



January/February 2011

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Serving Pilots Of California With Pride

CALPILOTS ANNOUNCES THE 2010 AIRPORTS ADVOCATES OF THE YEAR DURING THE ANNUAL MEETING IN CONJUNCTION WITH THE AOPA AVIATION SUMMIT

This annual award is an acknowledgment of **Dan Chauvet and Hal Zamora, of the Watsonville Pilots Association, A Chapter of California Pilots Association** for their *five years* (and counting) worth of efforts to block the City of Watsonville from approving incompatible development around the Watsonville airport. There is no question had the city had been allowed to [execute on its plan](#) that the public, and the airport, would have been placed in jeopardy. On behalf of the board, and the membership, I want to congratulate Dan and Hal and thank you both for your past and continued efforts, to keep our state's

airports safe
Watsonville Airport
Watsonville Pilots Association (WPA), the Friends of Buena Vista - a local airport neighborhood group, some local businesses, and the Sierra Club, along with California Division of Aeronautics, and California Pilots Association became allies against a city planning effort that provided more questions than answers. What was the common enemy that drew these different community groups together? In 2005, the City of Watsonville created Plan 2030. Part of the plan allowed

See Airport Advocates Continued on page 4)



Hal Zamora and Dan Chauvet



CalPilots Work to Block Power Plant Near Modesto Airport



On August 24, 2010, on behalf of CALPILOTS and MAPA, we prepared a Letter of Concern to the Modesto Irrigation District (MID) Board of Directors and various local agencies in opposition to this Project. We also addressed the various written comments that we received from MID with the public hearing scheduled for August 31, 2010.

On the agenda for that date was the vote of the MID Board of Directors as to the acceptance or denial of the Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for this Project.

At the hearing on August 31, 2010, public comments ranged from the noncompliance of an ERA, potential pollution, physicians discussing the health is-

suess, safety of the airport's flying community, disruption of surrounding businesses, possible construction "junk" purchases of products from the bay area to fuel this biomass Project, the small amount of local orchard cuttings that would actually be contracted for use

See Modesto (Continued on page 4)

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FAA Proposes Requiring Pilot Certificates to Include Photos

WASHINGTON – The Federal Aviation Administration (FAA) announced today it is proposing that all pilot certificates include photos of the certificate holder.

This action follows a requirement that all pilot certificates be made of plastic and contain security features, such as a hologram and an ultraviolet-sensitive layer, to prevent tampering, altering and counterfeiting.

“The Department of Transportation is committed to keeping the traveling public safe,” said Transportation Secretary Ray LaHood. “This

is an important safeguard to help make sure individuals can’t pose as pilots, whatever their intentions.”

Under the new FAA proposal, pilots would obtain new certificates on which their photograph would appear with a proposed expiration date of eight years. At the end of that time period, pilots would need to update their photo and obtain a new certificate. “Our current certificates are plastic and tamper-resistant, but this proposal will make them even more secure,” said FAA Administrator Randy Babbitt.

If the proposal is finalized as proposed, all new airman certificates would have to include a photograph. Existing pilots with a current commercial pilot certificate would have four years to comply, while a pilot with an airline transport pilot rating would have three years to obtain a new certificate with a photo. Existing private, recreational or sport pilot certificate holders would have five years to comply with the new requirement.

If finalized, the resulting final regulation will fulfill a provision of the Intelligence Reform and Terrorism Prevention Act, which re-

See Pilot Certificates Continued on page 7)

“It’s ugly, I know, but we have to stick together and push back on the “tax anything that moves” mentality of Sacramento.”

Half Moon Bay Proposed Big Wave Project Location Needs Objective Review

California Pilots Association (CALPILOTS) recognizes the requirement to provide housing and employment for people with developmental disabilities. The issue with this proposal is the location of this large facility (directly across from the beginning of runway 30 at Half Moon Bay airport - see graphic), with one building of up to five stories in the proposed business park.

The proposed Big Wave project in Half Moon Bay, located next to, and inside of the Half Moon Bay Airport Influence Area, is an ill-conceived plan to build numerous structures within the safety zones of Half Moon Bay Airport.

There is a reason that both the FAA and Caltrans Division of Aeronautics require safety zones located adjacent to the state’s airports operational area. It is to mitigate the inevitable safety and noise issues associated with airports.

Interestingly, and as a side note, so far the San Mateo County Airport Land Use Commission, (ALUC) is being ignored in the planning process. It is difficult for CALPILOTS to understand why this valuable asset,

whose function is to review development compatibility with the airport, is being ignored.

