut the trees and coordinated with Caltrans Maintenance staff to schedule removal of the trees (see the results in the before and after photos below). Caltrans plans to replace the trees with landscaping that will not encroach into the airport's transitional surfaces. In this collective effort, the Division of Aeronautics was able to work with the airport sponsor to resolve an issue . . . with Caltrans coordinating "internally" to ensure prompt removal of the airport obstructions, which improved airport safety at OKB.



Before



After



South County Pilots Association Disaster Airlift Exercise

By Colette Armao

On April 25, 2015, the South County Airport Pilots Association (SCAPA) conducted a practice exercise of their Disaster Airlift Response Team (DART) Plan. Unusual spring storms added an unexpected touch of realism to the exercise, because the rain and clouds created instrument meteorological conditions that complicated logistics planning and pilot scheduling. In total, seven planes flew a variety of simulated missions including medical airlifts to regional hospitals, transporting critical disaster workers to affected areas, and ferrying food donations from communities as far away as Bellingham, Washington. People needing medical care were flown to airports near Stanford University and San Joaquin General Hospitals, where waiting ground transportation took them to the hospitals for care. Food (386 pounds) was collected and donated to the Saint Joseph's Family Center Food Pantry in Gilroy, California. The Pantry's Vicky Martin expressed her appreciation to both pilot groups saying, "Thank you for all of the quality foods and for taking the time and energy to get them here! I am excited that St. Joseph's Family Center is partnering with such wonderful proactive people!"



The drill demonstrated the potential contribution General Aviation (GA) could provide in emergencies. The idea for the DART Plan was created after the 1989 Loma Prieta earthquake. Santa Cruz and Watsonville were particularly hard hit by the quake, and GA pilots were among the earliest wave of volunteers to mobilize and provide assistance to these stricken cities. Their airlift efforts flew over half a million pounds of food and supplies into the area, in addition to the medical airlift and transport of emergency responders.

The drill was coordinated with numerous emergency agencies, many of them sending a representative to participate in or observe the drill. Participants included the cities of San Jose, Gilroy, Belmont, Morgan Hill, and Palo Alto, and Santa Clara County, Stanford Life Flight/Stanford Transfer Center, several Community Emergency Response Teams, Napa Civil Air Patrol Squadron, Western States Association of Sheriff's Air Squadrons, Santa Clara County Airman's Association, Watsonville Emergency Airlift Command Team, and a volunteer member of Caltrans Division of Aeronautics.



CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fall 2015

Paul Marshall, SCAPA's Co-Chair and Operations Director, described the exercise as, "a nice step forward for our team."



South County Airport is located in the unincorporated community of San Martin, across the street from the Wings of History Museum. One hundred thirty aircraft are based there. SCAPA is a non-profit corporation organized as a subchapter of the California Pilots Association. Its mission is to preserve airports, promote community relations, participate in planned growth in the area, enhance flight safety, promote fellowship among pilots, and youth outreach. SCAPA has received grants from the Aircraft Owner Pilots Association and Northrop Grumman Corporation to further develop their emergency response capabilities and purchase equipment and supplies. SCAPA actively encourages other pilot groups and GA airports to develop their own local emergency response teams and use the DART Plan developed as a model others can build on, customize, and make their own. Pictures of the April 25 disaster response exercise, information about SCAPA, and a Microsoft Word copy of the Disaster Airlift Response Plan are available online at the SCAPA website: <http://www.southcountypilots.org/>

Aero's Newest Member

The newest addition to the Division of Aeronautics is Tarek Tabshouri, who came on board as Chief of the Office of Technical Services and Programs. Tarek is a California State University, Sacramento civil engineering graduate (BSCE) and has 14 years experience in the field of transportation engineering. Prior to this assignment, he was a Senior Transportation Engineer with Caltrans District 3 in Marysville, California where he oversaw the design and construction of highway and bridge projects.



