

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



INSIDE THIS ISSUE

<i>President's Perspective</i>	2
<i>CalPilots New Director-At Large</i>	3
<i>Efforts continue to preserve GA access to SMO</i>	4
<i>Marines To Rebuild Catalina Island Runway</i>	4
SANTA CLARA BUSINESS PLAN MAY CALL FOR AIRPORT CLOSURE	5
<i>Safer Skies Through Education</i>	6
<i>Don't pay a private company to renew your aircraft registration</i>	6
<i>Southwest 737 Overruns Runway</i>	7
<i>Virgin Galactic's SpaceShipTwo Reaches Space for the First Time</i>	8
<i>Study reveals drones pose increasing risks to aircraft</i>	9
<i>New ADS-B Rebate Announced</i>	10
<i>California Airport and Pilot Political Action Committee</i>	10
	11
<i>CalPilots Business Partners</i>	13-14
<i>Board Contacts</i>	15



Carol Ford

PRESIDENT'S PERSPECTIVE



Photo from Keith Freitas, Director of Airports,
Contra Costa County

Byron Airport is located in east Contra Costa County and is surrounded by property that is outside the urban limit line. It is likely development will encroach upon this airport in the future if there are changes to the urban limit line. Encroachment may be stimulated by development on airport property, which the airport proprietor needs to ensure airport economic sustainability. In advance of increased airport activity to best facilitate economic vitality and urban encroachment, the County airport operator, the ALUC, and the Division are working together to establish effective safety airport land use compatibility policies. Together, they are identifying the best land uses for particular sites on this airport property that maximize safety for future residences, businesses, airport patrons, and the airport.

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:

CalPilots Magazine

California Pilots Association

1414 K Street, 3rd Floor

Sacramento, California 95814

(800) 319-5286

Or send by email: info@calpilots.org

CalPilots Magazine

Printed by Folger Graphics

www.folgergraphics.com

Published Bi-Monthly Issue #128

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CalPilots Welcomes our new Director-at-Large for Region 2

Tony Marchese

My Name is Ralph A. (Tony) Marchese. I'm originally from Sacramento, specifically Fair Oaks. I graduated from Bella Vista High School and American River College. I was in manufacturing in many capacities including supervisory, testing of new procedures, employee training programs and safety manager. After moving to Gustine and changing careers to transportation then retired in 2013. In 2015 I was asked to come on board with the Airport Commission to help assess all areas and try to bring it closer to self-sufficient. At that time there was only one of five commission left, within a short time we were up to

four and later in 2017 we gained a fifth member. During my first few months I used online resources to learn about airport operations and also from networking connections I had made through attending the ACA conference and the Aviation days at the Capital. Our first airport \ public works manager wasn't fully informed and experienced in airport operations systems assessment and fundraising, so I helped in these areas as much as possible. We put on our first fly in 2016 then a second in 2017, one hadn't been done for many years and they were a success. We then continued to look at fundraisers to aide in achieving some much-needed repairs and look to future upgrades. Late in 2017 our manager and city managers left. The new city manager also took on as temporary airport manager (he didn't have any experience in airports) . I again offered to help as an assistant as we missed the ACA conference and we had to play quick catch up to get our ACIP filed, our EA document needed to be extended and be approved and sent to our FAA planner by Dec.15, all was done, and we were on track for a busy year. We started 2018 with projects coming together, event planning ongoing and looking to position ourselves for expansions in the next 5 to 8 years. I have been a CalPilots member for three year and have worked with Carol Ford at the Aviation and Aeronautics days at the Capital in an advocacy capacity and I am acquainted with Gill Wright. It would be an honor to work with him for region 2 as director-at-large. Sincerely Tony Marchese



Efforts continue to preserve GA access to SMO

NOVEMBER 13, 2018 BY **GENERAL AVIATION NEWS STAFF**

The National Business Aviation Association (NBAA) is continuing its efforts to preserve general aviation access to Santa Monica Municipal Airport (SMO), including a lawsuit asserting the FAA exceeded its authority when entering into a settlement agreement with the city of Santa Monica; an administrative complaint pending at the FAA over the airport's financial practices; and an effort to stop new political measures that would degrade the airport's safety and aeronautical capabilities.



