



November / December 2010

ANNUAL MEETING SATURDAY NOVEMBER 13TH 2010 IN LONG BEACH CALIFORNIA

Join us during the AOPA Summit in November in Long Beach.

The California Pilots Association works with AOPA each year AOPA holds its (California) Summit, hosting a booth (1451) in the non-profit section, and holding our annual meeting as part of Summit.

AOPA also generously offers non-profit groups, such as the California Pilots Association, a room to hold our annual meeting. This year's annual meeting

will be held on Saturday, November 13th, at 10:00AM – 3:00PM at the Hyatt Regency Long Beach Hotel and the meeting room will be Seaview A (a map is on page 4). The Hyatt Regency is within short walking distance of the Summit conference hall. This year's meeting will not disappoint. We have lined up some great speakers and discussions, and will be providing refreshments as part of the meeting.

See Annual Meeting(Continued on page 4)



November 11-13

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Study: Noise Increase at SMO Not Significant



SMO — Residents upset over what they said was a drastic increase in flights from Santa Monica Airport over their homes earlier this year are blasting a City Hall-funded study presented this week that found there had been no significant increase in noise levels.

The study by Mestre Greve

Associates looked at flight data from a six-month period, beginning last December when the FAA began testing a new take-off route, known as a 250 degree heading, for some small piston-powered planes. It concluded the test resulted in an average of eight additional flights over residential neighborhoods in Santa Monica,

causing no substantial noise increase under FAA standards.

Lisa Hughes, a co-founder of the group Neighbors for a Safe & Healthy Community, which formed after residents filed thousands of noise complaints during the FAA's test

See SMO (Continued on page 4)

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?

President's Corner

2010 – The Good and Bad 2010 is almost in the rear view mirror, and was full of issues for General Aviation in California. And, unfortunately our state continues as the poster child for dysfunctional government and a lack of fiscal responsibility.

It's ugly, I know, but we have to stick together and push back on the "tax anything that moves" mentality of Sacramento. It would be easy to throw ones hands up and say "I give up. There is nothing I can do". Don't give up. What better example of a

Sacramento cash grab than AB48 – the now infamous 2009 bill which quietly placed flight schools under BPPE, a bureaucracy whose mission was set to expire, and whose purpose is, let's be honest, questionable. Caught with their fingers in the cookie jar with AB48, the usual Sacramento political posturing was put in motion. Son of AB48, AB1889, was



Ed Rosiak
President California
Pilots Association

created only to delay AB48's huge annual cost to California flight schools.

It appears, however, that BPPE is not funded, as AB1889 was vetoed by the Governor after a state employee union snuck in five permanent BPPE positions at mere \$105,000 a piece. After this, can

there really be any doubt that this was a Sacramento cash grab from the beginning?

The business as usual for Sacra-

See President's Corner(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."

Catalina Aero Club Airport in the Sky

Pilots who join the newly formed Catalina Aero Club will be able to land on the California island as often as they like for a year without paying the \$20 landing fee. The Catalina Aero Club membership is \$150 per year.

"I am thrilled to see the pilots who make Catalina one of their most popular destinations want to redefine their commitment to the protection and recreation of the Island through their membership in the new Catalina Aero Club," said Conservancy President Ann Muscat.

Pilots who join the [Catalina Aero Club](#) have free unlimited landing privileges. Another benefit is 20 percent off the Wildlands Express shuttle service, in addition to a free Killer Cookie with every \$10 food purchase at the airport's DC-3 Gifts and Grill.

Other benefits include one annual Freewheeler bike pass and 50 percent off

Conservancy campground fees.

Current Conservancy members who would like to upgrade to the Aero Club can do so and extend their membership for \$115. Current Leadership Circle members can now enjoy unlimited free landings at Airport in the Sky.

