

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

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Inside:

FAA Policy on Marking METs	1
Welcome New Aeronautics Staff	1
Spaulding Airport Runway Widening	2
New Airport Improvement Program Grant for FY 2011-12	3
California Interregional Blueprint	3
ACRP Fall 2011 Webinar Series	4
General Aviation Airports and the Environment	5
Aeronautics Website Redesign Notification	6
Upcoming Events	6

FAA Policy on Marking METs

By: Jeff Brown and Phil Crimmins

The Federal Aviation Administration (FAA) published new policy on marking and lighting of Meteorological Evaluation Towers (METs) in the June 24, 2011 Federal Register ([FedReg Marking METs](#)). The FAA recommends voluntary marking of METs less than 200 feet AGL in height, following guidance in the new policy document and in Advisory Circular (AC) 70/7460-1, Obstruction Marking and Lighting.

The FAA recognized the need to address safety impacts to low-level flight operations resulting from the construction of METs in remote and rural areas, particularly in areas where agricultural spraying occurs. As stated in the policy, the FAA, in response to growing concerns about METs, recommends that landowners and developers voluntarily mark METs less than 200 feet AGL by painting these structures as provided in Chapter 3, paragraphs 30-33 of the Obstruction Marking and Lighting AC. That publication calls for application of alternate bands of aviation orange and white paint, and the FAA provided guidance, per paragraph 34 of the AC, that all markings should be replaced when faded or otherwise deteriorated. In the new policy, the FAA also recommended: 1) installation of high visibility sleeves on the outer guy wires of METs and, 2) attachment of high visibility spherical marker (or cable) balls of aviation orange color to the guy wires. The policy document contained guidance on how to install and display the sleeves and spherical markers, while recognizing flexibility would be needed because various weather conditions and manufacturing placement standards might affect the placement and use of these markers. We encourage you to become familiar with the FAA policy as it pertains to METs in your area.

California Assembly Bill 511 (Yamada) would have required MET marking and lighting that is consistent with the new FAA requirements. The bill was introduced on February 15, 2011, and after Assembly approval was pulled from further consideration in the Senate for the rest of the year. It may be taken up again at the beginning of the next calendar year.

Budget Update

With the 2011/12 State Budget in place, our grant programs were not suspended. Please submit Annual Certification for Fiscal Year 2011-12. For those airports with programmed Acquisition and Development projects, you may apply for funding. If you receive a new AIP Grant, matching funds are available. (Note: AIP grants already started are ineligible for funding.)
Contact:
gwyn.reese@dot.ca.gov.

Welcome New Aeronautics Staff

Brady Tacdol is a new Associate Transportation Planner with the Division of Aeronautics, Office of Aviation Planning. He started with Caltrans, Division of Mass Transportation in May 2009. In July 2011, Brady transferred to the Division of Aeronautics. Prior to working in the public sector, Brady served as a project manager in the land development industry, specializing in land use and development, political and regulatory issues, and asset management. In this role, he managed over 5,000 acres of master-planned community development, dealing primarily with stakeholder advocacy, project team assembly and management, budget oversight, and schedule driven task delivery. Brady has a B.S. Degree in Business Administration, Real Estate and Land Use Affairs concentration, from California State University, Sacramento.

Heather Sanford, the Caltrans Division of Aeronautics Resource Manager, was offered a promotional opportunity to advance to a Contract Administrator in the Caltrans Division of Rail. Heather worked with our Division for two and a half years. The Division of Aeronautics would like to welcome Antonina Argyilan, as our new Resource Manager. She came to us from the Capital Outlay Unit in the Division of Budgets, where she worked for three years as CTC Coordinator and as the STIP/Prop 1B Analyst.



Spaulding Airport Runway Widening

By: Danny Uppal

The Spaulding Airport is a public-use general aviation airport located on the western shore of Eagle Lake in Lassen County, at an altitude of 5116 feet above sea level, surrounded by mountains. The airport is operated year round and has a single Runway 16/34, which is 4,600 feet long and 60 feet wide. This airport is frequently used to access the many recreational opportunities in the area. It is also used for fire suppression and emergency medical response.

The previous 50 foot wide runway did not meet the minimum Federal Aviation Administration (FAA) standard width of 60 feet. An Airport Pavement Management System (APMS) inspection was conducted in 2002 and the Pavement Condition Index (PCI) value was rated 51, which indicated a poor surface. The California Department of Transportation (Caltrans), Division of Aeronautics visual inspection conducted in July, 2010 showed the runway pavement markings were faded, and the pavement had numerous cracks and loose gravel.



Runway before construction



Runway after construction

The purpose of the project was to widen the runway to meet the FAA standards and enlarge the tie down area to accommodate more aircraft. Caltrans Aeronautics staff worked with airport management and an Acquisition and Development state matching project was programmed in 2006 to address the runway pavement issues. After funding delays, Lassen County submitted plans, specifications and estimates in 2010. The construction commenced in June 2011 and was completed in July 2011. The Lassen County Public Works Department accepted the project on August 19, 2011. The total cost of the project was \$ 305,011.27, with a state matching maximum allocation of \$282,000.