Tarek considers himself fortunate to have worked on a wide variety of projects, but ones he has most enjoyed were city improvement projects, such as the city of South Lake Tahoe, which increase the local economy and quality of life for the community.

In his new capacity, Tarek will be overseeing the review and approval of airport engineering plans and specifications, the administration of the grants and loan programs, and the development of the statewide Capital Improvement Plan, among other duties.

Tarek looks forward to learning about the unique challenges and opportunities airport managers face and how the Division of Aeronautics can best assist in maintaining and improving California's aviation infrastructure.

2013:2014 Passenger and Air Cargo Traffic Comparison and Trend Analysis

By Kevin Ryan

Why track passenger and air cargo activity? Airline passenger traffic is long considered an indicator of the economy. With improved economic conditions, business and personal travel grows, therefore air passenger traffic increases. However, understanding where the activity is occurring across the State of California makes it easier to understand changes in the aviation industry that are effected by economic factors such as rising operating costs or an economic recession that may impact passenger demand.

According to an article in the USA Today “[Airline profits soar yet no relief for passengers](#),” passenger demand is not always indicative of affordable air passenger service. This lack of affordable service may hinder airline passenger traffic growth and increased use of surface transportation modes. Even though passenger demand has returned and fuel costs are lower, the airline industry’s choice to cut back services has negatively impacted California’s smaller commercial service airports.

The Division of Aeronautics recently completed the Passenger and Air Cargo 2013 Traffic Comparison Report for the calendar year 2013–14. It demonstrates that the California economy continues to get stronger and provides insights in how changes in the industry can impact local air travel options. A few of California’s smaller commercial service airports have lost their passenger service providers but are attempting to lure a replacement provider. The uncertainty of maintaining less productive passenger routes can undermine a smaller airport’s ability to stabilize its business plan and stay viable.



In 2014, more passengers were handled at California’s commercial service airports than any previous year on record in California—191 million enplaned and deplaned passengers. Los Angeles International (LAX) Airport and San Francisco International (SFO) Airport were responsible for nearly 65 percent of the total domestic and international passengers visiting and conducting business in California. Compared to 2013, the 2014 passenger traffic increased at LAX and SFO, 6 percent and 5 percent, respectively. This amounted to an increase of more than 6 million passengers moving through these two facilities.

However, smaller commercial service airports continue to experience decreased service because airlines have switched from turbo-prop aircraft to jet aircraft or terminated underproductive routes. Since 2013, more small commercial service airports have lost their services providers as well, and continue to struggle to engage in a new contract agreement with a replacement passenger service provider.

Remote rural community airports have a particularly hard time landing a service provider and retaining the service over time. For example, the U.S. Department of Transportation’s (U.S. DOT) Essential Air Service (EAS) program provides federal assistance to underserved and economically depressed communities, but

Continued on Page 5

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fall 2015

limits each state to no more than four airports. California airports currently in the EAS program include: Imperial County, Jack McNamara Field, Merced Regional, and Visalia Municipal Airports. Both Modesto City-County Airport and Chico Municipal Airport (CIC) lost their providers in June and December 2014. To date, neither airport has successfully found a replacement service provider.

Other commercial services airports in California have shown continued passenger activity decreases, including Arcata, Redding Municipal, Monterey Regional, Santa Barbara Municipal, Santa Maria Public, Merced Regional, Long Beach, Imperial County, McClellan-Palomar. This trend of passenger activity loss and termination of service at the smaller regional airports demonstrates that airlines are eliminating less productive routes and concentrating their routes at a few larger airports.



Similar to passenger traffic, statewide air cargo has shown a greater than five percent increase by weight since 2013, or nearly four million U.S. Tons. Four airports, including Metropolitan Oakland International (OAK), SFO, Ontario International (ONT), and LAX were responsible for 88 percent of the total air cargo reported to the Division of Aeronautics—15, 11, 12, and 50 percent shares of the total tonnage reported across California.

