

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



Livermore Municipal Airport
Endangered

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PRESIDENT'S PERSPECTIVE



Carol Ford



Hawaii Aerospace & Aviation Day 2018

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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Isabel Neighborhood Plan Tied to Full BART Extension to Livermore

On a series of unanimous votes, the Livermore City Council approved the Isabel Neighborhood Plan (INP) at its meeting on Monday.

The planning area covers approximately 1,138 acres in the northwest part of the city surrounding the Isabel Avenue interchange. It includes 4,095 new multi-family housing units, approximately 2.1 million square feet of net new office, business park, and commercial development (including a neighborhood commercial center), three new neighborhood parks, pedestrian and bicycle facilities, and infrastructure.

The project would be built in phases. Phase I would move forward only with the approval of full BART to Livermore; Phase II when full funding is identified, and BART conducts a study to move the maintenance/storage yard to a more urbanized area. The final phase would follow once construction begins.

Concerns about the project were raised by aviators operating out of the Livermore Airport about housing being built in a landing pattern area.

Approval of the INP is considered to be an important factor in the BART board's decision regarding the 5.5 mile extension to the Isabel site in Livermore. Options to be considered include full BART, diesel multiple or electric multiple unit, bus rapid transit and enhanced bus service.

John McPartland, Livermore's representative on the BART board told the council, "The vote tonight will be integral in stating my case for full BART to Livermore."

The BART board is scheduled to make a decision at its May 24 meeting. The session will be held at 5 p.m. at BART headquarters in Oakland.

With its votes, the council on Monday approved the environmental documents, the specific plan, general plan amendments, phasing, and changed the housing allocation plan (HIP), which allows between 400 and 450 units each year. The amended HIP would allocate 200 units to INP. Changes made by the council include designating a school site as the primary use of a parcel, rather than a dual use designation as proposed by staff.

The vote also calls for the city to advocate for full BART.

No new housing, over what is shown in the general plan, would be produced in Livermore. Units allocated to the INP were moved from the Greenville area.

Two Livermore policies were amended to accommodate the INP. One, the Airport Protection Area (APA), the other the Scenic Corridor policy. Residential uses are prohibited within the APA. The approval of the INP allows housing in the northeast corner of the APA. Staff recommended the change based on the Alameda County Airport Land Use Commission policy for the area, which would allow for housing.

In dealing with Scenic Corridor Policy, the INP identifies three Scenic Corridor amendment areas: the core, East Airway, and Portola, where development would be subject to absolute height limits, rather than view angles. The height limits in the areas would place the tallest buildings closest to the BART station where scenic views are currently impacted by the overpass.

During the public hearing, pilots who spoke pointed out that the northeast corner is under a traffic pattern for planes landing at the Livermore Airport. "I can't imagine a worse place to put high density housing," stated Darrell Ray. "That is the busiest runway because of the way the winds blow."

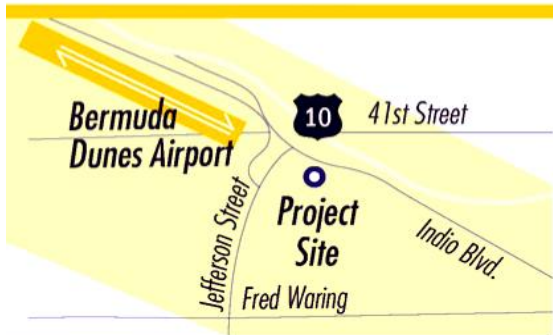
Several of the pilots predicted that the safety issues, along with the noise generated by planes, would result in the need to move the airport. Russ Greenlaw said the INP is in the wrong place for the airport. "It is too close."

The Scenic Corridor changes drew negative comments from Doug Mann and John Stein. Both noted that residents fought very hard to achieve the policy. Stein observed that the Sage project already obscures portions of the hills and ridges.



