

# CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

October 2012

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## Caltrans helped make it happen!

**O**n Friday, September 21, 2012, the people of Sacramento were able to view the NASA Space Shuttle, “*Endeavour*,” riding piggyback atop a Boeing 747 as it made a low altitude flight over the Capitol around 9:45 a.m. Entering the Sacramento sky from the south, it was escorted by an Air Force jet as it circled around the Capitol, made its way to McClellan Field, and then departed toward San Francisco for a final flyby farewell there also. Continuing on, the Shuttle landed at the Los Angeles International Airport.



For months, Headquarters and District 7 staff coordinated with other agencies to prepare for and permit the shuttle to travel to its new home. This included the permits for removal of a median barrier outside of the LA International Airport, lifting numerous utility lines, and moving the Shuttle cross busy Interstate 405 as the *Endeavour* headed across city streets to its final destination for permanent display at the California Science Center.

## Funding Update

Currently, Caltrans is experiencing a decrease in our historic revenue accounts. For a current airport grant program status, you can view our website located at [http://www.dot.ca.gov/hq/planning/aeronaut/documents/grants\\_and\\_loans/Grants\\_Loans\\_Status.pdf](http://www.dot.ca.gov/hq/planning/aeronaut/documents/grants_and_loans/Grants_Loans_Status.pdf)

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*Endeavour* is one of the retired orbiters of the Space Shuttle program of NASA, the space agency of the United States. Congress authorized its construction to replace *Challenger*, which was lost in a launch accident in 1986. Rockwell International Space Transportation Systems Division delivered *Endeavour* in 1991. Construction cost \$2.2 billion. The orbiter is named after the British HMS *Endeavour*, the ship which took Captain James Cook on his first voyage of discovery from 1768– 1771.

Orbiting the Earth 4,671 times, the space shuttle spent over 298 days in space during its 25 missions, totaling 122,883,151 miles. Her maiden flight was in 1992, when astronauts space-walked to repair satellite communications. *Endeavour* also flew to repair and regularly service the Hubble Telescope, as well as ferry many cargo missions supplying the International Space Station.



## FUNDING AN AIRPORT LAND USE COMPATIBILITY PLAN

By Kevin Ryan

**A**irport land use compatibility is a priority issue for the Division of Aeronautics. One of our more important goals is to protect the State airport's system and the communities that surround airports from incompatible land use decisions, while preserving prior airport investments. Airport Land Use Compatibility Plans (ALUCP), formerly known as Comprehensive Land Use Plans (CLUP), are the most effective method to that end.

ALUCPs are eligible projects under the California Aid to Airports Program. Using an Acquisition and Development (A&D) Grant, which provides 90 percent State funds, amounts to as little as a 10 percent local match for non-revenue generating safety projects, such as ALUCPs. However, in order to be eligible for State funding, an ALUCP project request must first be entered into the State Capital Improvement Plan (CIP). A&D projects from the CIP are selected on a California Transportation Commission (CTC) approved priority matrix, based first on safety. ALUCPs must be 30 percent of the overall A&D program and are considered a priority Rank One project.

From the CIP, the Aeronautics Program (Program) is developed and approved by the CTC. The CIP is developed every odd year, and the Program is developed every even year. The next CIP will be compiled by the summer of 2013; consequently, the new three-year Program (Fiscal Years [FY] 2014, 2015, and 2016) should be approved by the CTC as early as spring 2014.

Due to a State budget shortfall, the FY 2012 Program delivery is on hold. However, some projects may go forward as funding becomes available, since the Aeronautics Account is continuously funded. It is highly recommended that sponsors have their Airport Improvement Plans (AIP) or State A&D projects in our 2013-23 CIP in order to receive future State grants. The 2013 CIP process will begin accepting projects this fall (2012), and all Airport Land Use Commissions and airport sponsors will be notified by mail.

For more information on the process to request a State grant, California Aid to Airports Program eligibility, and CIP project data entry procedures, please review the information available on our web site under Grants and Loans at: <http://www.dot.ca.gov/hq/planning/aeronaut/#>



## AVIATION PLANNING WORKSHOP—A FIRST!

By Derek Kantar

Caltrans' Division of Aeronautics held its inaugural Aviation Planning Workshop September 12-14, 2012, in the Commuter Terminal at the San Diego International Airport. The two and a half day Workshop provided an overview of aviation planning from the Aeronautics' perspective. It was explained that the State Aeronautics Act, published in the California Public Utilities Code, section 21001 et seq., guides the manner in which aviation planning is performed by the Aeronautics Division, in comparison to other methods used around the country.



