

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

November 2010

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Budget Update

With the new budget in place, our grant programs are no longer suspended. Please submit Annual Certification for Fiscal Year 2010/11. Contact: gwyn.reese@dot.ca.gov.

Furlough Update

Governor mandated furloughs are still in effect, at least through the end of October. The Fiscal Year 2010/11 State budget has just been approved and signed on October 8, 2010, so the situation is only now starting to stabilize.

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



Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports

By: Sandy Hesnard

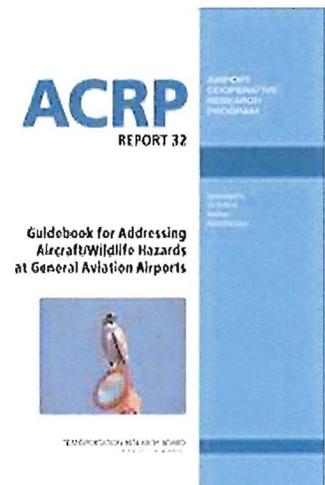
The Transportation Research Board (TRB) recently released the Airport Cooperative Research Program (ACRP) Report No. 32: Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports. This guidebook explores wildlife challenges that airports may face and potential techniques and strategies for addressing them. It examines the different species that can be found at airports and specific information that may be helpful in identifying and controlling the wildlife. The report examines various wildlife attractants and best management practices that can be employed by airport operators to minimize wildlife activity at and around airports. The report also highlights wildlife control strategies and techniques that may be appropriate at general aviation airports, and reviews how to develop a wildlife control program.

A copy of this guidebook is available on-line at:

http://www.trb.org/Publications/Blurbs/Guidebook_for_Addressing_AircraftWildlife_Hazards_163690.aspx

Other ACRP reports can also be reviewed at:

<http://www.trb.org/Publications/Public/PubsACRPPProjectReports.aspx>



California Airports are Worth the Investment

By: Kevin Ryan

Most of our readers are familiar with their airport's options for continued maintenance and needed improvements, as well as, their airport's unique group of user needs. However, few are aware of the extent that the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) invests in California's public-use airport system. To learn more about AIP funding, history, and eligibility, visit the FAA website: http://www.faa.gov/airports/aip/overview/#what_is

On May 20, 1926, President Calvin Coolidge signed the Air Commerce Act of 1926, which instructed the Secretary of Commerce to foster air commerce; designate and establish airways; establish, operate, and maintain aids to air navigation (but not airports); arrange for research and development to improve such aids; license pilots; issue airworthiness certificates

for aircraft and major aircraft components; and investigate accidents. As a result, technological advancements have made the industry more accessible to a broader group, both public and private.

Unlike other forms of transportation, aviation provides instant and efficient access to a global travel market, which supports today's travel needs. Although aviation is relatively new in the history of travel, aviation is the most advanced transportation mode and is available to everyone. Beyond the side of aviation seen most often public access to domestic and international tourism, there is an added benefit to business travelers using general aviation airports to gain access to associates and clients through efficient time management and face-to-face commerce.

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Airport Pavement Management System

By: Lee Provost

The Airport Pavement Management System (APMS) for the State of California and the resultant determination of the Pavement Condition Index (PCI) are the primary means of obtaining and recording vital airport pavement performance data. An airport manager should be able to use the information collected to determine pavement maintenance strategies for their airport. This may help delay the need for a total pavement rehabilitation of runways, taxiways, and aprons.

The Federal Aviation Administration (FAA) awarded a \$600,000 Airport Improvement Planning grant to the Division of Aeronautics (Division) in August 2010. The Division will provide 5 percent of the total project cost with in-kind services, or \$30,000. The project total cost is \$630,000.

This grant will provide federal funding to conduct APMS surveys at approximately 85 public-use general aviation

airports in California. The estimated starting date will be early 2011 and the estimated completion year will be 2013.

A consultant will be hired to collect data and conduct pavement condition surveys to create or update the APMS for both rigid (concrete) and flexible (asphalt) airport pavements. These surveys consist principally of a visual inspection of the pavement surfaces for signs of distress resulting from the influence of aircraft traffic, age, and environmental conditions. The APMS provides a snapshot of the condition of all the various pavement components at each airport and develops a forecast for future pavement maintenance and repair needs.