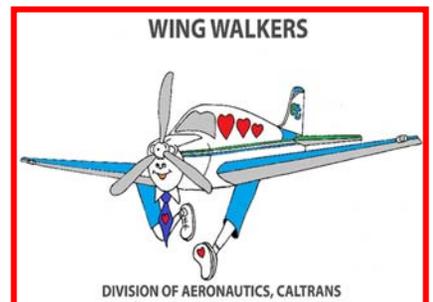
Finally, similar to the passenger traffic observation of airlines centralizing their operations at major airports in densely populated areas of the State, many smaller and more rural community commercial service airports reported declines in air cargo tonnage while the larger commercial service airports reported increases.

Wing Walkers Have Heart

By Colette Armao

Division of Aeronautics staff recently raised almost \$300 for the American Heart and Stroke Association (AHA) through several events, including the Annual Heart Walk and Silent Auction. This is a big event in Sacramento. State agencies are invited to participate in a one-mile walk around the State Capitol. Walkers recruit sponsors who donate money for each person walking. Aeronautics held a team naming contest with staff nominating their most creative name, and the group picked a winner—Terry Barrie's suggestion of WING WALKERS. Danny Uppal created the team logo, a stylized Bonanza Debonair (bearing a remarkable likeness to Caltrans' own two aircraft) strutting its stuff.

The silent auction was Aeronautics biggest fund raiser. Treasures for sale included antique brass candle sticks, an engraved plate, a lamp, and staff also donated various gift cards and plants. A book sale rounded out the activity with the day being a big success!



Fun aside, the Heart Walk creates awareness of the importance of heart health, what individuals can do to keep their hearts healthy, and further the work of one of America's leading heart research organizations.

A Hidden Secret Unveiled to General Aviation Enthusiasts in SoCal . . .

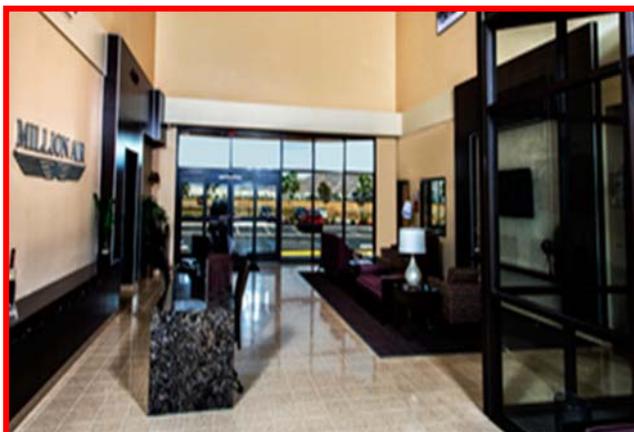


New Aviation Terminal

and a 150,000-square-foot ramp that can accommodate almost any aircraft size or type. Because the airport is now “OPEN TO THE PUBLIC,” GA pilots may use March Air Reserve Base (RIV) and its 13,301-foot runway and extensive GA ramp space without Prior Permission Requests or landing permits. The GA terminal includes a generous sized passenger lounge, state-of-the-art theater room, flight-planning room, multi-media conference room, multi-media training room, and the Jet-A-Way Café. The facility is operated by Million Air, one of the largest fixed-based operators (FBO) for private aviation in the world. They occupy portions of the terminal and will provide a variety of services, including a new café for the community and public aviation users alike. The airport authority has also made it its home. The MIPAA will conduct its operational and administrative functions from the new terminal.

