



March / April 2011

Serving Pilots Of California With Pride

City of LA Ignores Airport Land Use Compatibly Handbook at WHP

South of Whiteman (WHP) there is a new building being built replacing an existing one in the RPZ for Runways 12-30. The building is at the south end of the airport, just across the street, and only 200' from the approach end of Runway 30.

The Permit for the building was issued by the City of Los Angeles Building Department, as the building site is in the City limits, while the Airport is on Los Angeles County property. The building is being built in the Runway Protection Zone (RPZ) and is not a Compatible Use of that land.

We have been told that the rear wall is approximately 23' high, the front wall could be over 35' high, and the north



edge of the building is situated directly

See HP Continued on page 4)

California Pilots Association welcomes EAA Chapter 526



California Pilots Association welcomes EAA Chapter 526 as its 23rd currently affiliated "Member Pilot Organization." Calling the Auburn Municipal Airport (KAUN) its home, the Chapter includes a membership of over 110 pilots and aviation enthusiasts.

Bill Turpie, president of the

Chapter, encouraged its board of directors to affiliate with CalPilots following his attendance at the 2010 California Pilots Association Annual Meeting. "The experience clearly defined the role of the CalPilots in General Aviation advocative efforts" Turpie said. "After hearing the details of efforts associated with the saving/protecting of

several airports in California, it is very clear that there is a need for local, regional and national organizations to be linked."

Member Pilot Organizations, along with CalPilots Chapters and individual members, are essential on-scene

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CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public benefit California Corporation formed in 1949 and a Federal 501(c)(3).
- You can help to get the message out by joining us. After all, if not you, who will protect your airport?

www.calpilots.org

Presidents Corner by Ed Rosiak

Moving Forward

I am feeling positive about 2011.

2010 certainly had its share of aviation issues, many of which were carried forward into 2011. Even so I believe that we as aviators are making progress. California Pilots Association continues to work hard, more than ever actually, a necessity since the issues associated with the state's general aviation airports and pilots continue. The good news - by improving our communication capabilities and getting the word out, we are noticing that more pro-aviation people are stepping forward to address general airport and flight privileges' issues.

Frankly, apathy has been an ongoing issue for the state's aviators. The good news is, however, that the pro-aviation community is not only taking notice, they are taking action, when their airports are being threatened - we need more from more of you though.

California Pilots Association, in existence since 1949, has seen and continues to see, the similarly type of issues associated with the state's general aviation airports. Threats to airports take many forms, but the common denominator typically starts as a misstep by the airport sponsor, which can be either

the county or the city supervisors. It almost always has something to do with inappropriate development in the airport area, or in the worst case scenario, the call to close the airport. Inappropriate development, no matter what size or type, cannot be ignored, as it can and has, led to airport closures. California Pilots Association continues to witness never ending attempts to force fit inappropriate development into safety space located around the airport. Check out our web site at www.calpilots.org and newsletter to read about these issues.

As this is being written we are actively working on inappropriate

See Presidents Corner Continued on page 7)



"California Pilots Association continues to work hard, more than ever actually, a necessity since the issues associated with the state's general aviation airports and pilots continue."

Hemet Airport - FAA's Decision Sides with the Gliders

The long awaited Director's Determination arrived. The FAA sustained our complaint and found the County to be in violation of the grant assurances.

At CALPILOTS request the FSDO conducted a safety audit and found that simultaneous glider operations may be done safely and recommended the same "safety enhancements" we proposed prior to filing the Part 16 action. The following are highlights from the memorandum:

As part of its investigation of the Complainants' allegations, the FAA initiated a safety study to determine whether glider operations could be safely conducted at the Airport. This study was conducted by the Riverside Flight Standards District Office (FSDO) and it included a review of the Airport's layout and references the dedicated glider runway.

