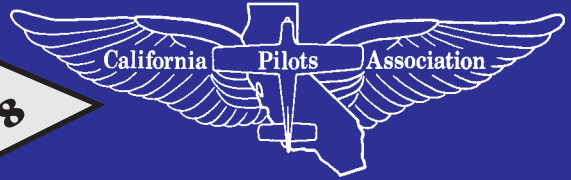


CALPILOTS

May/June 2009



Volunteers Promoting and Preserving California's Airports

Airport Advocate

01

Official Publication of the

28

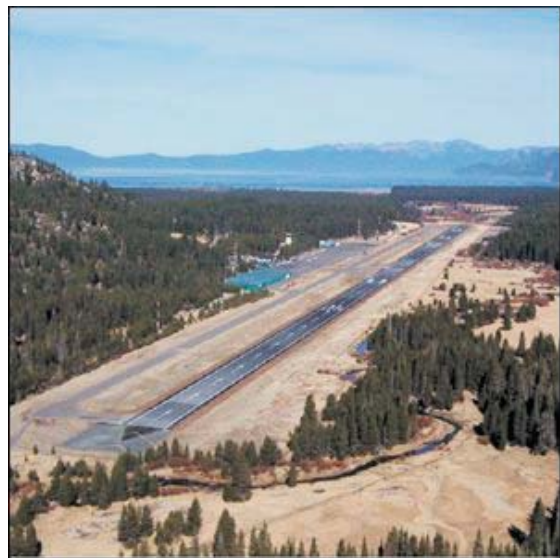
CALIFORNIA PILOTS ASSOCIATION

TVL - SOUTH LAKE TAHOE AIRPORT - PROSPERING

It wasn't too long ago when the future of Lake Tahoe Airport was quite uncertain. Many in the community questioned the continued funding of an airport with a failing runway and decaying infrastructure. Hundreds of trees had grown into the imaginary surfaces surrounding the airport, posing a safety hazard to aircraft operating there.

A portion of the Upper Truckee River that flowed through airport property needed to be realigned to enhance the environment, possibly resulting in reducing the length of the runway by 1,500 feet and jeopardizing the safety of aircraft operating there. There were also requests by some to close the airport.

Things have certainly changed the past couple of years. The City Council determined the airport was a significant asset to the community by enhancing public safety, supporting an alternative mode of transportation by reducing vehicle miles traveled in the basin, and providing significant economic impact to the community. The public safety value of the airport was never as evident as when seventeen fire fighting aircraft operated from the airport during the



Reconstructed Runway at TVL

continued page 2

TVL continued

Angora Fire in June of 2007.

Without a doubt, these aircraft helped reduce the potential destruction, and possibly saved lives. A recent economic impact study confirmed that the airport *does* provide tremendous economic impact to the community.

The Tahoe Regional Planning Agency approved a tree trimming/removal project for trees that posed a safety hazard to aircraft operating at the airport. The project helped restore the meadow and included willow planting by students from the Environmental Magnet School.

The Upper Truckee River east of the northern 2,000 feet of the airport runway was realigned within airport property, enhancing the environment without reducing the length of the runway and sacrificing safety.

The failing runway was reconstructed by narrowing it from 150 feet to 100 feet. A twelve foot wide section of porous asphalt was placed on either side of the newly reconstructed runway to capture sheet flow runoff from storm events, and thirteen feet either side of the porous asphalt was restored to Stream Environment Zone (SEZ), making the runway reconstruction project one of the largest BMP improvement and SEZ restoration projects in the

Tahoe Basin.

As a result of the temporary relocation of City Offices to the airport terminal, the terminal has received a long overdue face lift. Many City employees and citizens regularly use the new facility.

Also, the Fixed Base Operator (FBO) that provides fuel and services to transient aircraft was purchased by a Tahoe resident who is making improvements unheard of in past years.

The future of the airport was never brighter. Today's airport is a lot different than the airport a few years back. With the support of the FAA and CalTrans more improvements are on the way. Lake Tahoe Airport will continue to benefit the citizens of this community in the years to come.