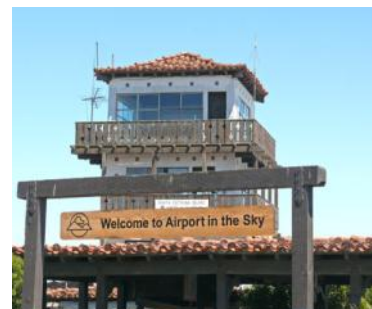
Santa Catalina Island is a prime destination for pilots who want to indulge in a bison burger with all the fixings and a famous Killer Cookie at the DC-3 Gifts and Grill Café at the island's Airport in the Sky. **During [AOPA Aviation Summit at Long Beach, Calif.](#), AOPA members will enjoy a no-landing-fee weekend Nov. 13 and 14, as long as they show their AOPA membership card.**

"All AOPA pilots are welcome to enjoy the unique experience of landing on our mountaintop runway," said Mel Dinkle, Conservancy COO and treasurer, a

pilot himself. "If the visibility is bad on the mainland, call the ASOS (310/510-9641) first because the weather may be much improved over the Island."

The Conservancy has initiated the new [Catalina Aero Club](#) that provides member pilots unlimited landing at the [Airport in the Sky for one year](#) in addition to 20 percent off the Wildland's Express shuttle service to and from Avalon, and a free "Killer Cookie" with every \$10 of food purchased at the gift shop and grill. Other benefits include one annual Free-wheeler bike pass into the interior and 50 percent off Conservancy campground fees.

The Catalina Aero Club membership is \$150 per year. Current Conservancy members who would like to upgrade to the Aero Club can do so by extending their membership for \$115. For information, call 310/510-2595, ext. 114.



"Pilots who join the newly formed Catalina Aero Club will be able to land on the California island as often as they like for a year without paying the \$20 landing fee. The Catalina Aero Club membership is \$150 per year."

Army Receives FAA Approval to Fly Unmanned Aircraft in National Airspace

By Grace V. Jean National Defense Magazine

“The FAA has long been wary of opening up national airspace to remotely piloted aircraft — a technology it perceives as a potential threat to civilian carriers because the operators who control the flights through video screens have limited fields of view.”



“The Navy on Aug. 2 lost communications with a robotic Fire Scout helicopter that had taken off from the Patuxent River testing ground in Maryland. It flew toward Washington, D.C., and broached restricted airspace before operators regained control.”

DENVER — The Federal Aviation Administration has granted the Army permission to fly unmanned aircraft in national airspace at night using ground-based radar and GPS systems to avoid civilian and commercial traffic.

“This is a landmark event,” said Col. Gregory Gonzalez, project manager for Army unmanned aircraft systems.

The armed services, now heavily reliant on unmanned aircraft, have enjoyed the use of open airspace overseas to fly their drones. But when the wars end, they will lose those privileges.

“When we bring hundreds of aircraft back, we’ll have to fly in national airspace in order to train all the units to keep them proficient to protect our country in any other contingency that comes along,” Gonzalez told reporters at the Association for Unmanned Vehicle Systems International conference.

The FAA has long been wary of opening up national airspace to remotely piloted aircraft — a technology it perceives as a potential threat to civilian carriers because the operators who control the flights through video screens have limited fields of view. If operators lose connectivity with the aircraft, no one is on board to steer the plane to safety.

The Navy on Aug. 2 lost communications with a robotic Fire Scout helicopter that had taken off from the Patuxent River testing ground in Maryland. It flew toward Washington, D.C., and broached restricted airspace before operators regained control. The North American Aerospace Defense Command was about to scramble F-16 fighters to intercept the chopper, which came within 40 miles of the nation’s capital. NORAD’s commander, Navy Adm. Sandy Winnefeld, who also heads U.S. Northern Command, said officials were considering possible options for stopping the runaway chopper, including shooting it down, when they received word that it was back under control.

In anticipation of flying UAS training missions in national airspace, the Army has been developing a ground-based sense-and-avoid capability to prevent mishaps. The technology relies on radar and software that has been integrated into UAS ground control stations rather than placed on board the aircraft.

