

**CALIFORNIA TRANSPORTATION COMMISSION**

**MINUTES OF THE  
TECHNICAL ADVISORY COMMITTEE ON AERONAUTICS  
FOR**

**WEDNESDAY, October 17, 2007**

**LA/ONTARIO INTERNATIONAL AIRPORT  
1940 East Moore Way – TERMINAL 1  
Main Conference Room  
ONTARIO, CALIFORNIA**

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**1. Welcome and Introductions**

John Pfeifer, TACA Chair, convened the meeting at 12:32 PM. TACA members and attendees made self-introductions.

Present were:

TACA members: Dan Burkhart, Harry Krug, Chris Kunze, John Pfeifer, Sandy Waters, Tom Weil and Alex Wilcox.

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

Commission: John Chalker – absent. Joe Tavaglione (TACA Liaison).

Commission and Department staff: Robert Chung. Mary Frederick, Terry Barrie, Chris Ferrell and Kevin Ryan

Others present: Jerry Blum and Cathy Wahlstrom from the City of Ontario, and David Hayzlett of General Dynamics were also present.

**2. Approval of Minutes for February 14, 2007, April 18, 2007 and August 7, 2007.**

On separate motions, TACA approved the minutes of the last three meetings on 7-0 votes. TACA member Kunze moved and Krug seconded the motion to approve the February meeting minutes. Mr. Kunze then made a motion with Krug seconding the motion to approve the April meeting minutes, as well. Then TACA member Weil moved and Kunze seconded the motion to approve the August meeting minutes.

**3. Election of Chair and Vice-Chair**

Chair Pfeifer thanked the group for letting him serve as TACA chair for the last two years. He opened the floor for nominations. Chair Pfeifer then nominated Chris Kunze, Vice-Chair, to serve as TACA chair; Burkhart seconded the motion. No other nominations were made. On a 7-0 vote, Chris Kunze was elected Chair.

Chair Pfeifer then nominated Tom Weil to serve as TACA Vice-Chair, Kunze seconded the motion. No other nominations were made. On a 7-0 vote, Tom Weil was elected Vice-Chair.

**4. Airport Land Use Around LA/Ontario International Airport**

Jerry Blum and Kathy Wahlstrom discussed the plan that the city of Ontario has for developing around the airport. Mr. Blum discussed how part of the plan was to develop a “new downtown” area. He discussed projected development along the I-10 and I-15 corridors. Some of the area further out from the airport would be used for hotels, apartments, homes, shopping centers and an event center. Near the airport, the city planned industrial uses such as business parks and incubators for start-up businesses, as well as light industrial uses. The intent was to create a self-contained area where one could live, work and play.

**5. Overview of LA/Ontario International Airport**

Mr. Kim Ellis of LA/Ontario International Airport did not appear to present the airport companion piece to the landside presentation made by Jerry Blum and Cathy Wahlstrom from the City of Ontario. TACA noted his absence and continued to the next item.

**6. Next Gen Partnership Presentation**

David Hazlett of General Dynamics discussed the need to change the air control system – the Next Generation Air Transportation System. He noted that by 2015 at least 1 billion passengers would be using the airways. The current system will not be able to handle a projected tripling of demand by 2025.

Capacity will be reached in LAX and SFO by 2015. Expansion is limited. General aviation airports need to be brought in to handle some of the projected demand.

Joint Planning & Development Office (JPDO) is comprised of the Departments of Transportation, Defense, and Homeland Security, as well as NASA, FAA and the White House Office of Science and Technology. The JPDO is to provide policy oversight to the working groups and the development for the new concept of operations, the operational improvements roadmap, and the enterprise architecture

The Next Gen would use a combination of situational awareness, satellite systems, internet, real-time weather information to aircraft, drones, increased density of operations, and more airports to handle the increased demand with an integrated real-time air control system.

