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MEETING OF THE

AVIATION TECHNICAL ADVISORY COMMITTEE

Thursday, November 18, 2010
10:00 a.m.-12 Noon

AirFlite Conference Room
Long Beach Airport
3250 Airflite Way
Long Beach, CA 90807
562-490-6200

Agenda and Map Enclosed

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Michael Armstrong at 213-236-1914 or armstron@scag.ca.gov

AVIATION TECHNICAL ADVISORY COMMITTEE
AGENDA

			PAGE #	Time
	"Any item listed on the agenda (action or information may be *acted upon at the discretion of the Committee"*			
1.0	**CALL TO ORDER**	**Chris Kunze, ATAC Chair**		
2.0	**WELCOME AND INTRODUCTIONS**	**Chris Kunze, ATAC Chair**		
3.0	**PUBLIC COMMENT PERIOD**			
	Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must notify the Chair and fill out a speaker's card prior to speaking. Comments will be limited to three minutes and the Chair may limit the total time for comments to 20 minutes.			
4.0	**CONSENT CALENDAR**			
4.1	Approval of Meeting Minutes from September 23, 2010 **Attachment**		1	
4.2	ATAC Membership List and Contact Information **Attachment**		17	
5.0	**PROJECT REVIEW** None			
6.0	**INFORMATION ITEMS**			
6.1	Update on Long Beach Airport Terminal Improvement Project	**Mario Rodriguez, Director Long Beach Airport**		**20 min.**
6.2	Overview of SCAG's 2012 Regional Transportation Plan	**Naresh Amatya SCAG Staff**		**15 min.**
6.3	Overview of California Transportation Commission Technical Advisory Committee on Aeronautics Report on Key Aviation Issues for 2011 **Attachment**	**Chris Kunze ATAC Chair**	19	**15 min.**

AVIATION TECHNICAL ADVISORY COMMITTEE

AGENDA

ITEM				PAGE #	Time
6.0	**INFORMATION ITEMS (CONT'D)**				
	6.4	Status of Chino Airport Smart Growth Project and Regional General Aviation Demand Forecast Project **Attachment**	**Mike Armstrong** **SCAG Staff**	25	**20 min.**
7.0	**ACTION ITEMS**				
	7.1	AOPA 6-County Member Survey for Input to New Regional General Aviation Demand Forecasts **Attachment**	**Mike Armstrong** **SCAG Staff**	44	**10 min.**
8.0	**AVIATION LEGISLATION REPORT** ***Attachment Pending***		**Phil Crimmins** **Caltrans Aeronautics**		**5 min.**
9.0	**MISCELLANEOUS ITEMS/ ANNOUNCEMENTS**				
10.0	**FUTURE AGENDA ITEMS**				
	Any committee members of staff desiring to place Items on a future agenda may make such a request. Comments should be limited to three minutes.				
11.0	**SET NEXT MEETING LOCATION**				
12.0	**ADJOURNMENT**				

Aviation Technical Advisory Committee
September 23, 2010
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MINUTES OF THE AVIATATION TECHNICAL ADVISORY COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Aviation Technical Advisory Committee of the Southern California Association of Governments held its meeting at the Southern California Association of Governments Main Office, 818 W. Seventh St, 12th Floor, Los Angeles, CA. The meeting was called to order by Mr. Chris Kunze, ATAC Chair and Advisor, Long Beach Airport.

ATAC Members Present:

Phil Crimmins	Caltrans Aeronautics (teleconferencing)
Gary Gosliga	March Inland Point Airport Authority
Bill Ingraham	San Bernardino International Airport
Chris Kunze	Long Beach Airport
Keith Mew	CSULA
Todd McNamee	Ventura County Airports
Jason Morgan	Los Angeles County Airports
Eileen Schoetzow	Los Angeles World Airports (LAWA)
Mike Williams	San Bernardino County Airports

Others Present:

Diego Alvarez	LAWA
Richard Ayala	City of Ontario
Keith Downs	Mead & Hunt Inc.
Peggy Ducey	LAWA
Victor Gill	Bob Hope Airport
Andrew Marino	Whiteman Airport
Trista Murakawa	Murakawa Communications
Robert Rodine	The Polaris Group
Andrew Scanlon	AECOM
Jagjit Singh	CH2M HILL
Naresh Amatya	SCAG
Mike Armstrong	SCAG
Mike Jones	SCAG
Allison Linder	SCAG
Rich Macias	SCAG

Aviation Technical Advisory Committee
September 23, 2010
Minutes

1.0 CALL TO ORDER

Chris Kunze, Chair, called the meeting to order.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORTIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of June 17, 2010 Meeting

The minutes were approved with the following corrections made by Chris Kunze:

1) On Page 3, paragraph 2--Runway for Chino Airport should read 03/21 instead of 321.
2) On Page 5, paragraph 2--The minutes say that the ~~"ta~~ped transcript for this section was incomplete." It should read that the City of Long Beach didn't take a position on the Class C issue. However, it encouraged the FAA to look solutions to the conflict alert problem such as NextGen tailored arrivals and departures, and review of the overall Southern California airspace design.

4.2 ATAC Membership List and Contact Information

The membership list was approved with the following corrections:

1) Per Chris Kunze, his title should be ~~"S~~taff Advisor" (not ~~"M~~anager")
2) Per Bill Ingraham, he is with San Bernardino International Airport, not San Bernardino Co. Airports.
3) Per Dan Burkhart, his last name should be listed first
4) Per Bill Blanchard, he should no longer be listed since he passed away about a month ago. Mr. Cable is taking over management of Cable Airport for the time being.

5.0 PROJECT REVIEW - None

6.0 INFORMATION ITEMS

6.1 Overview of Whiteman Airport Master Plan Update

Jason Morgan, Assistant Chief of the Los Angeles County Aviation Division noted that Richard Smith wanted to make the meeting but unfortunately had a prior commitment. Mr. Morgan introduced Andrew Scanlon from AECOM who is the project manager of the Whiteman Airport Master Plan Update project.

Mr. Scanlon said that this was an FAA-funded project so it went through the standard master plan process of starting with an inventory, doing forecast work and finishing with a final report. A draft final report has been prepared and an ALP is being reviewed by the FAA. The airport is a single runway airport (4,000 feet long and 75 feet wide) with a full parallel taxiway and non-precision instrument approaches. All of the landside facilities are on the northern side of the runway, including an abundance of tie-down space, scattered hangars, a self-service fuel island and a dated terminal building with a lounge and restaurant.

Key issues that were addressed by the master plan include siting of a new terminal and use of the current terminal area, a change of fleet mix including an influx of helicopters using the airport, and FBO in the middle of the tie-down apron causing a mix of vehicles and aircraft, use of a hill in the middle of the airport, and re-location of a fuel facility. Forecasts that were prepared show an increase of based aircraft from about 600 to 870 and operations from about 93,000 to 143,000 by 2030. These forecasts were prepared in early 2008 based on 2007 data so realistically the forecast would a occur beyond 2030.

In terms of findings the study concluded that there is no need for additional runways for capacity or crosswind coverage. RSA, ROFA, OFZ are all being met through the application of declared distances which is unusual for a GA airport. There are many roads that cross the RPZ's on both runway ends. On the landside there was a year 2030 deficiency identified of 5,000 sq. ft. for the terminal, an addition 25 transient tie-downs may be needed and about 150 individual hangars for based aircraft, 8800 sq. ft. of conventional hangar space for fixed wing aircraft, and 6500 sq. ft. of conventional hangar space for helicopters.

The study recommends a three-phased concept. The short term phase is preparation for relocating the terminal. It was determined that the hill is the best location for the terminal. It has a central location and is one of the few undeveloped areas in the airport. Phase one involves grading down the hill to make room for the terminal, constructing some apron and removing some roadways. Phase two is when the terminal is actually moved. The master plan recommends developing the current terminal as a consolidated helicopter facility (helicopters are currently scattered through the airport). Phase two also looks at providing full safety zones on airport property, by shortening the runway from 4100 ft. to 3800 ft. (which is still adequate

for the critical aircraft at the airport). Phase three is the building out of the airport with an additional 150 hangars and other projects such as two taxiway exits.

The FAA is reviewing the ALP and hopefully their comments will be minor. The total cost to implement the plan is estimated to be $42 million for the total project, 40% of that will be for Phase one. The big cost driver will be grading down the hill ($11 million). Phase two is about $3 million and Phase three about another $3 million. For the subsequent environmental overview a number of additional studies were recommended. The County is currently doing an initial study and mitigated negative declaration. Next steps include finalizing the ALP, publishing a final report and getting the plan adopted by the Board of Supervisors.

Todd McNamee asked what are the critical aircraft at Whiteman Airport? Mr. Scanlon replied Beach King Air and Cessna Citation I. Bill Ingraham asked if declared distances will be maintained with the shortening of the runway. Mr. Scanlon replied that the takeoff length will be essentially the same if you utilize usable runway length, but not many pilots recognize that situation. Bob Rodine asked if the airport is in the City of Los Angeles. Mr. Scanlon replied that it is in Pacoima (City of Los Angeles). Mr. Rodine asked if the local councilmember has been involved in this process. Jason Morgan replied that the city hasn't been involved but local homeowner associations have been.

Chris Kunze commented that SCAG will soon be updating its regional general aviation forecast and would be interested in the details of the forecast for Whiteman Airport which looks very healthy. Mr. Scanlon replied that forecast was one area they had to cut back on, so they relied on the FAA TAF. The TAF was based on 100 more based aircraft than Whiteman actually had so they had to adjust it down. Mr. Kunze asked about the consolidate helicopter facility and whether there was tenant support. Mr. Scanlon replied that there is support in that they don't want to continue to put their helicopters in carts and drag them across the airport, although there is concern about space available to take off and land at a consolidated facility, so more work is needed to be done to sell it to them. Mr. Kunze finally asked if Whiteman is self sufficient or does it rely on cross funding from other airports? How will the master plan be financed? Mr. Morgan replied that Whiteman is self-sufficient, it is financially one of the strongest airports in the county. No county general funds will be used to carry out the master plan, but they haven't got into the details of where the funding will come from. Mr. Scanlon added that perhaps they can get some FAA support for a portion of it.

