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CalAERO

DIVISION OF AERONAUTICS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fall 2014

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AVIATION SAFETY OFFICER CLASSIFICATION CHANGE

In a change that might otherwise go without notice to many of you, we want to inform you that the official State Civil Service Classification of our "airport inspectors" is now Aviation Safety Officer (actually Aviation Safety Officer I and Aviation Safety Officer II). Although the informal title of Aviation Safety Officer has been used for some time, the State Classification was formerly known as "Aviation Consultant."

You'll continue to work with the same staff on permit and other aviation issues and see the same faces visiting for State permit compliance inspections, Federal Aviation Administration 5010 updates, and the like. However, the new classification change also incorporated some updates to the minimum experience requirements that should help in recruitment, when needed, along with some minor modifications to the series definition, so it was a pretty big deal here.

If nothing else, the change should put an end to the "Well if you're a consultant, what's the name of the company you really work for?" questions we would occasionally get.

We've had an Aviation Safety Officer vacancy since the spring that we're now in a position to fill. This is in our "Area II" (see our ASO_Areas_Map for the counties in this region), and Patrick Miles has capably covered this region on a temporary basis. We hope to have the new staff member on board in the month of October and will let airport managers in Area II know once the new Aviation Safety Officer is here.

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AERONAUTICS LEGISLATION UPDATES

***By* Carol Glatfelter**

Once again, the legislative year draws to an end, and all bills passed into law will take effect on January 1, 2015. The Division of Aeronautics tracks bills that may have an impact on aviation. The proposed California Assembly and Senate bills with regard to aviation, for fiscal year 2013–2014 (and results) were as follows:

AB 867 - Assembly Member Yamada *(Meteorological Towers: Markings)*
This bill was proposed as an additional safety measure for pilots by requesting lighting for the Meteorological Towers and a database created and maintained by Caltrans staff.
Status: Died as of January 31, 2014, due to inactivity

AB 1327 - Assembly Member Gorell *(Privacy Rights: Unmanned Aerial Vehicles)*
This bill establishes standards and usage for the use of Unmanned Aircraft Systems (UAS). It also describes privacy concerns and emergency exceptions and ensures the UAS will not be armed with weaponry.
Status: Vetoed by the Governor on September 28, 2014

AB 1787 - Assembly Member Lowenthal *(Commercial Operations: Lactation Accommodation)*
This bill would require commercial service airports with one million enplanements a year or more to provide a lactation accommodation at each airport terminal for members of the public to express breast milk in private. Amended to remove from inclusion in the California Public Utilities Code and placed in the Government Code.
Status: Signed by the Governor on September 26, 2014

SB 15 - *Senator Padilla, Coauthor: Senator Jackson – (Aviation: Unmanned Aircraft Systems)*
This bill stipulates that a "constructive invasion of privacy" would occur through use of a device affixed to an Unmanned Aircraft System (UAS) and amends criminal prohibitions relating to eavesdropping and privacy to include the use of devices within a UAS.
Status: Failed passage in Committee on Public Safety on August 13, 2013; (died)

SB 616 - *Senator Roth – (California Aid to Airports Program)*
This bill would require Caltrans' Division of Aeronautics (Division) to certify that, at the time a grant is issued, the Division has all statements, resolutions, and other documentation required for fulfillment of grant terms and conditions. This bill would allow the recipient of the grant to begin the project for which the grant was awarded upon receipt of this certification.
Status: Returned by the Governor at the request of the Senate on August 29, 2014.

Any questions regarding these bills can be directed to the Caltrans' Division of Legislative Affairs at: http://onramp.dot.ca.gov/hq/paffairs/LegislativeHomeMain.html

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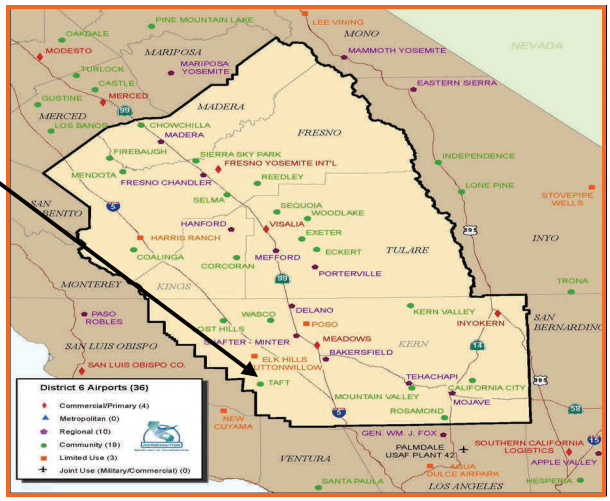
TAFT-KERN COUNTY AIRPORT

