



March/April 2013

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## Serving Pilots Of California With Pride

### Santa Maria Airport Taxiways

Santa Maria Airport General Manager is planning to implement, what local pilots and Air Traffic Control [ATC] officials say, is a new runway taxiway re-designation plan which will be confusing to all pilots. This confusion can lead to unsafe and possibly deadly conditions at the airport.

Santa Maria Airport Air Traffic Control manager, James Jones states the changes "would be very confusing to air traffic control-

lers, local and transient pilots". James goes on to say that "The confusion that will result from these proposed changes would only increase runway incursions at the Santa Maria Public Airport".

A runway incursion is when an aircraft enters onto an active runway from a taxiway accidentally. This can lead to a situation where the taxing aircraft comes in contact with an aircraft landing or taking off, which can prove to be deadly.

Runway incursion incidents have been the number one safety issue highlighted by the Federal Aviation Administration [FAA] over the past few years. Both the FAA and pilots have been working hard lately to reduce these life threatening incursions through awareness and education. Implementing a confusing taxiway plan, such as the one about to be installed at the Santa Maria Airport, is completely coun-

*See Santa Maria (Continued on page 2)*

### FAA's Safety Concerns of Industrial Plumes

On January 15th, California Pilots Association Director Andy Wilson represented CalPilots in Washington DC along with seven other aviation organizations invited by the FAA to review and comment on the FAA's Safety Concerns of Industrial Plumes (Power Plants) study results. Also included were the Oregon Pilots Association; State of Oregon, Department of Aviation; California Department of Transportation Divi-

sion of Aeronautics; Aircraft Owners and Pilots Association (AOPA); National Association of State Aviation Officials (NASAO); American Association of Airport Executives (AAAE); Airport Council International – North America (ACI-NA) Division of Aeronautics. **The issue** – as new energy sources and processes are developed, site locations near or on airports are being considered, some of which could generate thermal plumes

affecting the performance and safety of aircraft. In addition, the California Energy Commission (CEC) and other organizations have requested FAA guidance on the appropriate airport proximity that power plants could be constructed.

The meeting agenda was a follows:

- MITRE Corporation - exhaust plume study.

*(Continued on page 3)*

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## Presidents Corner by Ed Rosiak

### Message to California Pilots Association Chapters

Attention all California Pilots Association Chapters. The California Pilots Association is required to file annual IRS non-profit tax returns, which requires a list of all subordinate non-profit chapters. This filing requires chapter leadership contact information.

That means that each subordinate chapter must provide annual updated chapter leadership information for our files.

We require the names of each chapter officer along with their contact information, including telephone number, email address, and the mailing address even if the address hasn't changed. Please insure that you send this information to [president@calpilots.org](mailto:president@calpilots.org) each year in January, after your end of year elections.

This is very important, especially for the chapters enrolled under the California Pilots Association

non-profit status, because over the past three years the IRS has been reviewing all non-profit organizations in an effort to catch questionable non-profit organizations.

The IRS has also increased the amount of paperwork required to add, or reinstate, subordinate chapters, from a few pages to 12 pages!

Important – The California Pilots Association annual IRS tax paperwork only includes a listing of chapters falling under our non-profit 501(c) (3) status. We do not report on chapter financial transactions, that is each chapter's responsibility.

Each subordinate chapter has a responsibility to respond to and file annual updates that the state sends them directly, and for those chapters falling under the CalPilots 501(c) (3) non-profit status, must file annually with the IRS.

The IRS filing is accomplished online as a postcard Form 990-

N. Link: [http://www.irs.gov/Charities-&-Non-Profits/Annual-Electronic-Filing-Requirement-for-Small-Exempt-Organizations--Form-990-N-\(e-Postcard\)](http://www.irs.gov/Charities-&-Non-Profits/Annual-Electronic-Filing-Requirement-for-Small-Exempt-Organizations--Form-990-N-(e-Postcard)), this page shows the dates you need to report. If your Chapter does not file for three years the IRS will revoke your tax-exempt status. The state sends each chapter a form via snail mail, which is filled out by the chapter and returned to the state (this is why it is so important that our contact information be up to date).

