

**Technical Advisory Committee on Aeronautics
Minutes
Wednesday, October 6, 2010**

**1:00 PM to 3:00PM
Sacramento International Airport
Media Conference Room
6900 Airport Boulevard
Sacramento, California**

<http://www.catc.ca.gov>

1. Welcome and Introductions

Chris Kunze, TACA Chair, convened the meeting at 1:05 PM. TACA member attendees made self introductions.

TACA Members Present:

Dan Burkhart, Harry Krug, Chris Kunze, Mark Mispagel, John Pfeifer, Barry Rondinella and Sandy Waters

Commissioners Present:

Commissioner Joe Tavaglione

Commission Staff Present:

Robert Chung

Caltrans Staff Present:

Terry Barrie, Philip Crimmins, Derek Kantar and Kevin Ryan.

2. Approval of August 25, 2010 Minutes

TACA members approved the minutes on a motion by Mr. Waters and seconded by Mr. Pfeifer. Motion carried 7-0."

3. Status Reports and Upcoming Actions

3a Caltrans Division of Aeronautics

Mr. Barrie provided a status report on the following:

- A Division of Aeronautics letter would go out by mid January 2011 seeking projects for the 2012 Capital Improvement Program. Deficiencies identified in the

recently adopted Systems Needs Assessment would be removed when they appear in the Capital Improvement Plan or are completed.

- A draft policy element for the California Aviation System Plan would be prepared and ready for TACA consideration in the spring.
- The Division of Aeronautics received a \$600,000 FAA grant for Airport Pavement Management System at 85 public use airports.
- The informational brochure should be finalized. He asked that TACA members respond within a week if they have comments.

TACA members Burkhart, Mispagel, and Waters asked how do we get the information in the brochure out and more importantly to get people to look at it. Mr. Derek Kantar noted that Aeronautics staff used the information at the ACA (Association of California Airports) September conference in South Lake Tahoe. It was well received; the brochure could be very useful education tool.

Mr. Kevin Ryan reported assessed aircraft property taxes. He thought it would be good to get people understand the value of aviation and to get them to partner with the aviation industry. Mr. Burkhart thought it was important to stress that the value of those taxes also represent 6 to 8 people who associated with the aircraft, ranging from pilots to mechanics.

TACA was then briefed on NextGen activities. It was noted by Mr. Barrie that FAA now has a video on its website showing the state of NextGen deployment. ADS-B (Automatic Dependent Surveillance-Broadcast) deployment in Southern California has first responders excited. It will let people know where the aircraft are, provide real time information to pilots, and provide information on remote areas that do not have radar coverage. The NextGen deployment of ADS-B with emergency recovery plans of the Metropolitan Transportation Commission (MTC) and Southern California Association of Governments would be a good match for FAA funding.

TACA members expressed concern about getting a statewide emergency recovery plan, similar to the MTC plan, in place so that Next Gen development could be coordinated with it. TACA asked that the Division of Aeronautics develop a one page concept paper for a future TACA meeting.

3b. CTC

Mr. Chung reported on the recent Commission actions. He noted that the California aviation system needs assessment plan was adopted by the Commission at its September meeting. Further, the Caltrans division of budgets presented an overview on funding and expenditures for the Aeronautics Program. TACA Chairman Chris Kunze was also present to provide an overview of the revenue needs for general aviation. The Commission expressed its concern about revenue needs and directed staff to include its concern in the Commission's Annual Report. Lastly, Mr. Chung noted that the Commission Chair, following the recommendations of TACA, added Mr. Rondinella as a member to TACA.

3c. TACA

Mr. Kunze indicated that a UPS representative was interested in serving on TACA. Mr. Kunze discussed qualifications of Mr. Bruce MacRae, who is the UPS Public Affairs Director for the Pacific Region. Several members felt it was a good idea to have an air cargo representative as a TACA member. TACA members nominated Mr. MacRae to be added to TACA. Mr. Chung asked that Mr. Kunze to provide Mr. MacRae's resume so that absent TACA members could consider his qualifications.