A memorandum outlining the FSDO's findings is referenced as FAA Exhibit 1, Item 13.15 This memorandum states: "This office finds that the physical facility and geographic location of HMT to be consistent with safe simultaneous operations of glider and powered aircraft. This office recommends the following safety enhancements for future opera-

tions:

1. All tow and glider aircraft make and monitor traffic calls on the CTAF [Common Traffic Advisory Frequency] that is currently listed in the A/FD [Airport Facilities Directory] as 123.0MHz.
2. All winch launches be provided a two-minute window clear of any other runway traffic, assuring the safe retrieval of the launch line without compromising the safe operation of aircraft on the adjacent runway.
3. Airport management ensures the A/FD, Los Angeles Sectional and VFR [Visual Flight Rules] Terminal Area Charts are updated and depict glider operations.
4. These, and other Special Operating Procedures deemed necessary by the Hemet-Ryan Airport Manager, be posted in a conspicuous place where pilots are likely to gather." [FAA Exhibit 1, Item 13]...

In short, the Director finds that the Respondent inappropriately relied on its judgment, as opposed to the FAA's, with regard to a safety-related aeronautical restriction. The FAA has preempted aviation safety. Airport sponsors are not permitted to unilaterally restrict aircraft operations for

safety reasons without advance concurrence by the FAA's Offices of Airports, Flight Standards, and Air Traffic. [FAA Order 5190.6B, ¶14.3]

Summary of Issue (1) The Respondent admits it closed runway 4-22 and generally prohibits gliders from departing on runway 5-23 because these actions were both permitted and justified. The Director does not find the Respondent's explanations to be convincing or reasonable.

The Respondent is obligated by its grant assurances and its surplus property deed to operate the airport - not just specific pieces of infrastructure on it - on reasonable terms and without unjust discrimination.

The closure of runway 4-22 and limitations on runway 5-23 effectively closes HMT to glider operations. This restriction is not reasonable because the FAA's safety evaluation found that glider operations could be conducted safely from runway 4-22. Moreover, the Respondent's other reasons for closing runway 4-22, in addition to being flawed or unsupported by the evidence of record, are not sufficient to overcome the Director's concerns regarding the denial of access. As a result, the Director finds the Respondent is in viola-

See Hemet (Continued on page 7)

"At CALPILOTS request the FSDO conducted a safety audit and found that simultaneous glider operations may be done safely and recommended the same "safety enhancements" we proposed prior to filing the Part 16 action."



Hemet-Ryan Airport

“The 20-year Lompoc Airport Master Plan update, which is being reviewed by the FAA before being sent to the City Council for adoption, foresees a moderate increase in airport-based aircraft and in air traffic, said Richard Fernbaugh, the city’s aviation/transportation

Despite an economic downturn, Lompoc Airport is positioned to accommodate an increase in business aircraft traffic that could boost the local economy, according to a rough draft of the airport’s master-plan update.

The 20-year Lompoc Airport Master Plan update, which is being reviewed by the FAA before being sent to the City Council for adoption, foresees a moderate increase in airport-based aircraft and in air traffic, said Richard Fernbaugh, the city’s aviation/transportation administrator.

“I don’t see us growing by leaps and bounds,” Fernbaugh said, noting that traffic and development at the airport reflects slow growth in the city itself. Both air traffic and fuel sales have declined during this economy, he said.

Lompoc’s is a “general aviation” airport, serving primarily small, personal aircraft, helicopters and some small business jets. The 208-acre airport is not equipped to serve commercial passengers like the Santa Maria and Santa Barbara airports do.

“However, the airport will also be planned to serve an increasing number of business aircraft (turboprops and business jets) in order to allow the airport to serve the city as an asset and stimulate the local economy,” according to the master plan developed by AECOM Transportation, Orange, which was hired in March 2009.

No major alterations are planned at the airport, according to the draft of the master plan update.

The Federal Aviation Administration provides most of the funding through an Airport Im-

provement Grant for the master plan update, which was submitted in October.

City Councilman Dirk Starbuck intends to talk with the Airport Commission at its March 3 meeting to discuss air charter services to serve the new public safety complex that will be built at the Lompoc campus of Hancock College. It will be one of few such training complexes in the state.

“If you could land and have a rent-a-car and be less than a mile from your school, what a great scenario for us,” Starbuck said.

“We have people flying in all the time in these little Learjets buying cases of wine,” Starbuck said, touting the economic potential of the airport. “It’s a hidden jewel in Lompoc.”

