

CALIFORNIA TRANSPORTATION COMMISSION

MINUTES OF THE
TECHNICAL ADVISORY COMMITTEE ON AERONAUTICS
FOR

WEDNESDAY, May 14, 2008

SACRAMENTO INTERNATIONAL AIRPORT
TERMINAL A – Second Level Conference Room,
6900 AIRPORT BOULEVARD

SACRAMENTO, CALIFORNIA

1. Welcome and Introductions

Chris Kunze, TACA Chair, convened the meeting at 1:04 PM. TACA members and attendees made self-introductions.

Present were:

TACA members: Dan Burkhart, Harry Krug, Chris Kunze, John Pfeifer, Alex Wilcox, Ed Agnew (ex-officio) and Tom Weil

Absent were: Mike Armstrong, Peter Hill, Jack Kemmerly, Rob Leonard, Mark Mispagel and Sandy Waters.

Commission: Carl Guardino and Phil Tagami were absent.

Commission and Department staff: Robert Chung, Gary Cathey, Terry Barrie, Lee Provost, Gwyn Reese, Philip Crimmins, and Chris Ferrell.

Others present: Carol Ford, James Jenkins, Patrick Miles and Barry Rondinella were also present.

2. Approval of Minutes for March 26, 2008.

On a motion by Burkhart and seconded by Weil, TACA approved the minutes on vote of 6-0 with amendments to the minutes. The text on page 2 of the minutes under item 4, second paragraph, fourth bullet was revised as follows: Aeronautics is trying to get aviation consultants; the Aeronautics pilots' salaries ranges needed to be more comparable to what other employers pay. Page 3, sixth bullet was revised to state: If capital revenues are not increased, then California can forget about NextGen; California will not have enough money to cover its share of the costs.

3. Status Report and Upcoming Actions

Gary Cathey, acting Caltrans Aeronautics Division Chief, introduced himself and briefed TACA members on his background civilian and military background. He stated that NextGen is important to California and to the nation. He provided an overview of upcoming items on the agenda.

Robert Chung, CTC staff, made a brief remark that neither Commissioner could attend due to prior commitments or had unexpected scheduling conflict arise on the day of the meeting.

4. a and b. Continue AIP Match Rate of 2.5% for Next Fiscal Year the Upcoming Year and adoption resolution.

Ms Gwyn Reese presented Caltrans' recommendation and resolution to continue the 2.5% match rate by the State for the federal Airport Improvement Program. The state match will provide one-half of the local match needed by local jurisdictions in meeting the 5% match required by the federal government. Mr. Kunze noted that the draft informational memo to the Commission showed incorrect TACA meeting dates and should be corrected. On a motion by Burkhart and seconded by Weil, TACA voted 6-0 to recommend that the Commission continue the 2.5% match rate and approve the resolution at its June meeting.

5. Proposed Aeronautics Capital Improvement Plan

Ms Reese presented the Caltrans memo describing the current methodology for selecting projects which was 15% for land use compatibility plans, 35% for non-NPIAS (airports not on the National Plan of Integrated Airport Systems) and 50% for NPIAS airports. She reminded TACA of the three alternatives and how the percentages differed in each of the three categories.

Alternative	Airport Land Use Plans	NPIAS	Non-NPIAS
A	30%	40%	30%
B	15%	60%	25%
C	45%	30%	25%

She noted that at the last meeting TACA agreed that the Commission should change the percentage to increase the funding available for airport land use planning and had selected Alternative A. On a motion by Krug and seconded by Weil, TACA recommended on a 6-0 vote to the Commission that the Capital Improvement Program categorical set asides be changed to 30% for airport land use plans, 40% for NPIAS and 30% for non-NPIAS.

6. a and b. 2008 Aeronautics Program and Proposed Project List

Ms Reese presented the 2008 Aeronautics Program and proposed project list. On a motion by Weil and seconded by Pfeifer, TACA recommended on a 6-0 vote that the Aeronautics Program and proposed project list be considered for adoption by the Commission. This item will be reviewed in further detail at the June TACA meeting.

7. a and b. Proposed Amendment to the Capital Improvement Program and Proposed Amended CIP Project List

Ms Reese explained that for a project to be eligible for federal funding it had to be on the State's Capital Improvement Program (CIP). FAA developed a federal list for planning purposes. The proposed State project list contained the projects that the Division of Aeronautics knew the federal government was adding to the federal list. TACA members asked if the federal government would add more projects between May and the end of the federal fiscal year in September. Ms Reese indicated that it was likely and that some projects may not be added to the State CIP list because of timing issues. A project that is not on the list could not be considered for the federal funding that becomes available. TACA discussed the issue and concluded it did not make sense to adopt the proposed project list, as it would become dated and no longer inclusive of all projects being proposed.

Instead, on a motion by Weil and seconded by Burkhart, TACA recommended on a 6-0 vote that the Commission approve conceptually a CIP project list and direct Caltrans to add the projects to the State CIP as it becomes aware of them being added by FAA to its federal list. This strategy would maximize the number of projects that could be eligible for the federal funding that becomes available.