A Big Win for Public Safety & CalPilots Association

The City of Indio rescinds approval of an overnight surgical center in the flightpath of Bermuda Dunes Airport after a hard-hitting public outreach campaign by CalPilots.



Thanks to our members' commitment to public safety and diligent outreach efforts, plans for a proposed surgical center in the path of the Bermuda Dunes Airport runway have been formally rejected by the City of Indio.

CalPilots dedicated extensive resources to raising awareness of the risks involved with the center's proximity to the airport and the threat that an overnight facility posed to nearby residents and businesses, pilots and passengers.

Collaboration Influences Outcome

Our team of dedicated advocates remained engaged with the issues and developed thoughtful, effective strategies to combat the dangerous project throughout each of the development milestones.

Engaging the Public



CalPilots launched its targeted education campaign in September 2017, following legal action against the project's developers. Extensive communications included press releases, flyers, newsletters, hosting community meetings, and attendance at city council meetings.



Victory was realized in March 2018, when the Indio City Council and the development group announced that plans to build the surgery center had been abandoned.



We are proud to see the results of our efforts and the immediate impact we have made on public safety.



We want to thank our members, volunteers and partners for their continued support in protecting airports, pilots, passengers and the communities we serve.

We couldn't have landed this one without you!

More information is available at www.CalPilots.org, or by calling 800-319-5286.



Oceano Airport adds AWOS

MAY 10, 2018 BY **BEN SCLAIR** 1 COMMENT

Good things come to those who wait. At least that's how the saying goes.

Seven years after they started, California's **Oceano Airport** (L52) in San Luis Obispo has an operation



Automated Weather Observing System (AWOS).

Oceano Airport (L52) newly installed Automated Weather Observing System (AWOS) is now operational.

"The system is currently in test



mode," notes airport evangelist Mitch

Latting. "But data is available on 118.375 and 805-489-1305."

FAA DECIDES AOPA'S ASHEVILLE COMPLAINT

AGENCY ARGUES PILOTS CAN BE CHARGED FOR FBO SERVICES THEY DO NOT WANT OR USE

June 12, 2018 By Joe Kildea

The FAA's Southern Region Airports Division has decided against AOPA's Part 13 complaint over egregious fixed-base operator fees and unreasonable access at Asheville Regional Airport in North Carolina. A June 7 **letter** clears the way for Signature, the sole FBO at Asheville, to continue to charge general aviation pilots for unnecessary and unwanted services. Although informal at this stage, AOPA believes the decision contradicts existing FAA policies, and could be the beginning of a dangerous precedent for many other airports across the country.

AOPA General Counsel Ken Mead said, "We believe the FAA Southern Region decision is incorrect and inconsistent with the ruling in Orange County as well as the guidance FAA headquarters issued as recently as December 2017. Most airports and FBOs are doing a great job, but in situations where that isn't the case we will continue to fight for reasonable access, transparent and public posting of fees, and competition

July/August 2018



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Carlsbad to work with county on airport plan



McClellan-Palomar Airport in Carlsbad (Union-Tribune file photo by Charlie Neuman)



Phil Diehl Contact Reporter

The San Diego Union-Tribune

Setting aside calls for a special ballot measure, Carlsbad city officials said this week they will continue to work with San Diego County to address residents' concerns about a proposal to lengthen the only runway at McClellan-Palomar Airport.

County officials began the four-year process in 2014 to update the airport's master plan, which outlines plans for the runway extension of up to 800 additional feet, new safety systems and other expected improvements. The updated document will guide the airport's development through 2036.

Opponents say the proposed improvements would be an expansion of the airport — bringing more noise, pollution and traffic — and Carlsbad adopted an ordinance in 1980 that requires voters to approve any airport expansion.

However, the county, city officials and an independent legal firm hired by the city all have said the improvements would not change the airport's boundaries, so it cannot be considered an expansion.

Still, many people think Carlsbad residents should have a say in the airport's future.