The “zero-conflict airspace” system is being implemented in several phases. The first phase is to detect a manned aircraft coming into the UAS’ airspace. The operator would receive an alert and subsequently land the aircraft. That phase has received approval from the FAA — with restrictions — to allow the Army to fly UASs at a test flight area near El Mirage, Calif.

“That’s our first step toward a proof of concept to demonstrate to the FAA that there are ways to safely integrate unmanned aircraft into the national airspace system,” Col. John M. Lynch, director of the U.S. Army unmanned aircraft systems center of excellence, told

National Defense in a phone interview.

To test the system, the Army plans to fly its MQ-1C Gray Eagle at El Mirage in the near future, Gonzalez said. The Army is still negotiating with the FAA over details needed to receive a certificate of authorization to fly in the airspace.

One of the restrictions requires an FAA representative to observe the flight operation from the ground. That may prove to be difficult because the Army intends to fly from dusk to dawn, seven nights per week, officials said.

Once the flights commence and the first phase of the “zero-conflict airspace” system is proven, then next phase would involve alerting the UAS operator to traffic and giving him the opportunity to move the aircraft away from the manned airplane rather than landing.

The Army wants to expand the system beyond El Mirage to other locations, including Fort Huachuca, Ariz., and Dugway Proving Ground, Utah. The radar would allow the service to set up “tunnels” between civilian and military airspaces so UASs could fly safely over restricted zones to do the training that they need to do.

“The first step is to do it right at El Mirage and then move it along,” said Gonzalez.

ANNUAL MEETING SATURDAY NOVEMBER 13TH 2010

(Continued from page 1) Annual Meeting

Here is a summary of the agenda for the 2010 CALPILOTS ANNUAL MEETING

10:00 -10:45 Introductions and brief Business Meeting –

10:45 – 11:15 Airport Advocate(s) of the Year Awards

2009- [Robert Eppers and Troy Childs French Valley Airport](#)

2010-To be announced at the meeting

10:45 – 11:15

AOPA's [Greg Pecararo](#) Vice President of Region Affairs

Greg will be discussion working together to promote, support and protect your airport. This will include the ill advised AB48 currently being fought in the California Legislature, as well as many other successful examples.

11:15 – 11:30 Break

11:30- 12:00

Update on Power Plants and Airports – Andy Wilson

[If you are not aware, power plant companies are targeting airports](#) due to the existing infrastructure, sewer, electrical, communication lines, and open space (required for noise and safety issues). There has been a lot of work being done by CALPILOTS to thwart power plant company's efforts to quietly gain approval of these non-aircraft friendly facilities very close to, and sometimes on, airport property..

12:00 – 1:00 Break – Refreshments/snacks provided

1:00 – 1:45

[Friends of Oceano Airport's](#)

Jolie Lucas and Mitch Latting

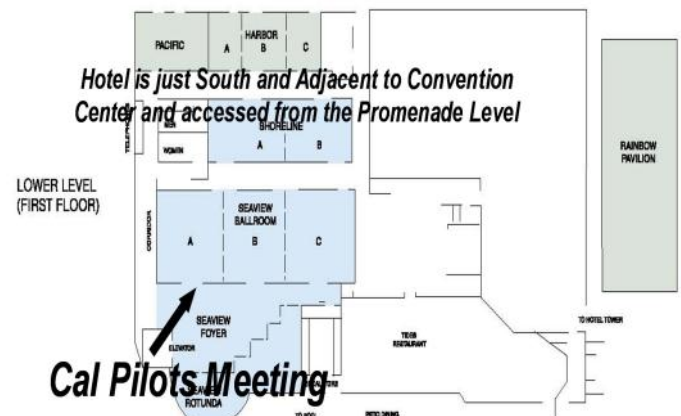
Jolie and Mitch will discuss the recent developer attack on Oceano Airport and how they rapidly and successfully organized to fight it. They will also provide information on how they are promoting general avi-

ation in other ways. This is a good story, so you'll want to hear it!