*Rick Jenkins
Manager - South Lake Tahoe
Airport*

Editor's Note: *TVL is an excellent example of what can be done when people and organizations work together. This article is reprinted from the TVL newsletter. For more info go to www.laketahoeairport.com*

MEMBER BENEFIT YOU FLY TO

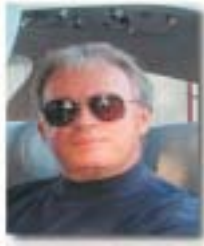
Fly to Auburn and get a free lunch with an oil change. As an incentive to CALPILOT members, Auburn Airplane Works is offering a free lunch at the Auburn (AUN) airport WINGS GRILL with an oil change. Fly up to get your oil warm and to see the countryside.

Auburn Airplane Works is operated by three partners, Michael Haisten, Eric Sweeney and Robb Moore. With decades of proven experience as well as certified A&P/A.I. services, let Auburn Airplane Works treat you to lunch during your next oil change. Offer ends July 30, 2009. Call 530-889-0506 and schedule your service in advance or email michael.haisten@auburnairplaneworks.com

For more information go to their web site at: <http://www.auburnairplaneworks.com/about.htm>

WHO WORKS FOR WHO?

Ed Rosiak - President
California Pilots Association



Can you feel it? There seems to be change in the air. Maybe it is more than just a feeling.

Change isn't always easy, and as a result many don't like it. I tend to find change to be a good thing, especially in this case given what the citizens of our country have had to endure due to criminal mismanagement and outright greed over the past few years.

Elected and public officials are now feeling increased pressure and rightly so. The populace is asking questions, and now, demanding answers. That is good news, and we can not let up. As a country, we recently experienced what happens when we trust them without checks and balances.

Given the pressure and because of the new found scrutiny that many elected and public officials have been under lately, they are now being forced to do the job they were put in place to do.

Accountability is becoming a key catch phrase and a requirement that we are now hearing not only from politicians, but much more importantly and actually believable I might add, from our citizens and non-profit watchdog groups (one could call CALPILOTS a Watchdog Group for airports). That is good news for all of us, and we need to get on the band wagon demanding accountability from our elected and public officials. We can not afford to let up.

If you have read this column over the last few years than you know that one wouldn't classify me as a fan of certain government processes and actions. The target of my criticism has always been the top managers in the public sector and higher level elected officials. That is, the officials in charge, as well as those positioning themselves to take over.

This discussion of government, and it's affects on general aviation, brings me to the

Department of Homeland Security's TSA. And when TSA comes to mind, it appears to be a bureaucracy agency out of control. *Example:* Their ill conceived Large Aircraft Security Plan LASP, and the secret security directive SD-08 prove they have no idea what general aviation is about, or how it works. Instead, they used the same broad brush to try to implement airline type security proposals, costing thousands, without of course, any plan for funding them.

To me what this proves is that general aviation representation was not involved when these procedures were drafted. Instead, DHS - TSA worked on their own, in a vacuum without any consideration how their onerous procedures would affect the general aviation community, or the businesses and the communities that depend upon it. ***Is TSA really this clueless, or are they simply used to doing whatever they want?*** I would suggest it is the latter.

The good news is that GA as a whole has responded and is fighting back. If you check out our web site you will find numerous articles which are less than favorable regarding TSA's latest efforts against GA. EAA has made their position very clear. AOPA has avid pilot Harrison Ford, in a spokesperson and ambassador role for GA on their new web site GAServesAmerica.com. NBAA is also taking an assertive role against the various TSA proposals too.

CALPILOTS has also written a letter against TSA's proposals. Still, we need more help from all of you. You need to contact your congressional representative and demand action.

Tell your representative why TSA's proposals will be detrimental to GA. It might not be a bad idea to remind them of who works for whom either. That seems to regularly get lost on them every few years.

Join the movement. Act now or live with TSA's ill conceived proposals. Check our web site for an example letter and contact information. It is time to say "No" to TSA's GA proposals – they work for us, not the other way around.