"Citizens do get a vote, a vote that matters," Hope Nelson, representing the nonprofit Citizens for a Friendly Airport, told the Carlsbad City Council at its meeting Tuesday night.

But before any vote, more work needs to be done on the master plan update to clarify how the proposed airport changes would affect Carlsbad residents, she said.

Several other people on both sides of the issue agreed that the city is not ready to decide the issue at the polls.



Court Denies Santa Monica Petition

Kate O'Connor



Efforts to save the embattled Santa Monica Airport suffered a setback this week when a court denied an NBAA petition claiming the FAA exceeded its authority when it agreed to allow the city to shorten the airport's single runway last year. NBAA had petitioned the court to vacate the 2017 agreement, arguing that the FAA defied requirements set by Congress as well as the agency's own responsibility to support aviation. The U.S. Court of Appeals for the District of Columbia denied the petition on procedural grounds.

"We're obviously disappointed by this decision, but it's important to note the court did not make a determination as to the merits of our arguments against the validity of the original settlement agreement," said NBAA President Ed Bolen. "This ruling was purely a matter of procedure, and in no way does it establish a precedent by which the FAA may enter into similar agreements affecting the fates of other vital general aviation airports." NBAA is also involved in a pending administrative complaint that claims the city violated its grant-based obligations to the airport.

As allowed by the agreement with the FAA, the city shortened SMO's runway from 4,973 feet to 3,500 feet in a successful effort to reduce jet traffic at the airport late last year. The city has said it plans to close the airport by the end of 2028. According to NBAA, it will continue to pursue options for keeping the airport open.



The Oasis at Death Valley

There is an enticing new general aviation destination in California for pilots. It is the Oasis at Death Valley. The airport there is Furnace Creek, Death Valley (L06). This destination has recently under gone an extensive, impressive and engaging remodel which now puts it squarely in the resort category! Yes, North America's only true Desert Oasis.

This destination is a favorite of mine and my wife Iris. We have been flying to L06 since the 1980s. That's over 30 years. It's new remodel and epic expansion has truly made it a little California jewel. Rooms have been added to both Furnace Creek Inn and Furnace Creek Ranch. The area has been literally turned into an Oasis with a copious amount of palm trees and other landscaping added to the resort.

The airport sits at minus 210 feet below sea level in the valley, and the Inn is perched up on the side of a mountain, at sea level, looking down on Death Valley while offering unforgettable vistas to its visitors. Many of those vistas can be seen from the classic and expansive dining room where Iris and I love to go for Sunday brunch. We have enjoyed the outstanding food and our visits here through the years while never tiring of this beautiful location. And now it is even better!

The golf course has been improved and a new, much larger, store is being built at the Furnace Creek Ranch along with expansion of the museum. Personally, I can't wait for the new store to be finished and open. It is sure to be loaded with interesting items. We like buying the very tasty date nut bread there by the loaf.

The airport is owned and operated by the US Dept of Interior/Park Service at Death Valley. The airport runway 15/33 is 3065 x 70 ft and comprised of asphalt in good condition, with a parking apron large enough to accommodate a large number of GA planes of typical different sizes. It is right hand pattern for runway 15 for noise abatement reasons. CTAF is 122.9.

The Oasis at Death Valley operates a number of nice, clean, air-conditioned vans that provide free transportation to crew and passengers who fly into the airport. This allows "fly in visitors" to go anywhere in the Oasis free, including the Shoshone Indian Reservation located close to Furnace Creek Ranch. The Reservation is open Tuesday thru Saturday for tourists.