Marines To Rebuild Catalina Island Runway



KATE O'CONNOR

The Catalina Island Conservancy has announced that it will be partnering with the U.S. Marine Corps to repair the runway at Catalina Airport (AVX), also called the "Airport in the Sky." AVX is the only airport on California's Santa Catalina Island, which is home to approximately 4,100 people and sees over 1 million visitors annually. The Marines have said they will use the runway repair project as a training exercise for troops deploying to remote and island locations to build or repair airfields and infrastructure.

"The Airport in the Sky is a historic and critical asset, providing access to Catalina Island for first responders, travelers and more than 2 million tons of freight each year," said Catalina Island Conservancy President Tony Budrovich. "With this runway repair project, I would project more than 75 years of runway operations in our future."

The airport's 3,000-foot runway will be closed on Dec. 9. A temporary runway will be set up, but advance permission will be required for landing there. The main runway is expected to reopen, and normal operations resume in April 2019. Projected cost for the project is \$5 million



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Sacramento, CA as your charity.

January/February 2019

Page 4



SANTA CLARA BUSINESS PLAN MAY CALL FOR AIRPORT CLOSURE

December 5, 2018 By Amelia Walsh

As a general aviation reliever to California's Norman Y. Mineta San Jose International Airport, **Reid-Hillview of Santa Clara County Airport** sits on the eastern side of the Bay Area city. Home to many small businesses and more than 130 aircraft, the airport is a critical asset for its surrounding community and home to San Jose State University's aviation program. But recent discussions about the county's new business plan may leave it without an airport.



Instead, Santa Clara County is considering three options in a plan to potentially develop the airport's land into "affordable housing," stating that the county lacks resources for low-income residents. On behalf of more than 34,000 members in California, AOPA sent a Nov. 30 [letter](#) opposing the plan and instead urged the county Board of Supervisors to accept much-needed FAA Airport Improvement Program funds for airport maintenance and development. The board was scheduled to meet on Dec. 4.

As it currently stands, FAA grant obligations linked to capital improvements will not expire until 2031, making any attempt to develop the airport land void for 12 years.

A's letter suggested that if the county were serious about affordable housing in the area, progress should be made now, not when it gets worse further down the line in 12 years.

Since the 1930s, numerous small businesses and professionals have relied on Reid-Hillview Airport. Today, the county manages 45 hangars, 52 shelters, and 173 open tie-downs on the field. As a designated reliever airport, Reid-Hillview is an attractive alternative for GA operations near Silicon Valley and downtown San Jose. "The loss of RHV would move a significant number of the 160,000 operations to SJC likely causing additional congestion and delays in airline operations at SJC," according to the letter.

Additionally, the airport has been home base for San Jose State University's Aviation department since 2010. The program is the largest on the West Coast with more than 300 students, and it's the only university in the California state system that offers a complete aviation curriculum including flight, technician, and operations training. Speaking to a local news outlet, Craig Hofstetter, former professor in the University's Department of Aviation and Technology, said, "If Reid-Hillview closed, we wouldn't have anywhere to go."



Amelia Walsh

Communications Coordinator

AOPA Communications Coordinator Amelia Walsh joined AOPA in 2017. Named after the famous aviatrix, she comes from a family of pilots and is currently working on her pilot certificate.



FAA Safety Team | Safer Skies Through Education

USE CAUTION -JET/IFR TRAFFIC ON FINAL APPROACH TO RUNWAY 29 BETWEEN 2000' AND 3400' AT SAN LUIS OBISPO AIRPORT (KSBP)

Notice Number: NOTC8195

On July 21, 2018 a Canadair Regional Jet on final approach took evasive action to avoid colliding with a General Aviation aircraft on Base Leg to Runway 29 at San Luis Obispo Airport. The GA aircraft was not in contact with ATC. An increase in NMAC reports involving TCAS and Resolution Advisories mandate that VFR traffic use caution when operating near the approach corridor South-East of San Luis Obispo and contact Air Traffic Control when in the vicinity.

