

Agenda 110325 (YYMMDD)  
Humboldt County Airport Advisory Committee  
25 Nov 03 at 6:00 P.M.  
Airport Managers Office

- 1 Call Meeting to order by Chairman Jutila at \_\_\_\_\_ P.M.
- 1.1 Parking ticket signatures:
  
- 2 Roll Call: Signature Sheets
- 2.1 Committee Members
- 2.2 County Staff
- 2.3 Consultants
- 2.4 Guests
  
- 3 Changes to the Agenda (Action):
- 3.1 Correspondence:
  
- 4 Minutes of the 28 Oct 03, Humboldt County Airports Advisory Committee Reviewed and Approved
  
- 5 Consent Calender: Reports & Information:
- 5.1 **St. Petersburg, Florida used referendum to approve airport expansion:**
- 5.2 **“ATO” – FAA’s New Business-like Air Traffic Group:**
- 5.3 **AOPA TOUTS GA AS NEW GOVERNOR TAKES HELM**
- 5.4 **1 MILLION YOUNG EAGLES FLY**
- 5.5 **INDUSTRY GROUP PRESENTS SECURITY GUIDELINES TO TSA**
- 5.6 **..Piles Of Paper, Little Safety Improvement...**
- 5.7 **Senate OKs Guns For Cargo Pilots**
- 5.8 **Embraer Stays On Course Puts Finishing Touches On The 170...**
- 5.9 **AOPA, MEMBERS HELP FAA CREATE NEW TFR SITE**
- 5.10 **FAA Reauthorization Comes To Pass ivatization Looms, All Sides Claim Victory...**
- 6 Chairman Jutila
- 6.1 Airport Manager
- 6.2 Director of Public Works: New Airport Manager
- 6.3 CAO
- 6.4 Board of Supervisors
  
- 7 Old Business:
- 7.1 Master Plan Meeting’s Summary: McKinleyville and Eureka Meetings

- 7.1.1 Next step in process
- 7.1.2 Terminal Expansion Considerations/Blast Wall/ 2<sup>nd</sup> Story
- 7.1.3 Blue Line adjustments in Map (clarification)
- 7.2 Letter Recommending a Plaque for Theresa Askew in Airport Office
- 7.3 Montgomery Glider's Hanging in Terminal– Presentation to BOS
- 7.4 CDF work in Kind ? Discussions with Fred Flores.
- 7.5 Dog Pound Facility Update
- 7.6 Publish AIP and PFC projects– Second Part of contract
- 7.7 Master Plan for remaining airports in county
- 7.8 New Committee members to BOS/ replacement of members not in attendance.

8 New Business:

9 Public Input:

10 Next Meeting Date:

11 Adjournment

## 5.1

### **St. Petersburg, Florida used referendum to approve airport expansion:**

GA News

#### **MAYOR, AOPA MAKE PLANS FOR FLORIDA AIRPORT**

The future looks bright for Florida's Albert Whitted Airport. St. Petersburg Mayor Rick Baker took steps the day after the airport referendum vote that clearly showed his commitment to carry through on the voters' mandate of preserving the airport. He hired a professional airport manager to run the airport and withdrew his compromise proposal to close one of the runways and use some of that land for development. Long-range plans include adding a terminal and possibly developing an on-airport restaurant that would give the broader community a reason to come down to the waterfront and make use of the airport. AOPA President Phil Boyer met with Baker on Wednesday and outlined ways the association can act as a partner with the city, particularly in helping secure government funding. "His enthusiasm for improving the airport was obvious. I walked out of there with a real sense that not only the pilot community, but all of St. Petersburg have come out winners," Boyer said. See AOPA Online.