Website: www.oasisatdeathvalley.com

Michael K. Magnell
Laguna Hills, CA
Wright Brothers FAA Master Pilot Award recipient
Member California Pilots Association





Jolie Lucas

VP Calpilots Region 4

Bouncing Back

A psychotherapist's guide for pilots April 5, 2012

It was a beautiful day in the Columbia River Gorge. Hood River Airport is located in a picturesque valley, surrounded by mountains. A pilot was in his backyard garden enjoying the sunshine. He heard an airplane engine start to sputter, then quit, and listened to the sound of a loud impact in the neighboring vineyard. He jumped the fence and raced to the crash scene. There he found an aircraft nose down between the rows of red grapes. A quick glance in the cockpit revealed his deepest fear: the loss of a life.

As a psychotherapist who specializes in recovery from trauma or traumatic loss, I saw this pilot in my office four days later. "I am having a hard time. I keep hearing the engine quit, then the sound of the crash. I keep seeing the wreckage in my mind, over and over again. I run to him, but I know it is too late. He was still warm. I held him in my arms until the paramedics came." When I asked him how often the movie is playing in his head, he said it was about 20 times per day. He had disturbed sleep, lost his appetite, and felt very hopeless about the intense flashbacks.

Over the course of our work together, I was able to help him understand how the brain reacts to trauma, and how professional care could speed recovery. In the end my client understood that while he was seeing the movie in his head hundreds of times, the pilot who perished only experienced it once.

Exposure to trauma

We all experience trauma in our lives, and as pilots, with medical certificates at risk, how we deal with it can be especially important. After exposure to a traumatic event, most people go through four distinct stages. The first is shock—a sense of disbelief or cognitive foggy. During this stage a survivor may experience flashbacks, or mental movies of the event. Let's also surmise that the person watched the news, listened to audio, saw photos, and viewed video of the event—thus reexploring himself to the initial trauma. The reexposure to the brain is essentially the same as the initial exposure. Should the person not get appropriate care, especially in the weeks or months after the event, an anxiety disorder such as post-traumatic stress disorder could develop.

Next comes a return to a "feeling" state and also a time to tell the story. When I worked at the Vietnam Vet Center, my supervisor—a combat vet and a psychotherapist—said, "Every trauma survivor has a story to tell and retell, and it is in the retelling that the healing is found."

The third stage is when a person's energy typically rebounds and a sense of focus develops. This energy could take the form of volunteerism, donating time and money, contact with rescuers, or helping other survivors.

Finally, reintegration must take place. A person must accept life on life's terms now. Meaning is incorporated in life, in absence of what they lost. This is a time where we hear, "I have a new lease on life," or "Life is precious."

How does this apply to our ability to pilot an aircraft? One study says that intellectual power is decreased 50 to 90 percent when you are in the midst of the first stage. It is important not to make big decisions at that time. When we perform a preflight on our aircraft before launch, we are careful to consider all the aircraft systems. The effects of exposure to trauma cannot be underestimated. In our go/no-go decision, we should carefully reflect on our emotional health and how that will affect the flight. After all, we want to be able to fly the airplane instead of it flying us.

Here are some simple ways to put you and your emotional health on the preflight checklist, as well as some ideas on when to get support if needed.

Mood: Think back over the past week. Rate your mood on a scale of one to five, with one being the lowest, and five being a happy mood. What is your average? Has anyone told you that you look tired, depressed, or nervous? Sometimes our spouse or families are our greatest mirrors—we might not see our mood, but to them it is written all over our faces.

Sleep: Have you been sleeping well? The average person in a lab setting will sleep a six- to seven-hour stretch and take a one- to two-hour nap in the afternoon. Think back and check whether you have had any difficulties falling or staying asleep. Deep, restorative sleep typically happens well into an uninterrupted sleep cycle. Think about performing a go-around on every approach—when sleeping we simply cannot get down to Delta if the cycle is continually disrupted.

Energy: Has your get up and go, got up and went? Do you find yourself drinking coffee or energy drinks just to get through the day? Some pilots find they have too much energy and are unable to relax into a healthy focus. Between the tortoise and the hare, somewhere in the middle is the most efficient.