6.2 LAWA Update

Diego Alvarez, coordinator for the Los Angeles World Airports Specific Plan Amendment Study that includes ground transportation, gave an overview of the LAX Specific Plan with an emphasis on the ground transportation components. The LAX

master plan was adopted in 2004 but with conditional approvals that separated projects into "Yellow Light" and "Green Light" projects as part of the LAX Settlement Agreement with cities and local community groups around the airport that holds LAX to 78.9 million air passengers (the "Yellow Light" projects need to undergo further Specific Plan Amendment study before being approved). The Settlement Agreement provides for the modernization of LAX, minimization of environmental impacts on local communities and creating conditions for airlines to use other airports in the region. Yellow Light projects include the North Airfield, the Ground Transportation Center (GTC), an Automated People Mover between the GTC and the CTA (which also connected to a Green Line Station at Imperial and Aviation as well as a Consolidated Rental Car Facility), and the demolition of terminals 1, 2 and 3. The big issue on the North Airfield is moving the inboard runway 340 feet to the south to provide for Group 5/6 capability, with demolition of terminals on the north side of LAX and replacing them with new terminals on the inside of the CTA with ground traffic re-routed primarily to the GTC on the east side of the airport.

A number of studies were launched by LAWA in 2008 to re-think the master plan in light of changes in the aviation industry, including developing a new forecast. The new forecast is for LAX to reach its 78.9 MAP constraint in 2024 instead of 2015. Other new events and opportunities include Measure R, a Crenshaw Light Rail Project to be completed in 2018, available funding for a Green Line extension into LAX and further south into Torrance, and the Expo Line. Security notions have also changed since 9/11. The thinking now is to keep the CTA open and build a station at Century and Aviation (coordinated with Metro) where both the Green Line and Crenshaw Line will connect (the Crenshaw Line will connect with Downtown LA and West LA through the Expo Line).

Two ground transportation concepts will be advanced in a Notice of Preparation. One would integrate facilities and align them along the 98th Street corridor that will get people into the CTA from the station at Century and Aviation via transit in a predictable manner and tie into the upper level roadway. Roadway improvements would be done in the CTA that will support the new Midfield Concourse. Employee parking would at the former GTC. The second concept would move the Consolidated Rental Car Facility in Lot C and move it to the former GTC site, with a people mover connection between the Century/Aviation Station and the CTC.

Regarding proposed airfield improvements, taxiway designs need to be improved, they are looking to accommodate Group 5/6 aircraft without restrictions if possible. Different concepts are being looked at with different degrees of separation, but all include new centerline taxiways. RSA improvements need to be done. An extension of 24L is needed to accommodate heavy departures on the North Airfield (all are now on the south side).

The NOP will be released in early October with four airfield concepts and two ground transportation concepts. The current adopted LAX Master Plan will also have to be assessed as well as a No Project alternative.

In terms of FlyAway service, the network is designed to comply with the Settlement Agreement by reducing traffic to and from LAX by providing regional locations where employees and passengers can board a dedicated clean fuel bus to access the airport. These customers are primarily not transit dependent, and there are some time sensitivity and level-of-service issues over what the typical transit rider desires. There are four current FlyAway sites: Irvine, Van Nuys, Union Station and Westwood. The Union Station FlyAway has about 45% of its ridership coming in on transit connections. Union Station and Van Nuys have high ridership, Irvine is low mainly because it just started service. FlyAway usage tracks closely with aviation demand. The Settlement Agreement calls for eight FlyAways operating by 2015, so new sites are being investigated.

Bob Rodine asked if it was possible to get an electronic copy of the presentation. Mr. Alvarez responded that various components of it can be found on the LAWA web page on the LAX Specific Amendment site. Mr. Rodine also asked about the proposed demolitions of terminal 1, 2 and 3. Mr. Alvarez responded that it is still in the adopted plan but the issue is currently being restudied, and they are looking at runway concepts that don't require the demolitions. Chris Kunze asked how that SCAG aviation system plan update for 2035 related to LAWA's forecast that falls 11 years short of that. Mr. Alvarez replied that they would stay at 78.9 MAP, which is the constraint (enforced by gate limitations of 153 gates that extend to 2020). The restudy of the master plan will take them to 2025 but the number of gates will remain the same. They would need to do another master plan to add gates beyond the limitation. For SCAG's purposes it is a safe assumption to assume LAX at 78.9 MAP in 2035.

Mr. Kunze asked how the regionalism issue relates to the LAX planning and forecasting, were there assumptions about other LAWA owned and operated airports? Mr. Alvarez replied that the restudy focused on the facilities at LAX, their forecast for 2025 had demand exceeding capacity in 2024. Assumptions about other airports such as Ontario are based on when LAX hits its capacity constraint that does not currently exist. They are not so much focused on when this will occur, they will have an activity based trigger system that will trigger improvements at LAX as needed within the overall constraint of 78.9 MAP. The controlling factor of the LAX master plan process is the capacity, not a year.

Bob Rodine stated that he thought that 2015 was the drop dead date for the LAX Settlement Agreement including the gate limitation. Mr. Alvarez replied that there are provisions in the agreement such as if they don't hit 70 MAP by a certain date they don't have to start removing gates, but in general the gate provision extends to

2020. At the end of the process they will revise the airport layout plan, and if they want to add gates they will have to go through another planning process to revise the ALP through another master plan.

6.3 City of Ontario White Paper on Local Control of Ontario Airport

Mike Armstrong summarized the White Paper that was issued by the City of Ontario that present an argument for transfer of control of Ontario Airport from Los Angeles World Airports to the City of Ontario. This was on the heels of a report that was issued in August by LAWA done by Jacobs Consultancy that recommended three operational and management options for improving the financial condition of Ontario Airport. The underlying problem at the airport is the fact that since 2007 the airport has lost a third of its passengers. Passenger activity at Ontario Airport is now where it was in 1987 and is now about the same size as Bob Hope Airport and a little more than half of John Wayne Airport. The airport has lost all of its international service and has only one discount carrier left (Southwest). Passenger traffic continues to decline this year at ONT as other airports in the region are showing signs of rebounding. It is estimated that this deterioration of air service since 2007 has cost the Inland Empire economy about $400 million. The LAWA report doesn't go into the cause of this decline but does point out that it has resulted in an airline cost per enplaned passenger at ONT of about $16, which is the highest in the region and one of the highest in the country. It attributes the cost to the declining passenger base at ONT and also to the cost of maintaining and operating two terminals at the airport. The LAWA report makes the stunning prediction that ONT won't return to 2008 passenger levels for another 30 years.

Mr. Armstrong remarked that the City of Ontario report agrees with some of the main points of the LAWA report but has a somewhat different take on the issue. It traces the history of ONT, starting with a joint powers agreement between the City of Los Angeles and the City of Ontario relative to ONT that was entered into mainly because most of the activity at ONT in the 60's was from aircraft diversions from LAX due to foggy conditions, so the two airports were joined at the hip. As part of the agreement Los Angeles was expected to bring more air service into ONT. Until airline deregulation in 1978 the two airports were treated the same by the Civil Aeronautics Board. An airline authorized to serve LAX could also serve ONT under the same route authority and air fares. All revenues for the three airports operated by the Los Angeles Department of Airports (now LAWA) including LAX, ONT and Van Nuys were deposited into a single account, and all expenses for the three airports were paid from that account. ONT generated sufficient revenues to cover its expenses and to repay Los Angeles for its investments in ONT.

After 1995 ONT became a stand alone ~~"re~~residual" airport where rates and charges were periodically adjusted to cover all airport costs and no subsidies from LAWA were required. Rates and charges at ONT were relatively low through the 1990's

because of low overhead and lack of significant debt service payments. So what went wrong at ONT that led to the many problems we see now? The City of Ontario report points out that to be successful a secondary airport in a metropolitan region with multiple airports like the SCAG Region has to have two important factors in play: one, substantially lower costs than the primary airport so discount carriers can make a profit at the secondary airport; and two, aggressive marketing campaigns for air service.

The report drills down into why ONT now has very high costs, with a cost per passenger enplanement that is now more than twice the national average. The eight dollar difference between the CPE at ONT and the national average exceeds the average airline profit per enplaned passenger, which makes it very difficult for airlines operating out of ONT to make a profit. Airport debt is not the problem since debt service payments at ONT only represent 8% of total operating revenues which is low compared to other airports around the country of the same size. Revenues from non-airport sources such as airport parking, rental car fees and airport food and retail is also not a problem since these revenues per enplaned passenger at ONT are slightly higher than the average for a medium hub airport.

The crux of the problem at ONT according to the City of Ontario report is that ONT has a much larger work force compared to comparable airports, with 163 employees per million enplaned passengers, which is more than double the average of airports of comparable size. It has more total staff than San Diego International, which serves more than 3.5 times the number of passengers currently served by ONT. Also, the compensation budget at ONT amount to $102,000 per employee, which is the highest of any airport in the region. In addition, LAWA imposes an administration fee of 15% of its operating expenses for services that are ambiguous and not well defined.

The report also describes how after spending between $2-3 million per year for air service marketing of ONT from 2005 to 2007, LAWA slashed that budget to less than $400,000 for the current fiscal year, a reduction of about 85%. The report concludes that this is inconsistent with LAWA's pledge to support air service regionalization since it is harmful to the development of air service at ONT. It is consistent with an overall lessening of LAWA's commitment to ONT as it is increasingly focused on improving and refurbishing LAX, which has a large backlog of deferred maintenance and improvement issues.

The City of Ontario report does give LAWA credit for recently making substantial cuts to ONT's operating costs, cutting employees at the airport by about one-third to around 300 total employees. However, it also concludes that the LAWA organizational structure is simply not suited to operating an airport like ONT which must have a competitive cost structure to succeed. The report also contends that there is an appearance of a conflict of interest in LAWA owning and operating competing airports in the region and in the same regional economy. According to the report, in

order to achieve true airport regionalization and restore ONT as an economic engine for the region, it must be returned to local control. Half measures such as those proposed in the recent LAWA report including outsourcing certain airport functions or leasing the airport won't be enough to put ONT back on its feet in the near term. According to the report it needs to immediately and simultaneously reduce its cost structure and increase its marketing, advertising and promotional spending. The report recommends only one option, and that is transferring control of ONT to the City of Ontario.

Chris Kunze asked LAWA staff in attendance about the ALP or master plan for ONT, does it show anything in terms of runway layout and terminal development consistent with the SCAG 2008 RTP forecast of 32 MAP, or is it what the airport basically is now. Eileen Schoetzow of LAWA responded that the ONT master plan is not public policy and has not been adopted, but they are planning to retain the same forecast mix and terminal space. However, they are anticipating the demand at ONT to be delayed by about 10 years. LAWA is also actively planning in coordination with the City of Ontario for high-speed and light rail connections to ONT with a people mover in order to create a cohesive multi-modal facility adjacent to the airport. They are currently in negotiations with Federal and County officials to develop stations at the airport and integrate the facilities. They will need the available airport land to fulfill future demand at ONT based upon LAX reaching its constraints at some point. ONT will reach 32 MAP at some point, but the year it reaches that will be pushed back at least ten years. LAWA will still push its regional vision for ONT. Diego Alvarez added that when LAX reaches its constraint has been pushed back and that impacts what the growth of ONT might be in light of the fact that other region airports such as Bob Hope and Long Beach are also constrained.

