

California Transportation Commission Technical Advisory Committee on Aeronautics

Draft 2008 “Focus Points”

By Chris Kunze

Updated June 2008

The entire set of focus points by Chris Kunze is included for your use. As you recall Chair Kunze’s intent was to determine if new issues should be addressed by TACA, as well as determining progress on current issues.

The comments and observations made by TACA as its March meeting are included after each item as bulleted items and in smaller font. The remaining points for discussion at the June TACA meeting are points 6 and 7, which are listed first.

#6. Track and recommend State involvement, where appropriate, in evolving areas with potential airport impacts, such as aviation safety and security (e.g. Department of Homeland Security initiatives re: GA, air quality initiatives impacting GA, runway safety initiatives, etc.).

#7. Support Division of Aeronautics activity to promote use of alternate airports for GA, cargo, air taxi, etc, for enhanced system capacity (e.g. identify ground access needs, recommend enhancements to state-level marketing/promotion of these airports, including working with AOPA, NBAA, packaging/distribution of available local airport’s marketing pieces, modifications to CTC and Caltrans/DOA websites to more directly reference GA, GA airports, and their importance in meeting evolving transportation needs).

+++++

Notes: These are initial thoughts only – I would like Committee member input now and over the year. These are “working goals”, and can/should change to match evolving needs. TACA should review the Focus Points throughout the year to track progress, and assess the need for change. Based on TACA members’ request at the 1/16/08 meeting, Focus Points are listed by “forced choice” order of priority, for discussion purposes only.

#1. Communicate to CTC and others the importance of Division of Aeronautics and Aeronautics CIP funding.

- Lack of funding can create access problems to airports, a safety issue, particularly during a disaster. State should better prioritize where money comes from and where it is spent. TACA should recommend that the Commission recommend legislation to renew effort for more capital funding for aeronautics.
- More staff needed for current duties and competitive salaries are needed to hold on to staff.
- Caltrans should identify consequences of inadequate funding such as inadequate land use planning for airports, inability to maintain capacity, runway safety and general operations are under funded.
- CT leadership should note that it is not holding onto its pilots due to inadequate funding. Aeronautics is trying to get aviation consultants; the Aeronautics pilots more money

#2. Support goals/mission of CTC and Aero Division (e.g. review/input draft California Airports Best Practices Guide, currently under development, review/input draft CASP System Requirements Element, review/input ALUC information and education materials)

- TACA members did not have any comments.

#3. Solicit/receive input from stakeholders re: needs which can be addressed at the State level (e.g. update requirements for ALUC handbook, participation in State stakeholders summit, possible direct communication protocol with ACA, SWAAAE)

TACA members and those present noted:

- The Division of Aeronautics should consider a needs analysis and survey to determine what other organizations need or want from Caltrans.
- What should the state Aeronautics Division be or could be? What are the expectations from CTC and Caltrans executive management? How can Aeronautics (and TACA) provide better coordination with other aeronautics organizations?
- Coordination does occur because a number of organizations are represented on TACA. ACA attends TACA meetings, since both are on the same day.
- Current operational costs by the Division vs. capital costs - should be getting a higher percentage- typically, its 35% for operations, the Division is at 50%. How can Caltrans Aeronautics get the message out that its capital revenues are declining and need to be increased?
- If capital revenues are not increased, then California can for about Next Gen, California will not have enough money.
- Does the Division have enough revenues to take care of core responsibilities- such as safety, inspections, and projects?

#4. Support legislative efforts to strengthen ALUC process (Public Utilities Code 21670 – 21679)

- SB 1118 is currently working its way through the legislative process.

#5. Identify/track aviation/airport dynamics on a looking forward basis, and identify related State-level interests/responsibilities – possibly in the form of recommendations for updating the CASP System Requirements Element (e.g. increasing importance of reliever/regional airports in light of hub airport capacity constraints, population dispersal, opportunities provided by military base reuse, air travel infrastructure needs associated with VLJs, and other evolving trends).

- Passenger capacity in southern California will run out in 2025-30 due to capacity issues and lost customs facilities. Regionalize airports use, do flights point-to-point rather than having all flights into the urban core. Plan for the use of very light jets.

Chris Kunze, Chair
Technical Advisory Committee on Aeronautics
1/22/08