

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

Glen Becerra, Simi Valley

First Vice President

Greg Pettis, Cathedral City

Second Vice President

Carl Morehouse, San Buenaventura

Immediate Past President

Pam O'Connor, Santa Monica

**Executive/Administration
Committee Chair**

Glen Becerra, Simi Valley

Policy Committee Chairs

Community, Economic and
Human Development

Paula Lantz, Pomona

Energy & Environment

Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County

Transportation Commission

MEETING OF THE

AVIATION TECHNICAL ADVISORY COMMITTEE

**Thursday, November 15, 2012
10:00 a.m. – 12:00 p.m.**

**Southern California Association of
Governments
Los Angeles Office
Board Room
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://scag.ca.gov/aviation>.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

AVIATION TECHNICAL ADVISORY COMMITTEE

AGENDA

6.0 INFORMATION ITEMS (Cont'd)

6.3	<u>Re-activation of the SCAG Aviation Task Force, and Potential Inclusion of ATAC Members</u> Attachment	Mike Armstrong SCAG Staff	25	15 min.
-----	--	--------------------------------------	-----------	----------------

7.0 ACTION ITEMS

7.1	<u>SCAG Aviation Program—Future Work Plan Priorities</u> Attachment	Mike Armstrong SCAG Staff	27	15 min.
7.2	<u>Modification to ATAC Charter</u> Attachment	Mike Armstrong SCAG Staff	29	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

Aviation Technical Advisory Committee
September 20, 2012
Minutes

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:

Diego Alvarez	LAWA
Selena Birk	LAWA
Lea Choum	John Wayne Airport
Gary Gosliga	March Inland Port Airport Authority
Mark Hardymont	Bob Hope Airport
Bill Ingraham	San Bernardino International Airport
Chris Kunze	Long Beach Airport
Todd McNamee	Ventura County Airports
Kari Rigoni	John Wayne Airport

Others Present:

Richard Ayala	City of Ontario
Ricarda Bennett	PHPA (teleconferencing)
Alberto Cruz	URS Corporation
Jim Deyo	City of Palmdale (videoconferencing)
Roderick Diaz	LA Metro
Keith Downs	Mead & Hunt
Richard Eastman	SCAUWG
Chris Haskell	LA Metro
Julie Kirkenlager	SunPower Corp.
Sean Mantucca	SunPower Corp.
Robert Rodine	The Polaris Group
Edward Story	CalPilots, PHPA, SCAUWG
Mike Armstrong	SCAG
Steve Fox	SCAG
Ryan Kuo	SCAG
Christopher Tzeng	SCAG

Aviation Technical Advisory Committee
September 20, 2012
Minutes

1.0 CALL TO ORDER

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

2.0 WELCOME AND INTRODUCTIONS

3.0 PUBLIC COMMENT PERIOD

There were no public comments

4.0 CONSENT CALENDAR

4.1 Approval of Meeting Minutes from May 17, 2012

Mike Armstrong noted that Geoff Gosling was not present at the meeting as indicated in the minutes. The minutes were unanimously approved with this one change.

4.2 ATAC Membership List and Contact Information

Gary Gosliga remarked that the membership list was not distributed in the meeting agenda since an older list had been included in the previous agenda. Mr. Gosliga added that here will be a discussion later on in the meeting about updating the list.

5.0 PROJECT REVIEW - None

6.0 INFORMATION ITEMS

6.1 Update on Developing a Regional Airport-Rail Connectivity Plan

Chris Haskell from the Los Angeles County Metropolitan Transportation Authority (Metro) updated the committee on a motion made last July by Metro Board Chairman Antonovich to develop an airport-rail connectivity plan. They are scheduled to go back to their board with a progress update in November, and a final report is scheduled to be completed in January 2013. Airports under study include Palmdale, Ontario, LAX, Long Beach and Bob Hope. An implementation plan will be developed for rail connections to all five of these airports. A review and analysis of available transit options to these airports will be completed with input from the FAA and SCAG on potential funding and support. An overview of coordination and funding opportunities with partner agencies to improve airport rail connectors will be completed, including expediting the LAX Crenshaw Line rail connector.

Mr. Haskell remarked that Metro staff met with SCAG staff to discuss the most recent 2012 RTP Airport Ground Access Report, which contains a lot of good work

Aviation Technical Advisory Committee
September 20, 2012
Minutes

on connecting airports to the rail network. Metro intends to work closely with SCAG on this project.

For existing and planned rail projects, Mr. Haskell said that LAX has the Green Line that accesses the LAX Aviation Station about 4 miles from the airport (it is planned to be extended to a Century Aviation Station 1.5 miles away from the LAX central terminal area or CTA). The Crenshaw/LAX Corridor Line will be planned to access the airport station in 2019. LAWA has a Specific Plan Amendment Study (SPAS) and Metro has the Metro Connector, which are both looking at making a connection between the Century/Aviation Station and the LAX CTA. Metro is working closely with LAWA to make that connection possible. For Ontario Airport there are two Metrolink lines and one Amtrak line that go very close to the airport, with three stations within four miles of the CTA. In the future, the California High Speed Rail Project will be looking at a long range extension to San Diego that will go very close to the airport, so there is potential for airport connectivity with that project.

Mr. Haskell stated that at Bob Hope Airport, there is a Metrolink Ventura County Line with a station that is only a 5-7 minute walk from the CTA. There is also a new station planned on the Metrolink Antelope Valley Line at Hollywood Way, and the California High Speed Rail Project will run parallel to this line, with a potential station also at Hollywood Way. At Long Beach Airport, the Blue Line's Willow Station is about four miles away from the airport. At Palmdale Airport, the Antelope Valley Line is also about four miles away from the existing terminal. There are a number of planned improvements that could enhance access to Palmdale Airport including the High Desert Corridor express bus projects, and the California High Speed Rail Project.

Mr. Haskell went on to describe other airport transit connections to airports that Metro surveyed including LAX FlyAways (although the Irvine FlyAway is no longer in service). At Ontario there is the Omnibus Route 61 that serves the airport (although not the nearest rail stations), and at Bob Hope there are shuttle bus connections to the Metrolink Downtown Burbank and North Hollywood stations. At Long Beach, Long Beach transit routes 102 and 104 serve the airport from the Willow Station.

For the November Metro board report, Mr. Haskell explained that staff is doing a survey of existing airport-rail connections, and projects that are under construction or in the preliminary planning phase. They are also looking at proposed RTP long-range Strategic Plan projects including potential Orange Line and Gold Line extensions to Bob Hope and Ontario airports, respectively, the Green Line extension down to San Pedro/Long Beach that would run about five miles north of Long Beach Airport, and the proposed Crenshaw Line extension north up Exposition to connect with the future Westside Subway extension.

Aviation Technical Advisory Committee
September 20, 2012
Minutes

Steve Fox from SCAG asked about transit route 111 in Long Beach. Chris Haskell replied that they didn't include that line because it doesn't access the nearest transit line at Willow, but it does continue on to Downtown Long Beach. Mark Hardymont stated that the bus service that connects with train service on the Ventura Line at Bob Hope Airport includes Metro bus service as well as local bus service operated by the City of Burbank. There are also airport shuttle services operated by Super Shuttle and other private operators, to the Downtown Metrolink station as well as the Red Line station in North Hollywood. Mr. Haskell thanked Mr. Hardymont for this information, and asked when the RITC project is finished at Bob Hope, will all those bus services go to the RITC or will they continue to go to the terminals? Mr. Hardymont replied that most will go to the terminals--the RITC will be mostly for rental cars. A bridge will connect the RITC to the train station platform, with an elevated moving sidewalk that will connect the RITC to the terminal building. Steve Fox then asked if the Green Line will go up to the Century/Aviation LAX station. Mr. Haskell replied that is correct, it will be extended north to the station and then turn around and come back. It is anticipated that the new Crenshaw Line will provide the current South Bay leg of the Green Line.

Chris Kunze remarked that in the wording of the adopted motion that calls for Metro to develop an airport-rail connectivity plan, it says that some of the connectivity is inadequate including that for Long Beach Airport, even though Long Beach has bus service. Chris Haskell responded that they are specifically looking at rail connectivity, and will produce a high-level implementation plan looking out 25 years or so that will describe the projects that are currently underway, and how to connect other airports to the rail network including potential funding sources they might be able to use. The plan will not include bus connections, and will include taking a branch from exiting rail lines to go into an airport, or for a system like an elevated people mover to connect an airport with a nearby rail station. Mr. Kunze then suggested that Metro should work closely with SCAG since some of our airports are constrained in accommodating future growth, such as Long Beach, and it may not make much sense to connect those airports with rail. Mr. Haskell responded that a connection to the proposed Santa Ana Branch of the Green Line to Long Beach Airport would serve many communities along the way and that would be another consideration. Chris Kunze added that the SCAG 2012 RTP looks at connectivity opportunities to other airports in the region that are outside Metro's jurisdiction.