Why should the ALUC be involved? Their role is to objectively review all proposed development projects in the airport operational area to insure that there are no long term safety hazard and noise issues associated with the project. This is especially important since approximately 75 % of aviation incidents, and accidents are experienced on takeoff and landing. To help illustrate this point, this drawing was taken directly from the California Airport Land Use Planning Handbook - [the drawing is a composite](#) of actual runway arrival and departure mishaps, incidents and accidents on a 4,000’-4,999’ runway - note runway location in the middle of the page.

It is also telling that when investigating this project online, CALPILOTS had to work very hard to obtain a diagram (a very fuzzy black and white picture in this case) of the proposed project’s location. It should be readily available, and for some reason it is not - until now.

The following information has been provided to San Mateo County Planning Commissioners to assist them in their understanding of the issues and liabilities associated with this decision.

Written by California Pilots Association
Sunday, 28 November 2010 12:57

Link to [CalPilots full comments](#)



“The issue with this proposal is the location of this large facility (directly across from the beginning of runway 30 at Half Moon Bay airport .”



AOPA's Comments on Big Wave Wellness Center

“A proposed residential development that would place dwelling units within a short distance of aircraft movements in Half Moon Bay, Calif., remains “a prime example of non-compatible land use adjacent to an airport.”

Big Wave Wellness Center Development Incompatible

Half Moon Bay, CA.

- Residential development near [Half Moon Bay] airport an ‘unnecessary risk’

A proposed residential development that would place dwelling units within a short distance of aircraft movements in Half Moon Bay, CA remains “a prime example of non-compatible land use adjacent to an airport,” AOPA said in comments to local planning authorities Oct. 26.



“California Division of Aeronautics characterized placing the planned residences near the airport as “an unnecessary risk” to residents”

A public hearing held Nov. 17 on the final environmental impact report for the Big Wave Wellness Center and Office Park project, a mixed-use development consisting of a residential facility for approximately 50 developmentally disabled adults and 20 caretakers. There would also be an office complex.

The developer has proposed to locate the facility south of the approach end of Runway 30 at the Half Moon Bay Air-

port. The residential section would be approximately 1,000 feet from the end of usable pavement. A photograph at the top of the developer’s website that shows the site on a picturesque seaside peninsula does not clearly indicate that an airport is close by.

AOPA, the FAA, and state transportation officials have urged against the project for two years as an unsuitable location for residential units—and warned county planners that proceeding could jeopardize future federal airport aid. The developer recently offered a modified design and a draft easement which it said disclosed the risks and hazards of living so close to the airport.

AOPA “respectfully continues to maintain our opposition to the above referenced project adjacent to Half Moon Bay Airport as a prime example of non-compatible land use adjacent to an airport,” Wrote John L. Collins, AOPA manager of airport policy in an Oct. 26 letter to Camille Leung, project planner for San Mateo County’s planning and building department. He cited a July 2010 letter from the FAA to airport manager Mark Larson that reminded officials of their compliance obligations and registered strong objections to locating the project near the airport, and noted that “we concur with that assessment.”

In another letter to Leung, the California Division of Aeronautics characterized placing the planned residences near the airport as “an unnecessary risk” to residents. “The County does not appear to acknowledge the very serious matter of noncompliance with FAA grant assurances,” it added in the Oct. 25, 2010 letter. Proceeding with the proposal “could jeopardize future FAA funding for airport safety and improvement projects if the County fails to comply with the assurances.”

Collins noted that changes made to the plan since its introduction, including the navigation easement and modifications to the center’s design, mitigated but did not eliminate encroachment on the airport.

“From our perspective it is a far better application of public policy to not allow a bad use than to have to mitigate it,” he wrote.

Written by Dan Namowitz AOPA
Friday, 29 October 2010 07:38

2010 AIRPORTS ADVOCATES OF THE YEAR WATSONVILLE

(Continued from page 1) Airport Advocates

building high density housing developments around the airport, violating the runway protection zones (RPZ's). Plan 2030 would have undoubtedly caused the community of Watsonville, and its airport (WVI), problems long term. Sound familiar?

The process the city used was similar to most. A plan was created, and then followed by the usual public comment period. Unfortunately, like many government planning processes, the city tended to ignore feedback that disagreed with the plan.

WPA's Dan Chauvet and Hal Zamora - backed by President Mike McIntyre and the board, were concerned with the safety of the community, the aviators using the airport, and the long term viability of the airport.

The non-aviation groups mentioned above were concerned with unplanned growth, increased traffic demands, noise, and Plan 2030's lack of additional infrastructure to support itself.

Feedback on Plan 2030 was provided in writing and personally at the public comment meetings, but repeatedly fell on deaf ears. The city response was - "Trust us, we don't need an environ-

mental impact report, and it won't adversely affect the airport".

