Agenda 090322 (YYMMDD)
Humboldt County Airport Advisory Committee
23 Sept 03 at 6:00 P.M.
Airport Managers Office

1 Call to Order- Chairman Jutila (absent) Jack Limmer (Absent)--
1.1 Parking ticket Signatures

2 Roll Call (Sign-up Sheet)
2.1 Members
2.2 County Staff
2.3 Consultants
2.4 Guests

3 Changes to the Agenda: Please fill in any changes.

3.1 Birds Always Lose, But They Keep Coming
3.2 NASA and the FAA are making progress on the Small Aircraft Transportation System (SATS)
3.3 As NASA Seeks Airplane In Every Garage
3.4 Contract Towers Safe, Efficient Says OIG
3.5 Diamond Picks Williams Power
3.6 AOPA DEFENDS GA AGAINST NUCLEAR PLANT FEARS

4 Minutes of the 22 June 03 Meeting; Minutes of 22 July 03; 22 Aug 03

5 Chairman
Airport Manager -----Theresa Askew Letter
Public Works– Allan Campbell
CAO
Board of Supervisors

6 Old Business:

6.1 Security Awareness Signs- AOPA- TSA Plans for GA– Have been ordered, Have they arrived? Placed?
6.2 Dinsmore Airport Fence- Bobby Marks mowed the grass and runway this past month. His phone # is 574-6521
6.3 Kneeland Airport Master Plan- Newspaper artiocle about Kneeland Pennycress
6.4 Samoa Airport Property to be evaluated by City of Eureka for use by Cal Pine Natural gas shipping, storing with access to 36 inch pipe into Red Bluff. Meeting Room 210– Anyone attending–Report?

7 New Business:

7.1 The Master Plan Update Re: HCAAC editorial comments information and changes for ACV.

7.2 Master Plan Public Meetings: Dates of Schedule? Two more dates are scheduled in the contract with Hunt Mead– David Deitz. These need scheduling dates.

7.3 Humboldt County Airports News Letter - Web based? When we get a new Airport Manager?

7.4 Thursday the 28th of August at 10:30.

8 Public Input:

9 Date and Place of Next Meeting? Dr. Jutila will not be here for the Sept Meeting, Vice Chairman Jack Limmer to preside.

10 Adjournment at _____ P.M.

3.1

Birds Always Lose, But They Keep Coming

Last week, two Olympic Airways jets had to return for emergency landings after seagulls were sucked into their engines on departure from Thessaloniki's Macedonia Airport. Both aircraft landed safely. In Japan, a runway at Tokyo International Airport was closed for two and a half hours last Friday after two departing flights reported seagull strikes, and more than 200 gulls gathered on the runway and wouldn't leave. In July, a student and instructor were killed in Texas after their Cessna 172 struck a bird and crashed. In 2002, more than 6,100 bird strikes were reported by U.S. civil aircraft, and according to a recent FAA report, the problem is getting worse. Engines are getting quieter, bird populations are increasing, and air traffic will likely continue to grow, says the FAA -- so the number of bird strikes is expected to rise. Since 1990, 155 people worldwide have died in bird-strike incidents, according to records kept by the Bird Strike Committee USA. AVweb is unaware of a comprehensive plan to address the problem, and Embry Riddle has taken over the FAA's Bird/Wildlife Strike Report and is interested in hearing about it if it happens to you ... provided, of course, you live to tell the tale.

More pilots should be trained to carry weapons in the cockpit, more quickly, was the call from a coalition of pilot groups that held news conferences across the U.S. on Tuesday...

3.2

Future Flight
IFR, Shmeye-Eff-Arr...

Working toward the "airplane in every garage" era, NASA and the FAA are making progress on the Small Aircraft Transportation System (SATS) designed to make it easier for more people to fly from small airport to small airport directly without relying on the airline hub system. At least five North Carolina airports are being fitted with experimental gear (including IMC-busting synthetic vision systems for small aircraft) and every airport in the state is slated to get an Automatic Dependent Surveillance Broadcast (ADS-B) setup. ADS-B uses a combination of satellite signals and ground stations to relay ATC radar images and provide appropriately

equipped aircraft access to a real-time picture of nearby traffic. That helps with traffic avoidance, but the real goal of SATS is to allow small aircraft to use small airports in IMC. Synthetic Vision systems will be tested at the North Carolina airports to demonstrate their viability. Synthetic vision works by coupling GPS information to a terrain database to give the pilot a virtual depiction of the world outside. A system already developed by Chelton shows terrain, obstacles and airport layouts on a panel display that also incorporates instrument, navigation and weather data. The folks at Rocky-Mount Wilson Regional Airport, near Elm City, are delighted to be at the forefront of the next wave of aviation technology. "What it's going to do is give us and advantage of being a very convenient and accessible airport," said airport manager Hans Hess.