Anxiety and worry: Someone once told me that worry is interest on a debt we don't yet owe. An interesting study on worry shows that it can be healthy in small doses. Worry is a high-brain function—one that can help us sort through possibilities and strategies.

(Continued on page 10)



Too much worry shuts down the function and we can find ourselves in a state: fight, flight, or freeze. Thirty minutes of worry once per week is effective. How many minutes this week have you racked up?

Concentration/focus: Particularly important for the pilot in command is the ability to concentrate and stay focused. If you are noticing that your mind is wandering or you are distracted by worry, it might be best to keep yourself and the aircraft on the ground.

Sex drive: This might seem a strange item to have on your personal checklist, but a person's sex drive can be indicative of emotional health. A lack of desire can suggest a mood problem.

Appetite: Does your favorite food taste good to you? Are you eating for comfort or to excess? Healthy food is fuel for the brain and the body. Make sure that you do not fly without fuel onboard.

Bumper sticker: If you had to summarize your attitude about life to fit on a bumper sticker, what would yours say? Is your bumper sticker upbeat and optimistic, or doubtful and negative?

When to get some "dual"

As a practicing psychotherapist and trauma survivor myself, I have come to believe in getting some couch time when you need support.

If we do not take care of our mental health, it might end up taking care of us. Think of a licensed counselor as an advisor, or life coach. It truly is a gift to be able to talk with someone you trust about things that you might keep from others. Sometimes my clients think that they can tell me something that I have not heard before. That is simply not the case. We all have many of the same core insecurities, wounds, and doubts. The difference is in how you deal with them.

Recently I was flying a much larger aircraft with a more powerful engine than I was accustomed to. When I was about 50 miles out, I began a descent, thinking about each thing that I was going to do next. Entering the left downwind I thought, "I am going to fly this airplane and make it do what I want it to do." Imagine if I were instead plagued by doubt, anxiety, or insecurity, or maybe I did not sleep well the night before. Who would be PIC—the airplane, or me?

Make sure that when you are in the left seat you are flying the airplane. The only way to do that is to consider yourself on your personal checklist.

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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Kids With Adult Must Register Between 9-10

For More Info Contact Beverly @909-771-3279

BBQ Lunch 11am - 2pm - \$7

Spot Landing Contest 12:30 PM-Prizes

\$5.00 Donation Requested

For more info go to raacp.org/events or, call 909-557-5292

National Aviation Day is the US national holiday to celebrate the development of aviation. The holiday was established in 1939 by President Franklin D Roosevelt. It is observed officially on August 19th and coincides with Orville Wright's birthday.

Our EAA Chapter 845 will be flying Young Eagles in the morning. Pilot briefing will be at 8:30 am and Young Eagles flights start at 9 am. Kids with an adult must register between 9-10. For more info contact Beverly @909-771-3279.

The RAA will be grilling hamburgers and hot dogs and serving them with all the fix-in's and cold drinks between 11 am and 2 pm. Lunch is \$7.

A spot landing contest for tail-wheel and tricycle gear fixed wing aircraft will be held in the afternoon. Mandatory pilot briefing will be at 12:30 pm. Prizes will be awarded to champs in both classes. A \$5 donation is requested. For more information about the spot landing contest contact Ted at 909-557-5292.

Of course, we are looking for volunteers to help make this event a success. If you want to help, or just have questions about the event, send an email to:

redlands.airport.association@gmail.com





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

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Hillier Aviation Museum 601 Skyway Road, San Carlos 94070

Events:

Planes, Trains & Hot Rods - July 15 from 10am to 2pm

Auburn Airport-Wings Restaurant - Auburn, CA Wings restaurant on the airfield is a great place to go for breakfast or lunch! Outside dinning on a covered patio is a perfect place to watch the planes come and go. The food is really good! Sometimes there is a wait, but you can have a coffee and read the paper at the picnic tables while you wait! Yummm! - Submitted by Gary Lyon