While the Workshop's primary audience was approximately 40 Caltrans transportation planners, day two included Airport Land Use Commissions represented by 18 commissioners or staff.

The Workshop entertained a variety of topics ranging from a primer on the anatomy of airports to looking at airports in 3-D by exploring Federal Aviation Regulation Part 77 imaginary surfaces. With this foundation, the Workshop progressed to various modules that emphasized integrating airports into communities and the tools transportation planners use in support of this objective. The program concluded with a tour of the airport environs emphasizing how the airport/community interface can influence positively with good planning and public participation.

Future Workshops are planned and will be announced as scheduling details are determined with the intention of rotating them between northern and southern California on an annual basis.

## THE WESTERN REGIONAL PARTNERSHIP

By Jeff Brown



The Western Regional Partnership (WRP) is an organization seeking to address issues, including aviation, in California and other southwestern states. The mission of the WRP is to provide a “proactive and collaborative framework for senior-policy level Federal, State and Tribal leadership to identify common goals and emerging issues in the states of Arizona, California, Nevada, New Mexico and Utah and to develop solutions that support WRP Partners and protect natural resources, while promoting sustainability, homeland security and military readiness.” Members of the WRP include the Department of Defense, the military services, the Departments of the Interior, Energy, Homeland Security, and Transportation, other federal agencies, such as the Bureaus of Land Management, Indian Affairs, and Reclamation, the National Park Services, the National Oceanic and Atmospheric Administration, federally-recognized Tribes, and representatives from the Governor’s offices, and other agencies of the five states.

The WRP held their Fifth Principals’ Meeting in Sacramento on September 13–14, 2012. At this meeting, the WRP Principals adopted the 2013 WRP Strategic Priorities. Other highlights included sessions on the “State Perspective,” endangered species and critical habitat designation, and energy. In the “State” panel, representatives discussed significant issues and best practices for working with federal agencies and Tribal leaders. The habitat-related panel looked at federal land policy and public land use management, the U.S. Fish & Wildlife Service’s Candidate species list, and ways to maintain natural resources in the WRP states.



Panelists in the energy session spoke about current programs and problems. Additionally, WRP Committees provided information on accomplishments and recommended 2013 focus areas, and WRP Principals presented updates about their own agency’s aims relevant to WRP. Next year’s Principals’ Meeting will be held in Phoenix, Arizona.

Guided by a Steering Committee, much of the WRP effort takes place in the four established WRP committees. These committees are Energy, Natural Resources, Tribal Relations, and Military Readiness, Homeland Security, Disaster Preparedness and Aviation (MRHSDP&A). There is also a GIS Support Group that works to assist the other communities. The MRHSDP&A Committee has a “special focus on interoperability, inter-agency support, and addressing sustainment/encroachment issues.” Aviation-specific concerns have included the adverse impacts of wind turbines on military and Air Traffic Control radars, and potential negative safety issues surrounding Meteorological Evaluation Towers, and military, agricultural, law enforcement, emergency services, and other flight operations.



### WEB ACCESS IMPROVED!

By Kevin Ryan

If you have not visited the Division of Aeronautics (Division) website lately, now would be a great time. We have updated the Land Use Compatibility content to better serve city, county, and regional planning communities, particularly for those who wish to learn more about responsible development of land around particular airports.

In the interest of preserving prior investments to the regional system of public use airports, we invite you to visit the Division’s *Aviation Planning* web pages. They are located in the feature box titled “Offices” on the Division’s home page. Simply select the link to the area of interest from one of the Aviation Planning Office links, including *Aviation System Planning* or *Airport Compatible Land Use*.