Bill Ingraham asked about the current status of the ONT master plan. Ms. Schoetzow replied that it was stopped two years ago and when it will be re-started is uncertain. The incomplete master plan did extensive analyses for accommodating forecast demand, including the impacts of giving up airport land for projects such as high-speed rail stations and environmental mitigations. This information is still relevant. Mr. Ingraham asked whether the incomplete master plan was consistent with the approved ALP at ONT. Ms. Schoetzow replied that they did not have to do a future ALP so it does not reflect the incomplete master plan including the primary project or the alternatives considered. They are currently compiling an airport asset data base so they have a log of everything they own. Mr. Alvarez added that they did a draft EIR with two alternative concepts for ONT that the LAWA Board did not adopt. One of them is very close to something that could be adoptable. The issue is when does the demand show up and when would it be built. There are not a lot of different ways they see the airport growing, but the timing of the growth is the issue.

Chris Kunze inquired whether the proposed master plan had major infrastructure modifications like new terminals or changes in the runway layouts. Ms. Schoetzow

responded yes, they were looking at demolishing the existing Terminal 1 and wrapping a new Terminal 1 around Terminal 2. They were also looking at building a Terminal 3 and Terminal 5 (the latter for Group 6 aircraft). In the second phase after 2020 they were going to shift the runway to the south and create space for a new taxiway to mitigate potential delays. By being on the easterly end the new Terminal 5 would reduce the amount of taxiing time for the very large aircraft. The southerly runway would be shifted to the east to reduce impacts on City of Ontario property to the south. Haven Ave. would have to be tunneled to make that happen.

Mr. Ingraham asked if there were not significant changes to the layout of the airport, would there measureable capacity impacts, and is there some level of passenger activity at which the airport can still function in its existing configuration? Ms. Schoetzow responded she would have to check that number but believes it is 17 MAP before they have to improve the airfield and build the terminals. They planned improvements for 2015, 2020 and 2030 according to demand that would trigger the improvements. Mr. Alvarez added that the time shift for when LAX would reach capacity is more than 10 years since they should have already reached the 78.9 MAP level according to the adopted master plan, but now they are putting off reaching that constraint until 2024. The change in time not only changes the number of passengers but also the future fleet mix (i.e., more very large aircraft) that must be served by aircraft gates etc. at both LAX and Ontario.

Mike Williams remarked that the City of Ontario has initiated an update to the airport's Land Use Compatibility Plan (ALUP) that takes into account many of the non-adopted master plan items that were discussed. Chris Kunze asked if there was the presumption that those items will be implemented at some point. Eileen Schoetzow replied that she has been working on that project with the City of Ontario as well as the FAA and the State for several years. They gave master plan options to the City of Ontario with the caveat that they aren't public policy. The city responded that they wanted to know the worst case scenario and would use what LAWA has already analyzed even though it hasn't been adopted. They want to make sure that when a master plan is eventually adopted they are as close to it as possible.

6.4 Status of Chino Airport Smart Growth Project

Mike Armstrong summarized the status of SCAG's Chino Airport Smart Growth Project. He stated that significant progress has been made including defining the project study area that is a combination of the outer boundaries of the Pt. 77 surfaces and the boundary of the 100:1 notification surface in which notification requirements apply for projects exceeding an imaginary 100:1 surface within 20,000 feet of a civilian airport or having a height exceeding 200 feet above ground level. Also SCAG has provided land use information to the project consultants (Ricondo & Associates) in a variety of categories from its regional GIS inventory. Some of the data is

specific to the study area and some are for the SCAG Region. SCAG aerial imagery for 2005 has also been provided to the consultants.

Ricondo is in the process of developing two working papers, one which compiles the land use information for the study area as well as on-airport information from the Chino Airport master plan update process, and another that summarizes airport environmental practices for airports that are similar to Chino and smart growth principles primarily from the Caltrans Airport Land Use Compatibility Handbook. These two papers will be presented to the Chino Airport Planning Advisory Committee at its next meeting on October 27.

6.5 Bob Hope Airport Ground Access Study

Victor Gill from Bob Hope Airport overviewed the Bob Hope Airport Ground Access Study. He stated that a large project led them into this study which is a regional intermodal transportation center (RITC) that was entitled last month by the City of Burbank and will go out to bid early next year. The project was triggered by requirements by the FAA to move rental car facilities that were next to the runway. There was also a lot of discussion about the Bob Hope Airport train station on the Metrolink/Ventura Line where there is ample parking but is owned by Union Pacific and is unregulated. Many airport employees park there which squeezes out train riders. They came up with a site for the RITC that addresses these problems. It will be much more than a rental car facility, it will also provide intermodal access since it will right across the street from the train station. Grand opening for the RITC will be December 14, 2012. There will be a moving sidewalk connector from the RITC to the terminal a few hundred yards to the north. A level of the RITC will be devoted to bus transit where bus lines will converge at the airport.

The RITC spurred the airport into the broader interest of integration between the airport and other ground transportation initiatives in the general vicinity. A federal transportation grant was discovered from the mid 80's that had lay dormant for many years and was never de-obligated. The grant was originally targeted for public access into a proposed terminal on Lockheed property surrounded by top secret defense manufacturing. That grant was $4.7 million, and combined with $1.7 million in match from the airport will be used to look at some of the broader intermodal issues. Metro has been enlisted to do the grant administration and coordination with Caltrans to gain authorization to use that federal grant. They've entered into a partnership with the Orangeline Development Authority (OLDA) to do the project management for the Bob Hope Airport Ground Access Study.

Several issues will be addressed by the study. One is to extend the existing Orange Line that comes into the North Hollywood Red Line station from the west end of the Valley into Bob Hope Airport. Another is to look into re-locating the current Sun Valley Metrolink/Santa Clarita Line to a station at the north end of the airport

(connected to the airport by a people mover) so you would have rail connections to the airport on both the north side and the south side. Another is to identify opportunities for better access from the Red Line to the airport—the airport is gearing up for a trial program engaging Super Shuttle to provide free on-demand transportation (paid by the airport) between these two. This would start in October. The study would also look at north/south bus rapid transit opportunities to link the airport with Sylmar, and opportunities on the 134 transit corridor with linkages to Pasadena through Eagle Rock and Glendale. Lastly the study would look at station locations for the State High Speed Rail Project, advocating a Valley HSR station located adjacent to the airport.

They recently met with SCAG staff and management to brief them on the study and to discuss possible integration of the study into the long-range Strategic Plan for the 2012 RTP as well as potential SCAG resources for future efforts. Mike Armstrong added that one of the issues is the old Federal grant, if it can be re-directed to this study, can only be used for airport purposes, to study airport-related traffic. The ridership of some of these transit projects is obviously going to be more than just airport ridership. In order to fully and comprehensively evaluate these projects they will also have to look at total ridership and broaden the study area. SCAG had some discussions with Victor Gill and also Mike Kodama of OLDA about SCAG possibly contributing some funding for broadening this study to address more than just airport-specific issues. They also discussed refining the study since the timing will not be conducive to putting the end results into the core plan of 2012 RTP since the study will extend beyond the Draft RTP. However, some of the elements of the study, if they can be refined, could be placed into the long-range Strategic Plan of the 2012 RTP. Those elements would have enough merit to be in the plan but wouldn't necessarily have funding commitments. SCAG will work with Bob Hope Airport and OLDA to put as much of the study as possible into the 2012 RTP.

Chris Kunze asked Mr. Gill about the forecast for Bob Hope Airport. Mr. Gill responded that the latest forecast they did was done for their Pt. 161 study that went out to 2015 and reached 7.2 MAP (in 2007 they peaked at 5.9 MAP and in 2009 went down to 4.6 MAP).

6.6 Update on SCAG Aviation Program Activities for the 2012 RTP

Mike Armstrong updated the committee on the SCAG Aviation Program. He stated that the most important function they do every four-year RTP cycle is to update the regional commercial aviation demand forecasts. Because of budgetary considerations they will not be doing new aviation modeling but will be revising/updating a model run from the 2008 RTP, which was the No Project Scenario. This scenario respects constraints at airports but assumes no high-speed rail or market incentives and assumes very conservative investment behavior by airlines, consistent with what has been going on in the aviation industry over the last few years. That scenario will be

updated into a Preferred Scenario. Unfortunately, since no new modeling will be done, major initiatives won't be able to be tested for this RTP cycle in terms of their potential impact on the regional forecast.

SCAG will also be updating its regional general aviation demand forecast, which is important since the last general aviation forecast was done in 2003 based on a 2001 inventory and a lot has happened since then. Anecdotal and empirical evidence indicates that many changes have occurred at general aviation airports in the region over the last ten years and many of those have been negative with loss of based aircraft and operations at many airports (after a slight uptick in the late 90's). An RFP will be issued for this project in the very near future. As ATAC previously recommended it will employ a top-down methodology to estimate the total regional market, with an allocation procedure to allocate the regional forecast to counties and individual airports based upon a variety of factors. It should be an interesting process with a combination of objective analysis and educated guesswork that will identify which airports are likely to grow and which have more limited potential.

Mike Jones discussed another RFP was recently issued by SCAG on Aviation Consultant Assistance. This project will assist SCAG in evaluating a number of pressing regional aviation issues and developing an Aviation Strategic Plan for the 2012 RTP. They hope to have a consultant on board for this project by the beginning of November. They also hope to have a consultant on board for the Regional General Aviation Demand Forecast by the end of the year. Mr. Jones added that past GA forecasts have been a combination of linear regression and subjective judgment. This time SCAG wants the new forecasts to take a regional perspective that reflects interactions between airports including commercial airports. Staff will be contacting individual airports to acquire updated inventory data for this project.

Bob Rodine commented that a noisy jet ban has been adopted by the City of Los Angeles for Van Nuys Airport that will eventually result in a significant loss of turbine aircraft at that airport. Will those kinds of things be taken into account in the new forecasts? Mike Armstrong replied hopefully yes. Bill Ingraham added that a good portion of those aircraft will be re-located to other airports in the region. Also, the business environment of the State needs to be evaluated by the project since an aircraft doesn't have to be based where it is operating, and some have left the State because of the business and regulatory climate. Mr. Ingraham also asked if this forecast was just for GA airport or for all airports with GA activity. Mr. Armstrong replied that it would address all airports with GA activity. Mike Jones added that this project will involve an extensive amount of outreach to obtain data from airports and find out what they think are important factors to consider in forecasting activity at their airports.