4. Legislation

Mr. Phillip Crimmins presented the update for the end of the State legislative session. He noted that three bills passed and were signed by the Governor. The Governor signed:

- AB 1660 (Salas) dealing with emergency responders flights, takeoffs and landings and returning to its base of operations.
- SB 1333 (Yee) dealing with avigation easements for noise being granted prior to a construction permit being issued.
- AB 2173 (Beall) dealing with assessing additional fines for vehicle violations to provide funding for reimbursing emergency medical air transportation and Medi-Cal transportation services.

SB 1141 (Negrete McLeod) passed out of the Legislature and was sent to the Governor. He vetoed the bill as subversive to local land use control and prevented agencies from getting State Aeronautics Account funding, if the local jurisdictions did not form a countywide comprehensive land use commission. . Lastly, Mr. Crimmins noted that the Federal government did not re-authorize Vision 100. Instead, once again, a continuing resolution was passed.

Mr. Pfeifer provided a brief summary of Assembly Joint Resolution No. 41 (Lieu): pertaining to the Santa Monica Airport. Some people living in Santa Monica believe that the airport activities are too noisy and polluting. They want FAA to take action to fix this. The resolution passed the Senate and the Assembly on August 30, 2010. The resolution was transmitted to the Federal Aviation Administration, the Secretary of the U.S. Department of Transportation, and to the California Congressional delegation.

AJR 33 (Fuller) memorializes to the President and Congress the vital role general aviation plays in the economy, health and safety of the nation, and abstain from legislation and policies that impact the industry's ability to continue to function effectively. The resolution died in Senate Rules Committee.

Private postsecondary education: California Private Postsecondary Education Act of 2009. AB 48, chaptered on October 11, 2009, is now the law. The law did not contain

an exemption for FAA approved schools as was previously provided, by intention as a result of the 2008 Silver State Helicopters failure. As a result, FAA-approved flight schools are now receiving letters from the Bureau for Private Postsecondary Education (Bureau) within the Department of Consumer Affairs, informing them that they are no longer exempt, requiring that they obtain state approval to operate, and requiring a \$5,000 filing fee. AOPA was working on two bills to provide AOPA the time necessary to push forward a clarifying bill. Both bills are only a temporary fix and a bill will be needed next year. State regulations are needed for flight schools. Stake holders need to form a group to come up with standards for all schools, while regulations are deferred. Unfortunately, AB 1140 died in the Senate due to unrelated union issues. AB 1889 went forward to the Governor and was vetoed due to the Governor's perception that the Legislature over-stepped its bounds and intruded on the executive branch's prerogative in appointing staff to the Bureau.

5. A and B TACA Annual Report to the CTC on Issues and Accomplishments

Mr. Chung, Mr. Pfeifer and Chair Kunze discussed TACA's annual reports to the Commission respectively on issues and accomplishments. Mr. Pfeifer noted that with the Governor's vetoes of SB 1141 and AB 1889, the documents needed to be changed to reflect the need for legislative action next year. Mr. Kunze agreed that the information should be changed. Mr. Kunze also asked that other minor changes be made to the two reports. With a motion by Mr. Pfeifer and seconded by Mr. Rondinella, the two reports to the Commission with the recommended changes were approved by TACA.

6. Schedule for 2011 TACA meetings

Mr. Chung presented the draft 2011 meeting schedule. He explained that the schedule took into account the Commission's meeting schedule and the Legislative committee schedules. He asked that the members review the dates to ensure that no conflicts existed with other meetings. Mr. Burkhart noted that NBAA meeting in October conflicted with the proposed TACA meeting and suggested that it be moved to the following week. With the change of the October 12th meeting date to October 19th, Mr. Waters moved to adopt the schedule which was seconded by Mr. Pfeifer. Motion passed on a 7-0 vote.

7. Other Business/Adjournment

Mr. Krug announced that he was retiring in December. Mr. Krug indicated he would continue his membership on TACA. No other business was discussed. Meeting adjourned at 3:05 PM.