WATSONVILLE AIRPORT LAWSUIT APPEALS UPDATE – YOUR MONETARY ASSISTANCE IS NEEDED

Dan Chauvet
WPA, Asst. Sec. for Legal Affairs



It may seem to you that the Watsonville Airport Lawsuit has gone on for a long time, and it has. They are in the Appeals Process now, and the cost of litigation is very high. Please support WPA and their ongoing quest to save their airport and maybe your airport as well.

Since the 1990s, noncompliance with all four parts of the state's system has been the Watsonville City Staff policy.

Moving along at a snails pace toward an appeals court decision, is the case of Watsonville Pilot Association versus the City of Watsonville. Others opposing the City's planning and actions are the Friends of Buena Vista, the local Sierra Club, and the Caltrans Division of Aeronautics.

The lawsuit is about saving the lives of people in aircraft and those on the ground. It's about providing for the public health, safety and welfare. It's also about preventing the closure of a runway; that would make the airport less usable and less safe.

Background: Litigation resulted from city staff plans and then the council approving General Plan 2030 on May 23rd, 2006. Legal action was filed the next day after every other means was used to come to some sort of compromise.

The problem is that subsequent plans, such as a specific plan, must be consistent with the General Plan. The contention of the Watsonville

Pilots Association is that General Plan 2030 is contrary to State Aeronautics Law and California Environmental Qualities Act Law (CEQA). The Association and Caltrans understand that implementation of General Plan 2030 would result in the "...creation of new noise and safety problems" contrary to state law.

The Watsonville Airport is an excellent facility and comparatively safe. Building more houses off the ends of runways would convert a safe airport into a hazardous one. The Watsonville Pilots Association is opposed to housing development that could result in accidents fatal to aircraft occupants, and housing residents.

In 2008, accidents occurred at North Las Vegas Airport, airports in Florida, and at Miramar Naval Air Station, where bad planning created unacceptable risks. Ultimately, the result is runway and additional operational restrictions or airport closure.

California has a system to promote airport safety and airport protection. It consists of four items, (1) State Law, (2) an airport land use planning handbook (its purpose is "...to prevent the creation of new noise and safety problems"), (3) a local airport land use compatibility plan, and (4) a county airport land use commission (ALUC).

Since the 1990s, noncompliance with all four parts of the state's system has been the Watsonville City Staff policy. The City Manager has stated that closure of runway 8-26 will be necessary to allow more housing. This completely disregards the airport contracts and assurances the city signed with the Federal Government.

In 2005 the County Grand Jury in their report, “*Watsonville Municipal Airport: Headed for a Crash?*” voiced strong concerns about city plans. Those plans would create safety hazards and noise problems and then jeopardize long-term existence of the airport’s runways.

In March, 2008 the Superior Court in Santa Cruz ruled that the City of Watsonville violated the State Aeronautics Act. The Court ruled that the City must rescind council resolution 74-05 (which changed state runway safety zones, allowed higher density of houses in safety zones, and eliminated restrictions on building high-occupancy structures around the airport). This resolution was a prerequisite for the content of General Plan 2030. The Court ruled that the City must rescind General Plan 2030, along with its EIR. And the Court ruled that the Statement of Overriding Considerations (other environmental elements in the EIR) must be rescinded. In addition, the Court issued an injunction to prevent any actions based on resolution 74-05 or General Plan 2030.

Since then, documents related to a project adjacent to the airport boundary reflected planning based on resolution 74-05 and referenced General Plan 2030; that resulted in further legal action, now scheduled for superior court decision in September.

The City appealed the March court decision with a 60 page brief. The other parties sub-

mitted response briefs to the appeals court; and that’s where the litigation stands now.

Fortunately, the Pilots Association (et.al) has an excellent attorney backed up by other capable attorneys in the firm. WPA hopes a favorable decision will be helpful in future litigation to stop bad airport land use planning in other places; and WPA hopes that the appeals court decision will be a deterrent to litigation for other airports around the state.