***By* Patrick Kyo**

Taft-Kern County Airport is a public-use General Aviation airport owned and operated by Kern County. Located in the foothills one mile east of the town of Taft at the southern end of the San Joaquin Valley, it is situated in a major petroleum and natural gas production region. The airport has one asphalt-paved single runway (7/25), with landings restricted to Runway 25 and takeoffs only on Runway 7. It measures 3,283 feet long and 60 feet wide. There are 17 based aircraft at this location.

Taft-Kern County Airport
Taft, California



The latest pavement inspection for Taft-Kern County Airport was conducted in 2012, and the Pavement Condition Index value was rated 49, indicating that the pavement was in poor condition.

The purpose of the project was to crack seal, slurry seal, and remark the runway to bring the pavement into fair condition for safe takeoffs and landings.

Completed Slurry Seal and Restriped Marking

Construction started in May 2014. All cracks in the existing runway were sealed before applying the slurry seal coat and restriping the markings. To ensure a more reliable runway light system, this project also included replacing the old Constant Current Regulator with a new one. The project was completed on August 6, 2014, and the total cost is estimated to be $116,000 with a State matching grant of $104,000.

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PAVEMENT CONDITION INDEX VALUES

***By* Danny Uppal**

The Pavement Condition Index (PCI) is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement. It is widely used in transportation civil engineering. It is a statistical measure and requires manual survey of the pavement. PCI surveying processes and calculation methods have been standardized by the American Society for Testing and Materials (ASTM) for both road and airport pavements as:

- ASTM D6433 - 12: Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys
- ASTM D5340 - 12: Standard Test Method for Airport Pavement Condition Index Surveys

The PCI was developed by the United States Army Corps of Engineers. The method is based on a visual survey of the number and types of distresses in a pavement. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition (see the Typical Pavement Life Cycle Curve on the next page).

Pavement distress types for asphalt pavements include: low ride quality, alligator cracking, bleeding, block cracking, bumps and sags, corrugations, depressions, edge cracking, joint reflections, lane/shoulder drop-off, longitudinal and transverse cracking, patching and utility cut patching, polished aggregate, potholes, rutting, shoving, slippage cracking, swelling, weathering, and raveling.

Airport pavement behavior and performance is highly variable due to many factors, such as pavement structural design, climate, traffic, materials, sub-grade, and construction quality. These factors contribute to changes in pavement performance that are reflected in the results of an airport pavement condition survey (APMS). Pavement condition data quality supports a wide variety of decisions and has direct and indirect impacts on agency processes. Some of the major uses of the PCI include:

- Characterizing current conditions
- Developing models of predicted pavement deterioration
- Projecting future conditions
- Developing treatment recommendations, timing, and cost
- Preparing and prioritizing annual and multi-year work programs
- Allocating resources between regions and/or assets
- Analyzing the impacts of various budget and treatment scenarios
- Analyzing performance of different pavement designs and/or materials

APMS reports are prepared for Caltrans' Division of Aeronautics as part of a statewide update of the existing APMS. In general, this update consists of obtaining information on maintenance, rehabilitation, and new construction activities at National Plan of Integrated Airport Systems (NPIAS) Airports. The on-site survey is conducted at five-year intervals, performing a visual PCI and updating the existing database with the information obtained for the pavements at the airport sites.