Mr. Hazlett noted such a system would require nationwide improvements to the airports, to aircraft, train controllers in the new system, and the improved use of airspace. The projected cost will be around \$130 billion.

Mr. Kunze noted that California is unique with its general aviation airports. A number of them are underused. The benefits of using these airports could reduce the cost to California in implementing the NextGen system, reduce air pollutants, and economic costs.

**7. Status Report and Upcoming Actions**

Mr. Chung noted that the information on the upcoming budget showed at least a \$9 billion shortfall and that next year's budget would be a difficult one. This would affect legislation to increase funding for general aviation.

Ms Frederick reported on the status of the local agencies' delivery. \$600 thousand in grant activity has occurred since June.

**8. TACA Meeting Schedule for Next Year**

Mr. Chung presented a schedule that took into account that the Commission would be meeting more frequently, as well as the legislative schedule. He proposed that TACA meet six times next year on January 16, March 26, May 7, June 18, August 6 and October 15. Mr. Chung noted that the meetings would be in Sacramento with maybe one meeting elsewhere. Mr. Krug moved and Mr. Burkhart seconded that TACA accept the proposed schedule, which passed on a 7-0 vote.

**9. TACA Annual Report to the Commission**

Mr. Chung presented to TACA its annual reports on accomplishments and upcoming issues. He noted that changes were made or will be made to the reports as suggested by the members of the TACA subcommittee (Pfeifer, Kunze, Hill and Mispagel), who reviewed the original drafts. Mr. Chung noted the Commission would consider the two reports at its December meeting. TACA accepted by consensus the two reports.

**10. Update on CASP System Requirements Element**

Mr. Kevin Ryan briefed TACA members on the CASP System Requirement Element. The Element covers needed airport capacity and safety enhancements to the infrastructure and the overall effectiveness of the aviation system. Very light jets accessibility and Next Generation infrastructure needs would be added to the Element.

Mr. Ryan noted that the Element will be updated along with the Capital Improvement Plan rather than every five years, thus ensuring a more accurate and current list. In addition, the update would contain a listing of projects by Caltrans District.

**11. Status and Action on Capital Improvement Plan**

Mary Frederick reminded TACA that it had recommended approval in August of the Capital Improvement Plan (CIP). The CIP was sent to the Commission as an information item in September. She expected the Commission to approve the CIP at its November meeting.

The next step will be to begin the biennial Aeronautics Program. The priority matrix, approved by the CTC, would be used to select projects from the CIP.

- Safety projects first.
- Capability improvement that enhances system capacity second.
- Security enhancements third.

## **12. Amendment to the 2006 Aeronautics Program**

Ms. Frederick asked that the 2006 Aeronautics Program be amended to include projects. Additional funding was available due to the change in the match ratio from 5% to 2.5% for the Airport Improvement Program. The rationale for amending the projects into the 2006 Aeronautics Program rather than added them to the 2008 Aeronautics Program was to enable the local jurisdictions to go to construction in a timely manner. On a motion by Krug and a second by Weil, TACA voted to recommend that the Commission accept the amendment to the 2006 Aeronautics Program.

## **13. State Legislation:**

Mr. Pfeifer discussed the status of bills. He noted that SB 10 (San Diego County Regional Airport Authority) was signed. Mr. Burkhart noted that SB 87 passed; the bill dealt with tax on fractional ownership of aircraft in the state and the percentage of the operations in the state versus worldwide operations.

Mr. Pfeifer noted that SB 398 dealing with criminal background checks died. AB 700 dealing with the Santa Monica airport and the monitoring of aircraft emissions died.

Mr. Chung noted that during the last session, no legislator was willing to consider a funding bill for general aviation or to consider the strengthening of land use compatibility around airports. Mr. Pfeifer noted that he would be discussing the land use issue with Senator Kehoe's staff in a few days.

## **14. Other Business/Adjournment**

The meeting adjourned at 2:57 PM. TACA will meet next on January 16, 2008.