- Contact San Luis Obispo Tower on 124.0 for traffic when operating in the vicinity of San Luis Obispo Airport
 - Contact Santa Barbara Approach on 127.725 when arriving from the South
 - Follow the approved departure procedure when departing Northbound from Oceano Airport
- Overfly the Class D airspace above 2700MSL



Don't pay a private company to renew your aircraft registration

DECEMBER 15, 2018 BY **GENERAL AVIATION NEWS STAFF**

The Experimental Aircraft Association (EAA) is advising its members — as well as all pilots — to consider any solicitation they receive about renewing their aircraft registration that does not come directly from the FAA with a healthy dose of suspicion.

Officials at the association say they are aware of several businesses — with names, web addresses, and logos that appear reminiscent of a government agency — that notify aircraft owners of impending registration expirations and direct them to a website or mail-in form where they can renew in exchange for a hefty fee.

Adding little or no actual value to the transaction, these businesses essentially duplicate the same process that the FAA directly administers for a mere \$5, according to EAA officials.

Unless a business is known to be reputable and offers a tangible service above and beyond a simple registration renewal, such as expedited processing or automatic renewal, pilots should use the FAA's online registration portal, EAA officials said.

**GENERAL
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NEWS**



Southwest 737 Overruns Runway



Southwest Airlines Flight 278 slid off the end of the runway while landing at California's Hollywood Burbank Airport (BUR) at 9:05 am local time on Thursday. According to a statement issued by the FAA, the Boeing 737 came to rest in the Engineered Material Arresting System (EMAS) at the end of Runway 8. No injuries have been reported among the 112 passengers and five crew members onboard.

Although the cause of the overrun has yet to be determined, the airport was reporting inclement weather conditions at

the time of the event. METAR reports for BUR from immediately before and after the incident indicate the airport was experiencing heavy rains and mist. Reported visibility was about one mile with a ceiling of 1,300 feet. Winds were from the west (280-290-degrees) at between 13 and 9 mph. The aircraft was landing on Runway 8, suggesting it likely had a nearly direct tailwind.

Flight 278 was inbound from Oakland International Airport (OAK). BUR authorities reported that although the airport remained open, some flights were cancelled or delayed due to the incident.

According to the FAA, EMAS is designed to provide additional safety margins for runways where the standard 1,000-foot overrun safety area is not possible. The system, which the FAA credits with [13 prior saves](#), is designed to stop aircraft travelling up to 80 miles per hour. BUR's EMAS was installed in 2002 as a result of an overrun at the airport in 2000. It was widened in 2008 and replaced in its entirety in 2017.



Virgin Galactic's SpaceShipTwo Reaches Space for the First Time

Mission accomplished! Virgin Galactic completed its first test flight to space today, taking one step toward making space tourism a reality.

Virgin Galactic's SpaceShipTwo space plane, called VSS Unity, took flight earlier today, December 13, from the Mojave Air and Space Port in California with pilots Mark Stucky and C.J. Sturckow on board. The craft reached a boundary more than 50 miles above Earth.

BY [STEPHANIE VALERA](#) 12.13.2018 :: 4:21PM EST



Virgin Galactic's SpaceShipTwo. (Photo Credit: Virgin Galactic)



Study reveals drones pose increasing risks to aircraft

OCTOBER 17, 2018 BY **GENERAL AVIATION NEWS STAFF**

A new study from researchers at **Embry-Riddle Aeronautical University** has found that more than one in five drone flights pose a risk to manned aircraft.

From 2014 to 2018 the FAA recorded 6,117 reports of near encounters between manned and unmanned aircraft within the National Air Space.

Such close encounters are bound to increase, given the number of unregulated small unmanned aerial systems (sUAS) in the air, according to the researchers.



DJI's Spreading Wings S-1000 drone

The FAA has projected that the small model hobbyist UAS fleet in the United States will “more than double from an estimated 1.1 million vehicles in 2017 to 2.4 million unmanned aircraft by 2022,” and “the number of remote pilots is set to increase from 73,673 in 2017 to over 300,000” in the next four years.