Todd McNamee asked about the status of the Aviation Task Force, will it be re-activated for the 2012 RTP? Mike Armstrong replied that it looks like that it won't be

re-activated, that the SCAG Transportation Committee (all elected officials) will serve as the policy body for aviation-related issues for the 2012 RTP. Without an Aviation Task Force, ATAC should play a stronger role in providing technical input on 2012 RTP aviation issues, with staff conveying its technical recommendations to the Transportation Committee. Chris Kunze asked about the Regional Aviation Strategic Plan, what does it mean? Mr. Armstrong replied that it will basically be a policy plan that will expand upon adopted regional aviation policies in past RTPs, with perhaps more action items. Eileen Schoetzow asked if it will be coordinated with FAA's NexGen planning. Mr. Armstrong replied that the project RFP does discuss addressing new technology applications for increasing airspace and runway capacity through NextGen applications.

Chris Kunze suggested it would be helpful if the entire RTP process including schedule could be presented at the next ATAC meeting. Mr. Armstrong replied he would see if he could arrange for that. Mr. Kunze stated that he heard about an Assembly bill that would required the State to do an RTP in 2015 that would incorporate regional plans and address greenhouse gas reductions. This should be looked into to see if it has any requirements for SCAG. Phil Crimmins (teleconferencing) offered to find out more about this. Eileen Schoetzow added that because of SB 375, requirements for addressing greenhouse gases are being put into CEQA review.

7.0 **ACTION ITEMS**

7.1 Round Table Discussion on Questions for AOPA 6-County Member Survey for Input to New Regional General Aviation Demand Forecasts

Chris Kunze said that he had been talking to AOPA officials who have expressed a willingness to do outreach for their members in the 6-county region to help secure information for the GA forecast. Based on comments at the last two meeting a draft survey for AOPA members was developed and included in the agenda packet. Will SCAG have funds to carry out the survey of AOPA members? Bill Ingraham suggested that most of the AOPA members are accessible through e-mail and the most efficient way may be for AOPA to disseminate this to their members.

Bob Rodine commented that question no. 9 (on airport fees and fuel prices) approaches some issues that are really relevant. One of the complaints from the piston community is that limited land availability at mature airports tends to drive airport price levels up including cost of tie-downs. The survey asks how important prices are without getting into specific benchmarks. It would be better to get respondents to give dollar expenditures on a monthly basis of rent per square foot. Bill Ingraham said he didn't think this would work because there is such a disparity between airports about what is perceived as value, you can't compare prices at Redlands with Van Nuys. It is more important to know whether these are significant factors, price is always a factor

to pilots. Some of the questions won't result in information that is significant, but it is questionable that asking specifics about dollar amounts will get you there. Gary Gosliga responded that he added that question. In their forecast for GA activity at March they had to set an elasticity factor that considered what their fees would be in relationship to the region and how that would influence pilot decisions. Is this information going to affect the forecast? Maybe not, but it did in their case.

Chris Kunze remarked that many airport aren't seeing 1-2% growth rates that are contemplated, many see aging of pilot populations and aircraft. Some "ground up" information generated in cooperation with AOPA can be used as a cross-check against what the consultants generate with their "top down" forecast. Maybe the question can be worded to reflect whether pilots see airport and operating costs as factors in owning and operating aircraft. Bill Ingraham commented that if you want to know why a person is at a particular airport you should list a number of factors they can respond to and have them rate them. Mike Armstrong added that it could also be useful to know where the pilot lives, it is interesting that many based aircraft at Chino Airport are owned by pilots living in Orange County. Bill Ingraham responded that the airport is very close to Orange County. Bob Rodine suggested that maybe the survey should ask about proximity of the airport used to the pilot's home and put the zip code down. Some pilots have migrated to other airports to avoid the high costs at Van Nuys, which is important to know. Bill Ingraham added that for turbine aircraft, where you base the aircraft isn't necessarily where you operate from, other factors come into play for why those aircraft are based there. People pay a premium to base at Van Nuys because of its proximity to markets.

Todd McNamee suggested that an interesting question might be did you chose the location of your home or business due to the location of an airport, or did you chose an airport based on where you live or want to live. Bill Ingraham added that proximity to an airport with a 5,000-foot runway is an important locational factor for Walmart. Chris Kunze recommended that based on the input today, the survey would be revised and send out to the committee for further comment. Once the survey is finalized ATAC will work with AOPA to send it out to its members.

8.0 **AVIATION LEGISLATION REPORT**

Phil Crimmins said that the legislative session is over and bills are ready for the governor's signature. The two bills that Caltrans Aeronautics was tracking include SB 1141 (dealing with and ALUCs that currently don't exist in counties and giving them incentives to create ALUCs) and SB 1333 (which would allow avigation easements granted to airports sooner in the development process) are currently awaiting signature or veto. AB 1660 (that would allow emergency flights back to the airport avoid local ordinances) is also awaiting signature.

9.0 **MISCELLANEOUS ITEMS/ANNOUNCEMENTS** – None

10.0 **FUTURE AGENDA ITEMS**

A presentation on the SCAG RTP process will be made at the next meeting.

11.0 **SET NEXT MEETING LOCATION**

The next meeting on November 18, 2010 will be at Long Beach Airport.

AVIATION TECHNICAL ADVISORY COMMITTEE PHONE/FAX/E-MAIL LIST

Last Update: 11/11/2010

MEMBERS:						
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AVIATION TECHNICAL ADVISORY COMMITTEE PHONE/FAX/E-MAIL LIST

Last Update: 11/11/2010

MEMBERS: Page 2

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TACA Report on Aviation Issues

California cannot meet the goals it has for its aviation system, if it continues to leave aviation decision-making to the unpredictable nature of local politics and priorities alone. The State, in cooperation with local, regional, and federal agencies, should provide and identify the leadership and resources needed to develop the aviation system essential to our economy in the 21st Century. California must continually assess its role in aviation to ensure that California remains competitive in the global economy.

Aviation Planning

The policy element of the California Aviation System Plan (CASP) defines the State's continuous aviation system planning process. The policy element defines the roles of federal, State, regional and local participants in the process. It covers issues affecting aviation and aviation's relationship with other modes. The policy element also defines the policies and implementing actions for guiding Caltrans' Division of Aeronautics activities and CASP development, including funding priorities for general aviation and air carrier public use airports in California.

The Caltrans role in aviation includes planning and assisting with the development of infrastructure capacity improvements and the maintenance of the airport system. For several years, the CASP policy element has emphasized how funding limitations restrict Caltrans' role, while also proposing options for increased funding of the State aviation program.

The Commission's role, in addition to providing advice to the Legislature and to the Secretary of Business, Transportation and Housing, is to provide policy direction to Caltrans in the development of the aeronautics plans and programs, adopt the CASP and its various elements, program projects in the Aeronautics Program, and allocate funds.

Existing State Aviation Funding

The State Aeronautics Account represents the sole State source of funding for the Division of Aeronautics and the programs it administers. Revenue sources for the Aeronautics Account include an 18-cent per gallon excise tax on general aviation gasoline and a two-cent per gallon excise tax on general aviation jet fuel. Air carrier, military aircraft and aviation manufacturing are exempt from the two-cent per gallon excise tax on jet fuel. The annual revenue transferred by the State Controller's Office (SCO) into the State Aeronautics Account has steadily decreased. In fact, the highest transfer of $8.36 million occurred in Fiscal Year (FY) 1999-00 and since then it has declined steadily. In FY 2009-10, the SCO reported a transfer of $ 5.2 million into the State Aeronautics Account, the Account continues to slowly decline in absolute numbers and certainly in terms of purchasing power. In the past, increased general aviation jet fuel sales have helped slow the decline, but the downward trend will continue in the State Aeronautics Account until another funding source comes on line.

The Commission has long supported increasing State funding to develop an integrated system of airports that adequately meets the demands of California's economy. The Commission supports redirecting a portion of State sales tax revenues from the sale of general aviation jet fuel and general aviation fuel to fund State aviation programs. These tax revenues are a "user fee" paid by the aviation industry and users.

California's general aviation system is deteriorating under current funding conditions. In California, aviation and related activities represent nine percent of the State's gross domestic product. General aviation generally receives about $7 to $8 million annually from excise taxes on general aviation gasoline and jet fuel, while the bulk of the approximately $150 million in annual excise taxes goes to the General Fund. Of the $ 8 million from excise taxes, about $ 4 million is available for capital projects. This amount is much less than the $15 to $50 million annually that other comparable state capital programs are appropriated, according to a survey by the National Association of State Aviation Officials.

In the Department's latest ten-year Capital Improvement Program, the local agencies are requesting $85 million from the State. The $4 million annual capital funding for general aviation is insufficient; it is estimated that about $9 million more is required annually. As currently constituted, with most of the revenues directed to the General Fund, the Aeronautics Account is not an adequate, reliable dedicated funding source for important safety, security, capacity, airport land use compatibility, and other related airport projects.

If the Legislature and the Administration were to establish an additional percentage transfer from the general aviation jet fuel sales tax from the State General Fund to the State Aeronautics Account as a set minimum, it would establish a stable baseline of aviation funding. Since the State Aeronautics Account is declining, an annual baseline minimum would provide some of the resources to develop a program to meet future aviation needs. California could make significant progress in implementing State priorities for increasing airport capacity and safety, security, enhancing air passenger mobility, improving air cargo efficiency, mitigating the impacts of airport operations on local communities, and mitigating the impacts of land use encroachment on airport operations.

In addition to establishing an additional funding source, the existing Aeronautics Account must be protected to prevent the transfer of funds to other accounts. The State's adopted 2009-2010 budget transferred $4 million from the Aeronautics Account to the General Fund, thus eliminating existing funds that should be dedicated to the State's three airport funding programs. That budget action also suspended for the 2009-2010 fiscal year the Public Utilities Code provisions establishing the funding programs. Therefore, aviation fuel excise taxes can continue to be collected and deposited in the Aeronautics Account, but those funds lie fallow and cannot be used for airport purposes.

As such, to ensure that adequate Aeronautics Account resources are available to address the State's aviation needs, it is recommended that:

- The user-funded Aeronautics Account should not be diverted to non-aviation uses.
- At least, the most recent diversion (of the 3 during the past 10 years) of $4 million should be reimbursed to the Aeronautics Account.
- This past fiscal year's suspension of grant programs should not be repeated.
- An additional percentage of aviation user fee revenue should be appropriated to the Aeronautics Account, in order to address the approximately $9 million in annual State underfunding of California's primarily general aviation airport capital needs.