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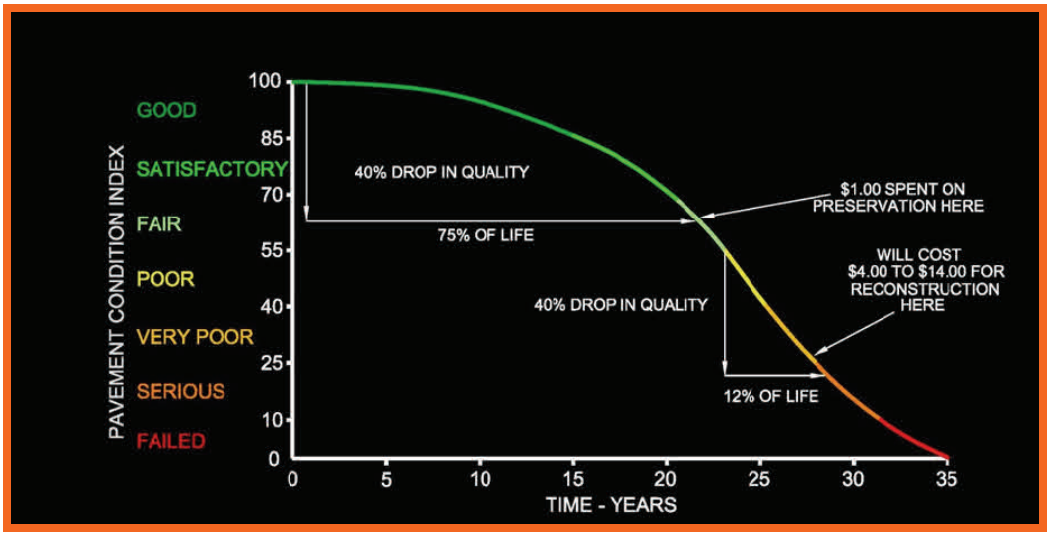
The general purpose of the APMS update is to provide:

1. An individual airport owner/manager with current and projected needs for repairing, maintaining, or preserving site pavement, including cost estimates
2. The State and Federal Aviation Administration (FAA) with a statewide list of current and projected pavement repair and preservation needs for all airports within the APMS

The APMS report presents a branch-by-branch current pavement condition index, recommendations for preserving the airport pavement system, and the estimated costs for current repairs of runway, apron, taxiway, and tie down areas at an airport. Also presented are projected pavement conditions, needs, and costs for the near future years. The five-year and ten-year projected costs assume no actions are taken with regard to current needs, and pavement deterioration continues unabated. In order to make more cost effective decisions about pavement maintenance and rehabilitation, please refer to the FAA Advisory Circular 150/5380-7A, "*Airport Pavement Management Program*."

The goal of any pavement maintenance program is to provide a safe and operable pavement for the least possible cost. An effective maintenance program will provide sufficient information to enable an owner to assess how to obtain the greatest return for funds expended.

A pavement life cycle curve illustrates the useable life of a pavement by comparing pavement condition versus time. In the first several years of a pavement's life, the deterioration in pavement condition over time is relatively low. However, at a certain point in time, the deterioration of the pavement increases, resulting in an accelerated drop in pavement condition.



Typical Pavement Life Cycle Curve

This Pavement Life Cycle Curve demonstrates that $1 spent for preventative maintenance early in the pavement life is equivalent to $4–$14 spent later in the pavement life. The intent of the maintenance program is to keep the condition of the pavement high with the least amount of expenditures. Timely maintenance can renew the pavement condition and prolong the life of the pavement. The benefit of the maintenance program is in determining the optimum time to effectively apply funds. As seen in the example above, it is cheaper to apply limited funds to a pavement when the condition is relatively good rather than apply additional funds to improve the condition from a lower PCI value.

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TRIM TABS

***By* Colette Armao**

The last thing Doreen Stockdale, Napa County Airport's Assistant Airport Manager expected the morning of August 24 was a call from the Airport's traffic control supervisor. She had been awakened at 3 a.m. by the 6.0 magnitude earthquake, but didn't know where it was centered until his call. He reported that the tower sustained enough damage from shattered windows to keep it from opening that day. Her first response was to call the Airport operations worker, who would be on duty that day, and ask him to inspect for damage as soon as he could get there.

Other than the tower, there was only minor damage to some of the Airport's facilities, and the Airport was able to remain fully operational except for air traffic control services, though running on a generator for about 12 hours. Remaining fully operational was a boon, because the ramp was filled with visiting aircraft that had flown in for a weekend of Races at the nearby Sonoma Raceway.