## 5.2

#### **FAA FORMS NEW, BUSINESS-LIKE AIR TRAFFIC GROUP**

The FAA on Tuesday established its new performance-based air traffic organization (ATO) and made clear that its main focus will be on containing costs. "We're passionate about costs," ATO Chief Operating Officer Russell Chew told reporters. The new organization includes among its "business units" air traffic control and flight service station functions. Chew said the new ATO organization will be service oriented and will listen to and involve the system's users or, as Chew termed it, the ATO's customers. "And that's where your association comes in," said AOPA President Phil Boyer. "AOPA will be there every step of the way, making sure the needs and concerns of general aviation are addressed, whether it's in the day-to-day operations or the long-range projects." Chew learned to fly in a GA aircraft before going to work for American Airlines.

## 5.3

#### **AOPA TOUTS GA AS NEW GOVERNOR TAKES HELM**

Even before Gov. Arnold Schwarzenegger was sworn in on Monday and could call the legislature

into special session, AOPA was at work in Sacramento trying to restore state aeronautics funding. Last week, AOPA California Regional Representative John Pfeifer made a special trip to the state capital to talk to legislators about the importance of general aviation and the need to restore the funding. The state's budget deficits hit aeronautics especially hard. State funding is critical for GA airport maintenance and repair. In September, former Gov. Gray Davis slashed \$4.8 million from the aeronautics fund to cover shortfalls in the state's general fund. AOPA is pushing for legislation (Senate Bill 1048) that would help restore aeronautics funding. "Now that Gov. Schwarzenegger has called the legislature back into a special session to discuss the budget, it's important that AOPA is on the ground floor of aviation policy," said Pfeifer. "We want to ensure that lawmakers recognize the importance of GA to California."

## **5.4**

### **1 MILLION YOUNG EAGLES FLY**

The Experimental Aircraft Association (EAA) has planted a million seeds. Earlier this month the organization reached its goal of giving a million young people free demonstration flights by the 100th anniversary of the Wright brothers' first powered flight on December 17. Andrew Grant, a 15-year-old high school sophomore from German Valley, Illinois, was registered as Young Eagle No. 1,000,000. EAA started the program in 1992 as a way to introduce young people to aviation. EAA president Tom Poberezny said the program will continue. EAA plans to formally recognize the milestone by having Grant fly with Chuck Yeager, chairman of the Young Eagles program, at the Countdown to Kitty Hawk ceremonies in Kill Devil Hills, North Carolina, next month. AOPA congratulated EAA on the achievement.

## **5.5**

### **INDUSTRY GROUP PRESENTS SECURITY GUIDELINES TO TSA**

AOPA's Airport Watch program is the backbone of new general aviation security guidelines presented to the Transportation Security Administration (TSA) on Monday. The guidelines are the work of a special committee, made up of representatives from AOPA and virtually every facet of the aviation industry. "General aviation was not used in the September 11 attacks and has never been shown to be a terrorist threat. In fact, the head of the TSA recently told Congress that the threat from GA had been overstated," said Andy Cebula, an AOPA senior vice president. "But because GA continues to receive undue attention from security officials, we felt it was vital that our members be represented on the panel. See AOPA Online

## **5.6**

..Piles Of Paper, Little Safety Improvement...

Lawrence said, "They're going to get stacks and stacks of paper that they're not going to have time to go through, anyway." For the average pilot, the only impact will come if they offer their services and airplane for a charity fundraiser. The rule boosts the required experience from 200 to 500 hours; Lawrence said he can't figure out why. He said it could be argued that a 200-hour new pilot, with recent training and experience, is safer than an older pilot who flies sporadically but has amassed the time over decades. "There doesn't seem to be any justification for [the minimum hours increase]," he said, but fatal accidents from 1983 to 2000 peaked for student and private pilots with 50 to 350 hours, according to the research of Gold Seal Instructor, author, teacher, and pilot Dr. Paul A. Craig in his book, *The Killing Zone*. That aside, EAA is also looking into how the rules might affect its own Ford Trimotor and B-17 flight operations at AirVenture. EAA regularly offers heritage aircraft rides at its Oshkosh headquarters and, during AirVenture, sells seats for short hops. There is also a private helicopter ride business operating throughout the fly-in. Lawrence said the B-17 already operates on a series of exemptions because it doesn't fit the normal civilian requirements but the Trimotor, especially, raises issues. Under the proposed rule, operations that are intended principally to demonstrate the aircraft are exempt. Only flights with the main purpose of providing an air tour are covered. But Lawrence said arguments could be made either way for the Trimotor operations at AirVenture and it comes down to the FAA administrator deciding which is which, instead of the requirements being clearly delineated in the regulations. "It's a definition that's not a definition," he said.

