

# CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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*The official publication of the California Pilots Association*

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



Carol Ford

## PRESIDENT'S PERSPECTIVE

Welcome to 2020. We at CalPilots wish you a great New Year. We are hard at work in several different areas.

Check out our social media presence. Look for us on Facebook. Please "like" us! Our Twitter handle is [@CalPilots.org](https://twitter.com/CalPilots.org). Do follow us. We are trying to spread the word about our great organization to the people who may not be aware of us already. Help us do that.

We are upgrading our website, which turns out to be a very laborious process because of the depth of the archives.

Of course because our mission is to Preserve, Protect and Promote airports in the State of California. We are very concerned about Reid Hillview. We encourage the supervisors to realize how valuable Reid-Hillview is to and for the community-especially during times of disaster. Since we live in California we have our choice of natural disasters fire, flood and earthquake among others. A nearby airport is valuable in each of these situations. Even better if there is a CalDART chapter to help you.

We, along with our sister organizations ACA (Association of California Airports), AOPA, NBAA and EAA will be out in force for Aerospace and Aviation Days at the Capitol from February 24th through February 26<sup>th</sup>. We thank the aviation caucus chairman, Assemblyman Jim Patterson (R) from Fresno and Senator Richard Roth (D) from Riverside and their staffs for helping us inform their colleagues about the importance of Aviation in the State. This caucus is notable because it is Bipartisan (both parties) and Bicameral (both houses-Senate and Assembly).

**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:

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## Stockton Landfill near the Stockton Airport

Our Front pages shows the proximity of the land fill to the Stockton Airport. This landfill has been in existence since the late 1950's. The FAA has more recently recommended landfills should not be any closer than 5 miles to any airport in their . CalPilots General Counsel made aviation comments to the DEIR on behalf of CalPilots during the comment period. Most if not all the comments were added to the FEIR. Andy Wilson CalPilots Di-

rector at Large made comments at the podium during the Hearing on behalf of CalPilots and the Farm Bureau. There is a letter from Sully Sullenberger who landed his commercial passenger aircraft on the Hudson River after hitting birds discussing the risk potential to have birds and aircraft in the same area. We should point out that the previous proposed expansion with CalPilots opposing the project was denied by The County Supervisors and the ALUC finding that proposed expansion incompatible with the airport. The FAA in letter addressing the current proposed location said that if the Appeal was denied the this could affect future FAA Airport funding. CalPilots will continue to monitor this situation.

Following is an article by *reporter Bob Highfill about the proceedings at (209) 546-8277 and [jhighfill@recordnet.com](mailto:jhighfill@recordnet.com)* The San Joaquin County Board of Supervisors denied an appeal by the San Joaquin Farm Bureau Federation, clearing the way for expansion of the Forward Landfill.

San Joaquin County District 4 Supervisor Chuck Winn cast the lone vote in support of the appeal filed last year in objection to the county Planning Commission's recommendation to approve a 17.3-acre expansion inside the landfill's existing boundaries along Austin Road east of Stockton Metropolitan Airport.

"I think the board acted appropriately in overturning the appeal and supporting the project," said Mike Hakeem, an attorney representing Forward. "The project proceeds."

The lifespan of the landfill will extend from 2030 to 2036 and an additional 8.2 million cubic yards of waste will be processed on two sites, an 8.7-acre parcel in the northeast corner and an 8.6-acre parcel on the south end of the property. The new operations will not infringe the adjacent 184-acre Brochinni parcel acquired by Republic Forward Services Inc. & Austin Road Landfills in 2011 and proposed in 2012.

Both sides presented arguments over what was at times a tense five-hour meeting. Though Tuesday's decision ended a long, contentious battle, Bruce Blodgett, executive director of the San Joaquin Farm Bureau Federation, said his group might not be finished.

"We're going to talk to our attorney," he said. "Obviously, that's where we start and we'll take it from there and see what our options are."

In summary, Blodgett said the Farm Bureau's main concern is food safety, that the project would bring more litter and animal waste to farms countywide that could jeopardize compliance with stricter federal inspections and ambiguous guidelines under the Food Safety Modernization Act signed into law in 2011, not to mention increased traffic and potential increases in bird strikes at the airport. He also asserted the facility is a dumping ground for other counties, federal grant funding could be jeopardized and a subsequent rather than a supplemental environmental impact report should have been conducted.

Forward countered, in part: Traffic would remain virtually unchanged; environmental and good neighbor measures





are in place; its wildlife and food safety mitigation programs have been effective; the landfill is more than 10,000 feet from the airfield; movement of wildlife would not pose a hazard to aircraft, so the FAA-recommended 5-mile separation zone would not apply; and the project is consistent with the county's FAA grant agreements.

San Joaquin County Board of Supervisors Vice Chair Tom Patti (third district) said he sympathizes with farmers who are "under attack on a regular basis."