1:45 – Close

Questions, Issues and Group Discussions

"Jolie Lucas and Mitch Latting will discuss the recent developer attack on Oceano Airport and how they rapidly and successfully Organized to fight it."



Noise Increase at SMO Not Significant

(Continued from page 1) SMO

period, said City Hall's noise analysis was "absolutely ridiculous."

Scores of residents have confirmed that the six-month test resulted in heavy flyover traffic, she said, not a modest increase of eight planes per day.

"I just cannot understand why the city would pay for a study that doesn't deal with reality," she said.

The study's flaw, she said, was that it took into account only planes flying under so-called "instrument flight rules (IFR)," which receive

specific flight path instructions from the air traffic control tower. The majority of pilots operate under "visual flight rules (VFR)" and have a greater amount of flight path leeway.

The FAA's test required only single engine piston-powered planes flying under IFR rules to take the 250 degree heading, which sends pilots in northerly direction over the Sunset Park and Ocean Park neighborhoods, as opposed to south over the Penmar Golf Course. But Hughes and other residents have said they suspect many VFR pilots

opted to take the 250 degree heading as well during the test period, causing the spike in air-plane noise.

Whether to analyze data from all flights out of SMO during the test period or to focus on only the IFR flights has been a point of contention between residents and City Hall.

Airport Director Bob Trimborn defended the decision to analyze only the data from IFR flights: those are the only planes the FAA will consider when it con-

See SMO (Continued on page 5)

"The majority of pilots operate under "visual flight rules (VFR)" and have a greater amount of flight path leeway."

Noise Increase at SMO Not Significant

(Continued from page 4) SMO

"Hughes said the whole point of the city's independent noise analysis was to gauge the true impacts of the FAA's test on the community, not to replicate the analysis the FAA is expected to produce."

ducts its own analysis of the test route in order to determine whether it should be permanent, he said. So looking at data the FAA considers irrelevant isn't likely to have any effect.

"We're dealing with the FAA and they're the ones that are going to make a call on whether there's a significant impact or not," he said.

But Hughes said the whole point of the city's independent noise analysis was to gauge the true impacts of the FAA's test on the community, not to replicate the analysis the FAA is expected to produce.

"I want [the city] to come out

with the truth," she said. "There are people that live on my street that have lived here for 25 plus years, [and] they tell me they have never seen this kind of plane activity over the neighborhood."

The noise study was presented to the city's Airport Commission on Monday. Not every commissioner was entirely satisfied with its findings.

E. Richard Brown, the commission's vice chair, said the noise study "didn't give us the full analysis we were looking for" but was useful as a tool to understand the limits of what a noise study can achieve.

There's no plan yet to conduct an additional study that would look

at all of the flight data, including VFR takeoffs, though Trimborn said discussions about commissioning a further analysis are ongoing.

One possible barrier is the cost.

Trimborn said it would be "very time consuming" to analyze VFR flight data because it would require transcribing months worth of audio recordings of communications between pilots and the air traffic control tower.

Reprinted from the Santa Monica Daily Press Sept 30, 2010

By Nick Taborek

And Aviation eBrief

New Requirements For CA Flight Training Providers Delayed

"It was intended to protect students, but "would require flight schools to pay multiple new administrative fees and open their books to regulators."

A controversial law that opponents fear could have imposed new and potentially crippling fees on California flight schools and flight instructors may now be held up for further consideration thanks to legislative action, Friday. The concerns arose from SB 48, a bill passed earlier this year that authorizes the California Bureau of Private Postsecondary Education (BPPE) to regulate flight training "without input from the industry," according to the National Air Transportation Association (NATA). It was intended to protect students, but "would require flight schools to pay multiple new administrative fees and open their books to regulators," ac-

cording to AOPA. Language included in SB 856, which was passed Friday by the California legislature, would delay mandatory compliance with SB 48 until July 2011. The new bill would also allow the California legislature to reconsider handing oversight of flight training to the BPPE. But there are still more steps to take.