Overhead View of Watsonville Airport

Litigation is expensive. WPA is gratified by contributions from people around the State who understand legal costs. Plus WPA received smaller donations from others—and it all adds up. Now on the final approach leg of litigation, the home stretch, WPA needs more contributions (it is tax deductible).

Checks can be made out to Watsonville Pilots Association (or WPA) and in the memo section write “legal fund”; it’s much appreciated.

Please send to:
Watsonville Pilots Association (or WPA)
P.O. Box 2074
Freedom, CA 95076-2074

Editor’s Note: WPA is a Chapter of the California Pilots Association and falls under the non-profit status. Your contributions to aid their fight against the deep pocket housing developers backing the City of Watsonville’s Appeals Process is needed and will be appreciated. A win on this decision will positively affect every California GA airport. So please give what you can so we can to assist WPA win one for GA.
www.watsonvillepilots.org

OPEN LETTER TO HOMELAND SECURITY

Secretary Janet Napolitano
Department of Homeland Security
U.S. Department of Homeland Security
Washington, DC 20528
May 5, 2009
RE: LASP and SD 1542-08F

Secretary Napolitano,

I am writing to you on behalf of the board of directors, and the membership of the California Pilots Association (CALPILOTS). As a non-profit volunteer organization, the California Pilots Association's mission is as an advocate for California's general aviation (GA) airports as well as pilot rights.

We stand together with the Aircraft Owners and Pilots Association (AOPA), the Experimental Aircraft Association (EAA), and the National Business Aircraft Association (NBAA) and more than 55,000 active pilots in California against the LASP and SD 1542-08F directives in their present form.

Our organization is very concerned that the Transportation Security Administration has not involved, until after the fact, the national general aviation organizations listed above in the creation of LASP and SD 1542-08F directives. We recognize that TSA has since created a liaison to answer questions (SD-08) – a very slow process - and frankly we are disappointed after reviewing some of the TSA's liaison inadequate canned responses some of our membership has shared with us.

We are further disappointed with the questionable secrecy surrounding SD 1542-08F, given that it directly affects the viability of GA's private and business aviation, airport

destinations, and its operation. It appears that the TSA did not want to be bothered with facts and the real world operational aspects of enforcing these ill conceived myopic security directives.

While we understand that the country's security is the top priority, we also believe both directives to be overkill, created in the airline passenger security model, which is not appropriate for GA, especially given the smaller size and destination variability when compared to the airlines.

Frankly, neither of these directives appears to be well thought out, a result that we believe is due the TSA's exclusion of GA in their creation. Perhaps TSA didn't understand the value of GA's operational experience.

In summary, we believe that each of these directives requires review and a complete revision, or withdrawal, with the direct involvement of national GA organizations listed above for the following reasons:

- **What is the problem the TSA is trying to solve?** The TSA failed to produce evidence that general aviation presents any greater threat than boats, trains, trucks, or other modes of transportation. The significant costs in terms of lost freedoms and loss of civil liberties resulting from the TSA proposals would outweigh any additional measure of security that those proposals might bring.

- **How many ID's do pilots need to carry?** - General aviation is already heavily regulated in a variety of ways and pilot identities are no secret.

- **GA is already over burdened when it comes to costs** - There appears to be little or no consideration of the huge costs associated with these directives, nor who is respon-

sible.

- **GA Airports already have volunteer security programs** - Pilots have long operated without incident on these airports, and it is surprising that the TSA appears to have disregarded this fact.

- **Lack of understanding** - All general aviation pilots are covered by similar security measures as commercial pilots including vetting. The requirement for an additional check as spelled out in the SD's are redundant.

- **Lack of understanding** - Previously, the TSA and FAA have recognized the principle of time and distance when applying security measures at remote sections of the airport. These SD's appear to ignore this option.

- **Lack of understanding** - SD 1542-08F appears to ignore the differences that exist between airports, which may impose unnecessary requirements on many of the smaller airports in the country.