Fernbaugh said corporate aircraft from “multiple location companies” such as The Home Depot, Raytheon, Ross, Boeing and others make regular visits to Lompoc and Vandenberg Air Force Base, flying into the airport and staying overnight.

“They fly in here rather than fly in to the Santa Maria airport because they are a half-hour closer and time is important,” Fernbaugh said. “During the (Delta) rocket launch, we had about 20 aircraft fly in — all of them had something to do with the launch. Probably 10 of them spent the night.”

Fernbaugh said the airport would be attractive to any business that wanted to relocate to Lompoc because “they know they can travel easily, without traveling overland.”

Among the planning issues identified by the airport’s Technical

Advisory Committee and addressed in the master plan update:

- Extending the airport’s 4,600-foot runway by about 200 feet would make taking off safer. The project would cost \$1.6 million to \$1.8 million, but won’t be done until money is available, which could be at least five years away, according to Fernbaugh. The slightly longer runway would allow small jets to take off with additional fuel or passengers.
- Relocating the airport’s helipad, which was displaced by construction of the new Skydive Santa Barbara hangar.
- Repaving the north apron.
- Mapping the Santa Ynez River flood plain boundaries, to identify areas where construction can take place.
- Incorporating new hangars into the master plan.
- Exploring development of the 13 acres on the airport’s south side.
- Renovating the 40-year-old administration building.
- Providing “blast” protection along H Street.
- Improving visual aids for aircraft landings and take-offs.

Reprinted from the Lompoc Record
By Bo Poertner/Managing Editor



Lompoc resident Bud Plo pushes his airplane back into its hangar Wednesday at the Lompoc Airport. The updated airport master plan may add or relocate hangars at the airport.

City of LA ignores Airport Land Use Compatibly Handbook at WHP

(Continued from page 1) □HP

on the extension of the centerline. The use would possibly be a strip mall.

At the January LA County Airport Commission meeting, the Commission said that they were unaware of the building, and at the February Commission Meeting they had little more information but were referring it to the LA County Airports Division for further investigation.

We received an email from Richard Smith the Chief of the Los Angeles County Airports Aviation Division, and below are excerpts from it:

The developer is responsible for filing a "Notice of Proposed Construction or Alteration" with FAA Air Traffic Control. This is the primary tool used to initiate federal review of developments both on and off airport. We confirmed with the FAA that no such filing has occurred. My staff is preparing to file the same forms on the County's behalf simply as a measure to obtain an FAA determination of the project (i.e. whether or not it constitutes a hazard to air navigation). This will not relieve the developer from his filing requirements, however. If the development is found

to cause a hazard, the FAA will provide the developer with options. In this case, one option could naturally be to limit the height of the structure.

When the Developer was contacted by the County, [the developer claimed] that they were unaware of the requirements and the Permits needed.

In addition to the FAA, I also spoke with Caltrans, Division of Aeronautics, and they are aware of the issue and prepared to assist. We had a very good discussion on this matter at the regular meeting of County's Aviation Commission yesterday

morning, and I can assure you that the Commission shares our concerns and they are eager to see this through to resolution.

Again, I want to assure you that we are working hard to resolve this issue, and I will keep you informed as the story unfolds. If you have any questions, please do not hesitate to contact me or Jason Morgan of my staff.

. We can both be reached at 626.300.4602.

"The developer is responsible for filing a "Notice of Proposed Construction or Alteration" with FAA Air Traffic Control. This is the primary tool used to initiate federal review of developments both on and off airport. "



California Pilots Association welcomes EAA Chapter 526

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components of the Airport Defense Triad. Being intimately familiar with their home town airport they are well positioned to identify potential problems and take action to counter a threat often before it gets past the planning phase.

If a situation becomes too much to handle at the local level, Organizations, Chapters, and members can access a direct link to California Pilots Associations' extensive network of knowledgeable volunteer experts. Similarly, CalPilots maintains a close rela-

tionship with the national Aircraft Owners and Pilots Association and can elevate issues requiring them to intervene when warranted.