The WPA was no longer alone in its concerns. The city had unwontedly provided itself as a common enemy through its unwillingness to listen to any group that questioned Plan 2030.

If you are not unfamiliar with the Watsonville Airport, it is a typical WWII airport with a cross wind runway. Watsonville is located on the Central Coast, North of Monterey California.

Due to its location, fog is frequently blown in both day and night. Fog and the bad weather months are important reasons for Watsonville's cross wind runway. The city plan disagreed.

The State of California has an outstanding aviation oversight group called the [Division of Aeronautics](#) (DOA). Several years ago the DOA produced an excellent manual titled the California Airport Land Use Compatibility Handbook, the first of its type in the country. You can download it from their web site.

The California Airport Land Use Compatibility Handbook provides guidelines to assist the airport sponsor in protecting the community and the airport, by minimizing airport noise and safety issues through intelligent land development planning.

The manual contains specific and scientific aircraft/airport/aviation information to aid in intelligent development around an airport. It is an excellent reference publication, but it is also seen as the adversary to many housing developers who seek to build around airports.

When confronted with the DOA handbook, Watsonville officials attempted to ignore it. Much to their credit, however, the DOA officially reminded the city that it could not change the handbook guidelines to suit its plans.

The city retaliated with a plan to close the cross wind runway. That plan was also prohibited, so the city suggested that the cross wind runway be shortened to allow the development of low cost assisted housing for the elderly at the end of the runway 26 - no, I am not making this up.

Since the city was moving ahead with the plan regardless, the only choice left was a law suit. The anti Plan 2030 groups went to work as a team to find legal representation, and the funds to support the lawsuit.

With typical "you can't fight city hall" mentality, the city officials remained overly-confident they could prevail against the lawsuit.

The lawyers did their thing and a year

See Airport Advocates (Continued on page 9)

"When confronted with the DOA handbook, Watsonville officials attempted to ignore it. Much to their credit, however, the DOA officially reminded the city that it could not change the handbook guidelines to suit its plans."

Proposed Power Plant Blocked Near Modesto Airport

(Continued from page 1) Modesto

as fuel, and the concerns from the Stanislaus County Taxpayers. Andy Wilson went on record representing CALPILOTS in opposition to this Project. The MID Board of Directors voted 3 against moving forward with approving the Mitigated Negative Declaration (Project) and 2 voted in favor.

Again this Project reared its ugly head and another hearing was scheduled for October 12, 2010 before the MID Board of Directors. Upon entering the building prior to the hearing, Director-at-Large Andy Wil-

son and I were surprised to read on the agenda items two resolutions to be voted on by the MID Board of Directors prepared by their attorney, as follows: "Resolution terminating the Exclusivity Agreement with Valley Bio-Energy, LLC" and the "Resolution terminating negotiations of a Power Purchase Agreement and Large Generator Interconnection Agreement with Valley Bio-Energy, LLC and rejecting the Project." Apparently, this second meeting was a legal house cleaning to discontinue all talks and cancel all contracts and agreement with Valley Bio-Energy.

After the public comment phase, again CALPILOTS went on record in opposition, the head of the Project spoke to downplay all of the concerns mentioned during this period. He spoke of the wonders of this Project, the savings to rate payers, and the need to bring the stimulus money to Stanislaus County in order to participate in the green energy rage.

Next came the vote from the MID Board of Directors on the two resolutions mentioned and the vote was 3 in favor of terminating all negotia-

See Modesto (Continued on page 5)

"Again this Project reared its ugly head and another hearing was scheduled for October 12, 2010 before the MID Board of Directors."

Proposed Power Plant Blocked Near Modesto Airport

(Continued from page 4) Modesto

tions and agreements with Valley Bio-Energy, LLC and 2 in favor on continuing with the Project. We were elated that this Project will not move forward!

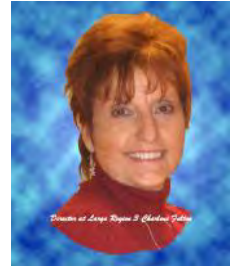
CALPILOTS will need to monitor the 30 days after the first decision on whether the developer files a lawsuit against MID.

Needless to say, Andy Wilson receive the majority of the praise for his hard work in rapidly educating me on the science of plumes, and pumping me full of information for my preparations of the voluminous paperwork involved to put the MID Board of Directors and related agencies on notice of CALPILOTS concerns regarding this Project.

Thank you again Andy for driving through the morning traffic from Hayward to Modesto in order to sit with me through this hearing.

Also, we truly appreciate all of the local pilots and businesses who came to speak and support us in the opposition to this Project.