8. Acquisition and Development Match Rate

Ms Reese stated that proposed acquisition and development match rate should be retained at the 10% level. On a motion by Krug that was seconded by Weil, TACA recommended on a 6-0 vote that the Commission retain the 10% match rate by local agencies for the 2008-10 Aeronautics Program of projects.

9. Presentation by the NextGen Alliance

Chris Ferrell, Caltrans, introduced the basic concept of NextGen. She then introduced Mr. Traver Gruen-Kennedy of DayJet and Mr. David Hayzlett of General Dynamics. They explained how the NextGen Alliance was a non-profit organization comprised of governmental agencies and private entities. The real name of the organization – Alliance for Sustainable Air Transportation (ASAT) – would be revealed at a June 25th climate conference with Governor Crist of Florida and, according to Mr. Hayzlett, Governor Schwarzenegger. Mr. Hayzlett saw ASAT as an example of a public private partnership in the aviation arena. Mr. Chung asked why the organization needed TACA's approval if Governor Schwarzenegger had already agreed to appear with Governor Crist. Mr. Hayzlett explained that the NextGen Alliance was circling back to get TACA's concurrence to help establish the framework for ASAT in California.

Mr. Hayzlett explained that FAA, along with several governmental agencies, was tasked with bringing the current ground-based radar control system up to date and provides a state-of-the-art system that can handle the projected impacted capacity at the nation's largest airports, including LAX and SFO. The NextGen alliance is an organization with FAA and others as members that want early implementation of the prototype digital navigation/safety systems that will replace the current radar systems. The system would eliminate the ground-based control systems and put in the cockpit,

navigation, weather, and information that would be available in real-time to the pilot and crew. The NextGen system would allow the aircraft to fly point to point, reduce the safety distance between aircraft, permit more dense landing patterns and approaches, and expand the capacity of all our airports.

Mr. Hayzlett indicated that California needed to act quickly to be part of the June 25th public launch of ASAT. He stated that California could become the next test bed, as Florida already is, for NextGen technology, compete for \$300 million that is expected to be available over the next three years, provide input nationally on the NextGen technology, and increase economic development activities at California airports.

Mr. Hayzlett on behalf of the NextGen Alliance asked that TACA recommend to the Commission that California join the NextGen Alliance. The NextGen Alliance proposed that TACA recommend at the Commission's June meeting that the Commission advise the state to set forth an action plan through the Business, Transportation and Housing agency in which it:

- Provides leadership for California in NextGen activities and sustainable air transportation.
- Participates in the Alliance for Sustainable Air Transportation (ASAT) public-private partnership by June 15, 2008, in order to participate in a public launch of ASAT with Governor Crist of Florida.
- Helps position California so that the state can become the nation's next test bed for NextGen technology. This will enable the state to compete and receive future federal funds that become available for this technology.

On a motion by Burkhart that was seconded by Wilcox, TACA recommended on a 6-0 vote to recommend that California take a leadership role through BTH in pursuing the sustainable air transportation as suggested by the NextGen Alliance.

10. FAA Update/Reauthorization

Mr. Ed Agnew introduced himself and explained that he is the acting manager for the San Francisco Airports Office. Mr. Agnew explained that he hoped to be replaced by Ms Robin Hunt in the San Francisco office. He then went on to explain that the FAA re-authorization was stalled and that Congress passed an extension on the current act and for the current year appropriations. This gives FAA the ability to continue operating and funding projects for this year. Mr. Agnew expected Congress to continue working on a re-authorization package. He was not hopeful of any resolution by the end of the year.

Mr. Agnew then provided an overview on the best practices manual.

11. Best Practices Among Local Airports, FAA and the State to Better Air Travel

Ms Reese presented the Best Practices manual that was developed by FAA, Caltrans, various sponsors and consultants. The manual would provide all parties conducting airport-related business an understanding of roles, responsibilities, and expectations of

all parties. The primary objective is to enable agencies to apply for capital improvement program projects and maximize the funding available for each airport in the system. TACA members accepted the report, asked that the manual be distributed to airport managers and that Caltrans let interested parties know that manual was available.

12. a and b. Legislative Update and SB 1118

TACA members were given a status report on bills related to aeronautics by Phil Crimmins, Caltrans Aeronautics staff. John Pfeifer reported on the progress that SB1118 was making through the legislative process. He noted that the bill would be heard earlier than expected. The bill was recently amended to take address the Commission's concerns about regional bodies being permitted to be airport land use commissions. Because of the accelerated schedule, Mr. Pfeifer asked that the Commission consider changing it position at its next meeting from conceptually support to support, rather than waiting until the Commission's June meeting. Chair Kunze asked Commission staff to take care of the issue.

13. Other Business/Adjournment

The meeting adjourned at 3:47 PM. TACA will meet next on June 18, 2008.