The March Inland Port Airport Authority (MIPAA) held a ribbon cutting and grand opening on May 6, 2015, for the recently completed general aviation terminal and apron at March Inland Port Airport. San Diego based C&S Companies was the airport authority’s consultant who prepared environmental, planning, and design for the \$9 million development. Arcadis US provided construction management and supervised Granite Construction’s work on behalf of the airport authority. The project includes a new 5,000-square-foot General Aviation (GA) terminal

Gary Gosliga, MIPAA Director stated, “C&S designed a phenomenal facility for the local general aviation community in Riverside County, California. Equally



Million Air

important, the new facility supports domestic and international corporate enterprises that frequent the area, primarily because March Inland Port is centered in one of the fastest growing warehouse and logistics development areas in the nation. The amenities offered to pilots is unmatched in the area and has become a source of pride at our airport.” Mr. Gosliga further noted, “The relationship with Million Air and the investments they have made to the new terminal have complemented the original design in true Million Air fashion. We have an enthusiastic outlook in the continued development of our civil aviation airport at RIV. It has been a ‘hidden secret’ for years . . . until now.”

Continued on Page 7

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fall 2015

“Where in the LA basin can you find an airport with a 13,301-foot runway, massive amounts of ramp space, a new Million Air FBO, easy arrival and departure procedures to the airport with no congestion, and direct access to the major interstates that feed the LA basin?” said Scott Freeman, CEO of the Freeman Holdings Group. It is unheard of in the Southern California area!”

The new Million Air has easy access to Interstate 215 and is only minutes away from multiple industrial and business complexes such as Amazon, Ross, and O’Reilly Auto parts. This location will afford clients ease of travel, uncongested ground movement, and the care and service that is the hallmark of Million Air.

Adjacent to the FBO, the MIPAA has more than 20,000 square feet of ground available for hangar development. Tenants have immediate access to more than 1,000,000 square feet of cargo ramp space for aircraft requiring that type of capability.

To learn more about March Inland Port, please visit their website at <http://www.marchinlandport.ca/>, or contact Gary W. Gosliga at gosliga@marchjpa.com

Information on a New California Heliport

FRANK R. HOWARD MEMORIAL HOSPITAL HELIPORT – The Frank R. Howard Memorial Hospital in Willits was issued a State Heliport Permit for a new Hospital Heliport on June 19, 2015. The design helicopter for this heliport is a Bell 205B. The facility was designed for a helicopter rotor diameter of 48 feet and overall length of 57 feet and is lighted for night operations. For more information on this facility, see the Hospital Heliport Dataplate on the Division of Aeronautics website: <http://www.dot.ca.gov/hq/planning/aeronaut/helipads/dataplates/index.htm>



CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fall 2015



TRIM TABS

By Colette Armao



If a gene for aviation exists, then this edition's Trim Tab guest was born with it. Melissa McCaffrey, the Regional Manager, Western Pacific Region, Aircraft Owners and Pilots Association (AOPA) has a lifelong interest in aviation that chartered the course of her life to her present job. She shared that as a child, family outings often ended up at their local airport, where Melissa and her brother could watch the airplanes.

As a young girl, Melissa set her sights on a private pilot's certificate. She researched everything she could to find out about aviators, flying, and what it took to get her pilot's license. She found a high school that offered an aviation program, so she applied and was accepted. Her high school years were spent equally between her traditional high school classes and the aviation program at Farmdale Airport in New York. The aviation program was rigorous and performance driven and the reward for all that hard work was that two students each week earned a flight from the

Fixed Base Operator (FBO) that helped sponsor the program.

The experience taught her the power aviation had to motivate students to change their lives for the better. One of the aviation experiences that impacted her the



most occurred on a flight over Manhattan Island that included a circle around the World Trade Center, just a few months before it was attacked. She remembers being awed by the buildings' size and said, "It was truly awesome flying around them."

After graduating from high school, the obvious college choice for Melissa was Embry Riddle Aeronautical University (ERAU) at the Florida campus in Daytona Beach. Attending ERAU meant a lot of flying for her, including flying over water, under Visual Flight Rules (VFR) in a Cessna 150 to the Bahamas. At one point, she made a long cross country flight from Florida to New York, flying under VFR all the way. That trip included an unexpected overnight stay at a fixed base operation along the way due to bad weather. That experience taught her the value of instrument flight.