- **States and local municipalities** are not in a position to implement these costly SD's

While the TSA has an important job to do, we question whether GA should be a priority given TSA's limited resources to address

real risks. GA pilots do not provide rides to unknown people. We do not pick up hitch hikers. We know anyone who is in our aircraft and understand how to operate on airport ramps. We follow the rules and do not need additional costly and ill conceived bureaucracy process cast upon us.

In closing we respectfully request that you direct the TSA to re-examine these security directives and allow the national general aviation organizations to work with the TSA to develop acceptable alternatives that will not impose unreasonable burdens on airports or general aviation pilots. The TSA's idea of one size fits all does not apply to GA. We ask for your help to resolve these potential industry and business killing security directives.

Sincerely

Edward Rosiak
 President – California Pilots Association
 cc:
 Governor of California - Arnold
 Schwarzenegger
 Senator Barbara Boxer
 Senator Dianne Feinstein
 Honorable Michael Honda
 www.calpilots.org

Editor's Note: See the web site for talking points to contact your congressional representative - do it now!

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PETITION TO CHANGE SPECIAL FLIGHT RULES IN THE VICINITY OF LAX



Jack Kenton Region 4 VP

Pursuant to the provisions of 14 CFR, Part 11, the Southern California Airspace Users Working Group (SCAUWG) herein petitions for rulemaking in the form of an amendment to the text of FAR Part 93, Subpart G — Special Flight Rules in the Vicinity of Los Angeles International Airport.

Specifically, our SCAUWG is petitioning for changes to §93.95 — General operating procedures.

The text in question is the existing:
“§ 93.95 (d) The pilot shall operate on the Santa Monica very high frequency omni-directional radio range (VOR) 132° radial.”

It is requested that this subparagraph be changed to state:

§ 93.95 (d) The pilot shall navigate so as to remain between the shoreline and the I-405 freeway. The Santa Monica (SMO) VOR 132° radial may be used as a guide to visual navigation.

Background:

Part 93 was written after many years of having had a Special FAR (SFAR) that created a route for aircraft to fly across and through the Los Angeles International Airport (LAX) class B airspace. Following the Cerritos Mid-Air Collision, authority for VFR flight through what had been an over-the-airport corridor had been withdrawn. When a decision was made to resurrect some kind of route across LAX, the SCAUWG was asked if they had members that could get

together and develop an acceptable procedure for flying across LAX. Because of the Cerritos collision, the procedure would have to be one that would remove collision risks. The procedure was developed and the SoCal and LAX ATC authorities agreed to it. The procedure was one in which aircraft could safely fly over the airport, almost perpendicular to the direction of the runways and at an altitude above the airplanes that were landing and taking off traffic while staying below the air traffic flying over LAX in order to enter the traffic pattern.

This procedure required that a crossing aircraft was to be VMC/VFR using pilotage to remain between the ocean and the freeway. The location of the SMO VOR is such as to enable electronic guidance when the ground is less visible, e.g., haze, low cloud, night operations and it was recommended as a backup electronic aid for navigating the airspace. This provision for using the VOR as a guide was provided in the SFAR and it worked successfully for years.

Today's problem/confusion

When the SFAR procedure was rewritten and codified into Part 93, some of the text was changed. In Part 93 was added the fact that the VOR is a “very high frequency omni-directional radio range”. This verbiage means little to the user except to add extra words to the textual guidance. These specific words are for lawyers, are unnecessary, and ignored by the users of the chart. Because these words must be used when copied onto the Terminal Area Chart (TAC) for pilot guidance, we recommend that the use of the aviation term VOR be used in its place. It uses less chart space and is quicker to read.

Our primary issue is with a more serious change that came into the rewritten rule (§93.95). It affects everyone and it causes confusion; particularly among new pilots and those not familiar with the airspace. The SCAUWG

Continued Page 9

Petition Continued

had, and still has, members who were participants in the discussions that created the original SFAR, now Part 93. (The FAA's Jack Norris, AOPA's Barry Schiff, and our co-chairman Pat Carey were there.) They have stated that the original understanding of the SFAR route was that the two visual landmarks, the ocean and the I-405 freeway, would clearly establish the side boundaries for the pilots flying over LAX.