An example of the need to be linked is the recent success of the effort to save the Oceano Airport. The presentation by Jolie Lucas and Mitch Latting from the "Friends of Oceano Airport" clearly indicated that success was achieved by the combined efforts of the local aviation community, CalPilots and AOPA. Each of the three associations contributed different but compatible assets. AOPA's professional

lobbyist worked the California State Legislature, CalPilots provided individuals that had experience dealing with similar problems at other California airports and the Oceano folks implemented a coordinated "action plan" on the local level. It is very clear that the "closure problem" would NOT have been defeated if any of the three associations had been acting alone.

General Aviation will be able to successfully address the various current and future issues

"If a situation becomes too much to handle at the local level, Organizations, Chapters, and members can access a direct link to California Pilots Associations' "

See 526(Continued on page 5)

California Pilots Association welcomes EAA Chapter 526

(Continued from page 4) 526

"In addition to their role as "airport defenders", EAA Chapter 526 actively participates in many events promoting general aviation ."

by developing a close working relationship with all of the local, regional and national associations. By "all", I include: the various Pilot groups; the CFI associations; the mechanic associations; the FBO associations; etc... the list of the various elements involved with the aviation industry is huge...we just need to get "organized".

In addition to their role as "airport defenders", EAA Chapter 526 actively participates in many events promoting general aviation and its airports to the public. Of particular note is its "Young Eagles" flight experience program at both Auburn and the nearby Lincoln Regional Air-

port (KAUN). In June, the Chapter offers Young Eagle flights to children attending the Golden West Regional Fly In at Marysville.

More information about EAA Chapter 526 can be found on its website: www.EAA526.org.



incoming president, Bill Turpie (left), accepts the gavel from Dave Consbruck.



EAA Meeting Jan 13, 2011



Lincoln Field (LHM)

FAA Suggests Markings For Met Towers



"A pilot in California was killed earlier this month when his airplane struck a 197-foot-tall tower during an agricultural flight, just a few days after the FAA published a proposed policy that would establish voluntary procedures for marking such towers"

A pilot in California was **killed** earlier this month when his airplane struck a 197-foot-tall tower during an agricultural flight, just a few days after the FAA published a **proposed policy** that would establish voluntary procedures for marking such towers. Meteorological, or met, towers gather data to determine if a site would be profitable to develop for wind power, and they have proliferated in rural areas in recent years. Many of the towers are built to heights just a few feet below the 200-foot level that would **require** FAA notification and markings. The towers are often "narrow, unmarked and grey in color ... nearly invisible under some atmospheric conditions," according to the National Agricultural Aviation Association. The FAA proposes that the towers should

be painted in alternating orange and white stripes, but compliance would be voluntary. The FAAs accepted comments on its proposal until Feb. 4.

Several of the comments already in the docket suggest that the FAA's guidelines should be mandatory. Others suggest that lighting should also be required. Iowa's Department of Transportation wrote, "Voluntary compliance ... falls short of a comprehensive national solution that addresses MET tower hazards." The DOT also suggested that strobe lighting should be required to ensure nighttime visibility. Brian Fox, of the Idaho Army National Guard, also said compliance should not be voluntary, and added that the wavelength "needs to be compatible with night-vision goggles." AOPA wrote, "Because of the danger to aircraft that exists

from unmarked and unlighted meteorological towers, it is essential that they be made as conspicuous as possible"; however, **AOPA concurred with the voluntary nature of the FAA plan.** This Power-Point (**PDF**) by the National EMS Pilots Association shows how difficult it can be to spot one of these tall, skinny towers from the air.

Reprinted from the AVweb
By Mary Grady, Contributing editor

The Blue Links can be accessed from the Emailed Newsletter or CalPilots Website



Region 4 VP Changes Jobs

Jack Kenton, our VP for region 4, for many years, is stepping down from his position to become the coordinator for all of our airport representatives in the state. He has recruited Edward Story, another heavily aviation-involved pilot, to take over the vice president's position.

Approximately ten years ago, Jack started with the California Pilots Association as the coordinator for all of our volunteer airport representatives. Along the way, Jack took on the VP job and the task of maintaining

contact with all of our airport representatives was absorbed into the duties of our five CalPilots regional vice presidents.