**Division of Aeronautics Home Page:** <http://www.dot.ca.gov/hq/planning/aeronaut/index.html>

#### Airport Compatible Land Use in California

To learn more about land use planning near airports, select from one of the links below:

- The Importance of Aviation
- Protecting Our Airports and Our Communities
- Responsible Land Use Planning
- Ground and Airspace Safety
- Airport Noise
- School & State Building Site Evaluation
- Airport Land Use Planning Reference Documents
  - ✓ Airport Master Plan & Airport Layout Plan
  - ✓ Airport Land Use Compatibility Plan
- Government Roles and Responsibilities
- How to fund an Airport Land Use Compatibility Plan



#### Other Helpful Links:

- Airport Land Use Compatibility Planning Staff [Area of Responsibility Map](#)
- [California Airport Land Use Planning Handbook](#)
- [California's General Aviation Airports: Links to Vitality](#) (video)
- [Airport Land Use Commission Contact List](#)

*Your aviation resources are only a click away!*  
[Aviation Planning Resources](#)

Last Updated: August 27, 2012

#### Office of Aviation Planning Responsibilities

The Office of Aviation Planning is responsible for developing and updating the *California Aviation System Plan*, an assessment of the current and future aviation needs and an implementation plan, including but not limited to the various elements (Policy Element, Capital Improvement Plan, General Aviation System Needs Assessment, and Inventory Element). We develop and publish the *California Airport Land Use Planning Handbook*, review and comment on Airport Land Use Compatibility Plans (ALUCPs) and city and county land use decision override letters regarding the respective Airport Land Use Compatibility Plan. The Office of Aviation System Planning works with federal, state, and local agencies; airport owners, managers, and consultants; and members of the public to advocate for aviation and to assist with the identification of and resolution of land use compatibility issues.

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For more information or to speak with a planner, please click on the appropriate link below:

- Functions
- [Staff Assignments](#)
- [Airport Land Use Compatibility](#) (Area of Responsibility Map)
- [Aviation System Planning Information](#) (Area of Responsibility Map)

California Aviation System Plan:  
[Policy Element, General Aviation System Needs Assessment \(2012 Update\)](#)

*Your aviation resources are only a click away!*  
[Aviation Resources](#)

*Bookmark the Caltrans Division of Aeronautics Home Page*  
 (<http://www.dot.ca.gov/hq/planning/aeronaut/index.html>)



Last Updated: August 16, 2012

## RAVENDALE AIRPORT MAKEOVER

By Danny Uppal

Ravendale Airport is a public use general aviation airport located in northern California's Lassen County at an altitude of 5299 feet above sea level. The airport is operated year round and is also used for fire suppression and emergency medical response.



Ravendale Airport  
Susanville, California

Single Runway 17/35 is 2,920 feet long and 30 feet wide. Its width does not meet the minimum Federal Aviation Administration's (FAA) standard of 60 feet wide. A pavement inspection was conducted in 2002, and the pavement condition index (PCI) value was rated 28, indicating a poor surface. Caltrans' Division of Aeronautics conducted a visual inspection in July 2010, which showed the runway pavement markings were faded, and the pavement had numerous alligator cracks and loose gravel.

The purpose of the project was to crack seal and remark the runway for safe take off and landing. Construction was delayed until summer 2012. The existing runway was repaired where the pavement had alligator cracks, the pavement cracks were repaired, and markings were refreshed. The project took ten working days at a cost of \$44,000.



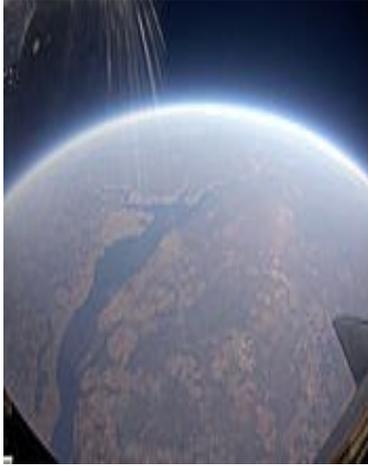
While this project was only a temporary fix, within the next few years, future projects will include runway widening to the 60 foot FAA minimum standard, the taxiway will be rehabilitated, and the runway and tiedown area will be overlaid with a two-inch asphalt concrete surface.



Runway after Construction

## SUBORBITAL REUSABLE VEHICLES — SPACE TRAVEL IN YOUR FUTURE?

By Jeff Brown



In August, the Federal Aviation Administration (FAA), in an effort jointly funded with Space Florida, published a study that forecasted market demand for Suborbital Reusable Vehicles (SRVs) over the next ten years. SRVs are commercially developed space transportation vehicles that are designed to go into space without achieving orbit and return. California’s Mojave “Spaceport” in Kern County is home to SpaceShipOne, a suborbital air-launched spaceplane that completed the first manned private space flight in 2004. That same year, the aircraft won the U.S. \$10 million Ansari X Prize and was subsequently retired from active service. The FAA licenses, regulates, and inspects SRVs, which may carry people or cargo.