Be advised that the state typically assigns a late fee to chapters who haven't filed the form on time. We have had old and new chapter leaders surprised by the fines, which are due even if the chapter decides to dissolve, so please insure that you keep up on your annual tax filing paperwork.

Ed Rosiak – President  
California Pilots Association



***"Important – The California Pilots Association annual IRS tax paperwork only includes a listing of chapters falling under our non-profit 501(c) (3) status. We do not report on chapter financial transactions, that is each chapter's responsibility."***



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## Santa Maria Airport Taxiways

(Continued from page 1) Santa Maria

ter productive and does not make sense, says Mitch Latting, Vice President of California Pilots Association.

Hundreds of people, passengers and aircraft fly in and out of Santa Maria Airport each day via private aircraft, business aircraft, CalStar Air Ambulance, Allegiant and United Express airlines. Creating a confusing and potentially dangerous situation for all these folks is beyond belief, says Latting.

FAA Advisory Circular

150/5340-18F is an official document, which provides "Standards for Airport Sign Design". This document provides specific guidance for airport taxiway layouts and design. One of the first document statements is "Keep it simple and logical". Per Jones, this new plan is contradictory to this directive.

Collectively, our Santa Maria Air Traffic Control Tower personnel have over 142 years experience in providing safe air traffic control. They say NOT to implement this confusing taxiway re-designation

plan. With their warning of the dangers of the new plan, our ATC personnel have provided a "simple and logical" taxiway re-designation plan to the airport general manager, which has been ignored. It would be prudent for those planning such major changes to the airport, would include people who actually use the airport, such as pilots and Air Traffic Controllers says Latting.

Local pilots and our Air Traffic Control personnel will be stating their objections to this

See Santa Maria (Continued on page 11)

***"Creating a confusing and potentially dangerous situation for all these folks is beyond belief, says Latting."***

# FAA's Safety Concerns of Industrial Plumes

(Continued from page 1) FAA Safety

- Results of the Study
- Plume Hazard model
- Safety issues related to plumes

Possible mitigations to safety issues

Andy Wilson - Director California Pilots Association

California Pilots Association has been a driving factor in exposing the potential issues with locating power plants within the close proximity of airport operational areas, and has worked to provide the CEC and the FAA with safety information that developers have had a tendency of expunging.



***"Andy Wilson - Director California Pilots Association has been a driving factor in exposing the potential issues with locating power plants within the close proximity of airport operational areas."***

As a result, the FAA has been studying the efforts of thermal plumes on aircraft. Until now, this information has been missing. The California Pilots Association welcomes the FAA's review and guidance.

## White Paper Safety Concerns of Industrial Exhaust Plumes

White Paper Safety Concerns of Industrial Exhaust Plumes

Prepare by:

Federal Aviation Administration

Airport Obstructions Standard Committee Working Group

November 15, 2012

Background:

In 2008, a safety concern was raised to Federal Aviation Administration (FAA) that in some instances exhaust plumes were causing disruption to flights. In addition, California

Energy Commission and other organizations were requesting guidance from the FAA on what is the appropriate proximity power plants can be constructed to an airport.

Currently, the only FAA regulations are on the physical restrictions on the height of the exhaust stack. There are no FAA regulations protecting for plumes and other emissions from exhaust stacks.

In September 2008, the FAA's Airport Obstruction Standard Committee (AOSC) was tasked to study the impact exhaust plumes may have on flight safety. In 2009, a task was added to an FAA support contract that evaluated the following:

How much turbulence is created by the Exhaust Plumes?

Is this turbulence great enough to cause loss of pilot control?

If so, what size aircraft are impacted?

Is there a lack of oxygen causing loss of engine or danger to pilot/passengers?

Are there harmful health effects to the pilot or passengers in flying through the plume?

In fall 2010, the initial Plume Report was completed. After careful review, the AOSC determined that the information in the initial Plume Report needed to be further verified and validated.

Status:

In spring 2011, FAA's Federally Funded Research & Development Center operated by the MITRE Corp was tasked to verify and validate the initial study with an agreed upon completion in fall 2012

MITRE completed their work in September 2012 and delivered a complete study and validated full Plume Hazard model. The study indicates exhaust plumes can create hazards for aircraft in a limited area above the stack in terms of turbulence caused by upward motion of the plume and reduced oxygen content inside the plume. The reduced oxygen is not a danger to pilots, but could cause flame out of helicopter engines if hovering over the plume. It also indicated that weather conditions are an important factor in the size of the risk area. The conditions which create the largest risk area are calm winds, low temperatures, and neutral or unstable stratification of the atmosphere. The reverse is also true, windy conditions (greater than eight (8) knots) and warmer temperatures, the risk area is minimized.