The new language does not resolve the issue for California flight training. What it does is provide opponents with another chance to alter SB 48 in a way that does not add financial burdens to the flight training providers. NATA, AOPA and the flight training industry are serious about the fight. "Without this type of opportunity," said

NATA Director of Regulatory Affairs Michael France, "the impact of the BPPE's regulations could be disastrous for flight training and the aviation industry in general." Signed by Gov. Arnold Schwarzenegger, SB 856 will provide the groups with more time to demonstrate their case to legislators.

Reprinted from AVweb Flash October 11, 2010



Aircraft Tax Break Signed Into Law

The "bonus depreciation" extension that aircraft manufacturers had lobbied for is now law. President Barack Obama signed the Small Business Jobs Act, which contains the provision, on Monday. "As the one tax provision we asked Congress to pass to help offset the decline in sales due to the recession, we are optimistic that the small-business law will help to re-energize America's general-aviation production lines and bring back lost jobs," said Pete Bunce, president of the Gen-

eral Aviation Manufacturers Association. The law is effective as of Monday and applies to businesses' tax returns for 2010, according to the White House. The bonus depreciation item enables businesses to accelerate the rate at which they deduct capital expenditures. Aircraft purchased before the end of 2010 must be placed into service by the end of 2011 to use the bonus-depreciation option. The tax break has proved effective in boosting sales,

according to GAMA. One GA manufacturer said the provision helped close 55 percent of its aircraft sales last year. Ed Bolen, CEO of the National Business Aviation Association, also thanked President Obama for signing the bill. "Now that the president has signed the measure into law, companies will be able to take advantage of the provision right away, giving them access the benefits of business aviation," he said.

Reprinted from the AVweb



"The "bonus depreciation" extension that aircraft manufacturers had lobbied for is now law."

Flight Services Contract Extended

Lockheed Martin's contract to run the automated flight service station system has been extended for three years at a price of \$356 million. The company announced the agreement Tuesday. The Three-year extension begins Oct. 1. Lockheed Martin took over the AFSS function in 2005 and substantially trimmed the number of flight service stations and staff. "Lockheed Martin is proud of the service its flight service specialists provide to the

general aviation industry," said Jim Derr, Lockheed Martin Flight Service Program Director. "We are excited to have the opportunity to continue providing the most accurate and reliable flight service briefings available." Lockheed Martin said the net result of the changes over the past five years is better, more efficient service, although it acknowledged early in the contract that it was not meeting

performance standards set in the contract. It says the system now works. "Under the AFSS contract, which was initially awarded in 2005, Lockheed Martin has employed technology enhancements and a hub system that has modernized flight services. Flight planning is now streamlined and allows the sharing of weather and flight plan statuses across the entire Lockheed Martin AFSS network."

Reprinted from the AVweb



"We are excited to have the opportunity to continue providing the most accurate and reliable flight service briefings available."

During our Annual Meeting in November there will be an Election of Officers and Board for 2011

The Nominations are:

President - Ed Rosiak

Treasurer - Walt Wells

VP-Region 1- Corl Leach

VP-Region 3- Carol Ford

VP-Region 5- Ron Cozad

Director-at-Large- Andy Wilson

Director-at-Large- Charlene Fulton

Director-at-Large- Peter Albiez

Senior Vice President - Doug Rice

Secretary - Robin McCall

VP-Region 2 - Jim MacKnight

VP-Region 4 - Jack Kenton

Director-at-Large- Elliot Sanders

Director-at-Large- Bill Sanders

Director-at-Large- Rene deLathauwer

Other Nominations will be accepted at the Meeting

To read this Newsletter in FULL COLOR it is available in pdf format and can be downloaded.