The goal of the study was “to provide information for government and industry decision makers on the emerging SRV market by analyzing dynamics, trends, and areas of uncertainty in eight distinct markets SRVs could address.” The study found potential SRV markets in: Commercial Human Spaceflight, Basic and Applied Research (including biological and physical research and space science), Education (K-12 school and university experiences), Aerospace Technology Test and Demonstration, Media and Public Relations (including use by film and television studios), and Satellite Deployment. The study also noted longer term potential markets in Remote Sensing (commercial earth imagery) and Point to Point Transportation (high speed passenger or cargo delivery).

The greatest demand at this point, with over 80 percent of the ten-year forecast SRV demand is for the transportation of people, i.e., space tourism, where travelers could see the curvature of the earth, blackness of space, and thin blue layer of the atmosphere,” and experience weightlessness for an estimated one to five-minute period (note that prices for a seat are currently estimated between \$95,000 and \$200,000 per flight). The “Basic and Applied Research” market was seen as the next greatest demand at approximately ten percent of overall SRV demand, with the “Education” market viewed as the fastest growing over the course of the ten-year period.

The study’s “baseline scenario” forecast SRV revenue at almost \$600 million during the ten-year period, although the forecast varied from \$300 million in a “constrained” market scenario to over \$1.6 billion in the “growth scenario.”

Interested in finding out more information about Suborbital Reusable Vehicle markets and demand? The study is available on the FAA website at [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/media/Suborbital\\_Reusable\\_Vehicles\\_Report\\_Full.pdf](http://www.faa.gov/about/office_org/headquarters_offices/ast/media/Suborbital_Reusable_Vehicles_Report_Full.pdf).



## 2012 MILITARY AIRPORT PROGRAM PARTICIPANTS

By Kevin Ryan

**F**ederal Aviation Administration (FAA) announcements of the 2012 Military Airport Program (MAP) selections have been made, and three California airports have been chosen to participate. This program provides for military airfield conversion from a strictly military use to a publicly operated civilian use facility or a military/public joint use facility. The 2012 Reauthorization Act increased the number of general aviation airports that could participate in the MAP from one to three airports. Joining Sacramento's Mather Airport in this program are March Inland Port/March Air Force Reserve Base in Riverside County and Castle Airport in Merced County.

Operating as a military/civil joint-use facility, March Inland Port Airport has been redesignated for two years, which justifies funding for the construction of a general aviation terminal, apron, taxiway, and rehabilitation of the fuel farm.

To better serve the western Riverside county's civilian aviation community, March Inland Port Airport, which is jointly used by March Inland Port Airport Authority and the March Air Force Reserve Base, will open 330 acres of runway accessible property to the public without the military access restrictions that existed between 1997 and 2008. March Joint Powers Authority owns the property with much of the facility's needs already in place, including a Fixed Base Operator that, according to the Airport Authority, might provide professional aviation services to both general aviation and commercial aircraft operations. March Inland Port Airport boasts a 13,330 foot runway, an air traffic control tower, a 150,000 square foot apron, and coming soon, a newly planned 5,000 square foot general aviation terminal.

Recently converted from a military airfield to civilian-use, the County of Merced now owns and operates the general aviation Castle Airport. It has been designated for a five-year period, which authorizes MAP expenditures to fund many needed airport infrastructure improvements including apron lighting, removal of Air Force type pavement markings and repainting, rehabilitation of approach lighting, preliminary engineering for airfield lighting projects, electrical equipment rehabilitation, a terminal parking lot, and perimeter fencing and gates.

Thanks to the FAA Military Airport Program, Sacramento Mather, Castle Airport, and the March Inland Port Airport will continue to improve and expand the State's airport system, while providing for the general aviation needs of their communities.

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### UPCOMING EVENTS

Aircraft Owners and Pilots Association (AOPA)  
October 10-12, 2012  
Palm Springs, CA

SWAAAE  
53rd Annual Airport Management Short Course  
January 26-30, 2013  
Monterey, CA

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Do you have something noteworthy to suggest for future issues of the CalAERO Newsletter?  
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