Next Steps:

The FAA is eager to engage with industry, prior to issuing any guidance and/or policy associated with exhaust plumes. The AOSC will host an invitation only meeting to national organizations the FAA believes represent the main aviation interest associated with plumes. In this meeting, MITRE will outline their study, the results, and the Plume Hazard model. Following the MITRE presentation, the AOSC will facilitate a discussion with the organizations to ensure their concerns are fully understood.

□ hite Papers (Continued on page 11)





## Bracket Field APLUC



On behalf of the Airport Land Use Commission (ALUC), the Department of Regional Planning (DRP) is developing an Airport Land Use Compatibility Plan (ALUCP) for the Brackett Field Airport, a County airport located at 1615 McKinley Avenue, La Verne in Los Angeles County.

This website is a clearinghouse of information related to the project and will be updated regularly with new information regarding plan development, opportunities for public participation, and updates on project status. To receive periodic updates directly in your inbox, please send an email to [commplan@planning.lacounty.gov](mailto:commplan@planning.lacounty.gov) to join the Community List.

### About the ALUC

In Los Angeles County, the Regional Planning Commission (RPC) also serves as the ALUC, which is responsible for developing plans for promoting and ensuring compatibility between each airport in the county and surrounding land uses. For more information on the ALUC, please visit the [ALUC webpage](#).

### Project Background

In 2011, the California Transportation Commission allocated California Aid to Airports Program (CAAP) funds to the DRP to prepare the Brackett Field ALUCP. Following a request for proposal and competitive bidding process, the DRP selected the aviation planning firm, [Mead & Hunt](#), to prepare the ALUCP. The project was initiated in November 2012 and will take approximately one year to complete.

The Brackett Field ALUCP will set forth land use compatibility policies applicable to future development in the vicinity of the Airport. The policies will be designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards and noise impacts are minimized. Once adopted, these policies will provide the basis by which the ALUC can carry out its land use development review responsibilities in accordance with State Law.

### Project Scope

The scope of work includes three main phases, which are summarized below.

I. Data Collection and Compilation. Project initiation and management, including: workgroup formation (land use planners from the surrounding cities of Covina, Glendora, La Verne, Pomona, San Dimas, and Walnut as well as County Aviation Division staff); project kickoff meetings and conference calls; website development; land use data collection and mapping; airport data and mapping; and, background report development.

II. ALUCP Preparation and Environmental Documentation. Preliminary impact assessment, including airport impact identification, airport-specific policy preparation, initial review of general plan consistency, a workgroup meeting and policy considerations report development; compatibility plan preparation, including an administrative draft for staff and working group review and a public draft for public and ALUC review; and, environmental impact documentation, including a housing displacement analysis, initial study and (anticipated) negative declaration.

III. Review and Adoption. Public outreach, including a public workshop and stakeholder conference calls; and, public review and adoption, covering comments, responses to comments, public hearing(s) and final plan preparation

### Project Deliverables and Milestones

#### Deliverable

#### Target Date of Completion

Discussion Paper: Background Report

February 2013

Discussion Paper: Policy Considerations

April 2013

ALUCP - Administrative Draft

June 2013

*See Brackett Field (Continued on page 6)*

### Got Email?

Does CalPilots have your current email address? By providing us with your email address you will be able to receive electronic membership renewal notices and other upcoming new features.

Please send your current email address to [webmaster@calpilots.org](mailto:webmaster@calpilots.org)

CalPilots does not sell or share members information

**Visit Caltrans Division of Aeronautics Website for a lot of good information.**

<http://www.dot.ca.gov/hq/planning/aeronaut/>

**Cal Trans Link to newsletters :**

<http://www.dot.ca.gov/hq/planning/aeronaut/AeroNewsletter2010.html>

The Friends of Oceano Airport present...