Charlene L. Fulton,
Region 3 Director-at-Large
CALPILOTS



Director-at-Large Charlene Fulton



Director-at-Large Andy Wilson

“CALPILOTS will need to monitor the 30 days after the first decision on whether the developer files a lawsuit against MID.”

TSA to AOPA: Security Program Won't Target Small Airports



“The TSA is working on a new security proposal, after deciding to go back to the drawing board on its proposed Large Aircraft Security Program in June 2009 .”

By AOPA ePublishing staff

The Transportation Security Administration (TSA) has confirmed that a new proposal for general aviation security would not target small airports; instead, the proposal would focus on aircraft.

During the American Association of Airport Executives Aviation Security Summit Dec. 6 in Arlington, Va., TSA Assistant Administrator John Sammon said that a supplemental notice of proposed rulemaking working its way through the TSA would reflect the input from AOPA and other GA stakeholders shared in industry working group meetings held last year.

The TSA is working on a new GA security proposal, after de-

cidng to go back to the drawing board on its proposed Large Aircraft Security Program in June 2009 thanks to pressure from Congress and more than 8,000 public comments from the GA community. The original proposal would have applied commercial air carrier security measures to GA aircraft weighing more than 12,500 pounds, regardless of the type of operation. AOPA maintained that it was burdensome and costly, calling for crewmember criminal record checks, watch list matching of passenger manifests, biennial third party audits of each aircraft operator, and new airport security requirements.

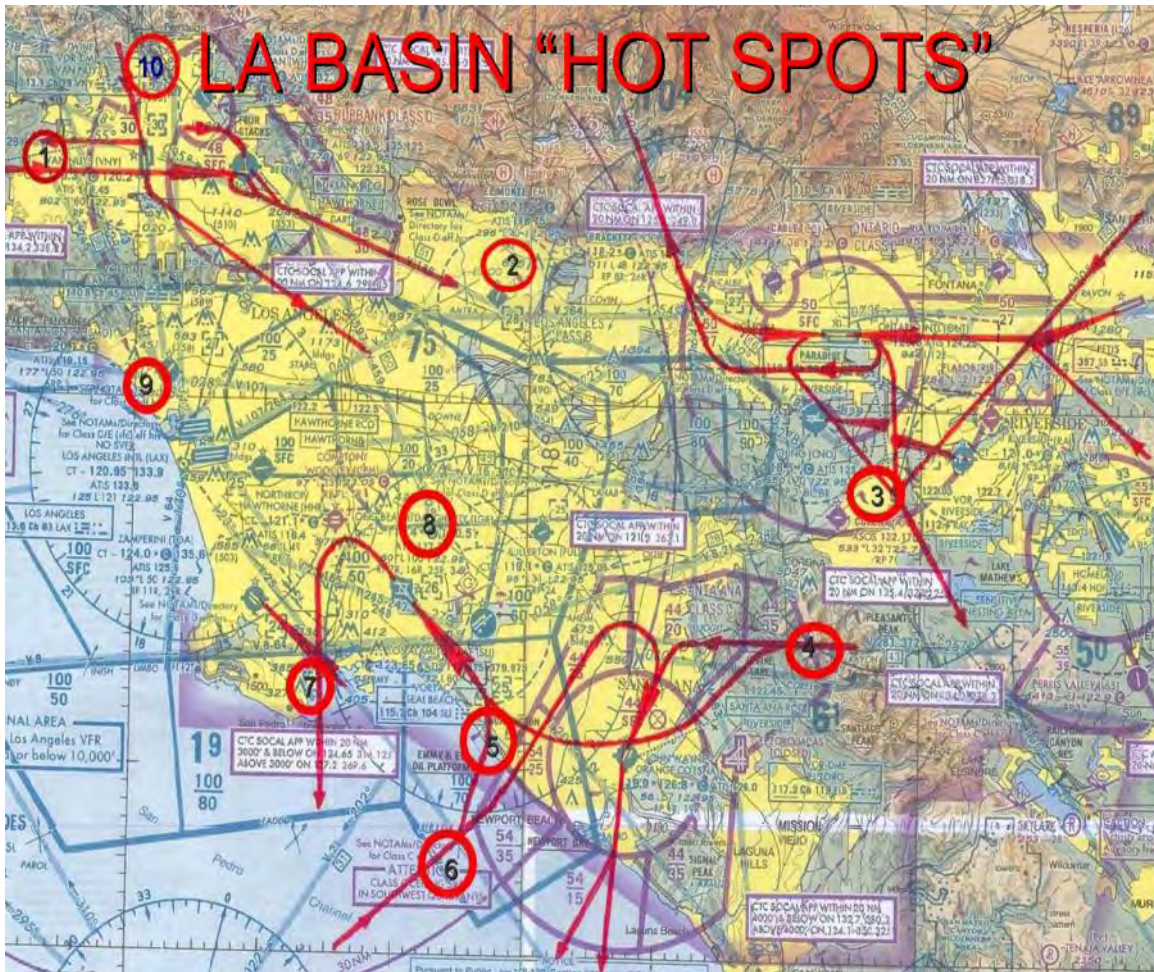
AOPA will review the supplemental notice of proposed rulemaking as soon as it is released, although no deadline has been established. The