6.2 Update on LAX Specific Plan Amendment Study (SPAS)

Diego Alvarez from Los Angeles World Airport (LAWA) explained that the LAX Specific Plan Amendment Study (SPAS) is mandated by a legal settlement to restudy certain elements of the LAX Master Plan adopted in 2004. These elements include studying proposed changes to the north airfield that would move the inboard runway 340 feet to the south and require the demolition and relocation of the north terminals to the CTA, closure of CTA to private vehicles, and construction of replacement

Aviation Technical Advisory Committee
September 20, 2012
Minutes

curbside and roadway access. They are going back and seeing how to solve the problems these controversial elements tried to solve, but a different way. A set of alternatives were developed last year, and a draft EIR was developed for them which is out on the street, with impacts focused on traffic, air quality and noise. A companion document to the EIR called the SPAS Report was also issued, which was designed to illuminate some other questions about what alternative could be selected in the future, with an emphasis on security and finance. The report analyzed nine alternatives, but without a Preferred Alternative. The document can be found at the website lawa.org/LAXspas along with other materials. The intent is collect comments (until October 10), hold public hearings, prepare a final EIR and take it to the LAWA board in January 2013 so that they can select a final alternative.

Mr. Alvarez explained that the first four of the nine alternatives have airfield, terminal and ground access components. Alternatives 5, 6 and 7 are variations of airfields and terminals that can be swapped in with the other alternatives. There are also two ground transportation alternatives, and altogether there are 17 alternatives that have been developed through mixing and matching of different combinations. The alternatives will be further refined and evaluated before the final EIR is released. Mr. Alvarez then went on to describe some the alternatives in more detail, including alternative #1 which would move the outboard runway in the north complex 260 feet to the north, and make improvements to the northern terminals (not demolish them), and extend the Bradley Terminal and the new Satellite Concourse, with a grade-separated bus way system that would link to the LAX/Crenshaw Corridor station at Century and Aviation. Alternative #2 would be the same as #1 except that would not move the runway, but would make improvement to crossing/exit taxiways. Another alternative would implement all of the original master plan projects, and another would do nothing to implement any of the master plan concepts. Another alternative would upgrade the grade-separated bus way into a people mover system. All of the alternative would be limited to 153 gates pursuant to the LAX Settlement Agreement.

Mr. Alvarez explained that the SPAS Report describes how each of the alternatives performs in meeting identified master plan objectives as well as environmental impact resource areas. There are a lot of potential impacts associated with the implementation of these alternatives, but there isn't any single alternative that stands out as performing much better than the others. What's causing the impacts isn't necessarily the configuration of the airport, but the increase of the level of traffic from the 2010 base year (from 60 MAP to 78.9 MAP). They conducted an on-airport and off-airport traffic analysis. The on-airport analysis showed that for those alternatives that kept the CTA open, that the CTA was not significantly impacted by the higher activity levels. The off-airport analysis looked at the impacts on 200 intersections around the airport. All of the alternatives result in significant decreases in most air emissions mainly because of the future implementation of stricter engine emission standards. They also found that compared to doing nothing, implanting the master plan improvements for the airfield is worse for air quality, mainly because of

Aviation Technical Advisory Committee
September 20, 2012
Minutes

the elimination of gates on the north side of the airfield and the need for longer taxiing to the south airfield, negating the efficiency improvements to the north airfield.

Mr. Alvarez went on to discuss the noise impacts associated with the alternatives. Compared to doing nothing, all of the alternatives reduced the number of residences and people exposed to severe noise impacts. For safety, the alternatives that relocated runways and significantly increased runway separations on the north airfield were better for safety since they met Group VI aircraft standards.

Bob Rodine asked if there was a copy of this presentation on the LAWA web site. Diego Alvarez replied that his presentation was taken from presentations they have been making at public meetings, but most of this information and more can be found on the LAWA web site, although the format might be a little different. Gary Gosliga asked about the south airfield. Mr. Alvarez replied that they are just short of meeting Group V standards on the south airfield. When visibility is less than ½ mile they are at Group IV. Options for the north airfield that create 100 feet of additional runway separation would result in an equivalent airfield just short of Group V standards. Chris Kunze asked if the Very Large Aircraft are Group VI, to which Mr. Alvarez responded yes, including the A-380 and B-747-8 already at LAX. They are forecasting that about 13% of the operations at LAX will be Group V & VI aircraft that they currently not up to standards to serve. When those aircraft land and the airport goes into non-standard operation, everyone else is impacted more than the Class VI aircraft since they are held at their gates until the Group VI aircraft gets off the airfield. Chris Kunze asked if the airport has enough gates to accommodate the Group VI operations to 2025. Mr. Alvarez replied new Group VI gates are being constructed on both sides of the new Bradley International Terminal as well as the new Midfield Satellite Concourse within the 153 gate limitation. Mr. Kunze then asked if the 78.9 MAP constraint at LAX will be reached in 2025. Mr. Alvarez replied that is correct. He added that LAWA will be doing a market-base study to see why airlines are locating to LAX rather than other airports that are closer to passengers. The aviation industry has changed dramatically over the last 30 years, and we need to know how to make better use of regional airports and not have LAX take the lion's share of the market.

Chris Kunze remarked that it isn't clear why the LAX master plan options lower off-airport noise impacts. Mr. Alvarez responded that the noise contours are getting smaller from a north/south perspective because of quieter aircraft. The tails of the contours will get longer in the future because those aircraft have a different sound profile. There is less housing density going north than south, and when traffic is shifted to the south airfield there are more homes that are exposed to noise.

Bob Rodine asked what is basis for the 78.9 MAP cap at LAX, and will that still be a factor beyond 2025. Diego Alvarez replied that the constraint is related to ground

Aviation Technical Advisory Committee
September 20, 2012
Minutes

access, based on a study done 10 years or so ago that found if you did nothing, the curbside access at LAX begins to fail at 78.9 MAP. LAWA determined that this wasn't a good way to constrain the airport because of the adverse environmental impacts, so it was decided to constrain the airport at the gate level instead with a 153 gate limitation.

6.3 Overview of Future of Avgas Seminar at Santa Monica Airport on 6/30/12

Chris Kunze summarized the presentation made by Lars Hjelmberg at Santa Monica Airport on June 30 on the future of Avgas. This is a critical issue to the GA community given that virtually all piston-powered aircraft use leaded avgas and rely on it for safety and performance, an issue which is under significant scrutiny on the legal side by Prop 65 challenges in California, and by EPA/FAA. There is a very slow turnover rate of GA aircraft, unlike automobiles, so the fleet that is relatively old (at Long Beach Airport the average age of a GA aircraft is 40 years old) can't be replaced in a few years with engines from new production that meet new regulations. Since lead is no longer permitted in motor vehicle gasoline, aviation contributes 57% of lead pollution (it used to be 1-2%). Consumption of low lead, high-octane avgas has been declining and there is no incentive for manufacturers to solve this problem.

Chris Kunze remarked that EPA and the FAA have been working together on solutions—EPA issued a notice of rulemaking for lead emissions from piston aircraft, and formed a rulemaking committee with the FAA. A report was issued by the committee with a recommended compliance date of 2018. The report found that a substitute unleaded fuel that could be seamlessly used by the existing GA fleet is not currently available and may not be technically feasible, so a fleet-wide evaluation, certification and deployment of a replacement avgas should be done by the industry over time.

Lars Hjelmberg, according to Mr. Kunze, claimed at the Seminar at Santa Monica Airport that his company has been producing 91/96 unleaded avgas in Sweden for over 20 years, and has been approved by Cessna and other manufacturers for use in their aircraft. It depends on the aircraft and engine type, but the fuel is usable by 90% of the world's piston fleet. Of the remaining 10%, 5% are turbo charged and would need about \$30,000 of improvements, 4% are non-turbocharged, very high-horsepower engines, and less than 1% are old war birds that would be dangerous to convert. In Sweden the cost of unleaded avgas is 40% cheaper than high octane low-lead avgas because of the high cost of the lead additives. In Europe there are three unleaded avgas producers. It was recommended that incentives should be developed at the Federal level to introduce unleaded avgas, such as reduced fuel taxes and tax write-offs for storage and delivery facilities. The unleaded avgas could be stored and distributed by the same equipment that is used for unleaded motor vehicle gas.