Visit the CalPilots Website

<http://www.calpilots.org/>



(Continued from page 2) Presidents Corner

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"***

mento, tax anything that moves instead of living within a budget, is no longer acceptable. Enough! General Aviation, which has been a long time cash cow target, must help in the fight to force Sacramento to live within its means. We cannot afford to give up. It is not all bad news though. Let me share just a little of the good news for 2010. The Watsonville Pilots Association was victorious over the City of Watsonville's attempt to circumvent the airport land use planning compatibility. It took a

full five years, a law suit, and defending an appeal by the city to do so, but they did in fact beat city hall. This important story is on the web site and worthy of your review (search for Watsonville).

The attack on Oceano Airport by a local developer trying to establish interest in closing the airport for his profit was defeated by Jolie Lucas and Mitch Latting, two Oceano airport advocates. They quickly organized local pilots, and aviation advocates to successfully defeat the developer's efforts. They will be presenting at our an-

nual meeting on November 14th in Long Beach. It's a good story to hear.

Power Plants

The quietly proposed power plant, planned on the downwind for French Valley Airport, uncovered in 2009, was defeated in 2010. The developer was trying to build it piecemeal to avoid an environmental impact report (EIR). It didn't work thanks to Bob Eppers and Troy Childs, 2009 CALPILOTS Airport Advocate of the Year recipients, with the help of CALPILOTS. Read their story on our web site too.

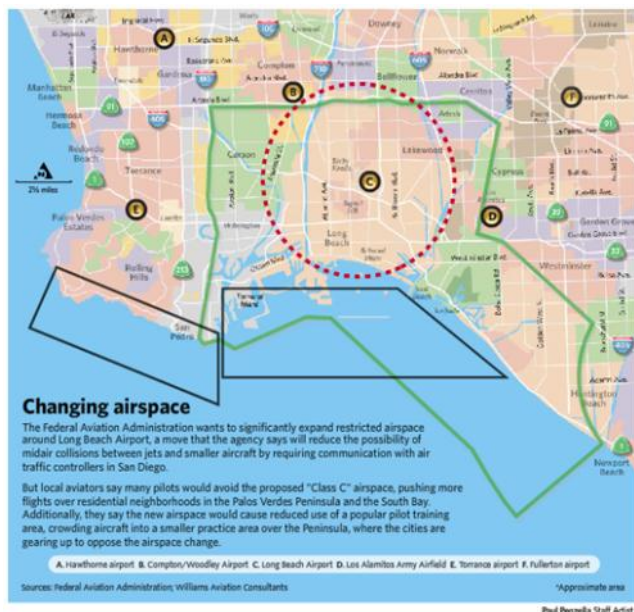
Schwarzenegger Vetoes Flight School Reprieve

The battle over the future of flight schools in California took a predictable twist last week and groups fighting new fees and regulations are regrouping for another round. Gov. Arnold Schwarzenegger vetoed Bill 1889, which includes provisions that would have put a moratorium on implementation of the fees and rules. The

governor didn't veto the bill because of the flight school issue. It included money for new staff and cash-strapped California isn't hiring much these days. Pilots associations in California continue to work the issue. Reprinted from AVweb Flash

See why earlier efforts on page 8 were doomed by the amendment forced in by the SEIU

6 City Councils Object to Long Beach "Class C" Proposal



The city councils of six South Bay municipalities have voted to oppose a proposal from the Federal Aviation Administration that could increase local air traffic.

The FAA is considering whether to expand the restricted air space around Long Beach Airport, a move that critics say would push small aircraft into routes over the southern part of the South Bay.

General aviation pilots would likely avoid Long Beach Airport's expanded airspace because entering it would require communicating with Air Traffic Controllers

in San Diego.

FAA officials say the plan is motivated by a desire to reduce the risk of midair collisions between jets and small aircraft.

