

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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PRESIDENT'S PERSPECTIVE



Earlier this year, we announced that Congress has made available an extra \$1 billion for airport projects. What sets this \$1 billion apart from the rest of the federal money available? Three big differences.

1. No local match is necessary! So instead of your community contributing 5% or 10% of the project cost, a project which uses this money will cost your community nothing.
2. Rural airports get priority consideration. I've attached a list of airports considered by the government to be "rural". Even if your airport is not on the list, the FAA may decide to award money to your airport.
3. This money is only available until September 2020.

Don't let your airport miss this opportunity! Have a conversation with your airport manager about requesting this money to complete airport projects at your airport.

If your airport is interested in being considered for a grant under this provision, your airport must notify the local FAA Airport District Office or Regional Airports Office. There are two deadlines to consider:

1. To receive a grant before October 2018, your airport must notify the FAA by August 8, 2018.
2. To receive a grant between October 2018 and September 2020, your airport must notify the FAA by October 31, 2018.

Please note that your airport must meet certain project requirements to qualify. I've attached a list of Frequently Asked Questions. Additional details and points of contact can be found here:

<https://www.federalregister.gov/documents/2018/07/09/2018-14675/supplemental-guidance-on-the-airport-improvement-program-aip-for-fiscal-years-2018-2020>

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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Your dues and donations may be deductible. Consult a tax professional for advice.





VNY To Become First To Offer GA Retail Jet Biofuel

by Curt Epstein

- October 17, 2018, 9:30 AM

In the wake of the multi-organizational release of the Business Aviation Guide to the Use of Sustainable Alternative Jet Fuel at EBACE in May, the industry has announced the next step in the effort to educate general aviation about the fuel this week at NBAA 2018. As part of this, Los Angeles-area Van Nuys Airport (VNY) is hosting an event—"Business Jets Fuel Green: A Step Toward Sustainability"—on January 17 to demonstrate that sustainable alternative jet fuel (SAJF) can become a mainstream, drop-in alternative for today's turbine-powered private aircraft.

On that day, Jet A, blended with SAJF will be available for use by operators from all four of the airport's FBOs, which have collaborated in this effort. While SAJF has been used by commercial aviation in limited instances, this marks the first time the "green" fuel will be offered retail to general aviation.

"Our industry is ready to fly with SAJF today," said David Coleal, president of Bombardier Business Aircraft, and chair of GAMA's environment committee, adding that the fuel is a certified alternative to regular Jet A. "It does not impact aircraft performance either in the air or on the ground, and importantly, it does not require any modifications to aircraft."

The event is made possible by a consortium of organizations including the Van Nuys Airport Association, EBAA, GAMA, IBAC, NATA, and NBAA in coordination with Avfuel, Bombardier, Phillips 66, and World Fuel Services. One of the world's busiest general aviation airports and a hub for business aviation, VNY recorded a record 231,323 movements in 2017.

"The global business aviation industry has committed to mitigating and ultimately reducing its carbon emissions through a number of measures, including operational improvements and new technologies," explained IBAC director general Kurt Edwards.

"Sustainable aviation fuel is a central technology that will propel us to meet our goals. IBAC commends the initiative at Van Nuys Airport as a solid first step with many more to come as business aviation, always on the cutting edge of technology, takes up such fuels."



SMO NEEDS YOUR IMMEDIATE ACTION!

EMAIL OR CALL THE SANTA MONICA CITY COUNCIL NOW BEFORE TUESDAY EVENING'S CITY COUNCIL MEETING!

CALL 310-458-8201 - URGE THEM TO STOP THE RUNWAY REPURPOSING PROJECT!

On October 23, the Santa Monica City Council will review bids on a project that would waste \$4.4 million dollars of taxpayer money by unnecessarily removing existing pavement and safety overruns at the Santa Monica Airport. The sums they are spending are astronomical: The city has already spent \$4 million to shorten the runway and over \$36 million on legal fees to close the airport. Enough is enough!!!