The existing runway was widened to 60 feet (5' on both sides). The pavement cracks were repaired and markings were refreshed. This project should help with the safety and operations of the airport. Future programmed projects for this airport include pavement overlay of the runway, taxiway and tie down area.

New Airport Improvement Program Grant for FY 2011-12

By: Brady Tacdol

The Caltrans Division of Aeronautics (Division) was contacted by the Federal Aviation Administration (FAA) to conduct Wildlife Hazard Assessments (WHA) at the following general aviation airports: Fullerton Municipal (Fullerton, CA), El Monte (El Monte, CA), Los Angeles Whiteman (Los Angeles, CA), Brackett Field (La Verne, CA), General William J. Fox Field (Lancaster, CA), Jack Northrop Field/Hawthorne (Hawthorne, CA), Zamperin Field (Torrance, CA), Santa Monica Municipal (Santa Monica, CA), Chino (Chino, CA), and Cable (Upland, CA). The grant award was in the amount of \$1.3 million and will be used to hire a qualified consultant to conduct WHAs in accordance with FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* and the *Wildlife Hazard Management Manual*.

In summary, wildlife is attracted to areas that reflect their natural habitat and provide basic living needs such as food, water and cover, airports included. Aircraft often strike birds and other animals because they are unable to detect and/or avoid them in time to avoid a collision. Wildlife strikes are largely uncontrolled events. This means that it is impossible to control exactly when an animal will or will not encounter an operating aircraft. By understanding and controlling possible animal habitats at the airport, wildlife strike risk can be reduced. In addition, airport planning plays an important role in wildlife strike hazard reduction. Proper planning of an airport can help to recognize land uses on or near the airport site that can potentially attract wildlife. By conducting WHAs and controlling land uses, wildlife strike hazards can be reduced.

The FAA and Division are in the process of defining a scope of work for the project. Once this step is completed, the Division will be advertising for a qualified wildlife biologist to conduct the assessments. We anticipate additional WHA grants will be available from the FAA in the future. More information will be available in the next few months.

California Interregional Blueprint

By: Derek Kantar

The Division of Aeronautics continues to support the California Interregional Blueprint (CIB) project currently being steered by the Division of Transportation Planning. In response to SB 391(Lui 2009), Caltrans initiated the CIB, a State-level transportation blueprint focused on the State's role in the interregional movement of people and goods. The CIB will articulate the State's vision for an integrated, multimodal, interregional transportation system that complements regional transportation plans and land use visions. Because the CIB is a land use and multimodal transportation planning program, various transportation modes will be evaluated and coordinated to benefit each other and the communities they serve. The value for California aviation is that the Division will be in a position to advocate for safe land use and surface transportation improvements near airports. For further information about this project, visit the CIB website at <http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/> or contact Derek Kantar at (916) 651-0597.



ACRP Fall 2011 Webinar Series

By: Colette Armao

The Transportation Research Board's Airports Cooperative Research Program is hosting three free 90 minute webinars on recently completed research topics. Advance registration is required. Your confirmation will include directions how to access each webinar. PDF copies of the research reports discussed in the webinars are available on TRB's web site. Contact Reggie Gillum at RGillum@nas.edu for further details.

October 24, 2011 Webinar: Wildlife vs. Airports: Techniques for Repelling and Detering Birds and Animals

Presenters:

John Weller, National Wildlife Biologist, FAA

John Ostrom, Airside Operations Manager, Minneapolis-St. Paul Metropolitan Airports Commission

Stephanie Ward, Manager, Aviation Planning, Mead & Hunt

Topic:

Audience members will gain an understanding of a range of techniques that can help airport practitioners repel and deter wildlife at airports. The first presentation will cover techniques for reducing bird collisions with aircraft and the relative effectiveness of the various techniques. The second presentation will explore the different species that can be found at airports. The presenter will discuss the various wildlife attractants and best management practices that can be employed by airport operators to minimize wildlife activity.

Registration: <http://www.trb.org/Calendar/Blurbs/166011.aspx>

Reports: http://www.trb.org/Main/Blurbs/Bird_Harassment_Repellent_and_Deterrent_Techniques_165829.aspx and http://www.trb.org/Main/Blurbs/Guidebook_for_Addressing_AircraftWildlife_Hazards_163690.aspx

November 14, 2011 Webinar: Current Trends at Airports: Rights and Responsibilities

Presenters:

C. Daniel Prather, Founder and CEO, Prather Airport Solutions

Brett W. Fay, Operations Coordinator, Lakeland Linder Regional Airport

Rick Crider, Vice Present, RW Armstrong

Mike Salamone, Transportation Research Board (moderator)

Topic:

Dan Prather and Brett Fay will explore the meaning of and constraints involved with self-fueling at airports. Rick Crider will discuss and issues associated with developing and leasing available airport land and summarize best practices from the perspective of the airport sponsor. He will present case studies showing several approaches that airports have taken to develop and lease property for both aeronautical uses and non-aeronautical uses.