Aviation Technical Advisory Committee
September 20, 2012
Minutes

According to Chris Kunze, Hjelmcø Oil is planning to produce the unleaded avgas in California, which can be used by 90% of the GA fleet. However, a small percentage of the GA fleet that really needs the leaded avgas accounts for 70-80% of the leaded avgas consumption, so this could be a problem. There is no reasonably-priced option currently available for providing high octane unleaded fuel for the remaining 10%-- there is no supplier currently working on a biofuel for the GA fleet because of the research and development cost.

Chris Kunze cautioned that for those involved in the GA industry and planning for the future, this is one of those variables that could impact the industry. ATAC should continue to track this issue, including what comes out of the EPA/FAA unleaded avgas rulemaking committee. The economics of future aircraft production and sales will be a key issue, and federal incentives for aircraft conversion and fuel production is something that ATAC could support. In California, another key issue is Prop 65 and its status. There are negotiations underway between plaintiffs and a number of FBOs and about 26 airports. Depending on how this is resolved it could create other problems, such as requiring FBOs to send out notices to local communities around airports alerting them to potential hazards from leaded avgas, which could turn into a big public relations problem for airports and generate additional lawsuits. The FAA recently created a Fuels Program Office to help create a timeline and certification process for the new unleaded avgas. They are going in the right direction, the technology is out there and they are working with industry and environmental groups, but this issue won't be resolved in just a few years. It may be difficult to provide both leaded and unleaded fuels at airports, but that could be the best solution in the interim.

Bob Rodine remarked that a study had been done at Santa Monica Airport by some pediatricians at UCLA that made a definite connection between lead in the atmosphere and illness in children. However, it could not make a definite conclusion about the exact nature of the illness. Is the work being done now trying to refine these observations? Chris Kunze responded that the SCAQMD has done some air quality monitoring around several airports including Santa Monica and Long Beach and have found no exceedances of lead standards. Future monitoring would likely show the same results because of a reduction in avgas sales and usage at every GA airport.

6.4 Options for Reducing Energy Costs at Airports with Solar Projects Funded by the FAA AIP Program

Sean Mantucca from SunPower Corp. remarked that his company was founded in 1985, is headquartered in San Jose, operates on five continents and focuses on solar installations. They have installed solar facilities at up to 20 airports in the U.S. There are basically three areas where you can install solar at airports: rooftop, ground and parking. Airport grants from the FAA's Airport Improvement Program (AIP) cover up to 75% of project costs for large and medium hub airports, and up to 90% of

Aviation Technical Advisory Committee
September 20, 2012
Minutes

project costs for smaller commercial airports. To be eligible for these grants, the funds are subject to FAA approval, and the airport must be included in the National Plan of Integrated Airport Systems (NPIAS, which includes 12 airports in the SCAG Region). The project must be owned by the airport, the equipment must be made in the USA, and a competitive bid process is required for the use of these funds. Mr. Mantucca remarked that the FAA is having an issue with glare from solar facilities, particularly when the sun is at a low angle, which can be reduced through anti-reflective glass and strategic placement of the panels. The FAA has become more involved in the placement of solar facilities at airports because of this issue.

Sean Mantucca went on to describe financial considerations of installing solar system at airports. The estimated price for a one megawatt system is about \$5.5 million, which comes to about \$1.4 million with the 75% AIP grant, with an attractive pay-back period of about 3.5 years (and less with a 90% AIP grant) depending on the location of the facility and the cost of energy. Additional benefits of solar include positive visual image, educational opportunities with local schools, additional revenue streams, and corporate marketing opportunities.

Gary Gosliga asked about one of SunPower's projects at a FedEx facility on a rooftop--was this new construction? Sean Mantucca responded that this was a retrofit to a facility that was already there. Mr. Gosliga then asked if the rooftop was adequate to support the facility. Mr. Mantucca replied that typically they find that rooftops are adequate to support their solar modules, which weigh about three pounds per square foot. They have structural engineers on staff that make sure that the structure of the roof can support the weight. Lastly, Mr. Gosliga asked if the pay-back period or return on investment considers energy that might be fed back into the grid. Mr. Mantucca replied that it basically reflects an estimated reduction of operating expenses at the airport--you typically settle up with the utility after 12 months, and if you over-produce you get credits that can be applied to when you under-produce, and it isn't ideal to oversize your system in relation to what you need.

Todd McNamee asked about covered parking lot areas, and if SunPower works with contractors that provide those structures. Mr. Mantucca responded that they work as a general contractor that manufactures and installs solar panels, and they do work with subcontractors for needed construction such as covered parking lots. Mr. McNamee then asked if the AIP grants are through the VALE Program. Mr. Mantucca responded that solar projects were being funded through VALE up until August 2012, but are no longer eligible since it was determined that emissions weren't being reduced on-site but through the entire grid. However, the FAA still supports solar at airports.

7.0 ACTION ITEMS

7.1 Invitation for ATAC to Join the National Alliance to Advance NextGen (NAANG)

Aviation Technical Advisory Committee
September 20, 2012
Minutes

Mike Armstrong remarked that several months ago he had a series of e-mail exchanges with Chris Brittle, regional aviation planner at the Metropolitan Transportation Commission (MTC) in the Bay Area. Mr. Brittle inquired if ATAC would be interested in joining MTC and its Regional Airport Planning Committee in supporting the early implementation of NextGen, including joining an alliance of like-minded agencies. During this process Mr. Brittle discovered the Port Authority of New York/New Jersey (PANYNJ) had already formed an alliance to do this, called the National Alliance to Advance NextGen (NAANG). Hundreds of organizations (mainly business organizations) had already joined this alliance. MTC joined this alliance, and agreed to help enlist West Coast entities, especially Metropolitan Planning Organizations like SCAG, to join and support the early implementation of NextGen. Mr. Armstrong said that he told Mr. Brittle that he would take this issue to ATAC at their next meeting so that the committee could act on it. He also tried to find out more about what it meant to join the Alliance but he was unsuccessful-- apparently it is mostly a symbolic act. The only stated objective of the Alliance that ATAC may be concerned with is that it calls for the early implementation of NextGen, starting with the most congested airspace. Obviously New York would stand to benefit since they have a very congested airspace, and also the Bay Area since a runway at SFO is frequently shut down under foggy conditions which causes delays throughout the system. This begs the question, does the FAA perceive the Southern California airspace basin to be highly congested, and would we be among the first in line for NextGen implementation if it is based on airspace congestion?

Selena Birk asked if there would be any obligations of staff if ATAC agreed to join the Alliance. Mike Armstrong responded that he didn't think so—you basically register on-line and send it to PANYNJ. Chris Kunze commented that Florida very actively promoted the early implementation of NextGen, and they received a lot of the initial funding. The FAA is now studying airspace redesign and NextGen implementation through the Operations and Procedures in the Metroplex (OAPM) Program. However, the FAA has limited resources including staff to do the analysis, and ATAC members involved in the process are lobbying them to make sure they don't lose sight of this region. As a region it doesn't hurt to put our name out there to let the FAA know that we support the early implementation of NextGen.

A motion was made, seconded and passed unanimously for ATAC to join the National Alliance to Advance NextGen.

7.2 SCAG Aviation Program—Future Work Plan Priorities and Draft Four-Year Work Plan

Mike Armstrong summarized the a memo that was presented at the last ATAC meeting on the prioritization of aviation issues for the SCAG Aviation Program leading up to the development of the 2016 Regional Transportation Plan (RTP). He

Aviation Technical Advisory Committee
September 20, 2012
Minutes

remarked that since then events have overtaken ATAC consideration of the memo since SCAG management asked him to develop a four-year work plan for the SCAG Aviation Program, and also a request for funding for Funding for FY 12-13 through an OWP amendment that was due by the end of August, and has already been submitted. The good news is that SCAG management wants to initiate new consultant work in the aviation work in the near future and is willing to devote significant funding to this. The outline of the four-year work plan is in agenda packet, and a request to fund consultant work for the first year of the work plan has been submitted. Mr. Armstrong pointed out that this is only for consultant work, and additional initiatives can be undertaken in-house, such as supporting new legislation, participating in the OAPM/NextGen Program, and other initiatives favored by ATAC. There is still some flexibility for ATAC input to refine the work plan for the three last years, covering aviation demand forecasting, airport ground access and economic impact work. There didn't seem to be much ATAC support for a Phase II general aviation demand forecast, so the work plan just seeks to monitor GA activity trends to see how they track with the alternative forecasts that were developed for the 2012 RTP. The economic impact work would revisit work that was last done in 2003 on regional economic impacts associated with the regional aviation forecast.