After graduating from ERAU, her first job out of college was working for an FBO. From there, she became a dispatcher for Signature Aviation in Washington, D.C. Although she liked the job and learned a lot about the world of corporate aviation, working for Signature told her that her real passion was General Aviation (GA). Because she lived near AOPA's headquarters in Frederick, Maryland, she began looking for a position with that organization,

Continued on Page 9

CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fall 2015

and waited until they had an opening that interested her.

She applied and was hired for a position in air/space management. Working at headquarters gave her exposure to the breadth of issues facing GA pilots in the United States. She was delighted to meet and work with highly respected women in aviation including Heidi Williams, and Melissa Reudenberg, both long time AOPA managers. They encouraged her to take risks, reach beyond what she thought she could achieve, and never stop learning. But again, her love of outreach and grassroots engagement with the pilot community called her to search for an opportunity that took her to the GA pilot community that is so near and dear to her. When the Western Pacific Region Manager position opened up, she applied and got the job!

As the Western Pacific Regional Manager, Melissa now works to support aviation issues and causes throughout the five states in her region, explaining, "This is a very rewarding job." She loves meeting AOPA members, learning their issues and concerns, hearing their stories, and supporting aviation in any way she can. She points with pride to AOPA's work in California including, the creation of the Aviation Caucus in the California legislature, the annual Aviation Day

at the Capitol, and working important issues such as building schools near airports, and educating people about the economic value of aviation. She mentioned her great respect for Senator Jean Fuller, who she worked with to create the Aviation Caucus, saying "It's an honor to work with her," noting that under Senator Fuller's leadership, the Caucus has grown from 17 initial members to its current 29 members.

Melissa's other great passion is introducing children to aviation and the career opportunities available to them, and said it takes a lot of support to help kids realize their aviation dreams. She points with pride to the programs AOPA currently has for youth interested in flying. She shared that the organization is getting ready to launch a new high school initiative in 2016 that will provide opportunities to students to explore various career options in aviation and aerospace. She spoke of the support she received from her parents, members of the aviation community, and her flight training experience. Although she worked to pay for her flying lessons, she noted that her mom worked several part time jobs to help her also. She



expressed pride in AOPA's work with youth, as one of the parts of her job that she really loves and cares about passionately.

Melissa's love for aviation extends into her personal life. She met her husband at ERAU. He's also a pilot, and they fly together whenever they can. The couple share their love of aviation with their son, and she often takes him with her when she visits airports. His room is decorated in aviation swag. Her biggest cheerleader, her dad, is outfitted in AOPA logo gear, and talks up AOPA every chance he gets. Melissa's living and sharing her childhood dream with everyone she cares about. Her closing comment sums up her views perfectly. "At the end of the day, I love AOPA for standing up for the little guy who doesn't have a voice." She's proof dreams do come true when you focus on your goal, get the support that you need, and do the work to get there.

Airport Pavement Maintenance Critical to State's Economic Health and Safety

By Tarek Tabshouri

Transportation systems (including air, rail, highways, and waterways) connect communities, businesses, people, and provide critical community support functions. One of the California Department of Transportation's (Caltrans) Division of Aeronautics' (Division) goals is to maintain California's airport pavement infrastructure in safe and serviceable condition. The balancing act to manage available funding and the ability to program aviation infrastructure projects to achieve that goal is an ongoing challenge for the Division.

The Division has been using the Airport Pavement Management System (APMS) to measure current pavement conditions, as well as to estimate them in the future. The Division uses these APMS reports to recommend pavement rehabilitation projects to be programmed in the most timely and efficient way to maximize its use of limited funds. Similar to our State highways, airport pavement conditions can be prevented from degrading into serious and costly states of disrepair if they are properly maintained.