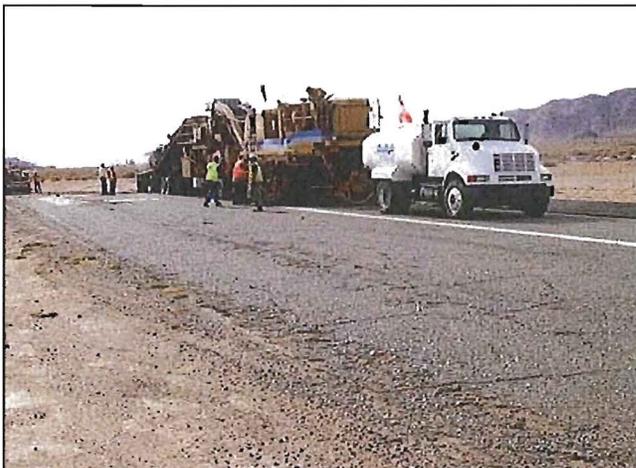
Key partners include: Airport Managers, FAA, and the California Department of Transportation.



Visual Pavement Survey



Visual Pavement Survey



Before Pavement Construction



After Pavement Construction

California Airports are Worth the Investment

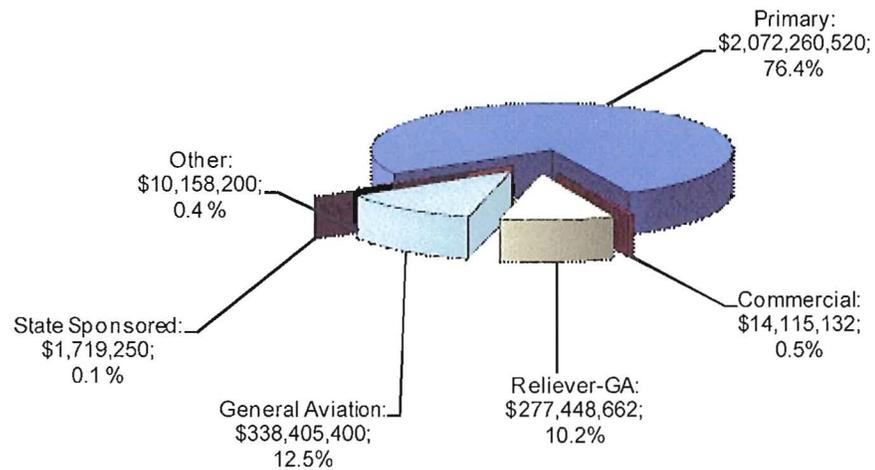
By: Kevin Ryan

Continued from page 1

As the aviation market has grown, airport sponsors (i.e. cities, counties, or private owners) have tailored airport development to adapt to a niche that provides for their own specific needs. As a result, California's aviation system has grown in both size and complexity, serving scheduled passenger service, air taxi and chartered aircraft, general aviation, and military operations. California has nearly 250 public-use airports (31 serving scheduled passenger service and air cargo operations). All these facilities need maintenance and improvements to support operations as well as address off-airport aviation issues, land use compatibility, and aircraft noise. The Airport Improvement Program (AIP) is the major contributor that provides ongoing operational maintenance and infrastructural

Federal Government Investments in California Airports

(FAA AIP 2000-2009: Grant Category: Grant (\$); Percent of 10-year Total)



improvements that airport safety, increased capacity, and enhanced capability. The AIP provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems.

Over the last 10-years, the AIP has funded a total of \$33 billion with 75-95 percent grants awarded to Primary and Commercial, Reliever Airports, General Aviation airports (see pie chart). The Division of Aeronautics (Division) State AIP Matching Grants currently provide local assistance with 2.5 percent of the federal AIP grant for many airports, depending on fund availability. Although the local share of AIP grants is a major portion of general aviation airport operational costs, the local share leverages 95 percent of the project cost! Without access to the federal grants, there would likely be fewer airports supporting intrastate and interstate transportation in California. Furthermore, airports that accept AIP grants agree to conditions that help ensure that the airport will remain serving the public for up to 20 years through federal Grants and Assurances.

Since federal Fiscal Year 2000, nearly 1,500 AIP grants totaling \$2.7 billion were awarded in California for aviation projects ranging from aircraft noise mitigation to runway, taxiway, apron, and terminal construction, and statewide and regional aviation planning.