Mr. Armstrong also announced that he is retiring at the end of the year, and that SCAG management wants to replace him with an experienced, senior-level aviation planner. SCAG will be issuing an RFP for a multi-year aviation consulting contract, but will also be issuing a job announcement for Mr. Armstrong's replacement as the SCAG Aviation Program Manager. Todd McNamee asked if the funding for the program has been approved. Mr. Armstrong replied that a request for funding for only the first year has been submitted, although the RFP for consulting work would encompass the full four years and would be contingent on future funding.

Bill Ingraham remarked that he didn't have any problems with ratifying the work plan for FU 12-13 and approve in concept the work for the remaining years. The motion was seconded and unanimously approved.

8.0 MISCELLANEOUS ITEMS/ANNOUNCEMENTS

Gary Gosliga commented that the matter remains of reconstituting the ATAC membership list. Mike Armstrong added that at the last meeting there was a request to send out the membership list to the members, and he noticed that there were some inconsistencies between the membership list and the ATAC charter. There is the question of whether all of the airports operated by a single airport authority with a multi-airport system should be represented. Bill Ingraham responded that the San Bernardino County Airport Authority has six airports, but only the authority is represented. Diego Alvarez remarked that the San Bernardino example cuts one way, but LAWA is a different matter with LAX, Ontario and Van Nuys. Bill Ingraham suggested that the membership list should be categorized according to voting and non-voting members. Mike Armstrong suggested that with airport

Aviation Technical Advisory Committee
September 20, 2012
Minutes

authorities with multiple commercial airports like LAWA, each commercial airport could have a separate vote. Mr. Ingraham agreed that this would be a reasonable approach, to give every commercial airport a vote, and every airport authority running a system of airports would have a vote. Todd McNamee noted that systems of GA airports have historically been represented by one member of the airport authority that runs the system. Gary Gosliga remarked that he couldn't remember an issue of having to count votes at ATAC since the time he has been involved—opposition to items approved has been minimal. Every commercial airport should be invited to participate and should be able to vote if they come. Ex-officio members like the TSA and FAA come and have input but they don't typically vote. Bob Rodine remarked that the presence of general aviation on ATAC started about 12 years ago with airspace and land use concerns, and should continue to have an important voice in ATAC, particularly airports like Van Nuys

Mike Armstrong asked if there should be some sort of attendance requirement for the membership. Todd McNamee commented that when he was ATAC chair there was an attendance requirement that boosted attendance for a while. Mr. Armstrong also asked if there was any interest in adding additional groups to the ATAC charter, such as the Professional Helicopter Pilots Association (PHPA). Ricarda Bennett from the PHPA agreed that would be a good idea. Bill Ingraham suggested that something be sent to all the designated entities and ask them to restate their designated representatives with recent contact information. He didn't see any reason to limit participation for non-voting members or members who attend infrequently—some are quite distant from meeting locations, and if the issue is significant they will come and represent themselves. Mike Armstrong added that SCAG considers ATAC to be an ad hoc committee, and is not subject to the Brown Act with its quorum requirements. It is a very flexible committee and is basically self-regulating. It is a technical advisory committee that makes technical input to the SCAG policy committees.

Mr. Armstrong went on to alert ATAC that the Aviation Task Force may be reactivated and reconstituted in the near future. It was not active for the 2012 RTP but it likely will be for the 2016 RTP. Selena Birk asked if there was an agenda that was driving the reactivation of the Aviation Task Force. Mike Armstrong replied there has been no formal action yet to do this, and his recommendation would be not to reactivate the Aviation Task Force until we have technical information to take to them, after we get a new consultant team on board. However, there are some policy issues currently being debated in the region including the new Ontario International Airport Authority and a renewed interest in regional airport connectivity issues. Mr. McNamee added that historically the ATAC chair served as a go-between between ATAC and the Aviation Task Force, to provide technical advice from ATAC. The Aviation Task Force in turn provided policy recommendations to the SCAG Transportation Committee.

Ricarda Bennett then gave an update on the Howard Berman bill (Los Angeles Residential Helicopter Noise Relief Act, HR 2677, with a companion bill S 2019). Congressman Berman is sponsoring this bill that would require the FAA to develop regulations for

Aviation Technical Advisory Committee
September 20, 2012
Minutes

raising the altitudes of helicopters in Los Angeles County as well as determine the flight path they can use. The PHPA, some public agencies and homeowner associations met with Congressman Berman in January 2012. It was evident that they wanted to put pressure on the FAA to do something about the helicopter noise issue. Another public meeting was held in August with the FAA in attendance that was well orchestrated. Afterwards the PHPA met with Hollywood Bowl representatives as well as FAA Regional Administrator Bill Withycombe. The FAA said that they would do a study to see what could be done about the issue. The first part of the study took place between August 6 and September 7 in which they polled the public about helicopter noise. They are planning to meet with the PHPA and helicopter pilots to discuss what can be done. The first approach to be taken is to see what can be done voluntarily. The Los Angeles airspace is very crowded and layered, and if they move up everything else moves up with them. The PHPA met with tour operators to try to educate them about what is happening, and have been meeting with homeowners associations. On the web page PHPA.org you can find an update on the legislation. The PHPA is a voluntary organization and is doing the best it can about this issue.

Chris Kunze asked how the scope of the study defined, is it just Los Angeles County, and how many airports? Ricarda Bennett replied that the proposed legislation just says Los Angeles County, and she doesn't exactly know what the FAA is looking at in terms of the data since helicopter noise complaints come from all over the region. Todd McNamee asked if the complaints were primarily because of news helicopters. Ms. Bennett responded that is part of the problem but a small part—news helicopters are generally sensitive to “fly neighborly” issues and try not to hover too much. Ed Story added that this issue really heated up last year with the northern side of Long Island complaining about helicopters moving back and forth. Without congressional impetus, the FAA mandated an altitude and distance requirement along the northern part of Long Island. Out here, Carmageddon happened with news helicopters and other helicopters carrying local politicians, and a New York Times article exaggerated the helicopter noise issue citing “swarms of helicopters” in Los Angeles every day. The net result is that there is a rising focus on this issue, and the PHPA is looking for help from ATAC and other organizations to help them deal with the issue. Mr. Story noted that the PHPA has also found that low-flying helicopters are often police and fire helicopters that are exempt the bill.

9.0 FUTURE AGENDA ITEMS

10.0 SET NEXT MEETING LOCATION

The next meeting will be held on November 15.

11.0 ADJOURNMENT

The meeting was adjourned by Chairman Gosliga at 12: 15 pm.

TECHNICAL ADVISORY COMMITTEE ON AERONAUTICS

2012 REPORT ON ISSUES

California cannot meet the goals it has for its aviation system if it continues to underfund the State Aeronautics Account which hampers State involvement in aviation system support efforts, including those by airport sponsors, users and the Federal Aviation Administration (FAA). The State, in cooperation with local, regional, and federal agencies, should provide and identify the leadership and resources needed to develop the aviation system essential to our economy in the 21st Century. California must continually assess its role in aviation to ensure that California remains competitive in the global economy.

Aviation Planning

The policy element of the California Aviation System Plan (CASP) defines the State's continuous aviation system planning process. The policy element defines the roles of federal, State, regional and local participants in the process. It covers issues affecting aviation and aviation's relationship with other modes. The policy element also defines the policies and implementing actions for guiding Caltrans' Division of Aeronautics (Aeronautics) activities and CASP development, including funding priorities for general aviation and air carrier public use airports in California.

The Caltrans role in aviation includes planning and assisting with the development of infrastructure capacity improvements and the maintenance of the airport system. For several years, the CASP policy element has emphasized how funding limitations restrict Caltrans' role, while also proposing options for increased funding of the State aviation program.

The California Transportation Commission's (Commission) role, in addition to providing advice to the Legislature and to the Secretary of Transportation, is to provide policy direction to Caltrans in the development of the aeronautics plans and programs, adopt the CASP and its various elements, program projects in the Aeronautics Program, and allocate funds.