Jack always felt that, as a volunteer, there was enough to do in the region that he wasn't keeping up his contacts with the airport rep's as he thought that he should. In re-establishing the position of Airport Representative Coordinator, the association hopes to develop more, and better, contacts with our volunteers at our local airports. He will be starting in his home area, Region 4,

but will soon be using his e-mail to contact all of our representatives and work to get a better sense of what is happening at your airport. Jack wants everyone to know that the job change does not mean that he will be any less-involved in the region's aviation happenings.



Jack Kenton

“Jack Kenton, our VP for region 4 is stepping down from his position to become the coordinator for all of our airport representatives in the state.”

California Pilots Association Welcomes Our Newest Region 4 VP

Edward Story has accepted the position of Region 4 VP vacated by Jack Kenton.

Ed brings his substantial experience and expertise from years working in the financial industry and with a variety of businesses both as an executive and as a consultant. He is Managing Partner and a Founder of Ironwood Advisory LLC www.ironwoodadvisory.com.

Ed served as an Infantry Officer in the U.S. Army with a tour of duty in Vietnam. He is a commercial and instrument-rated fixed wing pilot with a multi-engine rating, a seaplane pilot's rating and he is a licensed helicopter pilot.

He is very active in protection of the aviation community as a member of the Southern California Airspace Users Working Group, addressing airspace issues in the greater Los Angeles

area (www.scauwg.org), on the Board of the Professional Helicopter Pilots Association (www.phpa.org), as a member of the Board of the newly founded Friends Of Santa Monica Airport (www.friendsofsantamonicaairport.org), and a member of Californian Pilots Association.

Additionally, he has been active in efforts with AOPA and NATA to revise the recent legislation regarding flight schools, known by its earlier moniker as



Edward Story

See □ region 4 VP(Continued on page 11)

California Pilots Association New VP Region 5

CHRIS MANNION, VP Region 5

I once had a youthful dream of becoming an Air Force Pilot, and as a Third Classman at the US Air Force Academy someone irresponsibly let me solo a Schweitzer 2-33 glider after 10 flights. An ocular disability a year later put the kabosh on AF Pilot Training, but in their wisdom the AF sent me to Explosive Ordnance Disposal (bomb disposal) school, then compounded the error by sending

me to law school and then discharging me. Happily, I rediscovered sailplanes in mid-life (aren't all great discoveries made then?). My interest in airport advocacy was ignited when one of California's best soaring sites (my home airport) was closed by Riverside County in a single, unilateral act of local government caprice. In addition to CalPilots, I am the VP of Orange County Soaring Association

and President of the IE USAFA Assoc. of Graduates Chapter, and employed by the US Dept. of Veterans Affairs. I'm happily married to Felicia and have a wonderful 3-year old grandson who can already locate the altimeter in the cockpit and understands the meaning of "stick forward!". When not involved in airport issues I am usually soaring the Mojave Desert or Southern Sierras.



Chris Mannion



Visit our Newly designed
website.

www.calpilots.org

***"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) Presidents Corner

development issues for Hollister Airport, Half Moon Bay Airport, Tracy Airport and the Nut Tree Airport.

Inappropriate development around the state's airports can take many forms such as: housing, schools, public event facilities, and energy projects such as power plants, wind turbines, solar mirrors and more.

The complexity of the issue is that municipalities are desperately seeking any tax dollars they can find. Enter the open space around airports and the pressure by the business community to use the land purchased close to airports for their purpose, as opposed to what the space should be used for – as a buffer to mitigate safety and noise issues.

What can you do? You can join California Pilots Association to help fund the fight against deep pocket developers who use questionable leverage with airport sponsors to install development which is not airport friendly or compatible. Every penny is used to fight against general aviation airport and aviation privileges issues. Think big picture here, we're all in this together – please join us.

UFO Group

Bob Claypool, a member CalPilots, Palo Alto Pilots Assn., Asked this to be put in our Newsletter for All Senior Pilots.

UNITED FLYING OCTOGENARIANS

...where the history of aviation is still flying!



If you acted as a pilot-in-command of a fixed, glider, rotary, sport, or balloon aircraft on or after your eightieth birthday, the United Flying Octogenarians invite you to join our organization. Annual dues are only \$20.