...Rule "Grounds Airplanes"

Most of the proposed regulations will affect businesses actively engaged in "air tour" activity. As Business AVflash reported last week, Part 91 operators will have to upgrade to either Part 121 or Part 135 status to continue offering air tours and it's estimated by the FAA that 700 Part 91 operators will simply stop doing it rather than put up at least \$11,200 it's estimated the new certification will cost them. "Grounding airplanes is not an increase in safety," said Lawrence. He also noted that of the 11 accidents cited by the FAA as justification for the rule change, nine involved Part 135 carriers. "They have not demonstrated the safety need or the improvement that will result from this change," he said. AOPA agreed, saying the certification upgrade is based on a "jumble" of accidents that offers only "weak supporting data." In a letter to the FAA, the association said the agency didn't appear to weigh the interests of industry and pilots in its rule making. "We are concerned that the FAA has failed to consider the true impacts of this proposal," the letter reads. AOPA says the rules will cause "significant hardship" to small air tour operators but the FAA disagrees. The NPRM estimates that the 700 businesses that will stop air tour activities only spend about 10 hours a year doing it so the financial impact will be minimal and made up by other sources of revenue.

### **AOPA CALLS FOR INPUT ON SIGHTSEEING, CHARITY FLIGHT PROPOSAL**

AOPA on Wednesday formally called on the FAA to hold public meetings on a proposed rule change that threatens to cause significant hardship for small sightseeing/air tour operators and pilots who help charities raise money. AOPA said in the letter, "We are concerned that the FAA has failed to consider the true impacts of this proposal." AOPA believes it is imperative that the

FAA see face-to-face and hear directly from the pilots who will be hurt if the rule is adopted. The National Air Tour Safety Standards notice of proposed rule making would raise the minimum number of hours required for pilots conducting charity fund raising flights from 200 to 500, and remove an exemption that allows Part 91 sightseeing flights within 25 nautical miles of an airport. See AOPA Online.

## 5.7

### Senate OKs Guns For Cargo Pilots

On Monday, the U.S. Senate voted to let cargo pilots carry firearms and stun guns in the cockpit. The measure would amend the law already in effect that allows pilots of passenger airlines to participate in the Federal Flight Deck Officer (FFDO) program administered by the Transportation Security Administration. The vote comes on the heels of a report last Friday that terrorists may be planning to use cargo planes -- possibly seized overseas -- against American targets, possibly inside the United States. No specific information about a potential threat was received, the Homeland Security Department said. The bill now must be passed by the House and signed by the president before it can take effect. Bob Lambert, president of the Airline Pilots Security Alliance, welcomed the move. "Although there are still some serious flaws in the administration of the FFDO program, we are pleased that the Senate has seen the wisdom of arming cargo pilots as a last line of defense against acts of air piracy and terrorism," he said in a news release on Tuesday. Lambert also made use of the opportunity to critique the TSA: "We call upon the TSA to stop putting up roadblocks to an effective FFDO program and begin implementing the clearly stated will of Congress."