Federal Re-authorization of Vision 100

Vision 100, Century of Flight Authorization Act of 2003, is a four-year statute that lapsed in September of 2007. The Act provides funding for the Federal Aviation Administration's Airport Improvement Program. These revenues are extremely important for the overall preservation and enhancement of California's Public Use Airport System. Nationwide the annual authorized AIP funding levels averaged around $3.55 billion. California typically receives around eight to ten percent of the funds appropriated.

Over the past several years, the Federal Aviation Administration proposed smaller appropriations than the authorized levels for the AIP program, including general aviation airport allocations, and the Small Community Air Service Development Program. Smaller appropriations have negatively impacted the funding for nearly 200 of California's general aviation airports. The Legislature and Governor should continue to inform the California Congressional delegation of the need to maintain and increase the federal funding, including appropriations, for aeronautics in the next re-authorization.

This year Congress attempted to pass a three-year extension of Vision 100. Congress, however, was unable to agree on a long-term reauthorization of federal aviation policies and programs. Congress extended the current taxes and FAA spending authority through December 31, 2010. FAA can continue to collect taxes for and make expenditures from the Airport and Airway Trust Fund. A complete reauthorization package must provide long-term stability and continue to modernize America's aviation system through accelerated implementation of NextGen technology. The reauthorization should also increase the user-fee based grant funding for airport capital needs, should increase the cap on Passenger Facilities Charges (PFCs) which airports can collect to support capital needs, and should increase funding for Essential Air Service/Small Community Air Service Development/Contract Tower/Voluntary Airport Low Emission programs. Finally, the reauthorization should not include any legislated requirements for new fire fighting standards, which if needed should be done through the established Federal Aviation Administration led Aviation Rulemaking Advisory Committee process.

Continuing Aeronautics Issues

The Commission, based on proposals from TACA, should recommend that the Legislature and the Administration act to address State aviation system needs through legislation that would provide an additional stable funding source of about $9 million per year from the general aviation sales tax on jet fuel for the Aeronautics Account. The Commission would program and allocate the funding to publicly owned general aviation airports and air carrier public use airports for activities addressing airport safety/security, capacity needs, and needed studies such as economic and land use studies, and comprehensive land use compatibility plans to enhance the capacity and capability of those airports.

In 2009, the Legislature passed and the Governor signed the California Private Postsecondary Education Act of 2009 (AB 48, Portantino). This legislation was enacted without any notification to or collaboration with the aviation industry. The prior legislation, enacted in 1989, included a provision that partially exempted flight training and aircraft maintenance training activities approved

by the Federal Aviation Administration (FAA) from the provisions of the implementing regulations. Over concern about the impact of the failure of a major national flight training company in 2008, which reportedly left thousands of students with large debts and no completed training, AB 48 eliminated the exemption for FAA-approved schools. The California Bureau for Private Postsecondary Education (BPPE) interprets the provisions of AB 48 to apply to all flight training and aviation maintenance training, without regard to the size of the facility, including application to independent Certified Flight Instructors. Many flight schools and independent instructors report that the fees required to obtain BPPE approval to operate will put them out of business. Two bills were introduced to delay enforcement of AB 48 on FAA- approved schools pending a legislative review of the situation. AB 1140 was a stand alone bill to delay enforcement. It was placed on the Senate inactive file on August 31. AB 1889 contained similar provisions, in addition to omnibus corrections to AB 48 not involving aviation. AB 1889 passed on August 31 with bipartisan support and was enrolled. AB 1889 only delays enforcement of AB 48 with regards to aviation until July 1, 2011. AB 1889 was vetoed by the Governor for non-aviation reasons. A long term legislative solution may be required to allow for some state oversight of FAA-approved schools while maintaining the economic viability of the flight training and aircraft maintenance training industry in the State.

At the Commission's direction, TACA will work in 2011 with representatives of the Business, Transportation and Housing Agency and the Department to:

- Identify potential roles and policies for the State in developing California's aviation system, including remote area access and State-wide emergency response support.
- Support appropriate legislative proposals that would:
  - dedicate the Aeronautics Account revenues derived from the existing general aviation jet fuel and general aviation excise tax and the potential set-aside of a portion future general aviation jet fuel sales tax for aviation purposes.
  - increase funding for Caltrans to assist smaller airports in securing State and federal aviation grants, to ensure that California receives the maximum amount of federal funding and uses State funds effectively for planning and matching fund purposes.
  - update the California Public Utilities code sections 21670 through 21679 to further solidify and strengthen airport land use law to preclude and prevent incompatible land use around airports.
  - amend current statute to allow local agencies to request Commission approval for an agency to use its own funds, to advance funding for the required match of a Federal Airport Improvement Program grant with the agreement for later repayment by the State.
  - amend current statute to exempt oversight of Federal Aviation Administration approved flight training and aircraft maintenance training by the California Bureau for Private Postsecondary Education
- Authorize and fund the Caltrans Division of Aeronautics to provide information to pilots and business aviation departments to promote the use of a larger number of California's airports and use more efficiently the existing system capacity. Existing and newly upgraded facilities often are under-utilized and have available capacity for more flights. Now and in the future, Caltrans

could help to manage both highway congestion and runway congestion by marketing alternatives to congested airports that are within a convenient distance of major business destinations.

- Continue working on "Focus Points" identified by TACA as important to its on-going efforts to support California aviation and properly advise the Commission:
  - Communicate through and to the Commission and others the importance of Division of Aeronautics and Aeronautics CIP funding,
  - Support goals and the mission of Commission and Caltrans Aeronautics Division through such activities as the review and input on:
    - the California Aviation System Plan System Requirements Element,
    - NextGen activities and implementation, and
    - ALUC information and education materials.
- Solicit and receive input from stakeholders regarding needs that the State should address at its level (e.g. ALUC handbook, participation in State stakeholders summits, and direct communications with aeronautics groups.)
- Identify and track aviation and airport dynamics on a proactive basis, as well as identifying Statewide interests and responsibilities. This could include making recommendations for updates to the CASP System Requirements Element, recommendations based on consideration of the increasing importance of reliever/regional airports in light of hub-airport capacity constraints, population location, and opportunities provided by military base reuse, and recommendations based on consideration of the air travel infrastructure needs associated with evolving trends.
- Track, and recommend State involvement where appropriate, in evolving areas with potential airport impacts, such as aviation safety and security.
- Support Division of Aeronautics activity to promote use of alternate airports for general aviation, air cargo, air taxi, and other uses, as well as near-term NextGen applications for enhanced system safety, capacity and efficiency.
- Ensure that TACA membership well-represents aviation stakeholders within the State.

Chino Airport Smart Growth Demonstration Project

Southern California Association of Governments

Introduction

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Presentation Outline

- About the Smart Growth Demonstration Project
- Elements of the Smart Growth study
- Project schedule
- Overview of Working Papers 1 and 2
- Next Steps

About the Smart Growth Demonstration Project

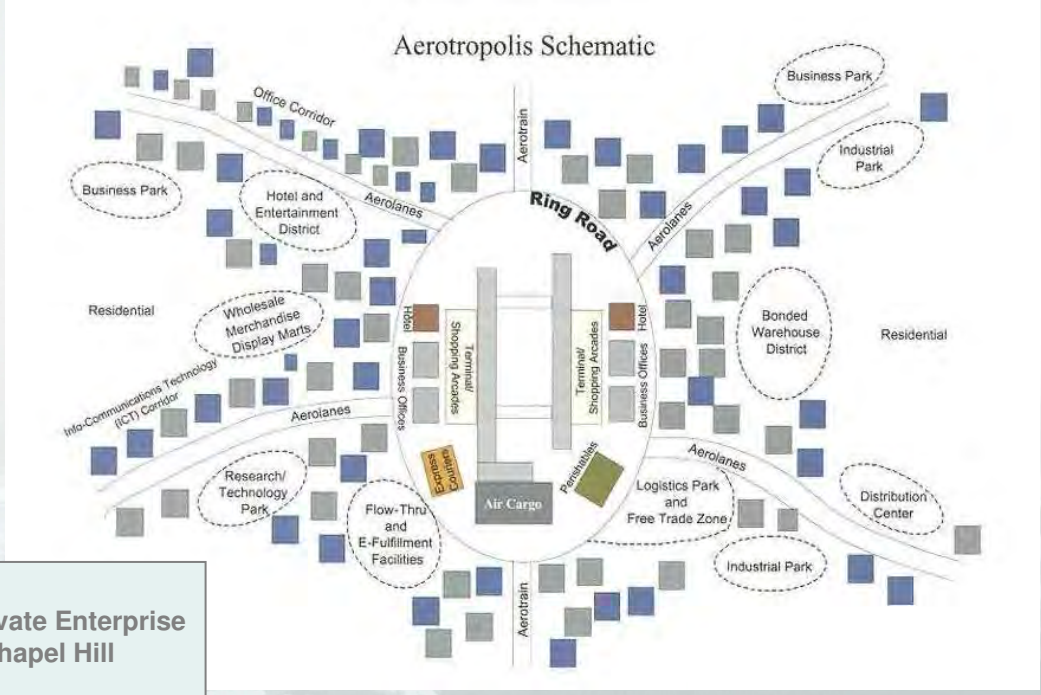
- A SCAG Compass Blueprint Project
- Apply Smart Growth Principles to Airport Environs
  - Ensure airport land use compatibility
  - Promote economic development
- Develop a model Airport Smart Growth framework for use at other airports in SCAG region

Smart Growth and Airports -- Foundations

- Mineta Transportation Institute Report 06-05, December 2009, http://transweb.sjsu.edu/index.htm

Smart Growth and Airports – Aerotropolis

- Geographic/economic concept – major commercial airport as global commerce center
- Aerotropolis planning examples
  - Dulles
  - Detroit Metro



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Elements of the Study

- Four working papers
  1. Chino Airport and Environs
  2. Airport Environmental Best Practices and Smart Growth Principles
  3. Alternative Smart Growth Scenarios
  4. Recommended Smart Growth Scenario
- Draft Smart Growth Plan
- Visualization Tools
- Final Smart Growth Plan

Project Schedule

Task	Month and Year											
	7/1/10	8/1/10	9/1/10	10/1/10	11/1/10	12/1/10	1/1/11	2/1/11	3/1/11	4/1/11	5/1/11	6/1/11
1.0 Define Study Area												
2.0 Data Collection and Analysis				WP1, WP2								
3.0 Alternative Smart Growth Scenarios						WP 3						
4.0 Scenario Evaluation								WP 4				
5.0 Preferred Scenario and Recommendations										Draft Plan		Final Plan
6.0 Coordination and Project Management				PAC, Cities		PAC, Cities		PAC, Cities			PAC, Cities	