Existing State Aviation Funding

The State Aeronautics Account represents the sole State source of funding for the Division of Aeronautics and the programs it administers. Revenue sources for the Aeronautics Account include an 18-cent per gallon excise tax on general aviation gasoline and a two-cent per gallon excise tax on general aviation jet fuel. Air carrier, military aircraft and aviation manufacturing are exempt from the two-cent per gallon excise tax on jet fuel. The annual revenue transferred by the State Controller's Office (SCO) into the State Aeronautics Account has steadily decreased. In fact, the highest transfer of \$8.36 million occurred in Fiscal Year (FY) 1999-00 and since then it has declined steadily. In FY 2011-12, the SCO reported a transfer of \$ 5.2 million into the State Aeronautics Account. The Account continues to slowly decline in absolute numbers and certainly in terms of purchasing power. In the past, increased general aviation jet fuel sales have helped slow the decline, but the downward trend will continue in the State Aeronautics Account until another funding source comes on line.

The Commission has long supported increasing State funding to develop an integrated system of airports that adequately meets the demands of California's economy. The Commission supports redirecting a portion of State sales tax revenues from the sale of general aviation jet fuel to fund State aviation programs. These tax revenues are a "user fee" paid by the aviation industry and users.

California's general aviation system is deteriorating under current funding conditions. In California, aviation and related activities represent nine percent of the State's gross domestic product. General aviation historically has received about \$7 to \$8 million annually from excise taxes on general aviation gasoline and jet fuel, but the excise tax contribution to the Aeronautics Account has steadily decreased in recent years to an amount now only slightly more than \$5 million, while the bulk of the annual aviation-related excise taxes goes to the General Fund. This amount of aviation user excise taxes being allocated to the Aeronautics Account is much less than the \$15 to \$50 million annually that other comparable state airport support programs are appropriated, according to a survey by the National Association of State Aviation Officials. In addition, the aviation user excise tax allocation to the Aeronautics Account must fund Division of Aeronautics operating costs and the Annual Credit Grant program prior to funding any airport AIP match or A&D program capital projects.

Based on the Caltrans Aeronautics 2011 Capital Improvement Plan, \$6.4 million annually is needed for capital projects, leaving a current funding deficit of at least \$2.4 million. As currently constituted, with most of the revenues directed to the General Fund, the Aeronautics Account is not an adequate, reliable dedicated funding source for important safety, security, capacity, airport land use compatibility, and other related airport projects.

If the Legislature and the Administration were to establish an additional percentage transfer from the general aviation jet fuel sales tax from the State General Fund to the State Aeronautics Account as a set minimum, it would establish a stable baseline of aviation funding. Since the State Aeronautics Account is declining, an annual baseline minimum would provide some of the resources to develop a program to meet future aviation needs. California could make significant progress in implementing State priorities for increasing airport capacity and safety, security, enhancing air passenger mobility, improving air cargo efficiency, mitigating the impacts of airport operations on local communities, and mitigating the impacts of land use encroachment on airport operations.

In addition to establishing an additional funding source, the existing Aeronautics Account must be protected to prevent the transfer of funds to other accounts. The State's adopted 2009-2010 budget transferred \$4 million from the Aeronautics Account to the General Fund, thus eliminating existing funds that should have been dedicated to the State's three airport funding programs. That budget action also suspended for the 2009-2010 fiscal year the Public Utilities Code provisions establishing the funding programs. Therefore, aviation fuel excise taxes could continue to be collected and deposited in the Aeronautics Account, but those funds could not be used for funding for airport purposes until after January 1, 2011.

As such, to ensure that adequate Aeronautics Account resources are available to address the State's aviation needs, TACA continues to recommend that:

- The user-funded Aeronautics Account should not be diverted to non-aviation uses.
- At least the most recent diversion (of the 3 during the past 10 years) of \$4 million should be reimbursed to the Aeronautics Account.
- The 2009-2010 suspension of grant programs should not be repeated.

- An additional percentage of aviation user fee revenue should be appropriated to the Aeronautics Account, in order to address the approximately \$2.4 million in annual State underfunding of California's primarily general aviation airport capital needs.

Federal Re-authorization of Vision 100

Vision 100, Century of Flight Authorization Act of 2003, was a four-year statute that lapsed in September of 2007. The Act provided funding for the Federal Aviation Administration's Airport Improvement Program. These revenues are important for the overall preservation and enhancement of California's public use airport system. Nationwide the annual authorized AIP funding levels averaged around \$3.55 billion. California typically receives around eight to ten percent of the appropriated funds.

After more than four years and 23 continuing resolutions, in February 2012, Congress passed and the President signed the FAA Modernization and Reform Act of 2012. The Act provides a four year, \$63 billion authorization package for the FAA. Included are \$13.4 billion in Airport Improvement Program funding. At \$3.35 billion per year, AIP funding will be slightly lower than recent years. With a stable four year program, however, airports will be able to program and utilize AIP funding in a more efficient and effective manner than in recent years under repeated continuing resolutions. The Act did not include any new aviation user fees or tax increases.

Continuing Aeronautics Issues

The Commission, based on proposals from TACA, should recommend that the Legislature and the Administration act to address State aviation system needs through legislation that would provide an additional stable funding source of at least \$2.4 million per year from the general aviation sales tax on jet fuel for the Aeronautics Account. The Commission would program and allocate the funding to California's publicly owned public use airports for activities addressing airport safety/security, capacity needs, and needed studies such as economic and land use studies, and comprehensive land use compatibility planning to enhance the capacity and capabilities of those airports.

During 2012, as part of the budget process, an attempt was made to eliminate a provision of the Public Utilities Code (PUC) which require counties to establish Airport Land Use Commissions (ALUC). The proposal was rejected by Senate and Assembly budget subcommittees. TACA will need to monitor and provide recommendations to amend existing provisions of the PUC that provides for the establishment and operation of ALUCs as an unfunded mandate. Future proposals may try to resurrect this effort. Also in 2012, SB 1005 and AB 1465 appeared to eliminate the three Aeronautics funding programs and redirect the excise tax on general aviation gasoline and jet fuel to the General Fund through 2015. TACA will also need to monitor and appropriately respond to future proposals to redirect Aeronautics Account revenue to the General Fund.

At the Commission's direction, TACA will work in 2013 with representatives of the Transportation Agency and the Department on the following issues:

- TACA will continue to try and address the issue of under-funding of the State Aeronautics Account. The State has 10 percent of all US registered aircraft; however it is in the lowest 1/3 of

all states regarding state-level funding for airports. Also, aviation activity in California generates over \$300 million annually in taxes to State and local government, however only about 2 percent of all aviation user taxes are invested back into State Aeronautics Account for airport safety inspections, regulatory enforcement, land use compatibility planning, and airport capital investment. In addition to this, over the past years a significant percentage of Aeronautics Account has been redirected to the State's General Fund, further impacting the shortfall in funding California's aviation system needs.

- TACA will continue to support efforts to find ways to strengthen airport compatible land use laws, protocols, and education to protect our State's airports.
- TACA will work to identify and track aviation and airport dynamics along with State interests and responsibilities, in areas such as the increased importance of reliever and regional airports in light of future hub-airport capacity constraints, opportunities provided by military base reuse, and air travel infrastructure needs associated with evolving trends.
- TACA will recommend State involvement, where appropriate, in evolving areas with potential airport/aviation impacts, such as aviation safety, security, flight training, environmental, and other issues.
- TACA will continue to work with Aeronautics to promote use of alternate airports for general aviation, air cargo, air taxi, and community safety purposes.
- TACA will work with Aeronautics to review and provide input on aviation planning at the regional, State, and federal level.
- TACA will review and provide input, when requested, on current and future Division of Aeronautics' administered programs and program content.
- TACA will monitor and make recommendations to the Commission as appropriate, regarding FAA/EPA efforts at the federal level to phase-out leaded aviation gasoline, in a manner which is environmentally responsible and within a reasonable timeframe.
- TACA will monitor and support efforts to enhance environmental quality and airspace capacity, efficiency, and safety through near-term implementation of Next Generation (NextGen) air traffic control management technologies.
- TACA will monitor and make recommendations, as appropriate, regarding regulatory, technology, and use factor changes/trends in aviation and airspace (e.g. use of drones/Unmanned Aerial Vehicles), which can impact aviation within the State.
- TACA will ensure that its membership well-represents aviation stakeholders within the State, and will solicit and receive input from aviation stakeholders regarding needs that the State should address.
- TACA, as always, welcomes and will address any items referred to it by the Commission.