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Know Before You Go - What should you consider?  
FAA Medical Exam Process  
The importance of Effective Teaching and Flight Reviews  
Explaining what and why one might want to use Balanced Field Length  
Avoiding Thunderstorms  
Instrument Landing System  
Take-off / Landings / Low Altitude Maneuvering and Aircraft Operational Limitations  
Aviation Weather Forecasts

**PAST TOPICS COVERED:**  
GA flight operations and the California Highway Patrol  
IFR versus VFR  
Safety Trends in General Aviation and Risk Management / Risk Intervention Strategies  
VFR & IFR Airspace  
Flight operations on the Northern California coast  
Glider operations and the GA pilot (see and avoid)  
Transportation Security Administration (TSA) and Security - Related Special Use Airspace Runway Safety... runway operations and communication procedures




**Benton Air Park (Oscar 85) - 10:00 AM till Noon**  
**Register each month at [www.faa.gov](http://www.faa.gov)**  
**For further information - [ATPBill@gmail.com](mailto:ATPBill@gmail.com)**

**FAAST**  
Federal Aviation Administration  
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**WILLIAM HILL**

## FAA finalizes Piper cable inspection AD 2013-02-13



**AOPA ePILOT**

Two NTSB investigations in the past two years have found corrosion of the stabilator cable contributed to loss of control accidents involving a Piper Cherokee Lance and Turbo Saratoga. The FAA has updated an airworthiness directive and will now require inspections of those control cables in various Piper models that are 15 years old or older as of March 1.

The NTSB supported the mandate, noting that corrosion and stress continue to cause control cable failures a decade after special airworthiness information bulletins (SAIBs) were issued on the same

topic.

The new directive allows owners to complete the inspections in conjunction with the next annual inspection due after March 1, and every 2,000 hours thereafter. **The FAA estimates 34,013 aircraft in the U.S. registry are subject to the requirement.** The directive was also revised to allow the use of Scotch-Brite and similar products from the cable and turnbuckle in keeping with a service bulletin issued by Piper in November 2012. The final rule notes there have been "multiple reports" of cable corrosion and fraying in various

models, including PA-28, PA-32, PA-34 and PA-44

Corrosion, fatigue, and fraying are not just a problem for older-model Pipers--all aircraft owners should expect some degree of corrosion and fatigue as airplanes age. The AOPA Air Safety Institute offers a free online course covering a range of issues with aging aircraft.

Here is a link to the AD: [http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/0/DDA43F69DE69AD0E86257B08004E4056?OpenDocument](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/DDA43F69DE69AD0E86257B08004E4056?OpenDocument)

AOPAePilot 2-8-2013



# Flying Over Federal Marine Sanctuaries and State Refuges

California is home to several marine wildlife sanctuaries and refuges managed by different State and federal agencies. The National Oceanic and Atmospheric Administration (NOAA) is the federal agency that has jurisdiction and control of the Gulf of the Farallones National Marine Sanctuary, the Monterey Bay National Marine Sanctuary, and the Channel Islands National Marine Sanctuary.



Point Lobos Farallones Islands

In their creation, NOAA established a 1,000 above ground level (AGL) altitude restriction as a "disturbance threshold" for federally protected marine mammals and seabirds. Established with the passage of the National Marine Sanctuaries Act in 1981, the threshold altitude is uniform throughout the sanctuaries. Altitude

restrictions did not appear on aeronautical charts until February 2012, because they are not Federal Aviation Administration flight restrictions.



Channel Islands



Point Lobos State Reserve

Although the sanctuaries cover large areas of open ocean and California's coastline, altitude restrictions only apply to very specific zones. Each zone is now clearly identified on Sectionals and Terminal Area Charts. Pilots overflying the zones must comply with the 1,000 AGL limit.

In addition to NOAA's regulations, two other resource agencies — the U. S. Fish and Wildlife Service and the California Department of Fish and Game — have authority to set over-flight restrictions in designated marine environments. Both these agencies, like NOAA, have regulatory authority and may issue fines or penalties for violations.