Started in 1982 by a group of about 25 aviators over the age of 80, today the UFO has a membership of over 600 men and women from all sectors of the flying community. When each of our members joined, at the age of 80 or older, he or she was still flying. Today, many of us are no longer at the controls of an aircraft, but our love of aviation still binds us to this elite group.

Our annual meetings are held at the same location as the AOPA's annual meeting. At least once a year, regional directors schedule get-togethers in their localities, where we enjoy one another's company and share our flying experiences.

For more information:

- Visit our website at www.unitedflyingoctogenarians.org
- Contact Sec/Treas, Bart Bratko, 19 Bay State Road, Natick MA 01760-2942 bart_bratko@hotmail.com
- Your local contact is _____

Hemet Airport - FAA's Decision Sides with the Gliders

(Continued from page 2) Hemet

tion of Grant Assurance 22, Economic Nondiscrimination, and its obligations contained in the surplus property quit-claim deed.

Summary of Issue (2) The ALP depicts runway 4-22. It notes that the current length and width is 2,045 feet by 25 feet, but is planned to decrease to 1,485 feet by 25 feet. [FAA Exhibit 1, Item 18] The Respondent's decision to close runway 4-22 is not consistent with its FAA-approved ALP. The Respondent has not taken the appropriate steps to ensure that its ALP is up to date. Therefore, the Director finds that the Respondent is currently in violation of Grant Assurance 29, Airport Layout Plan.

FINDINGS AND CONCLUSIONS

Upon consideration of the submissions and responses by the parties, and the

entire record herein, and the applicable law and policy and for the reasons stated above, the Director, Airport Compliance and Field Operations, finds and concludes:

- The Respondent's unilateral decision to close of runway 4-22 and prohibit glider departures from runway 5-23 constitutes an unreasonable denial of access for glider operations in violation of Grant Assurance 22, Economic Nondiscrimination and the Respondent's obligations contained in the surplus property quit-claim deed.

- The Respondent's unilateral closure of runway 4-22 is not depicted on the FAA-approved airport layout plan and constitutes a violation of Grant Assurance 29, Airport Layout Plan.

- The Respondent is not a displacing agency under 42 U.S.C. § 4601 et seq. and is not in violation of Grant Assur-

ance 35, Relocation and Real Property Acquisition.

ORDER ACCORDINGLY, the Director finds that Riverside County is in violation of Federal law and the Federal grant obligations. The County has 30 days to submit a corrective action plan including the projected timeframe for completion that

- (1) provides glider operators access to the airport;
- (2) negotiates in good faith with those entities desiring to provide glider-related commercial aeronautical services;
- (3) utilizes the expertise of FAA staff to develop appropriate operating procedures applicable to all airport users;
- (4) adopts and enforces appropriate operating procedures applicable to all airport users;
- (5) develops a process to improve com-

munication between the County and aeronautical tenants at the Airport; and (6) completes the draft airport Master Plan and any necessary ALP updates. Failure to submit a corrective action plan acceptable to the FAA within the time provided, unless extended by the FAA for good cause, may lead to suspension of future grant applications for AIP discretionary grants under 49 U.S.C. § 47115 and general aviation airport grants under 49 U.S.C. § 47114 (d).

The County has 30 days to appeal and will prevail only if a court invalidates the FAA's determination on the basis it was "arbitrary and capricious." Not a likely event.

Written by Ron Cozad and Chris Mannion - California Pilots Association February 16, 2011

Aircraft Operating at Santa Monica (SMO) Could Expect Delays

Southern California TRACON, Santa Monica Tower and Los Angeles Tower have entered into a new Letter of Agreement for the handling of aircraft in and out of Santa Monica Airport. The changes were necessary to comply with FAA Directives for Minimum Vectoring Altitudes, Obstacle Departure Procedures and Separation Criteria.

OPERATIONAL IMPACT:

Aircraft departing and arriving SMO are required to be issued clearances to remain separated from LAX arrivals, LAX departures and terrain. It may require additional spacing between LAX arrivals to all runways to accommodate a SMO

arrival or departure. It may require the temporary stoppage of all LAX runway departures. A single SMO arrival or departure can delay all LAX traffic. The runway configuration at SMO and LAX determine the actions required to accommodate SMO arrivals and departures.