TECHNICAL ADVISORY COMMITTEE ON AERONAUTICS

2012 REPORT ON ACCOMPLISHMENTS

Air Transportation

The policy element of the California Aviation System Plan defines the State's continuous aviation system planning process, and defines the roles of federal, State, regional and local participants in the process. This provides guidance in preparing the Division of Aeronautics (Aeronautics) Program, which comes from a 10-year Capital Improvement Plan comprised of a fiscally unconstrained list of projects from eligible airports. The Aeronautics Program, a biennial three-year program of projects, is fiscally constrained. The Aeronautics Account, which receives revenues from State general aviation fuel and jet fuel taxes, funds the Aeronautics Program. Funding from the Aeronautics Program, combined with local matching funds, is used by airports to match Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants and to fund capital outlay projects at public-use airports through the Acquisition and Development (A&D) element of the California Aid to Airports Program (CAAP). The CAAP also includes a statutory annual credit grant program, which provides annual non-discretionary grants of \$10,000 for 149 publicly-owned, public-use general aviation airport in the State. Aeronautics Account funds are applied first to Caltrans Aeronautics operations, then to the annual credit grant program. Any remaining funds are then available for the projects in the Aeronautics Program adopted by the California Transportation Commission (Commission).

Commission's Aviation Responsibilities

The Commission's primary responsibilities regarding Aeronautics include:

- Advising and assisting the Legislature and the Secretary of Transportation Agency (Agency) in formulating and evaluating policies and plans for aeronautics programs;
- Adopting the California Aviation System Plan (CASP); a comprehensive plan defining State policies and funding priorities for general aviation and commercial airports in California; and
- Adopting and allocating funds under the biennial three-year Aeronautics Program, which directs the use of Aeronautics Account funds to provide a part of the local match required to receive Federal AIP grants and fund A&D capital outlay projects for airport rehabilitation, safety and capacity improvements at eligible public-use airports.

Under Section 14506.5 of the California Government Code, the chairman of the Commission appoints a Technical Advisory Committee on Aeronautics (TACA), after consultation with members of the aviation industry, airport operators, pilots, and other aviation interest groups and experts, as appropriate. TACA gives technical advice to the Commission on the full range of aviation issues that affect the State's air transportation system of airports. The current membership of TACA includes representatives from airport businesses, pilots and aircraft owners, representatives from aviation users groups, managers of commercial and rural airports, a past manager of a commercial air and spaceport, metropolitan and local planning organizations, and federal and State aviation agencies.

This statutorily mandated advisory committee lends its expertise to the Commission as they carry out their responsibility in advising the Secretary of the Transportation Agency and the Legislature on State policies and plans for transportation programs in California. For example, TACA has been

working with Caltrans, the Agency and the Legislature to develop potential stable revenue sources and to clarify roles and policies for the State in developing and maintaining California's aviation system.

The current members of TACA:

- Michael Armstrong, Aviation Program Manager, Aviation Planning, Southern California Association of Governments
- Daniel Burkhart, Director of Regional Programs, National Business Aviation Association (note: Mr. Burkhart retired as of July, 2012, and the Commission will be receiving recommendations for his replacement in the near future)
- Mark S. Bautista, Deputy General Manager, Monterey Peninsula Airport District, representing the Association of California Airports
- Gary Cathey, Chief, Division of Aeronautics, California Department of Transportation, Ex Officio
- Harry A. Krug, Private Pilot
- Chris Kunze, TACA Chairman, Staff Advisor, Long Beach Municipal Airport
- Robin Hunt, Federal Aviation Administration, Ex Officio
- Fran Inman, California Transportation Commission, Commission Liaison
- Bruce MacRae, Vice President State Government Affairs, West Region, UPS
- Mark F. Mispagel, Attorney/Consultant, Law Offices of Mark F. Mispagel
- John Pfeifer, Aircraft Owners and Pilots Association (AOPA), California Regional Representative
- Jon Stout, General Manager, Charles M. Schultz Sonoma Co Airport, representing the California Airports Council
- Alexander Waters, Vice President of Business Development, KaiserAir, Inc.
- William T. Weil, Jr., City Manager of California City

Acquisition & Development Match Rate Unchanged

By statute, the Commission annually establishes a local matching rate between 10% and 50% that local agencies must meet to receive Acquisition and Development (A&D) grants. At its June 2012 Meeting, based upon the Department's and TACA's advice, the Commission retained the 10 percent A&D local match requirement that it originally established in 1995. This action continues to ensure that the maximum number of airports participate in the Aeronautics Program. Further, a low match rate does not result in a small number of large grants because statute limits California Aid to Airports Program A&D Grants to a maximum of \$500,000 per airport per year.

State Legislation

The Commission advises and assists the Legislature and the Agency Secretary in formulating and evaluating policies and plans for Aeronautics Programs. The Commission is concerned about the

shifting of Aeronautics Account funds to the General Fund (GF). Over 50 percent (\$4.0 million) of its average annual budget was transferred to the GF in September 2010. In fact, the Commission focused over the last few years on the need to establish a stable funding source and for additional funding to allow more capital improvements for general aviation airports. TACA recommended legislation to provide the Aeronautics Account with a stable revenue source. The suggested legislation would prohibit permanent transfer of funds from the Aeronautics Account to the GF. Under the suggested legislation, the State shall repay all transfers, as if they were loans, with interest at a specified future date.

The Commission, along with its TACA advisors, is also concerned about the impacts from incompatible land use around airports and recommended that the Legislature take action on this issue. For several years, the Commission has included in its Annual Report the recommendation to work with representatives of the Agency and the Department to: "...update, as necessary, the California Public Utilities Code sections 21670 through 21679 to further solidify and strengthen airport land use law to preclude and prevent incompatible land use around airports." Over the last four years, several TACA members, representing their respective organizations and Commission staff have met with several legislative staff personnel regarding the Commission recommendations on incompatible land use around airports.

TACA members, representing their own organizations, opposed measures which would have eliminated Public Utilities Code sections requiring most counties to establish airport land use commissions, and measures which potentially could have eliminated the State's airport funding programs and transferred general aviation fuel excise tax revenues to the General Fund through 2015.

Federal Re-Authorization for Aeronautics

Vision 100, Century of Flight Authorization Act of 2003, was a four-year statute that lapsed September 2007. The Act provided funding for the Federal Aviation Administration's Airport Improvement Program. These revenues are extremely important for the overall preservation and enhancement of California's Public Use Airport System. Nationwide the annual authorized AIP funding levels averaged around \$3.55 billion. California typically receives around eight to ten percent of the funds appropriated. After more than four years and 23 continuing resolutions, in February of 2012, Congress passed and the President signed the FAA Modernization and Reform Act of 2012. The Act provides a four year, \$63 billion authorization package for the FAA. Included are \$13.4 billion in Airport Improvement Program Funding. At \$3.35 billion per year, AIP funding will be slightly lower than recent years. With a stable four year program, airports will be able to program and utilize AIP funding in a more effective manner than in recent years under repeated continuing resolutions. The Act did not include any new aviation user fees or tax increases. This multi-year reauthorization is consistent with your Commission's position on the need for a multi-year program, as recommended by TACA.

Other Activities and Accomplishments

In summary, during the 2012 year, including the items noted above, TACA addressed:

- TACA recommended, and the CTC appointed to TACA a representative of the California Airports Council, a new representative of the Association of California Airports, and an independent private pilot/aircraft owner.
- TACA recommended to the CTC a 10% Aeronautics A&D State Grant local match rate, and a 5% match rate for federal Airport Improvement Program (AIP) grants at California airports. These match rates were subsequently approved by the Commission.
- TACA continued to recommend that the Commission and aviation benefactors within the State support efforts to provide a stable funding source, as well as increased funding, for the Aeronautics Account.
- TACA members, along with Commission members and staff, provided an informational briefing to members of the Assembly Transportation Committee. The briefing focused on the need for an estimated additional \$2.4 million annually from existing user fees and the need for reliability of fund availability in order to adequately address the State's funding of aeronautics grant programs. Efforts were made to distribute the briefing document to other aviation support groups within the State, in order to enlist their engagement in the under-funding issue.
- TACA received briefings, discussed, and several members were actively engaged in legislative issues at the State level, including airport area land use planning, State oversight of flight training, and airport-specific issues, and at the federal level including specific legislation content issues related to FAA long term funding, and regulatory and other measures to reduce/eliminate lead content in certain aviation fuel.
- TACA recommended to Caltrans that a Governor's letter of support be generated regarding the Mojave Air and Spaceport and other California airports' efforts to be selected by the FAA for one of the country's sites for testing Unmanned Aerial Vehicles. The economic benefits of a test site(s) within the State include the support that it would provide to local major universities and aerospace firms involved in research in this new technology.
- TACA monitored, and some of its members actively engaged lawmakers in order to exclude certain aviation activities, including flight training, from being required to pay sales taxes on aviation related transactions.
- TACA is exploring the potential of having the State re-allocate FAA grant funding for unused non-primary airport entitlements within the State, in support of the State's prioritized unfunded airport capital improvement projects.