By Colette Armao

Additional information regarding over-flight restrictions can be found at:

Detailed information about chart changes:

<http://sanctuaries.noaa.gov/flight/welcome.html>

List of Frequently Asked Questions about over-flight regulations:

<http://sanctuaries.noaa.gov/flight/faqs.html>

Regulatory description of restricted over-flight zones:

[http://farallones.noaa.gov/manage/pdf/77FR3919\\_Overflightfinalrule.pdf](http://farallones.noaa.gov/manage/pdf/77FR3919_Overflightfinalrule.pdf)

Pilot's Know Before You Go

<http://sanctuaries.noaa.gov/flight/cinms.html>



***"Established with the passage of the National Marine Sanctuaries Act in 1981, the threshold altitude is uniform throughout the sanctuaries. Altitude restrictions did not appear on aeronautical charts until February 2012, because they are not Federal Aviation Administration flight restrictions."***



## Bracket Field APLUC

(Continued from page 4) Bracket Field

ALUCP - Public Draft  
Initial Study - Administrative Draft  
Initial Study - Public Draft  
Public Workshop  
Stakeholder Outreach  
Comments and Responses Log  
Final ALUCP and Environmental Determination

July 2013  
June 2013  
July 2013  
July 2013  
August 2013  
September 2013  
October 2013

### Recent Events

[Airport Land Use Commission Discussion Item \(2012-12-12\)](#)  
[Airport Land Use Compatibility Plan Working Group Meeting\(2012-12-05\)](#)



# Sutter Buttes Regional Aviation Association



SBRAA's 1st Annual Meeting will be on Saturday March 9th at 10:00 AM. We will be holding our meeting at the City of Yuba City, City Hall 1201 Civic Center Boulevard Yuba City, CA 95993 in the Council Chambers. We will also have representatives from California Pilots Association and AOPA speak at this event. We have been very busy over the last 10 months and have accomplished quite a bit. We will update the membership on what we have been doing and where we are with our goal of running the airport. We encourage all SBRAA members to attend, as we will have some exciting news to announce!

[www.sutterbuttesaviation.org](http://www.sutterbuttesaviation.org)

Sutter Buttes Regional Aviation Association is a CalPilots Chapter



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# Gross Field Community Association



The **Gross Field Community Association**, in conjunction with the **Marin County 99's\***, is proud to announce the **Wings Over Marin – “Women in Aviation”** event to be held September 21, 2013, at Gross Field, Marin County’s airport in Novato.

Our Women in Aviation theme is designed to acknowledge those women who have been, and continue to be, involved in aviation in many different and important ways. We are planning to have some very special women take part in the event and share their experiences and perspectives with Marin County youth who may, someday, follow in their footsteps.

Women in Aviation will also focus on educating all youth about the many career opportunities available in aviation today. We will highlight how women have had successful careers in aviation or aviation related jobs, including aircraft engineering and design, air traffic control, mechanics, airport operations, flight schools, aviation product sales, and of course, careers as pilots. Many opportunities abound in both the public and private sectors. For all young people who attend, there will be a wealth of information on what it takes to pursue these careers.

We are also proud to offer \$1,250 scholarships to two Marin County youth who apply to pursue an aviation related careers in their chosen field. These scholarships will be offered to high school graduates who have demonstrated an interest in pursuing a career in an aviation related field.

The event will include something for everyone:

- Keynote Speaker(s) – women with current careers in aviation
- Seminar for career opportunities in aviation and related industries
- Static displays of historic, military and modern aircraft (kids will be able to sit in some cockpits)
- Military “war birds” on the ground and in the air
- Low level aircraft “fly bys” by a wide variety of aircraft
- Informational displays and aviation related vendors
- Videos and other displays on the history of women in aviation.
- Food and entertainment

In order for this event to be successful, we need and are asking for your financial support. Please see the Sponsorship document included with this letter and do whatever you can to help make the day memorable, especially



**Gross Field  
Community Association**  
Is a Chapter of  
California Pilots Association

for the women who have been in aviation and for those who just might.

Thanks for whatever help you can give!

V2 January 11, 2013

\* Marin County 99's are a local chapter of an international organization of women pilots.

(800) 319-5286

[www.calpilots.org](http://www.calpilots.org)

## AIRPORT ADVOCATE

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**OPINIONS** expressed in the *Airport Advocate* are not necessarily always those of **California Pilots Association**.