DELAYS:

SMO arrivals and departures can expect delays. The length of delay can be reduced by planning operations at SMO other than peak LAX arrival times. Peak arrival windows to LAX are 0900-1200 Lcl and 2000-2300 Lcl. During their peak windows, SMO operations may incur extensive delays. Visual approaches and Can-

cellation of IFR can significantly reduce delays. VFR departures to pick up IFR clearances can reduce delays.

TRAFFIC MANAGEMENT INITIATIVES (TMI's):

The following measures will be in effect:

There will be a Call For Release (CFR) to SMO.

All SCT sectors shall receive Traffic Management Unit (TMU) approval before initiating an IFR clearance to SMO.

TMU shall coordinate the priority of the SMO arrival or departure per the LOA

“Southern California TRACON, Santa Monica Tower and Los Angeles Tower have entered into a new Letter of Agreement for the handling of aircraft in and out of Santa Monica Airport..”

SMO Balks (So Far) Over Safety Feature

Santa Monica attempted to ban certain business jets from its airport in part due to concerns over safety, but now that a Circuit Court has ruled out the ban, the city's maneuvering could lead it to turn down a safety measure. Ninety percent of airport traffic heads west at Santa Monica and homes sit just 300 feet from the runway's west end. Responding to the city's concerns that those homes might be struck by a larger business jet that overran the runway, the FAA has offered to install a bed of crushable concrete in the safety zone there. (It also noted that in 20

years not a single jet has crashed or run off the runway at SMO.)

City officials have not been quick to accept the FAA's offer, and it may take some mental gymnastics to understand why.

The city's current obligations to the FAA are set to expire in 2015. Accepting the crushable concrete bed from the FAA could extend the city's obligation to operate the airport without discrimination (i.e., to allow business jet operations). Meanwhile, the city says it won't accept the offered barrier on the runway's west end unless it gets the same one installed at the run-

way's east end. The FAA has said that the installation of the barrier at the east end would effectively shorten the runway and restrict the operation of larger jets -- which is what Santa Monica has wanted all along. The FAA has offered to install the crushable concrete bed at the west end, and smaller barriers on the runway's east end. So far, Santa Monica is standing firm.

It's ironic that Santa Monica wants Crush Concrete Beds at each end of Runway and Bob Hope Airport only has it at the east end of Runway 8 and is an Air Carrier Airport. [Editor Note](#)

“Santa Monica attempted to ban certain Business Jets from its airport in part due to concerns over safety, but now that a Circuit Court has ruled out the ban, the city's maneuvering could lead it to turn down a safety measure. ”

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MEMBERS and non-members are invited to submit articles of interest. *California Pilot Association* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope.

Source of the items submitted should be submitted for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to: **California Pilots Association**

P. O. Box 6868

San Carlos, CA 94070-6868

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

FAA Bills Protects Fence Agreements



“Dr. Brent Blue, organizer of ThroughTheFence.org said identical language in both the House and Senate versions of the bill would protect existing agreements and allow future deals.”



Given the advance press on President Obama's budget and the bizarre legislative history of the FAA's current reauthorization process, it's far too soon to predict how it will all turn out but some groups see hope their specific issues will be addressed by the final bill. Among them is the small but organized effort to protect through-the-fence agreements, which allow access to airports by those who have hangar homes on adja-

cent privately-owned property. Dr. Brent Blue, organizer of ThroughTheFence.org said identical language in both the House and Senate versions of the bill would protect existing agreements and allow future deals between airports and adjacent residential property owners.

Blue said the versions of the bill he saw before the week-end included the line that stopped the FAA from determining an airport is "in violation of a grant assurance...

solely because the sponsor enters into an agreement that grants to a person that owns residential real property to adjacent to the airport access to the airfield...." The FAA decided last year to try to eliminate through-the-fence deals by tying them to federal grants. Blue fought the FAA first but found support at the legislative level with Rep. Sam Graves (R-MO) and Sen. Ron Wyden (D-OR) who added the language to their respective bills.