The 2005 and 2012 APMS surveys show that nearly \$13 million in State funds is needed to match the Federal Aviation Administration's Airport Improvement Program (AIP) grants to maintain most of California's General Aviation (GA) airports. The GA airports are considered to be economic engines and provide vital services to the communities around them. Most GA airports accommodate corporate, government, and privately owned aircraft and may offer such services as express package delivery, aerial photography, law enforcement, disaster relief, search and rescue, flight training, firefighting, air taxi and charter services, aircraft maintenance, agricultural support, etc. Whereas commercial service airports such as San Francisco International and Sacramento International Airports are primarily designed to accommodate airlines to transport passengers and goods regionally and internationally.

Additionally, nearly \$10 million in Acquisition and Development (A&D) grants is needed for pavement maintenance at many GA airports in California that are not otherwise eligible to receive federal funds. Satisfactory, fair, and poor runway pavement conditions are considered major repairs. California pays a 4.5 percent matching grant for federal AIP projects and a 90 percent grant for A&D projects. Most of these critical projects remained entirely unfunded for fiscal year 2014–15, resulting from the current decline in revenue from excise taxes on aviation fuels that fund the Aeronautics Account.

For the last ten years, funding for the three grant programs in the Division's California Aid to Airports Program (CAAP) has averaged \$3 million annually, but has decreased to an average of \$1 million during the last five years. In an attempt to close the funding gap in 2014, the Division transferred \$4 million from the Local Airport Loan Account to the Aeronautics Account.