"To stay in business is a miracle in and of itself annually," he said, "and I recognize that."

But he was not swayed, as he called the Farm Bureau's assertions in a Letter to the Editor published Jan. 5 in The Record "exaggerations, to say it mildly."

"Don't come in here with exaggerations," he said. "It doesn't suit us."

Tuesday's meeting began with District 2 Supervisor Kathy Miller taking the gavel and succeeding District 1 Supervisor Miguel Villapudua as board chair.

Contact reporter Bob Highfill at (209) 546-8277 and [jhighfill@recordnet.com](mailto:jhighfill@recordnet.com).





## THE AIRPORT LAND USE COMMISSION OF ALAMEDA COUNTY HAYWARD, CA

MEETING SEPTEMBER 18, 2019

### Oakland Airport North Field

All CA counties must have an ALUC or equivalent mechanism (except San Francisco County). CA State Aeronautics Act authorized ALUC creation in 1967. This applies to all Counties and airport sponsors. There were fires and a propane explosion that was hurled off the property horizontally. If propane tank went vertical it could have collided with approaching aircraft. The Commission found the proposed expansion was Incompatible with the Airport ACLUP.

County Airport Land Use Commissions (ALUCs) were established pursuant to the State ALUC law (Public Utilities Code Article 3.5, State Aeronautics Act, Section 21661.5, Section 21670 et seq., and Government Code Section 65302.3 et seq.) to protect the public health, safety, and welfare by promoting orderly expansion of airports and adoption of land use measures by local public agencies to minimize exposure to excessive noise and safety hazards near airports.

State law authorizes ALUCs to coordinate planning at the state, regional and local levels; to prepare and adopt Airport Land Use Compatibility Plans; and to review and make recommendations concerning specified plans, regulations and other actions of local agencies and airport operators including General and Specific Plan amendments, adoption of a Zoning Ordinance or Rezoning, adoption of Building Regulations, revision of Airport Master Plans, and approval of plans to construct a new airport/heliport.

The Airport Land Use Compatibility Plan (ALUCP) for the Oakland International Airport was adopted by the Airport Land Use Commission of Alameda County in December 2010.

ALCO IRON & METAL (ALCO) is a metal fabricator and recycling business located on Doolittle Road in San Leandro, California.

ALCO representatives have submitted a project to the City of San Leandro for an expansion of land area to better respond to the City's concerns regarding fire safety and to improve transportation circulation at the current facility on Doolittle Road.

The City of San Leandro has requested a Compatibility Determination by the Alameda County ALUC for this project as part of the city's approval process.

Project improvements include demolition of three of six existing small buildings, to be replaced with a concrete tilt-up building approximately 30,000 square feet for office and warehouse use.

This business requires stores of Hazardous Materials associated with operating machinery and vehicles.

ALCO states that no Hazardous Material will be moved to the expansion parcels, nor will there be an increase in the number of people on site as a result of this project.

The project site, including expansion parcels, are located wholly within Safety Zone 2 – Inner Approach/Departure Zone - as defined in the current Airport Land Use Compatibility Plan (ALUCP) for the Oakland International Airport; and



This business requires stores of Hazardous Materials associated with operating machinery and vehicles.

ALCO states that no Hazardous Material will be moved to the expansion parcels, nor will there be an increase in the number of people on site as a result of this project.

The project site, including expansion parcels, are located wholly within Safety Zone 2 – Inner Approach/Departure Zone - as defined in the current Airport Land Use Compatibility Plan (ALUCP) for the Oakland International Airport.

Table 2-3 *Basic Compatibility Criteria and Supporting Information* from the Oakland Airport ALUCP establishes the conditions that make this project an *Existing Non-Conforming Use*: *Table 2-3 states that above ground storage of hazardous materials is prohibited in Safety Zone 2 due to the proximity to the runways. In addition, Safety Zones 1*

*and 2 encompass 30%-50% of near-airport aircraft accidents, which is considered to be substantial risk.*

Section 2.7.5.7 (b) *Non-Conforming Uses* states that Uses that are not in conformance with the ALUCP may only be expanded as follows:

A nonconforming nonresidential development may be continued, modified, transferred, or sold, provided that no such use shall be expanded in area or increased in intensity (the number of people per acre) above the levels existing at the time of adoption of this ALUCP.

Any proposed expansion of a nonconforming use (in terms of the number of dwelling units or people on the site) shall be subject to ALUC review. Factors to be considered in such reviews include whether the development qualifies as infill or warrants approval because of other special conditions.

There have been multiple fires at this facility location over the last few years that have resulted in plumes of thick black smoke rising from the fires, and response from the Alameda County Fire Department.

Oakland Airport staff have completed an analysis to determine average altitude and number of flights over the project site on a typical weekday.