**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**

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Or send by email: [editor@calpilots.org](mailto:editor@calpilots.org) or  
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# LOS ANGELES TERMINAL AREA CHART CHANGES



***Candy Robinson  
is President of the  
Long Beach  
Airport  
Association and  
on the Charting  
Committee With  
the Southern  
California  
Airspace Users  
Group In  
Association with  
the FAA***



Click the link below to view the graphical changes.

<http://www.lbfflying.com/files/ed66vs65.pdf>

The new edition of the Los Angeles Terminal Area Chart became effective December 13, 2012. Here are some of the changes we found:

Panels with Class B Transitions

1. Mini Route — corrected Class D boundaries, add VFR Waypoint Manhattan Beach Pier (VPLMB).
2. Los Angeles Special Flight Rules Area — corrected Class D boundaries.
3. Intensive Flight Training Areas — add frequency 122.85 for John Wayne Flight Training Area below 2,000 feet; delete frequency 123.025 for Cajon Flight Training Area below 2,000 feet. Navigation side

1. Add SLAPP intersection, defined by Palmdale and Lake Hughes VORs, near Agua Dulce (L70).

2. Delete group obstruction symbol north of Cable (CCB), elevation 5,776 feet MSL, less than 1,000 feet AGL; replace with less-than-1,000-feet-AGL obstruction symbol, elevation 5,555 feet MSL, 220 feet AGL.
3. Warning near Santa Barbara Island added CFR reference: "Flight operations below 1,000

feet AGL over the designated areas within the Channel Island National Marine Sanctuary violate NOAA regulations (see 15 CFR 922)".

4. At least 9 downtown Los Angeles obstructions have MSL (and AGL where applicable) updated.

5. Delete frequency 123.025 for Cajon Flight Training Area (north of Rialto (L67)) below 2,000 feet.

6. Within 5 nm of LAX: Add symbol for hang glider activity, add VFR Waypoint Manhattan Beach Pier (VPLMB), relocate symbol for Hawthorne (HHR) approximately 1 nm south, update obstruction symbol (buildings) MSL altitude.

NOTE ERROR: VFR Waypoint HAWTHORNE & 405 FREEWAY (VPLSR) was erroneously changed: "405" has been printed as "495".

7. Corrections made to Class D airspace around TOA and HHR.

8. Add frequency 122.85 for John Wayne Flight Training Area below 2,000 feet in caution box 13 nm south of John

Wayne (SNA).

Flyways side

1. Changes #3, #5, #7 and #8 made to navigation side (above) were also incorporated on flyways side of chart.
2. Los Angeles VFR Waypoints panel: Add VFR Waypoint Manhattan Beach Pier (VPLMB).
3. Northwestern most portion of flyways chart: removed note regarding VFR checkpoints, already exists on navigation side of chart
4. Within 5 nm of LAX: Add symbol for hang glider activity, add VFR Waypoint Manhattan Beach Pier (VPLMB), move the symbol for Hawthorne (HHR) south approximately 1 nm.
5. NOTE ERROR: Queens Gate VFR checkpoint flag was relocated in error.

If you find any other changes on the Los Angeles Terminal Area Chart, please let us know!!! For a graphical representation of the chart changes, checkout our website, <http://www.Lbfflying.com>

Check your flight cases to make sure you have the most current Los Angeles Terminal Area chart!

## California Aviation Awareness Day

***"California  
aviation  
advocates  
will gather  
at the  
north steps  
of the  
Capitol on  
Wednesday  
, April 24,  
2013 "***

California Aviation Awareness Day promotes GA to Elected Representatives

California aviation advocates will gather at the north steps of the Capitol on Wednesday, April 24, 2013 to engage elected representatives in an event promoting General Aviation within the state. The California Aviation Awareness Day provides state Assembly Members and Senators an occasion to discover the aviation industry's benefits and advantages. Ed-

ucational displays showing the vital role General Aviation serves in California's economy and communities will be presented.

Emphasizing a personal interaction with lawmakers, a cadre of enthusiastic informed individuals will visit each representative's office during the event Sharing unique stories of the importance GA plays in their own lives will be a key element to putting a visible, human face on General Aviation. The Association of California Airports leads the California Aviation Awareness Day production efforts. The Cali-

fornia Pilots Association, National Business Aviation Association, Aircraft Owners & Pilots Association, Association for Aviation Across America, and other state and local aviation organizations and businesses have stepped up to provide additional support. Opportunities to contribute to the success of the California Aviation Awareness Day through volunteering or financial donation can be found on the website: [www.CaAviationDay.com](http://www.CaAviationDay.com).