WP	Working Paper
PAC	Chino Airport Master Plan Planning Advisory Committee (PAC) meeting
Cities	Coordination with Chino and Ontario city officials

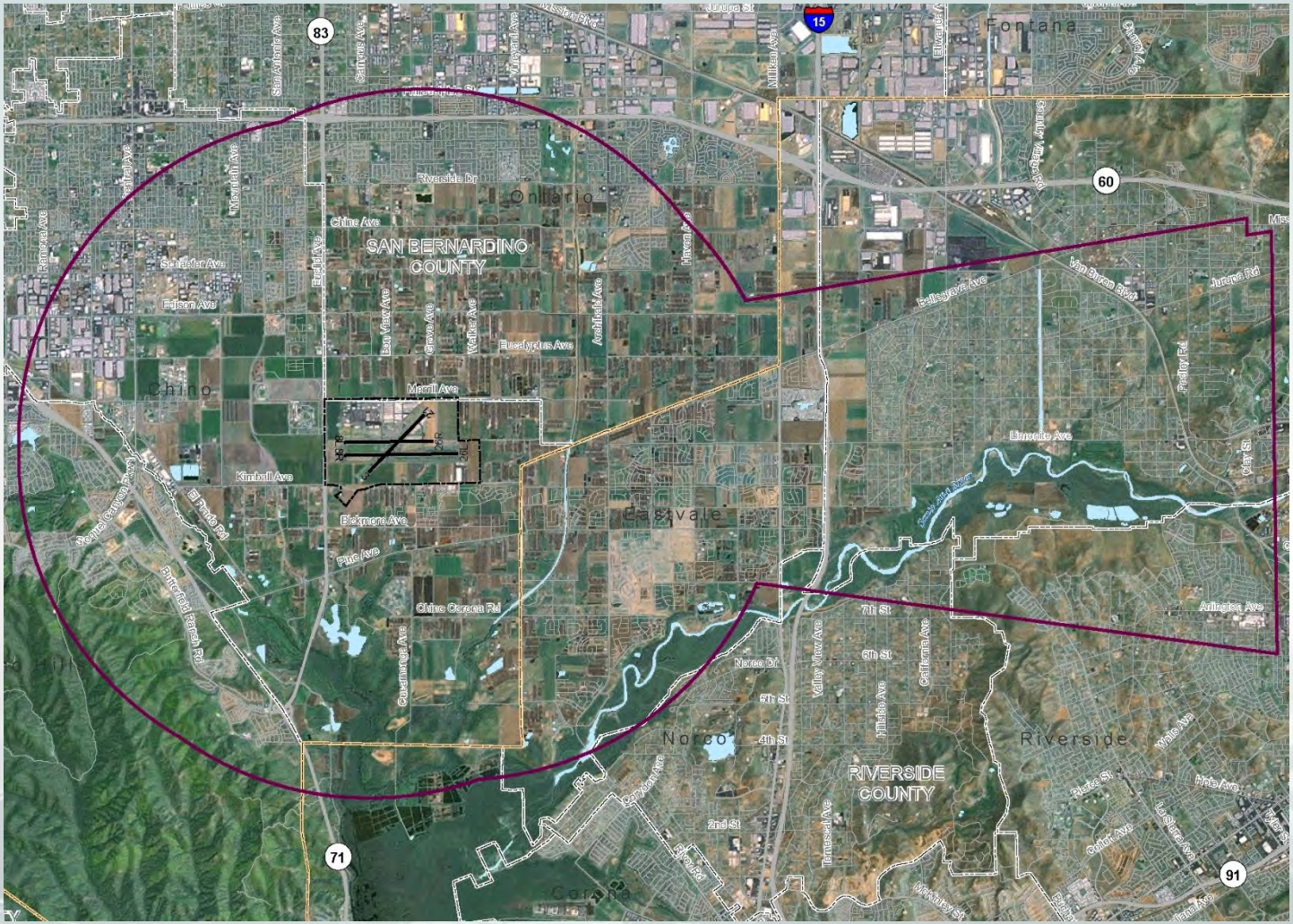
Airport Land Use Compatibility Principles

- Noise Compatibility –
  - Avoid development of housing and noise-sensitive institutions within critical noise contours
  - Disclose potential for noise and overflights in real estate transactions
- Safety –
  - Limit residential density and nonresidential intensity in areas of accident risk
  - Restrict uses serving people with limited mobility
  - Restrict hazardous uses
- Airspace Protection and Flight Safety –
  - Limit heights of structures per FAA airspace criteria
  - Limit potentially hazardous land use attributes (glare, thermal plumes, wildlife attractants, confusing lights)

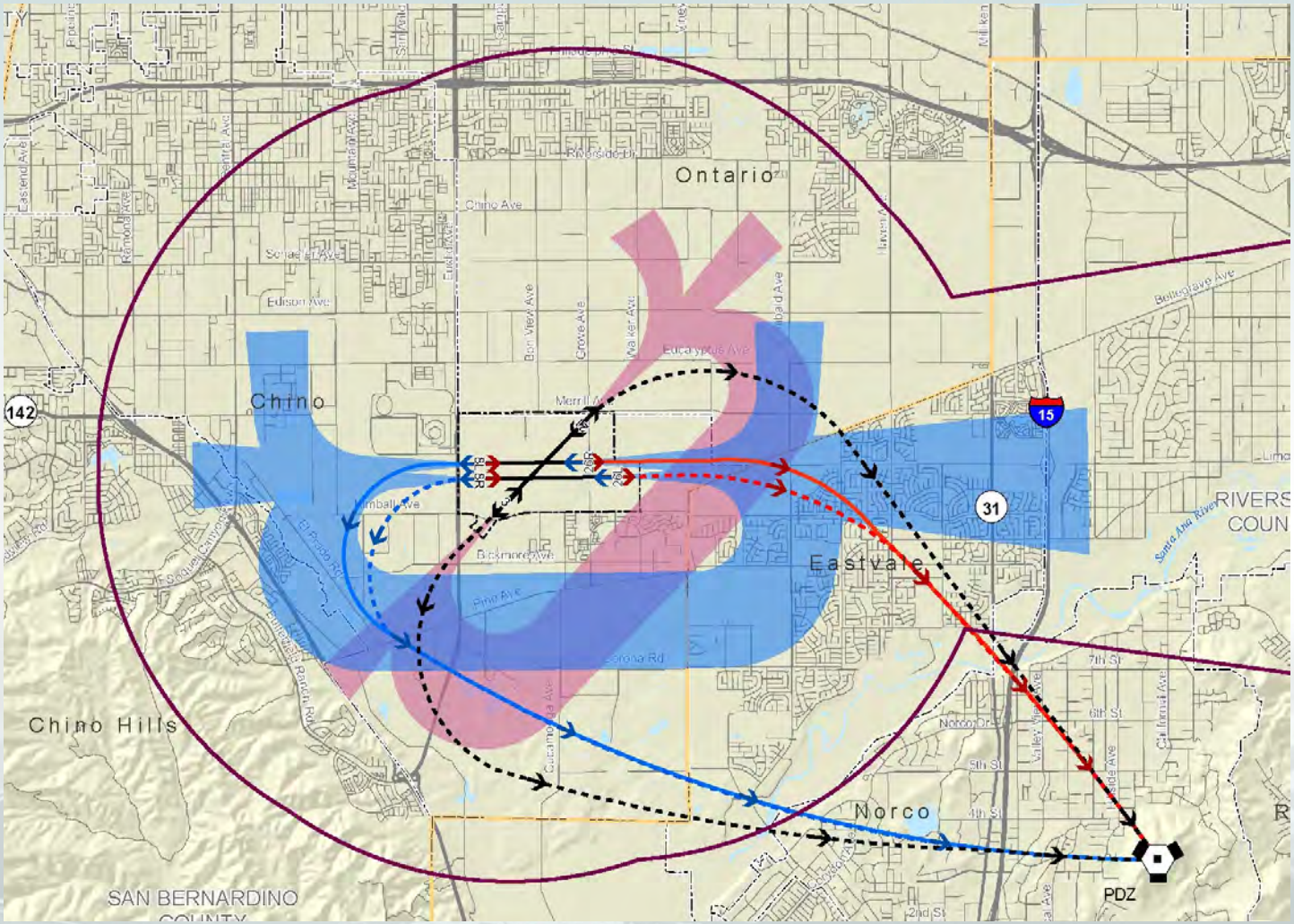
Selected Smart Growth Principles

- Direct development toward existing communities
- Foster distinctive communities with a strong sense of place
- Mix land uses
- Create a range of housing opportunities and choices
- Create walkable neighborhoods.
- Provide a variety of transportation choices
- Encourage stakeholder collaboration in the development process
- Make development decisions predictable, fair, and cost effective