association expects the new proposal to increase the weight threshold and do away with calls for third party audits, watch list matching, federal air marshals on board the aircraft, and airport security program requirements. Also, AOPA believes the proposal will establish “trusted pilots” who have final authority over items and people on the aircraft.

December 7, 2010



LA BASIN “HOTSPOTS”



“This Picture identifies the 10 in-air HotSpots in the LA basin. The HotSpots are circled in red, and major commercial jet traffic routes are depicted by red lines with arrows. HotSpots 1, 10, 2, 3, and 4 are largely the result of high terrain squeezed by airspace restrictions with high volumes of traffic. Hotspots 5, 6 and 7 are shoreline en-route traffic routes with overlapping training areas squeezed by airspace restrictions. HotSpots 8 and 9 are primarily VFR en route traffic areas dealing with conflicting airspace needs.”

#1 Semi Valley VFR and Air Carrier Transitions : The area over Semi Valley that is another hotspot is where the Fernando 5 Arrival to Burbank brings jet traffic down to 5,000 ft. over the Semi Valley practice area; which is getting more and more popular. There is also a long ILS to Oxnard that starts feeding just west of this practice area. Finally, ATC is vectoring airplanes for the VOR A approach to VNY in the area. Anytime there is instrument training, airliners, and pilot training in general there is a hotspot.

#2 El Monte Arrival : The hotspot northeast of El Monte lies along the 210 FWY. It is centered over a popular helicopter and fixed wing practice area, the Santa Fe Dam. It is near a common VFR reporting point for EMT. It is an area squeezed by the mountains to the North and the Class B airspace to the South. It is

located near the intersections of the 605 FWY and both the 210 and 10 Freeways hosting a lot of traffic watch aircraft as well as banner towers over the Toyota Irwindale Speedway at the intersection of the 10 and 210 freeways.

#3 Corona Airport Conflict w/ Santa Ana Canyon : The hotspot located near the Corona airport if it could be drawn would be elongated reflecting the traffic along the 91 FWY in a pass just east of Corona, squeezed by mountains, airspace, and often weather forcing compression along a popular navigation route. Finally, there are numerous small general aviation airports from both Corona and Chino airports. If they get high they are mixed with traffic from Ontario departing to the South and eventually East toward TRM, John Wayne headed to Las Vegas, and lots of airplanes leaving the Southern

airports of LA and Orange County east to Palm Springs, and out of the area.

#4 KAHYO Intersection : This hot spot is a high altitude hotspot on near the KAHYO intersection which is a focal point for Jet aircraft arriving from both over Twenty-nine Palms and Hector en route to John Wayne and Long Beach. The altitude of concern is between 7,000 ft. and 10,000 ft. There is a mix of airplanes without Mode C transponders from Corona, Chino and Hemet, Airliners with pilot's heads down

programming boxes for landing, and skydivers. There is a lot of ATC confusion because the arrival terminates to radar vectors most of the time after KAHYO to the airports the KAHYO Arrival supports.

#5 EVA and EMMY Oil Platforms : The hotspot off shore near the Eva



New AWOS at Lonnie Pool Field/Weaverville Airport 054

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**“We are very proud of it,
and it will become the
basis of a vast amount of
California centric aviation
information. Some of
which we already have,
as well as the additional
information that we will
continue to gather.**

**Thanks to Larry Chapman
our Director of**

Communications”

(Continued from page 2) Pilot Certificates

quires the FAA to issue plastic, tamper-resistant pilot certificates with photos. Under the proposal, the cost of the new pilot certificate would be \$22. That amount is comparable to drivers’ license fees in many states and would have to be renewed every eight years.

The comment period for the proposed rule ends February 17, 2011. The rule is on display at the Federal Register:

http://www.ofr.gov/inspection.aspx#reg_F

It will be published in the Register at:

<http://www.gpoaccess.gov/fr/>

Press Release November 18, 2010
Contact: Les Dorr, Jr. or Alison Duquette
Phone: 202-267-3461

The new AWOS at Weaverville airport has been commissioned. You will find it on VHF frequency 120.85 and you can call its land line at 530-623-3810. The January edition of the A/FD should have this updated information; and in the meantime, you will find this information in the Service NOTAMs portion of your preflight briefing. Thanks to the Trinity County Airports Division for pushing through the long process to get this to completion. Special thanks to Wes Scribner of the County Dept. of Transportation for staying on top of the countless details to push it through.