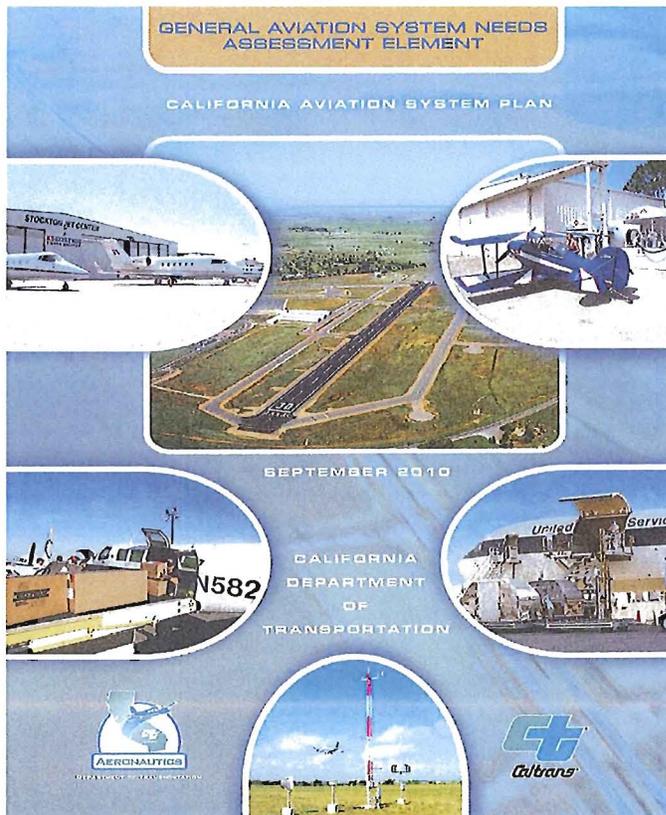
Public use airports in California are a huge source of revenues for local and State governments, and serve as economic engines to promote commerce and tourism. In Fiscal Year 2007/08, aviation user taxes generated an estimated \$365 million in State and local taxes. The Division is funded through the General Aviation Excise Fuel Taxes (Aviation Gasoline: 2¢ per gallon; Jet A Fuel: 18¢ per gallon). This sum accounts for only about 2 percent of the annual aviation user taxes. However, general aviation aircraft operations account for approximately 80 percent of the total aircraft operations statewide at 88 percent of the California public-use airports.

To learn more about the status of Grants and Loans available through the California Aid to Airports Program, please visit our website: www.dot.ca.gov/aeronautics.

2010 General Aviation System Needs Assessment Element

By: Derek Kantar

The Division of Aeronautics (Division) announces the availability of the 2010 General Aviation System Needs Assessment Element (GASNA). As part of the California Aviation System Plan (CASP), the GASNA provides a recommendation for safety, capacity, and capability improvement projects at primarily General Aviation (GA) airports for both National Plan of Integrated Airport Systems (NPIAS) and non-NPIAS airports. The document is on our home page and can be found in the left navigation bar under Publications, Planning Documents.



The GASNA is a valuable tool for airport managers as they prioritize unfunded airport improvement project priorities. Appendix 4 of the document details the type of projects the State considers important to a healthy system of GA airports. Airport sponsors are encouraged to consider these projects as they begin to formulate their Capital Improvement Project (CIP) requests that are submitted to the Division (the 2012 CIP application process opens October 18, 2010, and closes January 18, 2011).

Equally important to the data in the GASNA is keeping it current. To achieve this goal, the Division will begin posting updates to the GASNA's Appendix 4 data tables on our website semi-annually. The first update will be in February 2011; the second in August 2011. We are requesting that all updates to data in Appendix 4, be submitted to us not later than January 31 and July 31, respectively. Please mail or fax your updates to us, or email them to Derek Kantar at Derek.kantar@dot.ca.gov. Derek can also be contacted for further information at (916) 651-0597. The URL for GASNA is: <http://www.dot.ca.gov/hq/planning/aeronaut/planning/index.html>.

Upcoming Event

November 11-13, 2010, AOPA Aviation Summit, Long Beach Convention Center, Long Beach CA. Website: www.aopa.org/summit. General Information: (800) 872-2672.

January 29-February 2, 2011, Southwest Chapter of the American Association of Airport Executives, Monterey, CA. Website: www.swaaae.org. General Information: (480) 403-4604.

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

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

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