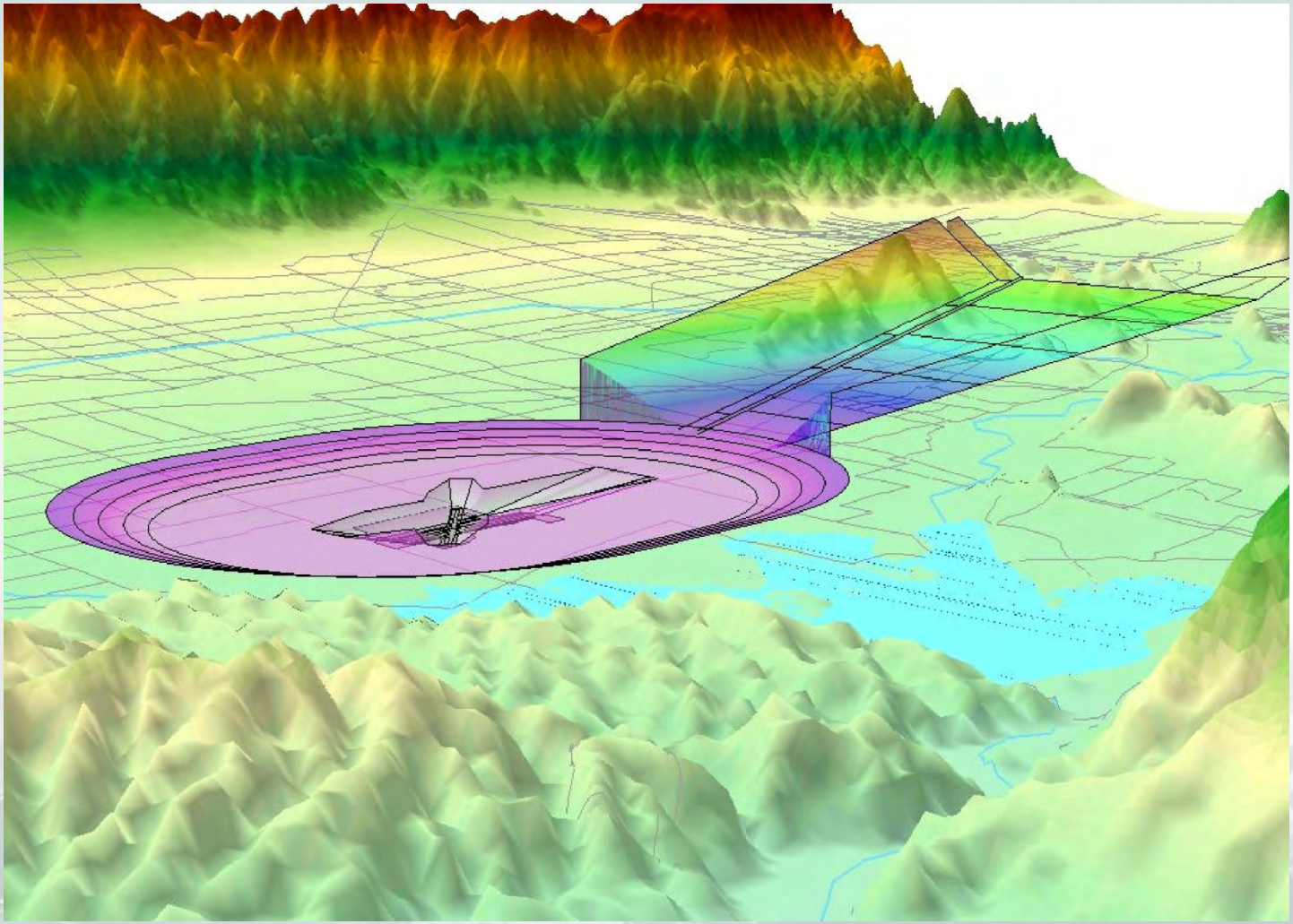
Chino Smart Growth Demo Project -- Study Area



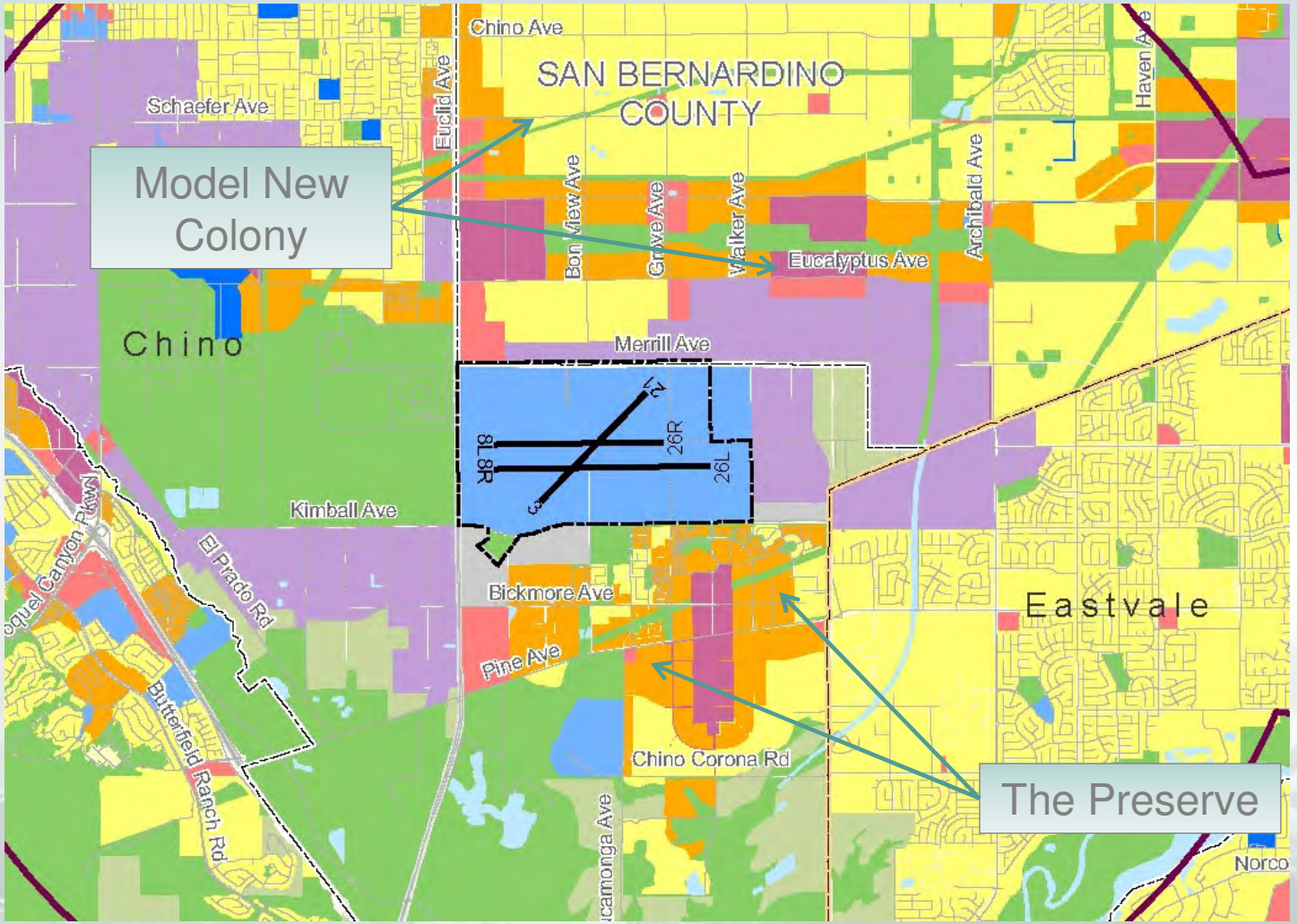
Generalized Flight Patterns



FAR Part 77 Airspace



Future Land Use in Core of Study Area



Planning Principles for Next Phase

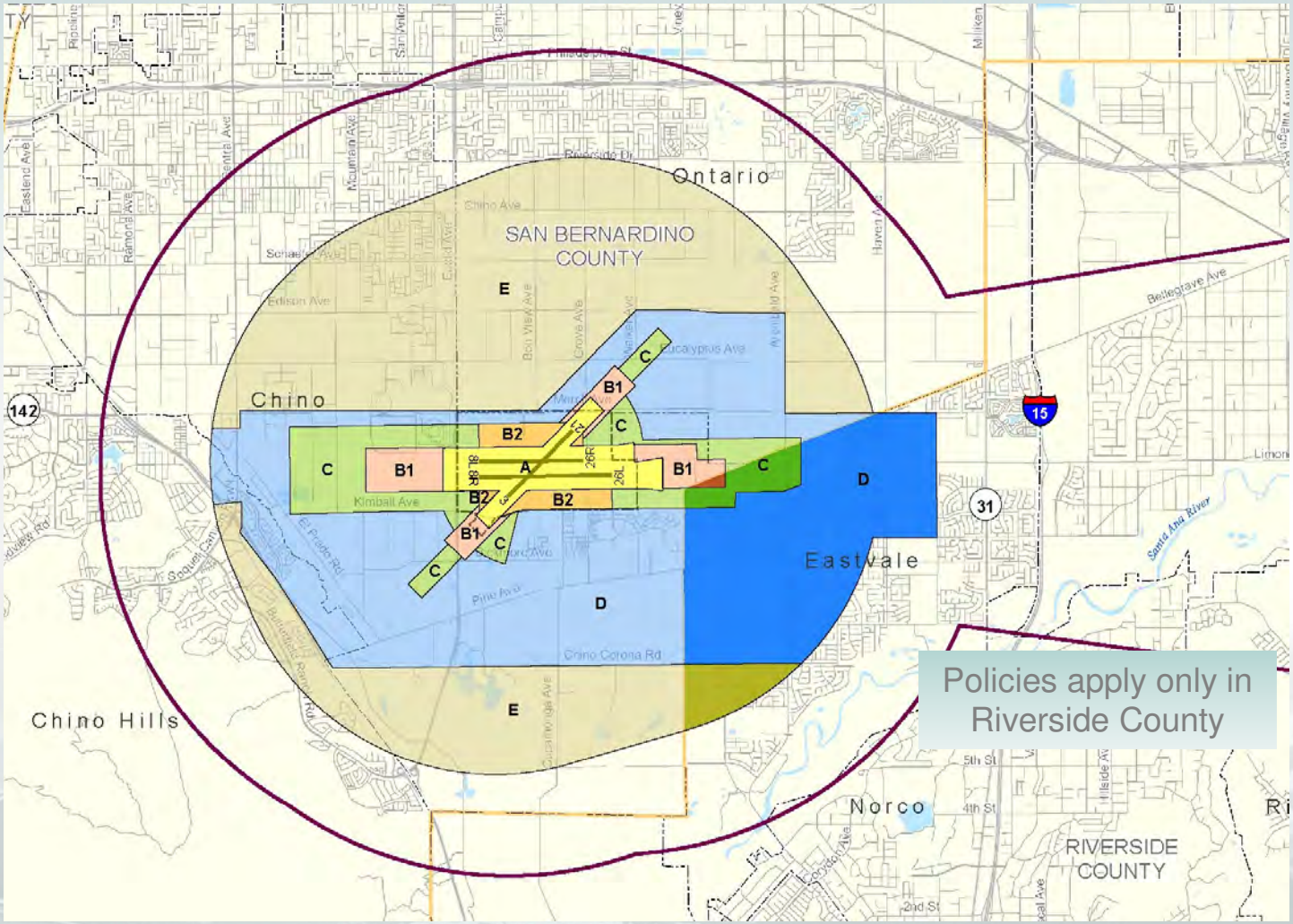
- Land Use Compatibility -- guidance from 2002 Caltrans *Handbook*
- Airport Master Plan -- consistency with emerging Plan
- Infrastructure -- improvements to support employment centers and efficient movement of goods
- Multi-Modal Transportation -- pedestrian and bicycle-friendly transportation, transit facilities, and “complete streets”
- Housing Opportunities -- near employment centers but away from airport impact areas
- Economic Alignment – coordinate development plans of cities and County Department of Airports