Written by Mike McHugh -Trinity Center
Thursday, 25 November 2010 08:41

LA BASIN “HOTSPOTS”

and Emmy oil platforms is created by the volume and mix of traffic arriving to Long Beach and John Wayne. The Huntington Beach pier is a popular reporting point to SNA, the practice area noted on the chart, and the fact that LGB is one of the most popular airports for practice instrument approaches and the area and the normal downwind to the ILS 30 approach to LGB runs right through this area all contribute to this hotspot.

#6 ALBAS Intersection TANDY
Arrival : 3 the jet arrivals from over Catalina on the TANDY 3 arrival to LGB, SNA, and Torrance and these two designated hotspots can get you out of the frying pan into the fire very quickly. The ALBAS intersection sits 5 miles off the Huntington Beach pier; far enough off the shore line to be out of most coastal VFR traffic but close enough to LGB and SNA for good holding pattern training for IFR students. The combination of “head down in the cockpit” with the constant TANDY 3

Arrival traffic makes these areas hot spot issues throughout most VFR cruising Altitudes.

#7 Queens Gate/Point Fermin/ PADDR Area : This hotspot over the water South of San Pedro is the one the airspace group has been working on for months. It involves everything from helicopters to aerobatics, small airplanes to airliners, and is crowded from 500 ft. to 5,000 ft. Airplanes, helicopters, and blimps from every airport south of LAX plus some en route from where-ever congest in this area at all hours. Many are totally unaware of the jet departure and arrival routes that serve LGB pass right through this area.

#8 North of LGB 91 Freeway Transition Route : The area North of LGB is due to the 91 FWY transition route popularity, the squeeze by airspace, the volume of working traffic like traffic watch, police helicopters, helicopters in general, and arrivals from the NW/ N/ NE to the LGB airport all contribute to his hotspot. Finally, we have the Compton departures eastbound and arrivals from the east, many of whom do not communicate with anyone add to the mix of traffic along this route.

#9 Santa Monica and LAX Crossings : The area near Santa Monica is complex because it is the arrival and de-

parture point to three of the transitions over LAX. It is also near SMO with a very high traffic count. It is in an area squeezed by airspace, traffic, and procedures, not to mention SMO itself. The same thing exists on the south side of the transitions, but the airspace tends to spread out in a fan shape south of LAX and although there is still a funnel effect on the south side for north bound traffic there is a little more space and HHR tower to separate airplanes, helicopters, and blimps.

#10 Magic Mountain : Starting in the northwest area, the hotspot in the pass from Magic Mountain to Van Nuys is a primary VFR flow route from over Gorman into the Valley. An outer marker for the ILS to VNY, an arrival path for jet aircraft to Burbank and Van Nuys, the end of the LYNXX 8 arrival to Burbank also feed through this spot, and sits on the border of the Hang Glider practice area as well as a defined practice

area denoted by the communications box near the Santa Clarita area, and therefore called the Santa Clarita Practice Area. There is also the Van Nuys 7 Departure routed through the same transition space.

Hollister Airport - Editorial Against Proposed Flea Market Location

Two major concerns with the possibility of a flea market near the Hollister Municipal Airport - safety and economics - should preclude San Benito County supervisors from allowing the proposal at the San Felipe Road site.

Resident Robert Rodriguez faces a heap of opposition against his proposal for the flea market along San Felipe Road across the way from a Hollister Municipal Airport runway. Most recently, the Hollister City Council approved a resolution calling for a rejection by their counterparts on the board.

Unfortunately for Rodriguez, a local businessman who absorbed a rejection by county officials on another flea market idea along Shore Road earlier this year, the idea stands little chance, and rightfully so.

Opponents have questioned the site's close proximity to an airport runway and its potentially negative impact on the city's prospects for federal funds. Those are serious concerns and far outweigh any arguments by Rodriguez or flea market proponents who tout inflated job-creation figures related to a business there.

From a safety perspective, aircraft would be flying directly over the flea market area before landing on the runway. The market site is positioned in what Caltrans designates as a "high-risk area" - or traffic pattern zone - and officials estimate between 30

percent and 50 percent of accidents have occurred in similar areas at other airports.

Safety is paramount in any government decision, and especially when so many lives could be put at risk. Not that Hollister has a poor safety reputation, but the flea market consideration comes on the heels of a fatal airplane crash after a takeoff from the airport last week and another non-fatal accident in March. In both cases, the pilots crash-landed in open, unpopulated areas and nobody else was harmed. They stand as a reminder that while flying is relatively safe, there remains a need to keep disaster prevention at the forefront.