By the time Doreen got to her office, there were 56 missed phone calls waiting for her. One of them was the Pacific Gas and Electric Company asking if they could set up temporary operations in the Airport's parking lot. A few emails and phone calls later, the details were completed, and company vehicles began to arrive. The utility company quickly erected a temporary self contained mini city of tents and other equipment needed to restore power to the area. Later in the week, the U.S. Geological Survey also set up temporary facilities to monitor aftershocks and will be there for several weeks collecting data. Doreen spent the rest of this eventful day coordinating with other businesses and agencies needing assistance from the Airport, fielding numerous questions from the media, and inspecting the Airport's facilities for further damage. By the time she sent her last email Sunday evening, she had put in a 13-hour day.

Things returned to normal quickly for the Airport. The Federal Aviation Administration brought in a small temporary tower that was replaced a few days later by a bigger temporary tower. Controllers will operate out of the temporary facility until the Airport's permanent tower's repairs are completed, which is expected in November.

When asked what advice Doreen could give from this experience, she offered the following thoughts. The Airport meets quarterly with the Sheriff's Office, County Fire Department, California Highway Patrol (whose Golden Gate Wing Division is based at the Airport), and other stakeholders to discuss safety and security issues. She said it was very helpful to have good communications and working relationships already established with these important first responder agencies. And, she wants to do more with the Airport's emergency plan. The current plan is very basic covering only typical on airport aviation emergencies. It doesn't address responses to natural disasters or things that occur off airport that could impact it. She envisions a comprehensive and detailed plan that addresses a wider range of emergencies and is gathering information and thinking about what this might include.

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INFORMATION ON NEW AND UPDATED CALIFORNIA AIRPORTS AND HELIPORTS

WEST HILLS HOSPITAL AND MEDICAL CENTER HELIPORT – A State Heliport Permit was issued on August 13, 2014, for a new special-use Hospital Heliport at the West Hills Hospital and Medical Center in West Hills. The design helicopter for this heliport is a Sikorsky H-60 Blackhawk. The facility was designed for a helicopter rotor diameter of 54 feet, an overall length of 65 feet, and a maximum gross takeoff weight of 22,000 pounds. It is lighted for night operations. For more information on this facility, see the Hospital Heliport Dataplate on the Division of Aeronautics website. http://www.dot.ca.gov/hq/planning/aeronaut/helipads/dataplates/index.htm

RIALTO MUNICIPAL AIRPORT – Rialto Municipal Airport/Art Scholl Memorial Field closed permanently on September 18, 2014. The airport, originally established as Miro-Fontana Airport in 1946, was later purchased by the City of Rialto (City) in 1966 and renamed Rialto Municipal Airport. In 1986 the airport name was changed to Rialto Municipal Airport/Art Scholl Memorial Field in honor of aviation legend, Art Scholl. Congress authorized the city to close the airport in 2005; however, redevelopment plans were delayed until now. The Division of Aeronautics has issued a Temporary Heliport Authorization to the City to allow the San Bernardino County Sheriff's Department (Sheriff's) to continue to operate from the airport until the spring of 2015, when the Sheriff's new facility at San Bernardino International Airport is expected to be completed.

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***By* Colette Armao**

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When asked how she and the Airport Manager worked together to handle the earthquake, Doreen shared that while the Manager was away at the time of the quake, he was in regular phone and email contact with her until he could return to work on Monday. Her knowledge, flexibility, and sense of humor got her through that long chaotic day of initial response activities.

Commenting on her aviation background, Doreen said, "It's always been part of my life." She grew up around it, graduated from Embry Riddle University with a degree in Aviation Business Administration, and after getting her MBA, moved into airport management, where she found her niche.

Boarded Up Tower

FAA Temporary Tower

Having the opportunity to do work she loves, Doreen would like to see more women choosing careers in aviation. "A lot of times, I'm the only woman at aviation meetings, and I'd like to see that change," she said. How to foster that interest is something she hopes to continue someday by returning to the classroom to teach and mentor the next generation of aspiring women aviation professionals at her alma mater saying, "I want to share my passion and love of aviation with them. I want to show them what's possible."

Upcoming Events

SWAAAE Short Course Conference
Monterey, California
January 25–28, 2015

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