## 5.8

### Embraer Stays On Course Puts Finishing Touches On The 170...

Embraer finished certification of its 170 model in late October. Luis Carlos Affonso, Embraer's vice president of engineering and development, told reporters that completing the documentation was the most important part of the certification process. Affonso said more meetings with regulators will follow as the world's fourth largest aircraft manufacturer seeks certification for Brazil, the United States and Europe. The 170 model is part of Embraer's new family of regional jets and will seat between 70 and 118 passengers. Will it follow the same corporate shuttle modification route the Canadair Regional Jet, Beech 1900D and Saab 340 have taken? What we do know is that Embraer had hoped to finish certification more than a year ago. "It was a very aggressive timetable," Affonso said. Certification came about 53 months after the project began, 13 months behind schedule. Affonso said the company expected to deliver three to six of the new 170 models this year with deliveries up to 60 of the new aircraft next year

## 5.9

### AOPA, MEMBERS HELP FAA CREATE NEW TFR SITE

Input from AOPA members and staff contributed to a new FAA Web site offering graphical depictions of temporary flight restriction (TFR) airspace. "This Web site exists largely because AOPA spent the last two years pressuring the FAA to give pilots a clear picture of where the restrictions are," said AOPA President Phil Boyer. "Many of the enhancements to the new site are the direct result of input from AOPA and AOPA members." The FAA Web site includes a list of published TFRs with links to a page that shows detail of the TFR area overlaid on a sectional chart, and a text description of the restricted airspace. It also offers a U.S. map showing active TFRs across the country.

## 5.10

Late addition page 7 of 8

24 Nov 03: AvFlash Report

FAA Reauthorization Comes To Pass  
Privatization Looms, All Sides Claim Victory...

In the rest of the world, there are winners and losers, but in the magical spin machine that is Washington, D.C., somehow there are only winners ... if you believe the talking heads. A blizzard of self-congratulatory words are flowing from combatants on all sides of the privatization controversy that had held up passage of the FAA Reauthorization Bill -- the money (for GA), jobs and programs it represents -- until late Friday. The Senate, by unanimous consent, suddenly passed the bill after months of political trench warfare, when FAA Administrator Marion Blakey extended a slim and short-lived olive branch. Blakey agreed, in writing, to a one-year moratorium on expansion of the contract tower program or any other privatization move. Apparently that was enough for the bitter foes engaged in dispute to all claim victory. The saga began last June when both the House and Senate passed versions of the bill that prevented further privatization of ATC for the full four-year term of the reauthorization bill. But the White House successfully pressured a conference committee preparing the final version of the bill to scrap the privatization ban and allow up to 69 control towers to be privatized, while the rest of the system remained untouchably government-run. Enough Republican representatives and senators opposed the privatization option that the Democrat-led opposition to the bill was able to stall it for almost two months. With hundreds of airport improvement projects stalled and other aviation-friendly measures on hold, pressure mounted on Congress to pass the legislation and the letter from Blakey offered the face-saving compromise needed to break the logjam.

...NATCA Breathes "Sigh Of Relief"?...

FAA spokesman Greg Martin told AVweb the one-year privatization ban was an easy

compromise for the agency to make since it had no immediate plans to expand the contract tower program or any other aspect of ATC. Throughout the debate, Martin insisted that the privatization provision merely provided long-term flexibility needed to address looming staffing issues (as large numbers of Reagan-era controllers near retirement age). The National Air Traffic Controllers Association (NATCA), which has long said it would settle for nothing less than a permanent moratorium against further privatization, found reason to cheer Friday's events. "The American public can breathe a sigh of relief for now," said NATCA President John Carr in a release. "Congress has declared that selling out air traffic control to the lowest bidder will not be tolerated." Not for another year, anyway. NATCA spokesman Doug Church told AVweb that despite the moratorium's short duration, he considered it a victory and that the "House and Senate pushed it as far as they could." He acknowledged the fight is far from over. "There is another battle for another day," he said. Where and how that battle will be fought isn't clear since the FAA bill, once signed by the president, is set in stone for four years. Church said NATCA hasn't yet formulated a plan to resurrect the issue when the moratorium period runs out. In his statement, Carr said the final deal shows that "Congress knew that the flying public was not going to tolerate privatization." He said NATCA will be watching the government closely to ensure the terms of the compromise are met.