Registration: <http://www.trb.org/Main/Blurbs/166091.aspx>

Reports: <http://www.trb.org/main/Blurbs/162665.aspx>, and <http://www.trb.org/main/Blurbs/164688.aspx>

December 5, 2011 Webinar: Small Airports: Practical Guidance for Survival

Presenters:

Tom Thatcher, L.R. Kimball

Laurie Cullen, HNTB

Lois Kramer, KRAMER Aerotek Inc.

Mike Salamone, Transportation Research Board (moderator)

Topic:

Mr. Thatcher will describe why public-use airports close, and discuss measures and strategies to help preserve an airport and prevent its closure. Ms. Cullen will share her insights into the motivation behind research into how to preserve public-use airports. Lois Kramer will present information discussing how an airport can develop its own marketing program on a modest budget.

Registration: <http://www.trb.org/Main/Blurbs/166093.aspx>

Report links: <http://www.trb.org/main/blurbs/165624.aspx> and <http://www.trb.org/main/blurbs/163059.aspx> Page 4

General Aviation Airports and the Environment

By: Carol Glatfelter

Anticipating environmental changes, many General Aviation airports are taking steps to implement 'green' initiatives to reduce the impacts and negative effects of air quality, noise, unnecessary water usage, excessive energy use and properly dealing with waste.

Although aircraft are likely the cause of many environmental concerns, airport staff have little regulatory authority to minimize aircraft generated emissions and by products. However, even smaller general aviation airport operators have the ability to start small and work towards greater accomplishments as their slighter actions prove successful. Whatever measures are implemented will result in positive outcomes, which can then be recommended to other airports.



An exceptional example of green programs and initiatives employed by one of the smaller rural airports is the Eastern Sierra Regional Airport in the City of Bishop in Inyo County. The airport's Lead Airport Technician, Mr. Ken Babione has put into practice some very cost effective solutions for improving some of their airport operations which include:

- Planting 8,000 square feet of grass;
- Removing 50 percent of the high pressure sodium night lights on the hangars and installed motion sensor lighting;
- Set out three recycle bins for aluminum, glass and paper products;
- Designated area utilized by transient air ambulances – has one 26 Watt CFL flood lamp that stays on all night and as soon as an aircraft enters the beam of a motion sensor, three additional flood lights are activated and remain on during the loading and unloading operations, then turn off when not being used;
- Provided free compact fluorescent lamp (CFL) lights to the hangar tenants to cut down power consumption;
- Installed solar trickle chargers on some of the vehicles that are not in daily use, such as snow plows, which keeps the batteries charged and ready for emergency use;
- All obstruction lights have been replaced with 13 watt CFLs, which also requires changing less often;
- Usage of a Global Electric Motors (GEM) electric car used for checking runway and taxiway lighting or any other maintenance use on airport grounds;
- GEM electric car for airport staff;
- Installing low-flow plumbing fixtures in the restrooms;
- Installing timers and dimmer switches on the lights in the pilot lounge so that only a few lights are on or dimly lit during the evening hours;
- There is a diesel fuel truck which requires a block heater to facilitate easier starting on cold mornings, so staff installed a programmable outlet that comes on 2 hours before arrival in the morning, which is enough to easily start the diesel engine; and
- Installed a new thermostat on the existing furnace which allows them to keep the temperature in the fire house to 40 degrees in the winter, which is warm enough to keep the pipes from freezing.

Additionally, the airport staff is in the process of:

- Seeking grant funds to replace an inefficient propane heater in the fire house; and
- Installing additional insulation in the attic of the fire house, which houses the airport fire truck and must be heated to prevent it freezing in the winter.



Moreover, the air ambulance operator, who leases the largest hangar, has changed out all metal halide 450 watt lamps for considerably more efficient T-8 fluorescent lamps and in the process reduced the electric bill that originally totaled \$1,000-\$1,100 a month to less than \$500 a month. Contributing to lowering the electrical cost was the removal of the in-wall electrical radiant heaters and the installation of heat pumps.

Anyone interested in obtaining information from the Eastern Sierra Regional Airport, can contact staff at (760) 872-2971 or go to their website at: <http://www.inyocounty.us/Airport/ground.html>

Aeronautics Website Redesign Notification

By: Kevin Ryan

In an effort to simplify access to important information, forms and documents, and to better meet the needs of our customers, the Caltrans [Division of Aeronautics](#) website has recently received a facelift! We hope you like it! Be sure to refresh your web browser to eliminate any stored links from your system, and bookmark the web pages of particular interest to you for even quicker access in the future. Since we want to meet your needs and we know your needs may change over time, we gladly accept any constructive comments or insights that you might care to share with us, so feel free to e-mail your recommendations to Kevin.Ryan@dot.ca.gov.



Upcoming Events

January 29, 2012 - February 1, 2012, 52nd Annual Airport Management Short Course, Monterey, CA. Website: <http://www.swaaae.org>. General Information: (480) 403-4604.

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

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