The Embry-Riddle Aeronautical University study was conducted near Daytona Beach International Airport (DAB) in Florida. The research team installed and gathered data with a DJI AeroScope, a UAS detection platform that rapidly identifies unmanned aircraft communication links and gathers flight status, paths, and other information in real-time, the researchers explained.

During the 13-day sampling period, researchers detected 73 individual DJI-manufactured drones that made 192 separate flights in the Class C airspace around the airport.

The study looked at drones from only one manufacturer, so there were most likely many more flights of UAS near the airport over the 13 days that were not cataloged, the researchers noted



New FAA hangar policy causing confusion

Two weeks after the FAA unveiled its draft policy for allowed uses in hangars at airports that receive federal grant funding, much confusion has emerged regarding the overall effect of the policy and what it means for hangar tenants. That's particularly true for homebuilders, who have heard conflicting stories about what it means for building an aircraft in an airport hangar, according to officials with the Experimental Aircraft Association (EAA).

"EAA headquarters has heard from many people with concerns about the possible effects of the FAA's draft hangar policy, and we're happy to give them the facts and encourage them to comment on the policy prior to the Sept. 5 deadline," said Sean Elliott, EAA's vice president of advocacy and safety. "Unfortunately, some of what is being spread is based on faulty information from inaccurate reports and chatter. That is lending to the confusion on the issue."

For homebuilders, the draft policy offers protections that never existed in an FAA policy. For the first time, aircraft construction is included as a protected aeronautical activity. Previously, homebuilders had no protection from airports that demanded only fully operating aircraft could be housed in hangars.

"This is a major step forward because it nationally recognizes homebuilding as an aeronautical activity, which it never was previously, even if it was allowed at an individual airport," Elliott said. "Most homebuilders probably don't realize that FAA has never recognized homebuilding as a protected aeronautical activity. Now that will change."

"However, we do not agree with the draft language regarding final assembly stipulations," he continued. "EAA will ask the FAA to consider all active aircraft construction as an aeronautical activity. We believe any type of active homebuilding meets the standard of aeronautical activity and EAA will fight for that language."

Homebuilder can do two things to help themselves and the homebuilt community, according to EAA officials. First, be informed by reading the policy draft and comment before Sept. 5. Also, fully read and understand your airport's hangar rental agreement to prevent any future disputes over what is allowed at your airport. AUGUST 10, 2014 BY **GENERAL AVIATION NEWS STAFF**



New ADS-B Rebate Announced

[RUSS NILES](#) [As we reported earlier](#), the FAA is reinstating its [\\$500 rebate for equipage with ADS-B Out](#) as an incentive



Federal Aviation Administration

for aircraft operators to get the new gear installed before the Jan. 1, 2020, deadline. The agency has set aside \$4.9 million for the program, which will ease the financial impact on 9,800 aircraft owners and operators. The new program was unofficially announced by AOPA President Mark Baker at an event in Illinois last week but the FAA made it official on Friday.

The program will work the same way as the previous one. Operators buy the gear and arrange for installation. Then they get a "rebate reservation code" online and do the installation. After a test flight confirms the system is working, the owner can apply for the rebate online. The previous program, which expired Sept. 18, 2017, attracted about 10,000 takers. With the deadline a year closer, it's likely the latest rebate incentive will be fully subscribed before it expires. The rebates are only available for new installations and those who equipped during the past year can't claim the \$500.

The FAA has repeatedly said it will not extend the 2020 deadline and any aircraft that doesn't have ADS-B out won't be allowed to fly in most controlled airspace after Jan. 1, 2020. "The ADS-B mandate is not going away," said FAA Acting Administrator Dan Elwell. "We are about 15 months from the Jan. 1, 2020, deadline and now is the time for aircraft owners to equip."

California Airport and Pilot Political Action Committee

WHAT IS A POLITICAL ACTION COMMITTEE (PAC)?

The California Airport and 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 Contributions can be made to payable to:

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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

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>>Note: Please use the above address only for membership applications and renewals

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