That analysis determined that the average altitude of flights on Approach to Runways 28R/L is approximately 400' and the average the number of those flights is 76 per day at this location.

Section 3.3.3.7 *Other Flight Hazards* in the ALUCP for the Oakland Airport states that uses are to be avoided anywhere in the Airport Influence Area (AIA), which could create sources of dust, **heat**, steam, **smoke**, or **thermal plumes** that could interfere with pilot vision or create turbulence within the flight path, as well as other interference that could affect aircraft communications or navigation.

The Applicant has stated that a finding of Compatibility with the ALUCP could be arrived at by the Commission based on Section 2.7.5.7 *Special Conditions*:

Infill. Where development not in conformance with this ALUCP already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the AIA. The burden for demonstrating that a proposed development qualifies as infill rests with the project proponent and/or local jurisdiction:

The project location does qualify as Infill Development as further described in Section 2.7.5.7 *Special Conditions*.

The potential for a high-consequence aviation accident to occur at this location due to fires that have occurred in the past at this facility has not changed, and there is no evidence to indicate fires from ALCO won't happen again.

The Airport Land Use Commission of Alameda County finds as follows:

This project as proposed constitutes an expansion of an existing non-conforming use and is therefore Incompatible with the Oakland Airport ALUCP.

Adopted Resolution 2019-01 in accordance with applicable law.

Editor's Note: Andy Wilson is an Alternat Commissioner on the Alameda County ALUC. From time to time when the Commissioner is unable to attend, Andy fills the chair with all the rights and privileges of the Commissioner. Andy is a Private pilot with an Instrument Rating and CalPilots Director at Large. [andy.wilson@calpilots.org](mailto:andy.wilson@calpilots.org)



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[See Alameda County Fire's other Tweets](#)

📷 @AlamedaCoFire San Leandro: @ACSOSheriffs UAV (drone) team is providing us w/ an aerial view of the 2-alarm fire. The fire is under control. No injuries.





## CalDART Connected 29 Airports on Oct 26 2019, by Paul Marshall

Honoring the 30<sup>th</sup> anniversary of the Watsonville Lifeline Airlift after the Loma Prieta Earthquake of 1989, and wanting to be better prepared for the next big one anywhere in the state, Five Bay Area DART Operators combined forces to launch the biggest DART exercise ever connecting about 29 Bay Area airports with representative disaster flights. Overall, 132 ground volunteers at 9 airports arranged transport operations through 47 pilots who flew 60 flights with 26 passengers and 2500 lbs of donated food. 3 DART Operators (Torrance, North Bay, San Jose Reid Hillview) gained their initial operating experience that day, and statewide the count of active DART Operators grew from 4 to 7.



The most complex transport operation featured the Second Harvest Food Bank of Silicon Valley (SHFB), which trucked food in an 18 wheeler from its San Jose warehouse onto the ramp at Reid Hillview airport as shown below. In the next picture, David Goodin of CalPilot's newest subchapter CAAPSO checked in some of the SHFB food while Director of Operations Jeff West explained the process to visiting pilot Stephen Tucker from Concord Buchanan. From KRHV the food was loaded into airplanes and flown to 3 local airports near SHFB customers in Gilroy, Santa Cruz, and Half Moon Bay. From those destination airports the food was transported by surface vehicle to the final customer locations.



The Kincadee fire gave added realism to the exercise for our North Bay DART group when some of their volunteers living in Windsor and Healdsburg received mandatory evacuation notices due to the fire's progression. Likewise, two of the flights that Torrance DART launched that day to the bay area had to turn back due to smoke-induced IFR weather along the way. And yet another supporting flight from San Diego supporting both the exercise and the CalDART annual board meeting was scrubbed due to severe Santa Ana winds Friday in Southern California and an historic wind event forecast for Sunday in Northern California that generated a multi-county Public Safety Power Shut-off. These exercises also provide a good opportunity to practice sound aeronautical decision making.

**Help Wanted:** We have an active year planned for 2020 and need additional help at the state level to make best forward progress. Check out our help wanted page at <https://caldart.org/help-wanted/> Volunteer if you can. We need a VP Fundraising, VP Membership, Web Team and/or WebMaster, VP Methods and Procedures.

**Join CalDART:** CalDART wants to sign up members across the state for a strong network when the next big disaster hits. Please sign up if you haven't already at <https://caldart.org/join-caldart/> CalDART membership includes membership in CalPilots.





## What is the Health of your Airport?

**Santa Monica (SMO)** - Actively under threat, “excess” pavement being destroyed, estimated closure ~ 2028. Litigation continues to keep the airport open.

**Reid Hillview (KRHV)** - Actively under threat - no federal funds for 10 years, Possible closure in 2029. Already planning discussions about what else to do here.