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

Name: \_\_\_\_\_<sup>1</sup> Home Airport: \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State: \_\_\_\_\_<sup>2</sup> Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_-\_\_\_\_ Work Phone: (\_\_\_\_) \_\_\_\_-\_\_\_\_ FAX: (\_\_\_\_) \_\_\_\_-\_\_\_\_ Cell Phone (\_\_\_\_) \_\_\_\_-\_\_\_\_

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**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<<

**YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR WEBSITE : [www.calpilots.org](http://www.calpilots.org)**

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CalPilots PAC  
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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

#### Chairman

Contributions can be made to payable to  
**CALIFORNIA PILOT PAC**  
P.O. Box 324, The Sea Ranch, CA 95497-0324  
PAC contributions are not tax deductible.  
**CALIFORNIA PILOT PAC**  
California ID 811653



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### President Barack Obama

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U. S. Department of Transportation  
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Phone (202) 366-4000  
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### FAA Administrator Michael P. Huerta

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### Governor Jerry Brown

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<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/](http://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

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### Other California Congressmen

[http://www.house.gov/house/MemberWWW\\_by\\_State.shtml#ca](http://www.house.gov/house/MemberWWW_by_State.shtml#ca)  
Gary Cathey, Chief Division of Aeronautics  
Department of Transportation,  
Division of Aeronautics, MS #40  
P. O. Box 942874, Sacramento,  
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Phone (916) 654-5470  
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[gary.cathey@dot.ca.gov](mailto:gary.cathey@dot.ca.gov)

### For Cal Senate and Assembly contacts

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

(Continued from page 2) Santa Maria

new confusing taxiway plan to the Santa Maria Board of Directors this coming Thursday evening, January 24th, at 7 PM, in the airport administration building. The Airport Board states 'this is your airport' and encourages people to come to these public meetings.

The citizens that fly in and out of Santa Maria Airport have a right to know the potentially deadly hazardous situation which is about to become

reality at the airport, says Mitch Latting, Vice President, Region 3 California Pilots Association [www.calpilots.org](http://www.calpilots.org)



(Continued from page 3) White Papers

The meeting time and location is still to be determined, but we expect it to be in mid-January 2013. Prepared by: Federal Aviation Administration Airport Obstruction Standards Committee Working Group  
Contact: John Speckin  
Office: 816-329-3050  
Email: [john.speckin@faa.gov](mailto:john.speckin@faa.gov)



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The aviation businesses listed below are business sponsors of CALPILOTS, and made generous contributions, which help to ensure that your flight freedoms continue. They deserve your patronage and support of all California Pilots and Aviation Enthusiasts.

*Tell them you are a CALPILOTS member and appreciate their support*

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[www.geminiflightsupport.com](http://www.geminiflightsupport.com)

### **Chuckwalla Valley Motorcycle Association**

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Desert Center, CA 92239  
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[www.cvmracing.com](http://www.cvmracing.com)

### **CalPilots has Many other Business Partners**

We urge our members to support them.  
Use the link below to see the full list on our Website:  
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### **Aircraft Spruce & Specialty Co.**

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Fax: 951-372-0555  
Toll Free: 877-477-7823  
<http://www.aircraftspruce.com/>

### **Clay Lacy Aviation (VNY)**

7435 Valjean Ave.  
Van Nuys, CA 91406  
(818) 989-2900  
FAX (818) 904-3450  
[www.claylacy.com](http://www.claylacy.com)

### **Precissi Flying Service (Q80)**

11919 N. Lower Sacramento Rd.  
Lodi, CA 95242-9248  
(209) 369-4408

### **Bud Field Aviation (HWD)**

Hangar Address:  
22005 SkyWest Drive  
Hayward, CA 94541  
(510) 782-9063  
FAX 510-782-9081  
[www.budfieldaviation.com](http://www.budfieldaviation.com)

### **Perris Valley Skydiving**

2091 Goetz Rd.  
Perris, CA 92570-9315  
1 (800) 832-8818  
FAX +1 (951) 657-5904  
<http://skydiveperris.com>