Next Steps

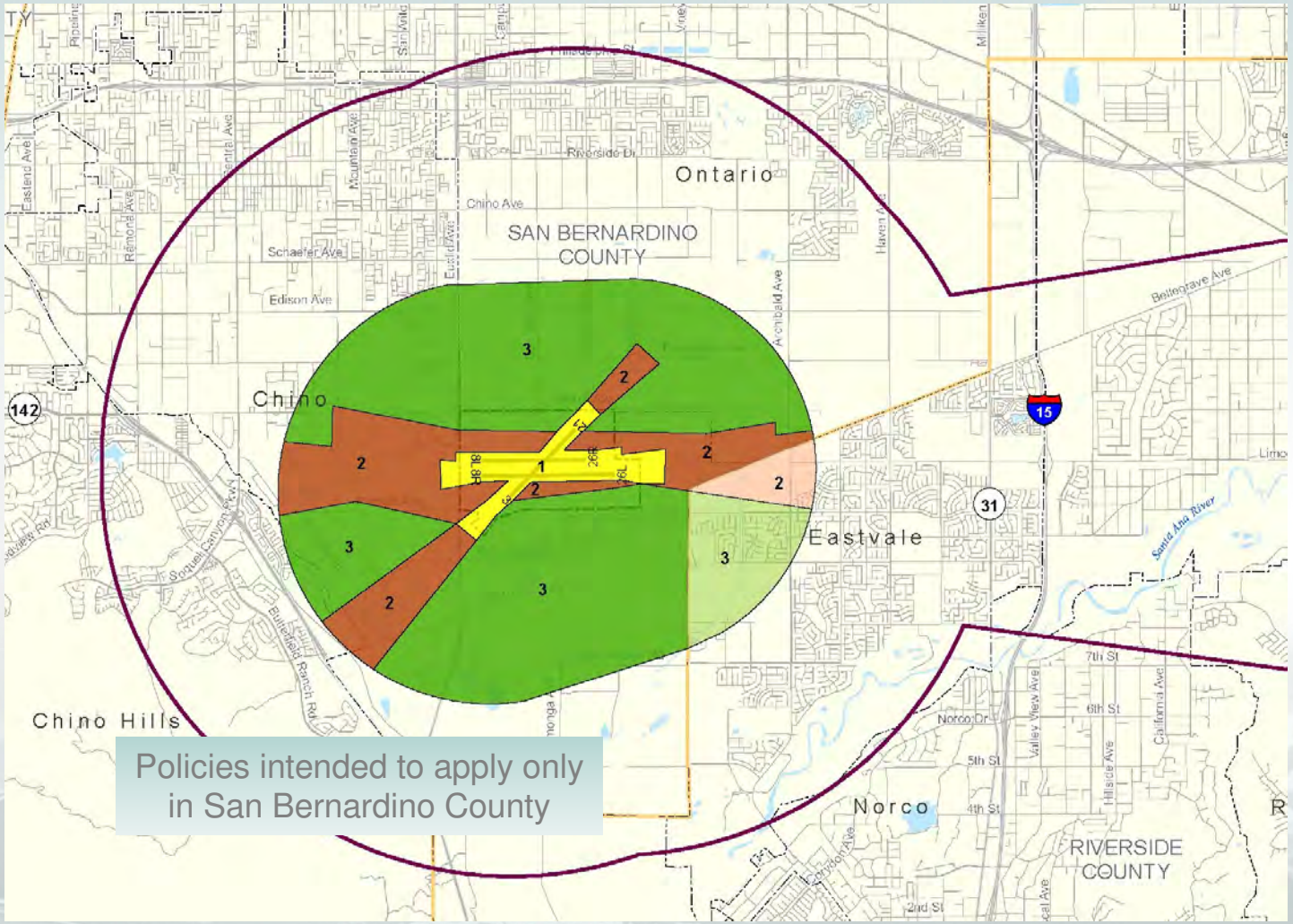
- Working Paper 3 – Alternative Smart Growth Scenarios
  - December 2010
- Working Paper 4 – Evaluation of Alternative Scenarios
  - February 2011

EXTRA SLIDES

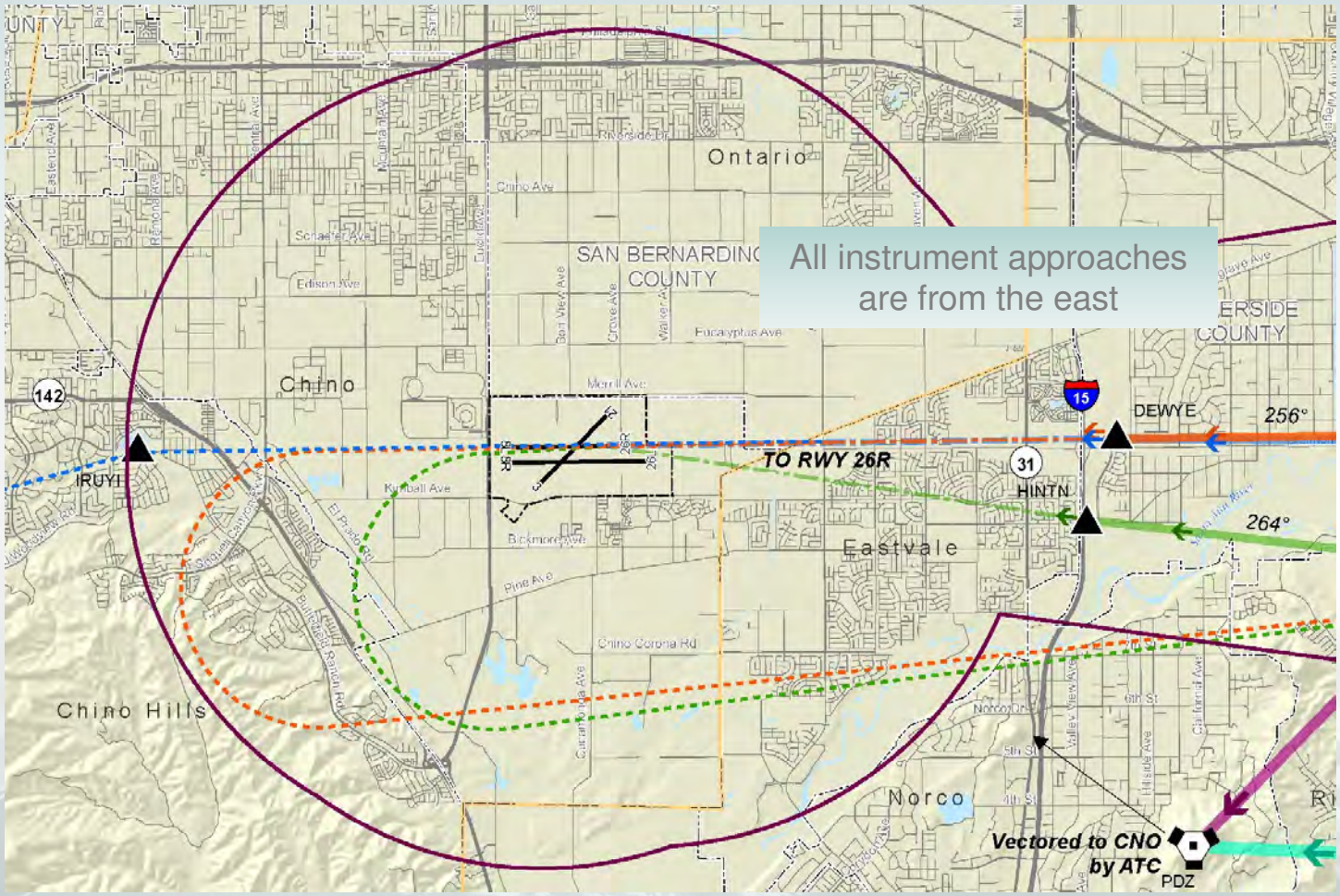
Riverside County ALUCP for Chino Airport



San Bernardino County CLUP for Chino Airport



Instrument Approaches and Missed Approaches



DRAFT

AOPA 6-County Member Survey
(Counties of Los Angeles, Orange, Ventura,
San Bernardino, Riverside, and Imperial)

The Southern California Association of Governments (SCAG) is updating its Regional Aviation System Plan, which will include forecasts of aviation (including general aviation) needs through the year 2035. General aviation pilot characteristics, preferences and trends will be key inputs to this effort. Your completion of this short survey will provide essential information to identifying general aviation needs in the Southern California Region.

1) Are you an active pilot now or in the foreseeable future? Yes ____ No ____Your current age? ____

2) Are you an aircraft owner or shareholder now or in the foreseeable future? Yes ____No ___If yes, what is your aircraft type/year? _____

3) If you are not now an aircraft owner, do you plan to purchase an aircraft in the foreseeable future? Yes_____ No_____

4) Purpose of your general aviation flying (%), on average, is _____% business, _____% pleasure/personal transportation, _____% training, _____% other (list examples_____)

5) In which county do most of your general aviation flights originate? LA __ OC__ Vent__ SB__ Riv__ Imp__ Most used airport? _____

6) Average length of flight (in miles)_____

7) If aircraft owner, in which county is your aircraft based? LA__ OC__ Vent__ SB__ Riv__ Imp__

8) Based airport? _____ Distance from home (in miles)? _____

9) Did you choose this airport based on where you live? Yes __ No ___;or did you choose where you live based on the location of this airport? Yes ___No ___

9) Other than proximity to home, work, or destination, list other factors which enter into your decision to choose this airport (e.g., hours of operation, service, tiedown/hangar rates, pilot community, ease of access/simplicity of airspace, landing system, fuel prices, other please note):

_____
_____

10) Do you expect to be an active pilot in: 5 yrs? Yes__ No__ _In 10 years? Yes __ No__ In 25 years? Yes __ No__

11) If an aircraft owner, do you expect to maintain ownership in: 5 yrs? Yes __ No__ In 10 yrs? Yes __ No __ In 25 yrs? Yes __ No __

12) Are there issues that you believe should be addressed at your base airport and/or most frequently used airport(s), now or in the foreseeable future? Airspace congestion? Yes __ No __ More Runway/taxiway capacity? Yes __ No __ Improved airfield maintenance? Yes __ No __ Need for more/better navigation capabilities at/around airports (e.g. RNP) Yes __ No __ More/better aircraft service availability? Yes __ No __ More/better aircraft storage availability? Yes __ No __ Pricing of aircraft storage and services? Yes __ No __Off-airport land use which may be incompatibly with airport operations? Yes __ No __

13) Do you foresee pricing of airport facilities and aircraft services as a potentially significant factor impacting your continued use of general aviation aircraft? Yes__No___

Are there any other major issues for general aviation in this 6 county area, which you feel should be considered in the Southern California Association of Governments' aviation demand forecast over the next 25 years?

_____
_____
_____
_____