Minimizing the risk is exactly the point of having safety zones around airports like Hollister's. Placing a flea market with hundreds of people on the grounds in a high-risk area is merely asking for trouble.

Safety isn't the only problem, either. Although Rodriguez touts the prospective jobs and commercial activity of a flea market, the reality is that the project would hinder the local economy more than help it. The jobs involved with a flea market are often temporary or part-time. They can result in very little income.

The tax revenue gained would be minimal at best. And throw in that some opponents believe the nearby

turn lane is inadequate and would require an expensive fix, which Rodriguez declined to pay for at the Shore Road location.

More important, for the past year business and government leaders worked to successfully gain the "through-the-fence" designation from the Federal Aviation Administration that largely amplifies the economic opportunities at and around the airport. It is not the right time to turn around and irk the FAA after such a gracious gesture.

There are many significant reasons to reject the location for this flea market idea. Perhaps for Rodriguez, a third time will be the charm.

Written by Editorial of The Pinnacle Online, Hollister, CA

Sunday, 05 December 2010 08:11

"Minimizing the risk is exactly the point of having safety zones around airports like Hollister's. Placing a flea market with hundreds of people on the grounds in a high-risk area is merely asking for trouble."



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AIRPORT ADVOCATE

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Or send by email: editor@calpilots.org or peter.albiez@calpilot.org

“The roughly 75 airports nationwide with residential through-the-fence access may continue to offer those operations and remain in compliance with FAA regulations.”



FAA to uphold existing through-the-fence access

AOPA works to open doors for future operations

By AOPA ePublishing staff

The roughly 75 airports nationwide with residential through-the-fence access may continue to offer those operations and remain in compliance with FAA regulations, according to the agency's new through-the-fence policy <http://edocet.access.gpo.gov/2010/pdf/2010-22095.pdf> released Sept. 9.

Airport operators, pilots, and AOPA had weighed in on the issue when the agency proposed to eliminate through-the-fence access in 2009.

“This is a major victory for pilots nationwide. AOPA has been working hard to persuade the FAA that their RTTF access policy announcements from last year were significant departures from the past, and needed to be re-evaluated. We are very pleased that the FAA listened and responded positively

to our concerns,” said Greg Pecoraro, AOPA vice president of airports and state advocacy. “But we still have some work cut out for us. The FAA wants to prohibit any future through-the-fence access. We oppose a blanket prohibition and will work with the agency to try to develop a more flexible policy for future access.” The new policy allows an airport sponsor to extend the legal rights for through-the-fence access when they expire as long as the FAA concurs. At airports with many through-the-fence access

See Through the Fence (Continued on page 11)

2010 AIRPORTS ADVOCATES OF THE YEAR WATSONVILLE

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later the case was heard. California Pilots Association helped to raise money, contributed, and provided guidance. AOPA visited city officials on behalf of the airport too. It is however, important to recognize that the groups mentioned above did the heavy work, especially WPA and their appointed front persons, Dan Chauvet and Hal Zamora.

The city lost the lawsuit. The ruling was good news for the anti-Plan 2030 groups but it wasn't over just yet. The city decided to gamble and filed an appeal, more than likely believing the groups would not have the means to finance another legal action. After another year of legal wrangling, the city lost its appeal - which brings us to 2010.

In their appeal, Watsonville city officials claimed that changing the land planning criteria around their airport did not affect safety. Their appeal failed - the DOA manual was upheld. The bottom line of this story is this - you can beat the odds if you are

prepared, willing to work hard, and tenacious. It also proves that collaborating with other interested groups is very beneficial, if not required.

We won't win them all when it comes to airports, but we can win, even against City Hall if we have the knowledge, the will, and the letter of the law on our side. One of the unfortunate facts that California Pilots Association has discovered, more than a dozen times over the years, is that sometimes a lawsuit is the only means of forcing an airport sponsor to follow the letter of the law. Lesson learned from this : it is very important that state pilot organizations create a legal fund to defend against these types of issues. This however, requires participation of the state's pilots and pro-aviation individuals in the way of contributions, which for whatever reason seem a difficult sell.

This was a victory for all of general aviation, and is an example of what California Pilots Association

has been advocating. It takes a proactive three tiered approach, made up of local, statewide, and national aviation organizations to successfully defend our airports. To do your part, every pilot and pro-aviation person in the country should to belong to all three.

We invite you to visit our web site to read more about saving airports, join us in membership, and donate to the legal fund.