Aeronautics Program

Background

Under Section 14506.5 of the California Government Code, the Commission appoints a Technical Advisory Committee on Aeronautics (TACA) to give technical advice on the full range of aviation issues considered by the Commission, including issues impacting the State's 246 public use airports. During 2011-2012, the Commission received advice from TACA regarding the overall Division of Aeronautics (Aeronautics) Program, the matching ratios for specific grant programs, and pending State and federal legislation.

The State, through its Aeronautics Account, provides funding to support eligible California general aviation (GA) airports as follows:

- 1) Matching grants (typically one-half of an airport sponsor's matching requirement) for FAA Airport Improvement Program (AIP) funds
- 2) Acquisition and Development (A&D) grants for 90 percent of eligible airports' capital projects
- 3) Annual grants or "credits" of \$10,000 for 149 of the State's public use airports
- 4) The Local Airport Loan Account, for airport revenue producing projects

Aeronautics Account revenues must first fund Caltrans Division of Aeronautics operations and the annual credit grant program. The remaining funds are available for projects in the Aeronautics Program as adopted by the Commission.

Resources/Revenues

Revenue sources for the Aeronautics Account include an 18-cent per gallon fuel excise tax on general aviation gasoline and a two-cent per gallon excise tax on general aviation jet fuel. Air carrier, military, and aviation manufacturing aircraft are exempt from the two-cent per gallon excise tax on jet fuel. The majority of these user-generated funds are allocated to the State's General Fund. In addition, the annual revenue transferred by the State Controller's Office (SCO) into the Aeronautics Account has steadily declined. From a high of \$8.36 million in Fiscal Year (FY) 1999-00, this year the SCO reported a transfer of only \$5.6 million in FY 2011-12. All indications are that the downward trend will continue in the Aeronautics Account until additional aviation user fees are allocated to aviation, or other funding sources are established. Although California has about 10 percent of all public-use airports in the U.S., California's Aeronautics Program receives less than 50 percent of the average amount of \$15 million allocated by other states to their Aeronautics programs. The funding shortfall is unsustainable. California's general aviation airport system is deteriorating under current funding conditions. The Aeronautics Account does not provide an adequate, reliable, and dedicated funding source in support of the needs identified in the California Aviation System Capital Improvement Plan.

In addition to annual underfunding of California GA airports' capital needs, to address the reliability issue, the Aeronautics Account must be protected from transfers. For FY 2009-10, \$4 million was transferred to the General Fund. That same budget action also suspended the

provisions for funding existing programs until January 1, 2011. This action severely hampered the State's general aviation support activities, its ability to match federal funds and to provide needed capital improvements. The Commission supports legislation that protects the Aeronautics Account from transfers of those revenues to the General Fund for non-aviation purposes.

The Commission has long supported increasing State funding to develop an integrated system of airports that adequately meets the demands of California's economy. With adequate funding, California could make significant progress in implementing State priorities for increasing airport capacity, safety, security, enhancing air passenger mobility, improving air cargo efficiency, mitigating the impacts of airport operations on local communities, and mitigating the impacts of land use encroachment on airport operations.

In support of this capital funding increase, members of the Commission and Commission staff, along with TACA members, provided an informational briefing this year to members of the Assembly Transportation Committee and Senate Transportation and Housing Committee. The briefing focused on the need for an additional \$2.4 million annually from existing user fees and the need for reliability of fund availability in order to adequately address the State's funding of aeronautics grant programs. In addition, TACA recommends that the most recent \$4.0 million transferred to the General Fund be returned to Aeronautics.

Legislative Issues

In February of 2012, Congress passed and the President signed the FAA Modernization and Reform Act of 2012. The bill provides a four-year, \$63 billion authorization package for the FAA. It includes \$13.4 billion in Airport Improvement Program funding (AIP). With a stable four-year program, airports will be able to program and utilize AIP funding in a more efficient manner than in recent years under repeated continuing resolutions. This federal funding program makes State AIP match funding very important, it ensures that California's general aviation airports can successfully compete for federal AIP grants.

Other Aeronautics Issues

TACA has been, and will continue to review and advise the Commission as appropriate, on the following issues:

- 1) Measures to protect airports from incompatible land uses
- 2) FAA/EPA efforts at the federal level to phase-out leaded aviation gasoline, in a manner which is environmentally responsible, economically feasible, and permits the aviation industry to transition into unleaded alternatives within a reasonable timeframe
- 3) Additional Aeronautics Fund revenue opportunities from current user excise taxes, to help fund California general aviation airports' capital needs as identified in the California Aviation System Capital Improvement Plan. Aviation activity in California generates over \$300 million annually into State and local government accounts, however less than 2 percent of this is invested back into the airport infrastructure through the State Aeronautics Fund. This "reinvestment" amount is among the lowest in the nation, even though aviation activity in California is among the highest in the nation

- 4) Efforts to enhance environmental quality and airspace capacity/efficiency/safety through efforts such as near-term implementation of NextGen air traffic management technologies
- 5) Regulatory, technology, and use factor changes and trends in aviation and airspace (e.g. drones/Unmanned Aerial Vehicles), which can impact aviation within the State
- 6) Division of Aeronautics' programs including aviation system planning and funding components

AVIATION TASK FORCE MEMBERSHIP LIST

Elected Officials

Surname	First	Primary Title	Primary Work Name	Primary Phone	Primary E-mail Address
Antonovich	Michael	Supervisor - District 5	County Of Los Angeles	(213) 974-5555	fifthdistrict@bos.co.la.ca.us
Biane	Paul	Supervisor, District 2	County Of San Bernardino	(909) 387-4833	pbiane@sbcounty.gov
Campbell	Todd	Councilmember	City Of Burbank	(818) 238-5750	tcampbell@mail.ci.burbank.ca.us
DeYoung	Cathryn	Mayor Pro Tem	City Of Laguna Niguel	(949) 362-4300	council@ci.laguna-niguel.ca.us
Dispenza	Mike	Councilmember	City Of Palmdale	(661) 267-5100	mdispenza@qnet.com
Dixon	Richard	Mayor	City of Lake Forest	(949) 461-3400	rdixon@dslextrime.com
Dunlap	Judith	Councilmember	City Of Inglewood	(310) 412-5300	jdunlap@judydunlap.org
Grogan	Larry	Supervisor - District 2	County Of Imperial	(760) 482-4306	
Knabe	Don	Supervisor - District 4	County Of Los Angeles	(213) 974-4444	don@bos.co.la.ca.us
Loveridge	Ronald	Mayor	City of Riverside	(951) 826-5551	rloveridge@riversideca.gov
McDowell	Kelly	Councilmember	City Of El Segundo	(310) 524-2300	kmcdowell@elsegundo.org
Mikels	Judy	Supervisor - District 4	County of Ventura	(805) 582-8010	judy.mikels@mail.co.ventura.ca.us
Norby	Chris	Supervisor, District 4	County Of Orange	(714) 834-3440	chris.norby@ocgov.com
O'Connor	Pam	Councilmember	City Of Santa Monica	(310) 458-8201	pam.oconnor@smgov.net
Ridgeway	Tod	Councilmember	City of Newport Beach	(949) 644-3005	tridgeway@city.newport-beach.ca.us
Rosendahl	Bill	Councilmember - District 11	City Of Los Angeles	(213) 473-7010	councilman.rosendahl@lacity.org
Rothschild	Mike	Mayor	City Of Victorville	(760) 955-5000	
Smith	Greig	Councilmember - District 12	City Of Los Angeles	(213) 473-7012	smith@council.lacity.org
Streator	Joyce	Councilmember	City Of Pasadena	(626) 577-0916	
Reyes Uranga	Tonia	Councilmember - District 7	City Of Long Beach	(562) 570-6139	tonia_uranga@longbeach.gov
Wapner	Alan	Mayor Pro Tem	City Of Ontario	(909) 395-2000	awapner@ci.ontario.ca.us