By Russ Niles, Editor-in-Chief
February 14, 2011

Residents of Newport Beach to get relief from John Wayne Airport jet noise



Southwest Airlines tested a new John Wayne Airport flight path for the FAA in January after Newport Beach-area residents complained about increased jet noise.

(Allen J. Schaben / Los Angeles Times)

“The Federal Aviation Administration has successfully completed tests for a new John Wayne Airport flight path, and planes started flying the new route in February.”

The Federal Aviation Administration has successfully completed tests for a new John Wayne Airport flight path, and planes started flying the new route in February.

The procedure is the result of a nearly one-year tussle between Newport Beach residents and FAA officials, who agreed to modify a new satellite-based navigation system after residents complained about jet engine noise in the

skies above some homes.

The new route, called STREL, replaces two others that had raised the ire of residents on the east side of upper Newport Bay and in the Irvine Terrace neighborhood. They said that when planes started using the new system in 2009, more aircraft flew over their homes.

The FAA modified the route. But the adjustment didn't go far enough, so the agency decided to tweak the flight path some more, said FAA spokesman Ian Gregor.

To test the new path, the FAA asked Southwest Airlines to fly 36 flights over a three-day period in January. Gregor said the planes flew farther to the west, away from the Bluffs community, and in a "tight track that runs approximately equidistant

from communities on the west and east sides."

"Based on the results," Gregor said, "we think this procedure will address the concerns that the residents around the airport have expressed."

The new flight procedure will affect about 90 planes departing each day, including commercial aircraft and private planes equipped with the new GPS equipment. It applies only to planes flying to points east of Las Vegas.

Before pilots start using STREL, the FAA will brief air traffic controllers and verify that airlines have loaded the program into their onboard computers.

By Mike Reicher,
mike.reicher@latimes.com

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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.

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FRANK SCHULZ, 1929-2011

CalPilots Airport Representative Frank Schulz passed away from pneumonia on January 1, 2011. Frank was one of the first Airport Representatives for California Pilots Association. He served Brown Field (SDM), Jacumba (L78), Montgomery



Field (MYF), and San Diego (SAN).

Frank was born July 30, 1929, in Brooklyn, NY; beloved husband, father and grandfather, he is survived by his wife of 54 years, Ruth Ann Schulz, his four children.

Donations in remembrance may be made to the American Lung Association or your favorite charity.

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'AB48'. In the past he has also been active with the ShowHawks, an organization of pilots and aviation aficionados who work in the entertainment and movie business.

We look forward to the expertise and fresh ideas that he will bring to California Pilots Association.

FEDERAL AND STATE CONTACTS

President Barack Obama

The White House
1600 Pennsylvania Avenue
Washington, DC 20590
FAX (202) 456-2461
president@whitehouse.gov

Secretary of Transportation

Ray LaHood
U. S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
Phone (202) 366-4000
Dot.gov.comments@ost.dot.gov

FAA Administrator J. Randolph Babbitt

Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591
Phone (202) 366-4000
1-866-835-532
[Contact.FAA](mailto:Contact.FAA@faa.gov)

Governor Jerry Brown

State Capitol Building
Sacramento, CA 95814
Phone: 916-445-2841
Fax: 916-445-4633
<http://www.govmail.ca.gov>

Senator Barbara Boxer

Hart Senate Office Building
Washington, DC 20510
Phone (202) 224-3553
Web Form: boxer.senate.gov/en/contact/

Senator Diane Feinstein

Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

Congressman Mike Honda 15th District

1713 Longworth HOB
Washington, DC 20515
Phone: (202) 225-2631
Fax: (202) 225-2699
<http://honda.house.gov/>

Other California Congressmen

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Gary Cathy, Chief Division of Aeronautics

Department of Transportation,
Division of Aeronautics, MS #40
P. O. Box 942874, Sacramento,
CA 94274-0001
Phone (916) 654-5470
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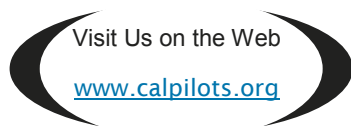


California Pilots Association

P.O. Box 6868
San Carlos, CA 94070-6868

Phone: (800) 319-5286
E-mail: calpilots@calpilots.org

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