At the urging of Rancho Palos Verdes officials, the four cities on the Palos Verdes Peninsula, along with Torrance and Redondo Beach, have all sent letters to the federal agency opposing the change.

- Melissa Pamer
Daily Breeze Torrance CA 9-21

2010 CALIFORNIA'S FLIGHT INSTRUCTION WOES UPDATE AB 1889

September 15, 2010 CALIFORNIA'S FLIGHT INSTRUCTION WOES UPDATE AB 1889 (Portantino) Private postsecondary education Act of 2009. This bill is expected to be vetoed by the Governor of California on or before September 30, 2010. Should the bill be vetoed, thousands of California's flight instructors and hundreds of flight schools will feel the pain. The option will be to quit rather than be subject to disciplinary action, some may move out of state others will fade away. On the other hand, if by some chance the Governor signs it, AB 1889 would give a nine month moratorium from regulatory oversight – allowing a reprieve and hardly enough time to right a wrong. Here is the good part of the text; "This bill would prohibit the bureau (BPPE), for the period of July 1, 2010, to July 1, 2011, inclusive, from enforcing the act against institutions certified to offer educational programs in flight instruction and aircraft maintenance by the Federal

Aviation Administration" Here is a not so good part (self-reporting); "The bill would also require those institutions to notify the bureau (BPPE) if they operate during that time period." Here is a really bad part (veto magnet), unrelated to flight instruction; "(6) Existing law appropriates \$580,000 from the Private Postsecondary and Vocational Education Administration Fund to the Bureau for Private Postsecondary Education, for the purpose of funding 5 private postsecondary education specialist and senior specialist positions. This bill would require those positions to be permanent, full-time positions to perform work in conformity with the classification specifications as directed by the bureau chief." Paragraph (6), was backed and forced into the bill by the Services Employees International Union (SEIU) disregarding that its primary purpose is to fix a legislative error – the SEIU is said to be helping themselves by this amendment using the flight instruction's urgent need for a cease fire,

their rationale being that the Governor will give way due to the negative impact on California's aviation, but California is on a tight budget, it is a shot in the dark, it won't fly - the Governor will kill anything that increases costs– Oh well, the SEIU has nothing to lose. In closing, we have spent many hours studying the new laws affecting flight instruction and their implication, some say it applies to CFIs, some say it does not, we all agree that it is a bad law. We have contacted the FAA Administrator, a long list of legislators, the AOPA President, JETWHINE, SAFE, CALPILOTS, AVWEB, EAA, YAA, news media and gathered excellent information and guidance from other sources. We have held discussion and informational meetings with CFIs and pilots in the Coachella Valley (Palm Springs area) and in the SOCAL area requesting their cooperation and involvement. The response was consistently good, leaving some shaking

See Instructor woes (Continued on page 9)

"Should the bill be vetoed, thousands of California's flight instructors and hundreds of flight schools will feel the pain"

www.calpilots.org

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

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

Whether the bill, AB 1889 passes or not the struggle will continue

(Continued from page 8 Instructor woes)

Palm Springs Pilots Association

"Paragraph (6), was backed and forced into the bill by the Services Employees International Union (SEIU) disregarding that its primary purpose is to fix a legislative error."

their heads in disbelief but willing to continue to take action as Bill AB 1889, as muddled as it is, has created some optimism – whether the bill AB 1889 passes or not the struggle will continue.

Rafael Sierra, President Palm Springs Pilots Association
www.palmspringspilots.com
760-285-3273

FAA Says Hangar Homes Won't Fly at Public Airports

Congress eyes FAA plan to block development of new hangar homes next to public airports
WASHINGTON September 22, 2010 (AP)
Agreements allowing private plane owners with "hangar homes" adjacent to airports to taxi directly from their property onto airport tarmacs risk turning government investments into private perks, a Federal Aviation Administration official said Wednesday.
"The fundamental distinctions between public use airports ... and private airports have begun to blur," Catherine Lang, the FAA's associate adminis-

trator for airports, told a hearing of the House Transportation and Infrastructure Committee.