000004

AVIATION TASK FORCE MEMBERSHIP LIST

Non-Elected Members				
Surname	First Name	Represented Industry	Primary Phone	Primary E-mail Address
Adams	Frank	Federal Express (FedEx)	(213) 622-4300	jkysr@laedc.org
Allen	Bill	L.A. County Economic Development Co	(916) 654-5203	terry_barrie@dot.ca.gov
Barrie	Terry	Caltrans - Sacramento	(818) 785-8838	sbirk@lawa.org
Birk	Selena	Van Nuys Airport	(760) 749-6303	
Burkhardt	Dan	National Business Aviation Assoc.	(310) 536-9033	
Fox	Guy	L.A. Air Cargo Association	(213) 580-7525	rhammer@larchamber.org
Hammer	Russel	L.A. Area Chamber Of Commerce	(818)-840-8840	
Hardyment	Mark	Bob Hope Airport	(213)-922-2267	ingec@metro.net
Inge	Carol	MTA	(310) 646-6250	lkennard@airports.ci.la.ca.us
Kennard	Lydia	Los Angeles World Airports	(562) 570-2605	chkunze@ci.long-beach.ca.us
Kunze	Chris	Long Beach Airport	(310) 725-6530	stephen.lloyd@faa.gov
Lloyd	Steve	Federal Aviation Administration	(213) 897-0721	james_mccarthy@dot.ca.gov
McCarthy	James	Caltrans - District 07	(310) 725-3600	
McClardy	Mark	Federal Aviation Administration	(805) 388-4201	todd.mcnamee@ventura.org
McNamee	Todd	Ventura County	(323) 343-4571	knew@calstatla.edu
Mew	Keith	Calif. State Univ., Los Angeles	(949) 252-5183	amurphy@ocalir.com
Murphy	Alan	John Wayne Airport	206.409.5407	olson1de@aol.com
Olson	Dennis	LAXAAC	(909) 382-4105	
Ray	Eric	San Bernardino Int'l Airport	(502) 329-3991	jrichardson@air.ups.com
Richardson	Joe	United Parcel Service (UPS)	(951) 656-7000	rizzo@marchjpa.com
Rizzo	Phil	March Joint Powers Authority	(818) 789-7319	polarisr@sbcglobal.net
Rodine	Robert	Polaris Group	(915)-771-8856	jose Luis.sanchez@wnco.com
Sanchez	Jose	Southwest Airlines	(619)-400-2400	
Shafer-Payne	Angela	San Diego County Regional Airport Authority	(760) 246-6115	scia@mscomm.com
Soderquist	Peter	So. California Logistics Airport	(310) 458-8591	bob.trimborn@ci.santa-monica.ca.us
Trimborn	Bob	Santa Monica Airport	(760) 318-3803	
Zehr	Steve	Palm Springs International Airport	(213) 236-1914	Armstron@scag.ca.gov
Armstrong	Michael	Lead Regional Planner, SCAG	(213) 236-1805	macias@scag.ca.gov
Macias	Rich	Manager, Transportation Planning, SCAG	(213) 236-1940	Thompson@scag.ca.gov
Thompson	Alan	Senior Regional Planner, SCAG		

2000

MEMO

DATE: November 15, 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. However, SCAG is currently in the process of re-activating the SCAG Aviation Program, including acquiring needed consultant assistance, for work leading up to the development of the 2016 Regional Transportation Plan (RTP). ATAC can play an essential role in this process by setting priorities for the SCAG Aviation Program over the next four years. Potential initiatives and projects to be considered by ATAC for recommending to SCAG management as priorities for the SCAG Aviation Program over the next four years are listed below. These are taken primarily from the 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. Initiatives that are intended to be addressed primarily through contractual work are noted by –C- after them. The remaining initiatives would be addressed by SCAG staff and ATAC member support.

1. Develop new regional aviation demand forecasts and a updated regional airport ground access element for the 2016 RTP, using new forecasting and ground access analysis tools--C
2. Continue to monitor general aviation activity trends to see how they track with alternate regional general aviation demand forecasts developed for the 2012 RTP, through conducting a new statewide general aviation pilots survey in cooperation with the Airline Owners and Pilots Association and the Caltrans Division of Aeronautics
3. Conduct updated regional aviation economic impact studies--C
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--C
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

MEMO

8. 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
9. 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)
10. Continue to advocate that the region should serve as an early "test bed" for the phase implementation of new airspace/NextGen technologies
11. Coordinate with the FAA and helicopter groups to develop and promote voluntary measures to reduce helicopter noise impacts on residential areas and outdoor entertainment venues

CHARTER OF THE SCAG AVIATION TECHNICAL ADVISORY COMMITTEE (ATAC)

Purpose of the Committee

To provide technical recommendations to SCAG Aviation Staff on long-range regional aviation plans and demand forecasts, regional aviation studies, current regional aviation issues, and strategies to implement adopted regional aviation plans including ground access project prioritization, airport marketing strategies, inter-agency coordination, and new aviation legislation and Federal rulemaking. All recommendations will be designed to facilitate the development of new or revised regional aviation policies or aviation demand forecasts for the Regional Transportation Plan, including recommendations on aviation-related legislation or Federal rulemaking that potentially impact those policies and forecasts.

Responsibilities

The Committee will carry out the following responsibilities:

- Review and comment on drafts of all aviation-related technical reports developed by SCAG aviation staff and their consultants including, but not limited to, aviation demand forecasts, airport and airspace capacity analyses and forecasts, environmental analyses, airport ground access studies, airport marketing studies, airport management studies, inter-governmental relations studies, and implementation action plans, and forward related recommendations to SCAG Aviation Staff.
- Review and comment on proposed parameters and assumptions used to generate new aviation demand forecasts for the Aviation Element of the Regional Transportation Plan, and forward related recommendations to SCAG Aviation Staff.
- Review and comment on proposed strategies to implement adopted regional aviation plan including ground access project prioritization, airport marketing strategies, inter-agency coordination, and new aviation legislation, and forward related recommendations to SCAG Aviation Staff.
- Review and comment on new aviation and airport planning and development projects
- Review and comment on aviation-related legislation and Federal rulemaking that potentially impact adopted regional aviation policies or aviation demand forecasts.
- Provide a forum for the exchange of information and viewpoints on aviation issues and topics of current interest, as well as the dissemination of information

on new aviation technology and airport management best practices, for ATAC members and other interested parties.

Composition

The Committee will be comprised of one representative from each commercial airport and general aviation airport sponsor in the region, as well as representatives from the San Diego County Regional Airport Authority, San Diego County Airports, the National Business Aviation Association, the Aircraft Owners and Pilots Association, and the Southern California Airspace Users Working Group. Each commercial airport will have its own representative on the Committee even if multiple airports are owned and operated by a single sponsor. Each of these entities will be formally invited by SCAG to appoint a designated representative and alternate to serve on the Committee. For multi-airport commercial airport sponsors, sponsors will appoint one representative and alternate for each commercial airport in its system.

Ex-officio, non-voting members on the committee will include the Federal Aviation Administration Western-Pacific Region, the Federal Transportation Security Administration, the State of California Division of Aeronautics, the California State University Los Angeles Aviation Administration Program, the Association of California Airports, the California Pilots Association, Air Transport Association, the General Aviation Manufacturing Association, the National Air Transportation Association, and the Professional Helicopter Pilots Association. Additional ex-officio, non-voting members can be invited to participate by a simple majority vote of the committee members, such as aircraft manufacturers, military air base representatives, representatives from economic development organizations, representatives from ground transportation service providers, and representatives from other aviation-related organizations.

Committee Chair and Vice-chair

The committee will elect a Chair and Vice-chair by a majority vote of those members present. Eligibility for serving as Chair or Vice-Chair will be limited to Committee voting members representing airport sponsors or authorities. The Chair and Vice-Chair will serve for a term of at least one year. The Vice-Chair will run meetings of the committee when the Chair is unable to attend.

Meetings

The Committee will meet on a bi-monthly (every other month) basis, with additional meetings held as needed. Meetings will be held at different airport locations around the region, as well as the SCAG offices. The Committee will have the authority to convene additional meetings as circumstances require.

All Committee members are expected to attend each meeting, either in person or via videoconferencing or teleconferencing facilities when they are available.

The Committee will invite others to attend meetings and provide pertinent information as needed, including SCAG non-aviation staff. Meeting agendas will be prepared and provided in advance to members by SCAG aviation staff, along with appropriate briefing materials. Minutes of each meeting will be prepared and made available to the public.