This latest plan will have ZERO benefit to the community. The larger jet operations have been curtailed by the shorter runway. This project would make the airport and its neighbors significantly less safe by removing paved safety overruns, reducing the airport's emergency relief capability, exposing the community to toxic construction dust, and increasing bird strike hazards to aircraft by replacing paved surfaces with dirt and grass.

PLEASE Contact City Council NOW, prior to the October 23 rd meeting and urge them to STOP the Runway Repurposing Project.

E-mail council@smgov.net or call (310) 458-8201.

For your convenience, we've included the below text you may copy and past into your email for council@smgov.net



Widesweeping UAS Provisions in New FAA Law

by Mark Huber

- OCTOBER 8, 2018, 2:30 PM

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.

The FAA Reauthorization Act of 2018 that President Trump signed into law on Friday includes key provisions that are aimed at increasing safety and awareness within the recreational drone community, gives law enforcement virtual carte blanche to react immediately to any perceived drone threat, and lays the foundations for mandatory drone registration and identification and the development of the domestic drone package delivery industry.

It immediately repeals the Section 336 exemption for model aircraft (Public Law 112-95, Special Rule for Model Aircraft), which allowed recreational drone operators to fly without obtaining an operators certificate. Under the act, recreational operators will now need to take an online tutorial to be developed by the FAA within six months and continue to register their aircraft and adhere to the current restrictions on recreational operations—flights during daylight only, no higher than 400 agl, and not beyond visual line of sight, among others.

The law specifically prohibits the FAA from requiring recreational operators to hold an airman's certificate, a valid medical, complete formal flight training, fly only in pre-designated areas or uncontrolled airspace, or require airworthiness certificates on UASs in this category. It also grants all law enforcement authorities wide latitude when determining when it is appropriate to seize, disable, or destroy a drone; encourages the development of counter UAS technologies and their nationwide deployment; outlaws weaponizing a drone and provides criminal penalties for same and any other unsafe operations including near airports or natural disasters including wildfires; and gives the FAA a pathway to its long-sought mandate to establish a drone remote detection and identification requirement. Specifically, the act requires the FAA to create a pilot program that uses available remote detection and identification technologies for safety oversight "including enforcement actions" against non-compliant operators.

It also directs the FAA, the Federal Communications Commission (FCC), and others to report on whether UAS operations should be permitted to use previously recommended L-band and C-band frequencies for operations within or outside the UAS traffic management (UTM) system and requires the FAA to create and post to its website a public database of UAS registrations, waiver of authorizations, and location and description of public operations. Significantly, the act also directs the FAA, within one year, to develop a small UAS air carrier certificate, certification process, and classification—a precursor to the roll-out of regular drone package delivery service.



Tesla testing vehicles at Gustine Airport



Tesla testing vehicles at Gustine airport

Proposal to finalize agreement went to council Tuesday

GUSTINE - Aircraft have not been the only vehicles rolling down the runway at Gustine Municipal Airport in recent weeks.

City Manager Doug Dunford confirmed Thursday that Tesla Motors has been a regular visitor to the airport, where the auto manufacturer has been testing autonomous vehicles.

Tesla has been on site about 10 times under a preliminary use agreement with the city, Dunford told Mattos Newspapers.

"We started discussions two months ago about the feasibility of them using the airport. They came out and did a test run to see if the taxiways and runways would be sufficient for their vehicles," the city manager explained.

He said Tesla has been testing its vehicles under a variety of scenarios involving the avoidance of cars, pedestrians and objects.

"They are a presence out there," Dunford stated. "They like (the airport) and want to do a long-term contract with us."

A finalized agreement for use of the airport was on the City Council agenda for approval earlier this week (Tuesday).

If finalized, the deal could be a financial windfall for the airport.

According to staff reports, the proposal calls for Tesla to use the airport for a minimum of 800 hours of testing annually at an hourly rate of \$150.

Although the runway was closed last Wednesday and Thursday for several hours to accommodate testing, