

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION Summer 2016

In This Issue:

Ontario
International
Airport
Page 1

Evolution of an
Airport
Pages 2–3

Trim Tabs
Pages 4–5

ACRP
Guidebook
for Airport
Managers
Page 6

New and
Updated
Heliports
Page 7

FAA
Rebate Program
Page 8

ONTARIO—One Step Closer to Local Control

By Kevin Ryan

Since 1967, Los Angeles World Airports (LAWA) has operated the Ontario International Airport (ONT). But according to the Inland Valley Daily Bulletin article “Congress Approves a Key Step in Ontario Airport Transfer Process” (Tuesday, June 21, 2016), the move toward local control of ONT by the Ontario International Airport Authority (OIAA) may occur very soon. OIAA has recruited a new CEO, Kelly Fredericks, who has 33 years of experience in commercial aviation. Fredericks is an Accredited Airport Executive by the American Association of Airport Executives, a Professional Engineer, and a private pilot. Mr. Fredericks serves on the Board of Directors of Airport Council International—North America and is a Regional Director and Board Member of the National Association of State Aviation Officials.

On June 21, 2016, the U.S. House of Representatives passed the bipartisan, co-sponsored bill to return control to OIAA. The bill was introduced by multiple Representatives including Representatives Norma Torres (D-Chino), Pete Aguilar (D-San Bernardino), and Mark Takano (D-Riverside). It is expected that the Federal Aviation Administration will provide the OIAA with a certificate of operation for ONT soon. It is important to note that without U.S. Senator Barbara Boxer’s (D-California) continued efforts to keep OIAA and LAWA in negotiations, this decision to change the operator from LAWA to OIAA might not have come to fruition.

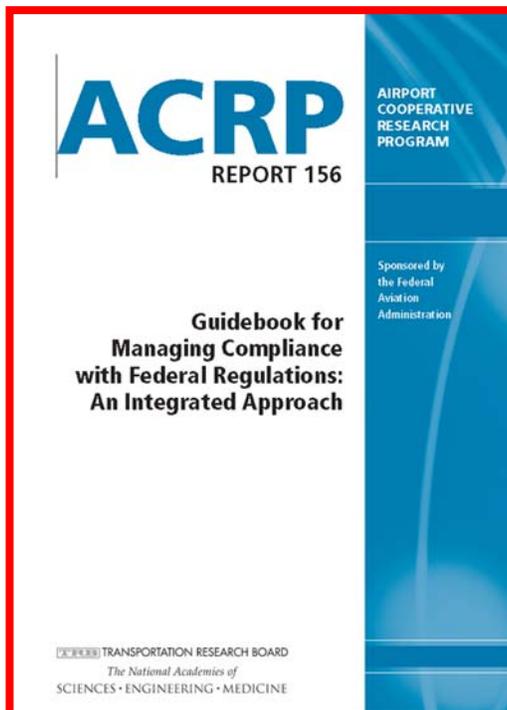
Between 2007 and 2011, the airport’s passenger traffic declined 37 percent and LAWA’s passenger reports between 2011 and 2015 show a continued 7 percent decline in passenger activity at ONT. According to Representative Takano, the reason for the decline is the “lack of domestic and international flights . . . , [which] have forced nearly two million passengers to use another airport.” The OIAA would like to provide more competitive flight options to return these passengers to their local airport.

Passenger facility charges (PFC) will be used to pay back LAWA over the next ten years for past investments at ONT for a total of \$120 million. ONT is expected to collect more than twice the amount between April 2016 and October 2018. Revenue from PFC can be used to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. We applaud the OIAA’s vision to promote the facility as an economic driver for the Inland Empire community through a more focused local control under the capable leadership of Mr. Kelly Fredericks.



New ACRP Guidebook for Airport Managers By Office of Technical Services and Programs

The Airport Cooperative Research Program (ACRP) recently released a guidebook for airport managers to help them manage compliance with federal regulations pertaining to the operation and management of airports including planning and development. The Guidebook for Managing Compliance with Federal Regulations: An Integrated Approach is free as a PDF booklet at the following web address: <http://www.trb.org/Main/Blurbs/174389.aspx>



Accompanying the guidebook is the Regulation Compliance Management (RCM) Tool, an index of the applicable statutes, federal regulations, executive orders, and other documents with compliance requirements. This guidebook provides information about these regulations and how to integrate them into a compliance management program. Additionally, the RCM Tool is designed to track compliance and allow the addition of State and local regulations and requirements.

The guidebook emphasizes that compliance requirements placed on the sponsors of federally obligated airports is complex because of the breadth of the regulations. These regulations include requirements for documentation, inspections, notifications, and other activities. Guidebook researchers also found that 17 different federal entities have regulations pertaining to many activities of airports including aviation operations, development, and planning. Additionally, compliance is *mandatory* according to Airport Improvement Program (AIP) grant Assurance #1. Allowing an airport to slip into non-compliance with the regulations could result in the loss of AIP grant funding eligibility or even a requirement to repay past grants.

ACRP carries out applied research on problems that are shared by airport operating agencies and that are not being adequately addressed by existing federal research programs. Subject areas such as airport design, construction, maintenance, operations, and safety are studied by aviation specialists, peer-reviewed, and published for all to use. There are cooperative research programs for highways and transit also. The Federal Aviation Administration sponsors ACRP.

We hope that you will review this guidebook and see how its valuable information can help your airport succeed.

Information on New and Updated California Heliports

RIDEOUT MEMORIAL HOSPITAL HELIPORT - The Rideout Memorial Hospital in Marysville was issued a State Heliport Permit for a new Hospital Heliport on May 10, 2016. The design helicopter for this heliport is a MBB/Kawasaki BK117. The hospital has established facility restrictions for helicopters with a maximum rotor diameter of 36 feet, an overall length of 43 feet, and a weight of 8,000 pounds. The heliport is lighted for night operations. For more information on this facility, see the Hospital Heliport Dataplate on the Division of Aeronautics website. <http://dot.ca.gov/hq/planning/aeronaut/helipads/dataplates/index.htm>



Rideout Memorial Hospital Heliport



Former Doctors Hospital of San Pablo Heliport

DOCTORS HOSPITAL OF SAN PABLO HELIPORT - The heliport at Doctors Medical Center San Pablo was permanently closed effective April 10, 2016. The closure of the heliport and revocation of the State Heliport Permit were due to closure of the hospital, which shut down in April 2015.

CalAERO

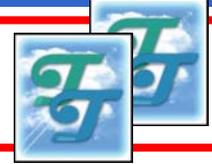
DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summer 2016



Trim Tabs By Colette Armao



When you talk to Barry Rondinella, Airport Director of John Wayne Airport (SNA), you catch the fire of his commitment to excellence in everything he does. He's dedicated to developing the airport to its fullest potential, passionate about customer service, and committed to developing service to enlarge SNA's market destinations. He's dedicated to building strong and transparent relationships with the communities SNA serves. He's dedicated to creating a work environment that instills these qualities in his staff, working tirelessly to help them achieve their highest potential, while having fun on the job. He leads by example.

Barry's start in aviation began when he enrolled in Mount San Antonio Junior College, which has a strong aviation program. An elective in aviation hooked him, and he went on to earn a Bachelor of Science degree in Aviation Administration from California State University, Los Angeles.

After college, Barry enlisted in the Air Force, and initially worked as a crew chief on the Lockheed C-130, a four-engine cargo plane. He earned a commission, and flew T-38s, a supersonic fighter type of aircraft. When he left the Air Force, he took a job at Whiteman Airport. It was there that he learned the ins and outs of airport management and decided this was the career he was searching for. His first airport manager job was at Lompoc Airport (LPC). While there, he developed the airport's first master plan, secured millions of dollars in Federal Aviation Administration discretionary funding, extended the runway, and diversified its business tenants.



While there, he developed the airport's first master plan, secured millions of dollars in Federal Aviation Administration discretionary funding, extended the runway, and diversified its business tenants.

His first job as a commercial airport Director came when he accepted the position as the Stockton Metropolitan Airport (SCK) Director. He lengthened the runway, built a six million dollar terminal, increased business at the airport, established significant air cargo service, and reestablished passenger air service. He stayed at SCK for seven years saying that "you get invested in it."

Looking for greater challenges, Barry moved to Sacramento International Airport (SMF) as the Deputy of Operations and Maintenance. It was there that he perfected his trademark hands-on management style.

Stretching himself even further, Barry moved on to Los Angeles International Airport (LAX) as the Director of Operations. He described LAX as "a fun place to work; it's controlled chaos every day." He developed his staff of mid-level managers, creating his team by listening to them. He attributed the changes created during his tenure as a team effort that was "pure magic."

The biggest change he and his team made was the creation of the Airport Response and Coordination Center. This is a consolidated high-tech command center that combines the airport's police, operations, maintenance, and Transportation Security Administration (TSA) functions in one location. Barry boasted that LAX has an

CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summer 2016

incredibly busy Airport Rescue and Fire Fighting response rate of 2–3 emergencies every week, whereas many commercial airports have just 15–20 alerts a year.

Barry enjoyed working at LAX, but realized, “I’m an airport Director at heart.” He found that fit at SNA saying, “I think it’s the best airport in the State.” His three goals are to maintain a safe and secure airport environment, to be a good neighbor, and to provide the best possible experience.

The airport reaches these goals by being attentive to customers’ needs, creating a welcoming feeling, protecting the environment, and building community relationships through honest, open communication, and creating economic opportunities and jobs. SNA concession tenants include the airport arts program and feature exhibitions annually promoting local artists. This includes a very special art show during the Thanksgiving and Christmas holidays showcasing artwork of Orange County’s children who are competing in the Federation of Aéronautique International (FAI’s) Aviation Art Contest. The customer experience at SNA is further enhanced by its Volunteer Ambassador Program, a team of approximately 60 volunteers easily identified by their trademark red blazers who provide friendly and helpful information to travelers.

Barry speaks with great respect and appreciation for his staff describing them as a close-knit, high-performance team. He said people want to work here because it’s such a good environment, turnover is low, and when people leave, they often want to come back. He works hard to maintain that feeling by asking for input in all aspects of running the airport. His favorite questions are: “How can we enhance the guest experience?” and “Is this the right thing to do?”—defining the “right thing” from three essential criteria: 1) is it ethical, 2) is it transparent, and 3) is it kind? “We strive for that before we bring the financial aspects into the decision making process.”

SNA is a land-use constrained airport. Its entire footprint is only 503 acres. Yet, it has a thriving general aviation (GA) component in addition to its commercial activity. The airport is developing a GA improvement plan that will offer concrete steps the airport can take to maximize its GA potential to its fullest.

As with all things, Barry strives for transparency in all the airport’s interactions with the public, noting that the communities around the airport are energized and engaged. The airport has a passenger cap that can effectively limit airport revenues, and Barry works with the communities, airlines, and businesses to find ways to improve SNA’s bottom line. It’s an approach that’s a hallmark of Barry’s open collaborative style.

When asked about his fondest dream for aviation, Barry noted it’s essential to develop the workforce of the future by creating opportunities for students, stressing the importance that experience has in helping students solidify their career goals and get jobs in the industry when they graduate. He also wants to see the excitement of the past return to aviation today. He described the early adventurous spirit that grew aviation to what it is, saying, “Look at the Wright Brothers. It was exciting! It was fun! It was about pushing the limits of what’s possible!” He mused that when he was young, he couldn’t sleep the night before taking a trip by air because he was filled with anticipation and excitement about what the experience of flying would be like for him. He said that’s what he’d like to see, “for people to rekindle the emotional excitement of flying.” He said, “That’s what I’d like for everyone to experience—because it’s fun!”



CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summer 2016

THE EVOLUTION OF AN AIRPORT - GILLESPIE FIELD

By Rob Smuda, Assistant Airport Manager



Prior to 1942, the land surrounding what today is Gillespie Field was natural pasture and ranchland. Then World War II erupted turning the land into Camp Gillespie, a Marine parachute training facility named after Marine Lieutenant Archibald Gillespie. The facility consisted of two runways, a captive parachute training tower, two free towers, and a combat training swimming pool. Camp Gillespie served as a parachute training facility until 1944 when Marine parachute units were phased out.



Breise & Johnson Flying Service



Camp Gillespie Paratrooper Training Base

The field did not remain vacant long. In December 1946, San Diego County leased the field and converted it to a public-use airport, and later in 1952, it was granted ownership of the facility by the federal government.



El Cajon Flying Service

General aviation activity at the Field started to “take off” in the 1950s. The continued increase in aircraft operations led to the eventual construction of an air traffic control tower in 1962. Local aviation pioneers and businesses such as Breise & Johnston Flying Service, El Cajon Flying Service, and Golden State flying Club and spurred future aircraft activity and growth of the airport.



Golden State Flying Club

CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summer 2016

Jump to Present Day

Today, with over 200,000 annual operations, Gillespie is the busiest airport in the County of San Diego and one of the busiest in the State of California. The Field has seen much growth since 1942 and now consists of three runways (two parallel runways with a cross-wind runway). Gillespie Field is home to 766 based aircraft. The airport has great diversity when it comes to aircraft types, businesses, flight schools, museums, and hangar sizes, with an additional 70 acres planned to further improve the airport!



The airport is a proud sponsor of several annual aviation-related events and serves as a fire fighting base when requested by CAL FIRE or other agencies. It is home to the County of San Diego Sheriff's Air Support Unit, news reporting, and air ambulatory aircraft.



For more information about Gillespie Field and the additional seven airports the County of San Diego Airports operates and maintains, please visit:

WWW.SDCOUNTYAIRPORTS.COM

AGUA CALIENTE BORREGO VALLEY FALLBROOK AIRPARK GILLESPIE FIELD
JACUMBA AIRPORT PALOMAR AIRPORT OCOTILLO AIRPORT RAMONA AIRPORT



County of San Diego Airports

1960 Joe Crosson Drive
El Cajon, CA 92020
P: (619) 956-4800
F: (619) 956-4801

Email: airports@sdcounty.ca.gov



CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summer 2016

Federal Aviation Administration's \$500 Rebate Program

By Christopher Brooks

On June 7, 2016, Federal Aviation Administration (FAA) Administrator, Michael Huerta, announced a rebate program to encourage aircraft owners to install Automatic Dependent Surveillance-Broadcast (ADS-B) Out avionics.

By late September, rebate to each owner of order to help them avionics system for

The FAA introduced effort to help aircraft deadline to equip their platform as part of a ADS-B Out works to operations through and is part of the FAA's seeks to update the control system through platforms.



the FAA will offer a \$500 general aviation aircraft, in procure the ADS-B Out their planes.

the rebate program in an owners meet the Jan. 1, 2020, planes with the ADS-B Out final rule issued in May 2010.

facilitate aircraft surveillance satellite-based positioning NextGen initiative, which United States air traffic the adoption of avionics

The FAA said it will issue 20,000 rebates on an annual basis to owners of registered single-engine, fixed-wing, piston aircraft with avionics systems that meet the FAA's technical standards.

For more information please click on the following link: <http://www.faa.gov/nextgen/equipadsb/rebate/>

Upcoming Events



SWAAAE Summer Conference
Henderson Nevada
July 24–27, 2016



ACA Conference
South Lake Tahoe, California
September 14–16, 2016

Mailing Address:

Department of Transportation
Division of Aeronautics, MS 40
P.O. Box 942874
Sacramento, CA 94274-0001

Do you have something noteworthy to suggest for future issues of the CalAERO Newsletter?
Send suggestions to: diana.owen@dot.ca.gov
Call: (916) 654-4848