FAA officials want to cut off federal aid to public airports that sign new so-called "through-the-fence" agreements with real estate developers and homeowners.

The popularity of hangar homes on property adjacent to small public airports is growing. And so is concern among federal officials that such arrangements can endanger safety and limit the ability of airports to expand and could be a misuse of government money.

Through-the-Fence Over the Hill?



Reprinted from AOPA eBRIEF and ABC News/Associated Press September 22, 2010

"FAA officials want to cut off federal aid to public airports that sign new so-called "through-the-fence" agreements with real estate developers and homeowners."

FAA officials have said they have no problem with private airparks that have similar access agreements with homeowners because those airparks don't receive federal dollars. But publicly owned airports usually rely on the \$3.5 billion in grants the FAA makes annually to airports to help pay for new runways, safety equipment and other improvements.

Earlier this month, the FAA updated a policy proposal that grants be cut off to public airports that enter into new agreements. The agency is also looking at whether the existing agreements with homeowners and developers at 72 public airports conflict with the promises the airports made when they

accepted government money. Even if such arrangements are working today, that doesn't mean they'll continue to work years or decades from now, Lang said. Experi-

ence has shown that close proximity of homes to an airport is often an insurmountable obstacle to airport expansion, she said.

The proposal has drawn fire from homeowners, the Experimental Aircraft Association and their congressional supporters who say the problems have been overblown. Access fees from such arrangements, they say, help airports raise money. Having homeowners nearby also adds an extra layer of security, especially at night when airports are closed, they say.

The committee is considering a bill by Rep. Sam Graves, R-Mo., to allow airports to continue to enter into new through-the-fence agreements.

"It should be up to the local community and municipality to make that decision," Graves said. "If they don't like them, they don't have to have them." Hangar homes can command prices far exceeding other homes in the same community. For example, in Weld County,

Colo., where the median single-family home is \$250,600, houses in a subdivision with through-the-fence access to the Erie Municipal Airport sell for as much as \$1.1 million.

Problems have included pets, people and private vehicles — including golf carts — wandering through fence openings onto airport tarmacs, including taxiways. Buildings and other structures erected by residents have also interfered with navigational radio signals and efforts to keep planes from coming too close together. Some airports have been unable to make critical safety improvements to taxiways and runways because of limitations resulting from the through-the-fence arrangements.

At the publicly owned Sandpoint Airport in Sandpoint, Idaho, where a developer is building a subdivision of single-family homes, plans call for homeowners to taxi their planes across the midpoint of the airport's runway before taxiing down the side of the runway in

See Through-the-Fence Continued on page 11)



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 \$ _____

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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
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PAC contributions are not tax deductible.

CALIFORNIA PILOT PAC

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California ID 811653



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For Cal Senate and Assembly contacts

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(Continued from page 9) Through-the-Fence

order to get in position for takeoff. That kind of procedure, called a "back taxi," is considered by pilots and the FAA to be especially dangerous because pilots on final approach for a landing may not see a plane crossing the runway until it's too late. The situation is especially risky at small airports like Sandpoint where there are no air traffic controllers to direct planes.

Carol Comer, the Georgia Department of Transportation aviation manager, told the committee a proposed through-the-fence agreement in her state initially called for homes with landscaping that included a significant "water feature" that would have attracted birds. FAA has spent millions of dollars helping airports eliminate ponds, vegetation and other features that attract wildlife, in an effort to reduce collisions between planes and birds.

The state, which has held 30 meetings since 2006 on the project, was eventually able to persuade the developer to drop the residential complex, she said. Federal Aviation Administration: <http://www.faa.gov> Experimental Aircraft Association: <http://www.eaa.org/>

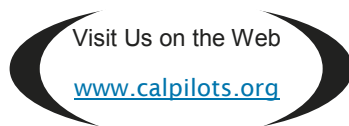


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