

HUMBOLDT COUNTY AVIATION
ARCATA/EUREKA AIRPORT
RUNWAY 01/19 LIGHTING

ACV is the regional commercial service airport that serves approximately 200,000 passengers a year with as many as 32 daily commercial operations daily. Currently runway(Rwy)14/32 serves as the primary runway with Rwy 01/19 as the crosswind runway. Rwy 01/19 is being used as a dawn-to-dusk runway as it has for the past twelve years. General Aviation pilots are requesting that both runway lighting systems operate at night on a single pilot controlled lighting system.

Synopsis of the Crosswind Runway 01/19 lights:

Prior to 7/1/1997:

The Federal Aviation Administration (FAA) Flight Service Station (FSS) staff controlled and activated Rwy 01-19 medium intensity runway lights from equipment located in the FAA office. On July 1, 1997 FAA closed the FSS after installing an automated surface weather observation system. The Rwy lighting control system was located in the FAA office. FAA's closure of the FSS was protested by the County, local Chambers of Commerce, and pilots. Also, a lawsuit was filed to keep the FSS open and failed.

1998:

After the FSS closure, the Airport Manager reportedly received complaints from commercial pilots regarding conflicts between airline and general aviation aircraft. After he witnessed a near-miss between a commercial and general aviation aircraft, he established the protocol to shut down the Rwy 01/19 lights for night operations. The RWY lighting control equipment remained located in the FAA office.

9/11/2001:

FAA security changed following the terrorist 911 attack. Airport staff was restricted from the FAA office unless an escort was provided. This left the RWY lighting operational controls in the FAA office and out of reach of airport personnel.

A secondary manual override system is not available on the existing regulators for Rwy 01/19 due to their age.

2005:

FAA moved the RWY lighting control unit to the Airport management office in early 2005.

2008:

Following discussions with FAA in Washington DC, it was noted in the Airport Facility Directory that night use of Rwy 01/19 requires a Prior Permission Request (PPR). The PPR requirement was suggested to maintain the instrument approaches to Rwy 01/19.

2009:

As part of AIP Grant-32 the entire airport runway light system was analyzed with final study documents submitted to the airport during February 2010. RWY lighting upgrades were estimated at \$5,961,000

with focus on the primary runway and upgrading the electrical vaults. The electrical vaults installed during World War-II need replacement along with the High Intensity and Medium Intensity Runway Lighting system upgrades.

ACV's current runway lighting system is past its useable life and Staff is having trouble finding replacement parts to maintain the various components such as the touchdown, centerline and edge lights for the primary runway.

The Airport Advisory Committee (AAC) was informed that the entire runway lighting system at ACV was analyzed as part of a Grant. Discussions were noted in the March 2008 and July 2008 meeting minutes. Also, the AAC members were agreeable at the November 2009 meeting to wait further action until the lighting system review was completed. The study would give a picture of the reliability of the crosswind runway MIRL system and upgrade costs.

2010: Following are emails from Jacquelyn Hulseley to and from Ray Benninga, the airports manager when the crosswind runway lights were turned off, confirming the decision and final reason to not operate the Rwy 01/19 lights.

1/05/2010 From Ray:

Jacque

Yes, it was after dark, airliner departing north, 2nd aircraft making the VOR approach up the shoreline to the X RW, the 2nd AC was just crossing the shoreline when the airliner took off, AL'er never saw the 2nd AC. It was the deciding factor for me at the time but certainly not the only reason.

Ray

1/05/2010 From Hulseley, Jacquelyn:

Subject: RE: Need your help.
Date: Friday, January 5, 2010, 5:54 PM

Ray, will you confirm that when I talked to you, you stated that you had witnessed a near miss here? That was the impression from our previous conversations and the reason that the lights were turned off.

Jacque

2/2010:

Mead and Hunt completed the ACV lighting inventory study. Cost to bring the aging HIRL and MIRL RWY lighting up to current standards is estimated at \$5.9 million dollars.

The FAA Field Office confirmed that there are two separate pilot control lighting (PCL) systems and two frequencies for the runways. However the PCL for 01/19 was not installed or in operation since the FSS closed in 1997.

There are areas termed non-visibility areas on the airport (aircraft preparing for takeoff on RWY 14 or 32 cannot see an aircraft on Rwy 01). Due to a raise in elevation, Staff reports that aircraft on Rwy 19 cannot tell if the runway lights for 14/32 are on. In addition the airport is a non-towered field.