3.3

.As NASA Seeks Airplane In Every Garage

The long-predicted (and never achieved) dream of door-to-door personal flight remains realistic to some researchers. Mark Moore heads up NASA's experimental personal aircraft research program and he claims the dawn of the era of "personal aircraft vehicles" is not far away, with an initial demonstrator coming in three to five years. With the help of computerized controls and other technological aids, Moore told the Raleigh News and Observer that people will be able to zip from place to place in safety and comfort after five days of flight training in an aircraft that costs not much more than a luxury car. Moore and his partner Andy Hahn's vision of the future takes form in the Chivetta, a Corvette-powered four-seat aircraft with a propeller on the tail. The duo hopes to have a demonstration model as early as 2007. "Once we demonstrate these things, we hope that industry will jump in," Moore said. And the Chivetta is just the beginning, Moore claims. Vertical takeoff aircraft will be able to launch from every driveway while computers keep them flying and keep them from flying into each other.

3.4

Contract Towers Safe, Efficient Says OIG

Sometimes you need to be careful what you wish for. The National Air Traffic Controllers Association (NATCA), which is in a pitched battle with the FAA over the proposed privatization of VFR control towers, recently asked the Office of the Inspector General (OIG) to compare the performance of 71 FAA-staffed towers, 69 of which are potentially on the auction block, with the 189 VFR towers already in private hands. Inspector General Ken Mead produced what amounted

to a glowing endorsement of the contract towers as cost-efficient, safe operations that cost taxpayers about $173 million a year less to run than if they were in government hands. Contract towers, according to the OIG, have fewer staff and pay them less but they also manage to make fewer mistakes than FAA-staffed facilities. NATCA hasn't yet issued a press release in response to the report but FAA Administrator Marion Blakey didn't waste any time. "The report's findings make it clear that contract towers have a very strong safety record. At the same time, they also cost significantly less than federally staffed towers," Blakey said in a statement. NATCA has enlisted consumer groups and some prominent politicians in its battle to keep the 69 FAA-staffed towers under government (and union) operation. The ability to contract them out is contained in an FAA Reauthorization Bill that goes before Congress in the fall.

3.5

Diamond Picks Williams Power

Diamond has picked Williams International to power its single-engine entry in the burgeoning personal jet market. A lone Williams FJ33-4 will provide the ponies for the D-JET, which is lumped loosely in an ever-increasing field of twin-engine mini-jets dominated by the Eclipse 500, Adam 700, and Cessna Mustang, among others. Adam has also picked the FJ33 for its twinjet while Eclipse and Cessna have gone with Pratt and Whitney Canada's 600 series. The FJ33-4 pumps out 1,400 pounds of thrust flat-rated to 72 degrees F and is based on the larger FJ44, which is already in use. Diamond said the advanced development of the Williams engine fits with Diamond's "aggressive" timetable for the D-JET, which includes a first flight next year. Pratt and Whitney Canada was also a contender for the D-JET. Although it's often referred to in the same context as the other mini-jet offerings, the D-JET is a different sort of aircraft, claims Diamond's North American CEO Peter Maurer. In an earlier interview with AVweb, Maurer explained that the D-JET is more aimed at the private and training market than the other offerings. For one thing, it's certified to 25,000 feet, high enough to get over most weather but low enough to avoid some complicated and expensive certification items. Its cruise speed of around 300 knots is slower than the twins but then it only burns about 276 pounds of fuel an hour at that speed. The D-JET is also expected to be the least expensive mini-jet, with a projected price of $850,000, against Eclipse's $1 million-plus, Adam's $2.3 million and the Mustang at almost $3 million.

3.6

AOPA DEFENDS GA AGAINST NUCLEAR PLANT FEARS

AOPA this week told the Nuclear Regulatory Commission (NRC) that fears raised by two groups opposed to California's Diablo Canyon nuclear power plant are unwarranted. The San Luis Obispo Mothers For Peace and the Union of Concerned Scientists petitioned the NRC for better protection from potential terrorist attacks, including suicide aircraft assaults, at Diablo Canyon. The petition specifically mentioned general aviation. But in a formal response to the petition, AOPA reiterated that the average GA aircraft is incapable of causing significant damage, and that the government and the aviation community have implemented GA security enhancements. "Mothers For Peace and the Union of Concerned Scientists may be sincere in their concerns about safety at nuclear power plants, but dragging general aviation into the argument just doesn't make sense and does nothing to support their claims," said Andy Cebula, an AOPA senior vice president.