Continued on page 11

CalAERO

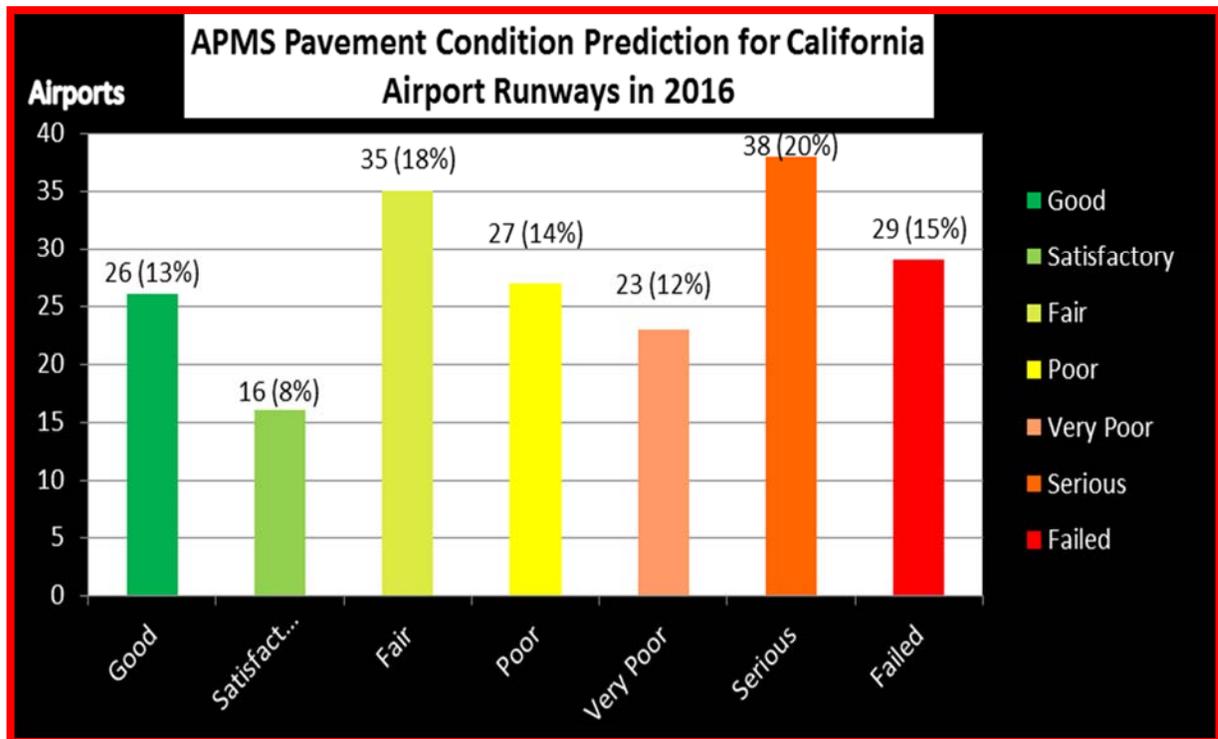
DIVISION OF AERONAUTICS

Fall 2015

CALIFORNIA DEPARTMENT OF TRANSPORTATION

This one-time transfer allowed the Division to deliver only the projects that were previously programmed but unfunded due to the decline in revenue. Although redirecting the excess funds on a one-time basis allowed the Division to fund a very small part of the critical infrastructure needs for local GA airports, additional transfers are not a sustainable option to fund the CAAP in the future.

Airports are important contributors to local economies. Spending the least amount in a timely manner provides a cost-effective way to help airports operate safely and efficiently. Not only do pilots rely on the fact that each facility is well maintained, but also the public benefits from having local airports maintained in good condition.



Airport facilities are used for emergency relief, goods movement, fire suppression, law enforcement, medical response, and recreational services. Well-maintained facilities encourage additional traffic as well as tourism at communities surrounding airports.

Currently, the Division is funded by excise taxes on aviation fuels, including Aviation Gasoline (AvGas) at \$0.18 per gallon and GA Jet Fuel at \$0.02 per gallon. The AvGas rate became effective in January 1994, and the GA Jet Fuel rate began in December 1969. These unadjusted rates have been eroded by inflation and fail to meet the minimum funding level necessary to provide CAAP grants for restoration and maintenance of our runway pavements. To achieve the Division's long-term sustainability goal to preserve airport infrastructure, a larger or alternative source of funding is required to meet the needs of eligible GA airport sponsors.

California Airport Land Use Consortium Conference

By Ron Bolyard

The California Airport Land Use Consortium and San Diego County Regional Airport Authority SDCRAA) hosted a conference in San Diego from August 26–28 on the subject of compatible land use planning around airports. There was a strong showing of over 80 county and city planners, commissioners, pilots, attorneys, and more. Over the 2 1/2 day conference, topics covered everything from Airport Land Use Planning 101 to the laws and regulations that regulate land use planning around airports. The legal presentation was given by a dynamic panel of aviation attorneys including Raiyn Bain with Caltrans, Danielle Morone with Gatzke Dillon & Balance, Amy Gonzales with SDCRAA, and Barbara Lichman with Buchalter Nemer. Other subjects of interest were airport layout plans, airspace protection, and airport noise contours.

The second day provided several break-out sessions. These presented land use problems that small groups collaborated to address. One example included a proposed hotel



near an airport, and the groups had to determine if it was a compatible or incompatible land use. In addition, there were sessions on how to pay for an Airport Land Use Compatibility Plan and cost recovery for working on land use planning reviews presented by Caltrans Division of Aeronautics, Terry Barrie and Tony Sordello, and SDCRAA's Ed Gowens. Information was also provided about military airports and air installation compatible use zone documents.

The last item on the agenda was an idea presented by SDCRAA to

revise some terms and definitions used in the California Airport Land Use Planning Handbook. This document published by the Division of Aeronautics, is used by Airport Land Use Commissions across the State to guide them in preventing incompatible land uses from encroaching upon airports in California. A brainstorming session was held followed by a request for people to volunteer for this effort. For more information on the conference including presentation materials, please see <http://www.cal-aluc.org/>

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Upcoming Events

SWAAAE Short Course Conference
Monterey, California
January 31—February 3, 2016