To read a chronicle of articles on this important effort go to <http://www.calpilots.org> and perform a search on Watsonville. Make sure you read the article on developers funding the study for adding housing around the airport - it will make you appreciate



these groups' efforts even more.
Ed Rosiak - President

“After another year of legal wrangling, the city lost its appeal - which brings us to 2010.

In their appeal, Watsonville city officials claimed that changing the land planning criteria around their airport did not affect safety. Their appeal failed - the DOA manual was upheld.

CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

Name: _____¹ Home Airport: _____

Address: _____ City _____ State: _____² Zip: _____

Home Phone: (____)____-____ Work Phone: (____)____-____ FAX: (____)____-____ Cell Phone (____)____-____

Email: _____ Aircraft _____ N# _____

Membership Options Please Circle One New Renewal Individual: \$35 Pilot Organization: \$50
 Aviation Business: \$50 Business Partnership: \$250 Lifetime: \$500 Additional Donation \$ _____

Please send your check with the application, or fill out credit card information. MasterCard ___ or VISA ___

Card# _____ Expiration Date ____/____/____

Signature _____ Date _____

CALPILOTS is a 501(c)(3) organization — membership dues and donations are tax deductible.

Donation \$ _____³ PAC Donation \$ _____ (Political Action Committee- not tax deductible)

³ Occupation _____

Employer _____

1. Required
2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known)
3. For Political Action Committee (PAC) donations over \$100, above information required by law

Renewals or New Memberships only please mail to:

California Pilots Association, P.O. Box 324, The Sea Ranch, CA 95497-0324

>>Note: Please use the above address only for membership applications and renewals<<

SOON YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR NEW WEBSITE : www.calpilots.org

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CALIFORNIA PILOT PAC

WHAT IS A PILOT PAC?

The California Pilot Political Action Committee is sponsored by California Pilots Association (CALPILOTS). The PAC is an independent legal entity administered by a board of Trustees. All bookkeeping is separate from CALPILOTS and regular reports of income and disbursements are made to the California Secretary of State. All funding is received from voluntary contributions. No CALPILOTS membership dues are used for this purpose.

WHY DO WE NEED A PILOT PAC?

As a tax-exempt, California public benefit corporation and a Federal 501(c)(3) nonprofit organization, CALPILOTS cannot engage in any "substantial amount" of political activity. The PAC provides an opportunity for the aviation community to support "aviation-friendly"; legislators and candidates. This includes members of city councils, county boards of supervisors and state legislators. Through the PAC the aviation community can support legislation that is favorable to aviation. The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to support or oppose. Local airport pilot representatives decide which city council or county supervisor candidates to support. Local pilots groups have found that banner towing can be a very effective means of supporting a local "aviation-friendly" candidate. For example, a banner might read "Smith for Supervisor" or "Jones for City Council" or a direct contribution to their campaign. Information for supporting a local candidate can be obtained by contacting the PAC Committee, or 1-800-319-5286.

PAC Committee

Pat Forbes Chairman

Contributions can be made to payable to
CALIFORNIA PILOT PAC
PAC contributions are not tax deductible.
CALIFORNIA PILOT PAC
279 Catalpa Dr.
Atherton, CA 94027-2002

California ID 811653



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Phone (202) 366-4000
Dot.gov.comments@ost.dot.gov

FAA Administrator J. Randolph Babbitt

Federal Aviation Administration

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[Contact FAA](#)

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<http://www.govmail.ca.gov>

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Hart Senate Office Building
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Phone (202) 224-3553
Web Form: boxer.senate.gov/en/contact/

Senator Diane Feinstein

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Congressman Mike Honda 15th District

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Fax: (202) 225-2699
<http://honda.house.gov/>

Other California Congressmen

http://www.house.gov/house/MemberWWW_by_State.shtml#ca

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For Cal Senate and Assembly contacts

<http://www.leginfo.ca.gov/yourleg.html>

(Continued from page 9) Through-the-Fence

points, the sponsor will need to implement formal measures to ensure that it maintains the proprietary powers and mitigates adverse effects on the airport. While the association is pleased with the FAA's policy, AOPA plans to clarify the agency's misinterpretation of AOPA's stance on future

through-the-fence access. In the policy, the FAA addresses comments received during the public comment period and claims that "AOPA would accept a policy against establishing new resident through-the-fence access arrangements." "This is inconsistent with our written statements regarding future through-the-fence access," Pecoraro said.

"AOPA has always advocated for a flexible approach to determining future access. Through-the-fence operations can play a vital role in helping airports thrive."

September 9, 2010

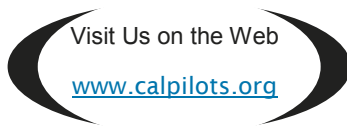


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