The existing verbiage "§ 93.95 (d) The pilot shall operate on the ... 132° radial." has caused concern when pilots flying across LAX have heard other pilots reporting that they are entering or are in the airspace and would therefore be flying in the exact same place as themselves, i.e., entering or departing the airspace and obviously on the same radial. With the accuracy of GPS and being aware of how it may have been a factor in the midair collision of two jets over the Brazilian jungles a couple of years ago, this becomes an issue. To reiterate, the text of the rule, 93.95(d), which is transcribed on the LAX TAC for pilot guidance, requires that one shall NAVIGATE ON the radial. The requirement to be on a specific radial creates a problem. This was not the original intent of the SFAR airspace.

There is a concern in the pilot community that a faster aircraft could overtake and fly up the tail of slower one before the overtaking pilot sees the other airplane. The argument against this happening is to quote FAR 91.113 which directs an overtaking pilot to go around the aircraft that is being overtaken. While this is easy to say, we have pilots that are still concerned that this could happen before they see and react to avoid it.

It could happen and it would not be the first time that there was a collision in VMC and a pilot did not see the other aircraft.

Justification for rule change

Safety would be improved if the text of 93.95(d) is changed as requested. This would be because:

1. - Not being forced to follow a specific radial frees the pilot so that he only needs to look out the window for traffic while insuring that he is navigating between the ocean and the freeway.

2.- Removing the "radial requirement" significantly changes the mathematical probability that two aircraft could end up at the same place at the same time.

Cost of making this amendment to the rule would only be that administrative cost incurred by the FAA's offices. We believe that the change, which will clarify the guidance in § 93.95, will benefit those pilots who now raise questions as to the meaning of that guidance.

Further argument

We have had lengthy discussion about this subject. Some feel that we need to continue to have the radial information in the FAR. We have no problem with that guidance. It is only with the mandatory requirement that a pilot be on that radial. Requiring the pilot to be on the radial is where we see a problem.

Perhaps the rule could be rewritten another way. Consider saying that: § 93.95 (d) The pilot shall navigate so as to remain between the shoreline and the I-405 freeway. If unable to see these landmarks, the pilot should use the Santa Monica VOR's 132 ° radial for navigation guidance.

This petition has been undergoing discussion and may contain different verbiage when it finally reaches the FAA's responsible rulemaking office.

SALINAS AIRPORT WILL GET STIMULUS FUNDS

BY KIMBER SOLANA

Money will go to improvements, job creation

The Salinas Municipal Airport will receive Monterey County's first major local grant from the economic stimulus package signed into law by President Obama, officials announced Tuesday.

Airport Manager Gary Petersen said the \$2.7 million will help create an estimated 40 new jobs and "provide a longer-lasting airport."

The money, about one-third the amount requested by the airport, will allow it to accelerate efforts on three major projects - runway repair, runway configuration and improving roadways for airplanes, Petersen said.

"This is a substantial project for a major paving contractor," he said.

Officials say the projects will also create jobs for workers such as surveyors, electricians and "airport strippers," whose duties include painting and maintaining runway stripes.

Petersen said the airport will pay for the work upfront and begin receiving reimbursements from the Economic Recovery Act as early as May.

The airport is also expecting an additional \$1.5 million in grant money from the Federal Aviation Administration through its Airport Improvement Program.

The 900-acre airport holds more than 200 recreational aircraft, as well as corporate and agricultural aircraft, including crop dusters.

"[The airport] will look newer and cleaner, it won't be bigger or longer," Petersen said.

With the help of the FAA and Kimley-Horn and Associates, an airport-engineering consultant, the airport requested about \$8 million for the projects in January. Despite receiving around 30 percent of the requested funds, Peterson said he's not complaining.

"We're still thrilled with it," he said, adding that the FAA received only a share of \$1.1 billion from the \$787 billion stimulus bill.

The FAA originally requested \$3 billion.

Petersen said the projects will have no impact on the California International Airshow this August.

"We'll schedule the construction around the show," Petersen said.

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E-Mail..... Aircraft..... N#.....

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