The County agreed to work with AAC to review the decision to turn off the crosswind runway lights. AAC member sent listing of numerous crosswind runway airfields and lighting information to County. County responded by filtering the list to commercial airfields and researching other airfields that may be similar

to ACV. ACV Manager was directed to contact commercial airline chief pilots to determine their views on safety if the crosswind runway lights were returned to PCL operation.

3/2010

ACV staff continues to evaluate crosswind runway lighting operation. Email responses from Chief Pilots of Horizon and SkyWest indicate their preference and statements regarding keeping crosswind runway unlit at night were received. AAC approves sending letter to Director of Public Works recommending crosswind runway lights be available for PCL on single frequency.

3/18/10:

Both chief pilots for the commercial airlines support keeping Rwy 01/19 as a dawn-to-dusk runway except for emergencies in order to maintain a "safe operation at night at an uncontrolled field."

"Good afternoon Jacquelyn,

I am agreeing with Mike Huber from SkyWest. Horizon would like to see the night operations continue as they have with 1/19 not illuminated at night with the exception of emergencies. I also agree with Mike's statement that keeping operations to a single runway (we need that to be 14/32 for performance) is indeed the more safe operation at night at an uncontrolled field.

Sincerely,
LaMar Haugaard

3/17/10:

"Jacquelyn,

SkyWest would prefer one runway at night at an uncontrolled field to maintain the highest degree of safety possible. Thank you.

Mike.

Michael J. Huber
SkyWest Airlines

3/11/2010

From: Hulsey, Jacquelyn
To: Michael Huber; Lamar Havgaard, Andrew.Taylor; Don LaFrancchi,
Cc: Mattson, Tom

Subject: Crosswind runway at ACV

Hello to all,

I need your help. The lights to ACV's crosswind runway 01/19 were turned off approximately 10 years ago after the airport manager, at that time, witnessed a near-miss between a commercial and a GA aircraft. Since that time, RWY 01-19 has been a day use runway.

The lights can be operated manually from the manger's office if needed during emergencies and 01-19 has PCL with a frequency that is different than Rwy 14/32, the primary runway, PCL freq. Rwy 01-19 PCL is nonfunctional at this point.

What would your comments or concerns be regarding night use of 01/19 via PCL?

Please "reply to all" if you have questions or need clarification so each airline receives the same information. Your comments will be much appreciated.

Jacquelyn Hulseley, CAE

MARCH 2010

COMPARISON OF ACV WITH SIMILAR COMMERCIAL SERVICE AIRPORTS

Monterey Airport/Towered Airport:

- Closed crosswind runway and replaced with a parallel Rwy to primary runway.

Non - Visual Areas:

- All runway ends are visible to pilots when landing or taking off.

Redding Airport Crosswind Operations/Towered Airport:

3/10/10 teleconversation with Manager.

PCL/Crosswind Runway

- Lights are manually controlled by switch at tower.
- Tower has control from 6:30 AM until 9:30 PM.
- Tower turns on crosswind RWY lights manually at dusk until Tower closes, then the ATC switch the crosswind runway lights to PCL during non-towered hours.
- Manager stated one PCL system operates both runway lighting systems.
- PCL operates for 15 minutes once activated by a pilot.

Non - Visual Areas

- All runway ends are visible to pilots when landing or taking off per the airport manager.
- Manger's comment about ACV's crosswind runway situation for night operation is that "to light it at night is unsafe due to non-visual areas that cannot provide pilots a see-and-be-seen environment at each runway end. Radios do not always work."

San Luis Obispo Airport/Towered Airport:

- Shortened the crosswind runway so that it no longer crosses the primary runway however, it is a day use only with no lights.

Non - Visual Areas

- Cannot see approach to crosswind Rwy 7 from primary Rwy 11/29.

Santa Rosa Airport/Towered Airport:

3/11/10 per Tower:/707-546-4294

Crosswind Runway

- Main runway has lights. Crosswind (V style runway) is not lighted, daytime use only.

Non - Visual Areas

- All runway ends are visible to pilots when landing or taking off.

Santa Barbara Airport/Towered Airport:

- Main runway is PCL, the general aviation Rwy 15R-33L has pilot control lights, parallel Rwy 15L-33R does not have lights.

Non - Visual Areas

- All runway ends are visible to pilots when landing or taking off, per H. Johns.

4/2010:

Letter written by the Director of Public Works, Mr. Thomas Mattson, to FAA Regional Manager, Mark McClardy, requesting FAA assistance on crosswind runway lighting issue for review by the Airport Advisory Committee at their April, 2010 meeting. Once the letter is finalized, it will be forwarded to FAA.