



ASSOCIATION OF CALIFORNIA AIRPORTS

BOARD OF DIRECTORS MINUTES

11:00 am, Wednesday, February 15, 2017
Conference Call

BOARD MEMBERS PRESENT:

Brendan O'Reilly, President
Sandy Gutierrez-Carver, Vice President
Mary Hansen, Secretary/Treasurer
Martin Pehl, Board Director
Rayvon Williams, Board Director
Gary Gosliga, Board Director
Kevin Wojtkiewicz Board Director
Cory Hazlewood, Board Director
Scott Malta, Board Director
Carol Ford, Board Director

BOARD MEMBERS ABSENT:

Chuck McCormick, Board Director
Sherry Miller, Past President
Steve Birdsall, Board Director

Guests:

John Pfeifer, Legislative Chair

Welcome

The meeting was called to order at approximately 11:10 am by President Brendan O'Reilly. Introductions were made. Several members were unable to make the meeting in Sacramento so the meeting was held by conference call.

Confirmation of Quorum

A quorum was confirmed.

Approval of Agenda

It was noted that the word "Terminal," with reference to Terminal B, was misspelled on the agenda header.

A motion to approve the agenda, as corrected, was made by Scott Malta and seconded by Carol Ford. The motion passed by unanimous consent.

Approval of Minutes

Minutes from the previous meeting were reviewed.

A motion to approve the minutes of January 18, 2017, was made by Scott Malta and seconded by Kevin Wojtkiewicz. The motion passed by unanimous consent.

Treasurer's Report

The ACA regular account has a balance of \$19,343.79; Aviation Day account has a balance of \$11,806.07. The total account balance is \$31,149.86.

Reports

2017 Conference Update

A brief update on the 2017 conference was provided by Cory. The Conference Subcommittee has been named to include Brendan O'Reilly, Martin Pehl, Scott Malta, Kevin Wojtkiewicz, Gary Gosliga, and Sherry Miller.

Cory has developed a survey monkey to gain ideas and suggestions for the conference. He will forward that to the membership and report at the next meeting.

Legislative Update

There was an issue that arose related to Senator Hill's staff looking into the possibility of legislation requiring all California pilots to carry liability insurance. That issue was raised as a result of a TV investigative report on a southern California crash of a small plane that hit a car on a freeway, causing a fatality and injuries. The pilot allegedly did not have insurance. Staff was researching the issue when John Pfeifer and Carol Ford got involved. Based on the information they provided to the staff, it was decided not to introduce a bill.

California Aviation Day

The Board was reminded that there would be an Aviation Day conference call at 1 pm on this date. The Board was updated on the plan to join with the Aerospace State Association in a combined event. The name of the event shall be promoted as California Aerospace and Aviation Week. More discussion will take place at the conference call scheduled at 1 pm after this meeting.

Unfinished Business

None.

New Business

There was no specific new business; however, it was reported that the FAA is planning a free conference in June. More information will be coming.

Carol Ford brought up an item that Stacy Howard, NBAA, was concerned about related to privatizing air traffic control. A white paper on the subject is attached for the Board's information and made part of these minutes.

Announcements/Suggestions for Next Meeting

There was no further business to discuss. The next meeting is scheduled for March 15, 2017. The meeting was adjourned at approximately 11:40 am.

Submitted by

Mary A. Hansen
Secretary

Approved: _____

Date: _____

NATIONAL BUSINESS AVIATION ASSOCIATION

Oppose Airline Backed Effort to Privatize ATC System

History

For more than 20 years, the big airlines have sought to gain control over our nation's air traffic control (ATC) system, eliminate government oversight and shift their costs for use of the system onto business aviation. This has been a longstanding airline goal, and in 1997 when new entrants began challenging legacy carriers, one of the new carriers sounded the alarm, saying, "The issue is not one of economic efficiency, but of economic power, economic domination, and economic control." New carriers felt the "endgame" of big legacy airlines was the takeover and control of the ATC system for their exclusive benefit.

Current Status

The Federal Aviation Administration (FAA) is operating under a temporary authorization that expires on Sept. 30, 2017. However, debate continues on a multi-year authorization that could make fundamental changes to the ATC system. Of most concern to business aviation, is a plan to turn over the system to a private monopoly that is controlled by a group of aviation stakeholders and beyond the reach of Congress. Major commercial airlines are actively supporting privatization efforts, and if they succeed, the ATC system would effectively be an unregulated monopoly dominated by airline interests.

NBAA's Position

Our nation's airspace and airport system belongs to the public and should be run for its benefit, and not be controlled by airline interests. The American public agrees, and a poll found the majority of voters oppose privatizing ATC by a nearly two-to-one margin.

Analysis of business aviation operations and system funding in countries with privatized ATC systems has found that giving sweeping latitude over aviation system governance to airlines may allow them to effectively restrict where and when companies using business aviation can fly, and how much they pay to use the system. This is already the case in Australia, where the privatized system has rules giving commercial airliners priority over business aircraft.

Members of the powerful House appropriations committee have also expressed concern about a privatized ATC system. "We do not believe that creating a separate air traffic entity, removed from congressional oversight, will advance efforts to modernize air traffic control," said Chairman Hal Rogers (R-5-KY) in a letter to House leadership.

Next Steps

Over the coming months, the House Transportation and Infrastructure Committee, chaired by Rep. Bill Shuster (R-9-PA), and the Senate Commerce Committee, chaired by Sen. John Thune (R-SD), will take the lead in discussing a long-term FAA reauthorization. During this debate, the business aviation community must remain engaged and let members of Congress know that a privatized ATC system controlled by the big airlines will be bad for small towns and communities.

About NBAA

The National Business Aviation Association (NBAA) represents more than 11,000 companies that use general aviation aircraft to meet at least a portion of their transportation challenges. Over 85 percent of these companies are small and mid-size businesses, many of which are based in cities across the country with little or no airline service. Business aviation allows companies to reach more than 5,000 airports, while the commercial airlines only serve around 500.