**Gustine (3O1)** – Degradation of hangers and overall airport maintenance has been lagging. Pilots are moving their planes to other airports. Misuse of Runway for car testing.

**Livermore Airport (KLVK)** - Consideration of elimination of height restrictions on buildings near airport within the Airport Influence Area.

**San Jose (KSJC)** - successfully have eliminated small GA from SJC, now moving to close where those planes went - RHV

**Sacramento Executive (KSAC)** - City Council Considering zoo at end of runway or closing airport for zoo - County airport director has mentioned wanting to close this airport

**Banning (KBNG)** – City Council passed Resolution to close airport. Pilots and Law enforcement working to keep the airport open.

**Los Banos (KLSN)** - Suggestions of moving airport, but no action on new airport, potential for closure despite runway lengthening in 2002/3 time frame

**Bermuda Dunes (KUDD)** – CalPilots won Legal Battle against city/orthopedic hospital on 1/2 mile final.

**Oceano (L52)** – City has asked SLO County to study what other uses could be made of the airport.

**Cloverdale (060)** - City Council moved forward with a proposal for a resort that would close the airport, only cost to eliminat funding stopped them. Alsi 1/2 of Chief of Police salary assessed against Airport fund making airport appear unprofitable, despite repeated attempt's to build new hangers blocked by city council (according to public testimony , all nearby airports are impacted for T-hangers and there’s demand for at least 20 T-hangers.

**South Lake Tahoe (KTVL)** - Airport requested FAA procedures required to close airport.

Hoopla Airport—(021) - Native American owned, not eligible for CA Grant Match~change the State rules

BOEM—(Bureau of Ocean Energy Management) - Proposed offshore Wind Generators could affect coastal airport operations. Attend meetings and Webinars.



## What is the Health of Your Airport? Airport Health Check

Page 2

Orange County ( ) Sponsor is has proposal to prevent GA Operations, use of hangers and tie-downs.

**Note: The follow Kern County Airports are in the process of being closed and th eland sold to be replaced by one new airport.**

**Delano (KDLO)** - Allegations of failure to maintain & non-aeronautical uses. Denying use of airport telling pilots and aviation business the airport has been sold.

**Elk Hills Button Willow (L62)**

**Wasco Kern County Airport (L19)**

**POSO Taft -Kern (L-17)**

**Lost Hills Kern County Airport (L84)** In process of being closed

*Should your Airport be on this list?*

How you can help?

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Start a CalPilots Chapter at your airport

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### CALIFORNIA LEGISLATIVE TRACKING



California Aviation Related Legislative  
Bill Analysis Summary  
Prepared by the  
California Department of Transportation  
Division of Aeronautics  
October 7, 2016

Keep up-to-date on the California Legislature at:  
[http://dot.ca.gov/hq/planning/aeronaut/documents/leg\\_reports/](http://dot.ca.gov/hq/planning/aeronaut/documents/leg_reports/)







## Open Positions with CalPilots:

### Chapter Administrator

Chapters form their nonprofit, public benefit, tax exempt CA corporations. The Chapters are recognized as being exempt from Federal taxes under CalPilots 501 c(3) group exemption letter. Each chapter is an autonomous group that can receive guidance from CalPilots officers and directors. This is a volunteer position and performed from your desktop. The position requires you have a computer, are familiar with Corporate 501 c(3) filings helpful but not necessary and skilled at tracking dates. Follow-up is done mostly by Email, however from time to time Chapters may have questions and want clarifications by phone. These procedures have already been established, are well documented and a CalPilots' member is available as a ready reference if there are any questions you might have. Estimated volunteer time over 1 year is estimated to be 2 weeks. Leave a message on our voice mail at (800) 319-5286 or contact one of our Board members.

### **JOIN THE CALPILOTS TEAM**

As a CalPilots Team Member, you will help to not only Save Our Airports, but to help them to "Grow and Thrive" as key components of the local and state economy. Our airports Fight Fires with CalFire, Provide Public Safety with CHP, Provide Disaster Relief (DART) after Earthquakes, Floods and other disasters, Fly people to Medical Services via Angel Flight, Rescue Dogs via Pilots for Paws, Introduce Kids to Flight via Young Eagles, and great events for families at the Airport. Be the Eyes & Ears for your airport

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## CALIFORNIA PILOTS ASSOCIATION REGIONS



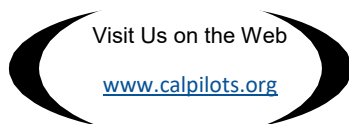


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<b>January 26-29</b>	SWAAAE Conference, Monterey, CA - Look for us on Twitter
<b>February 25 –26</b>	Aerospace Aviation Days, Sacramento, CA - Time to meet our legislators
<b>March 5</b>	NBAA 2020 Regional Forum, San Jose International Airport

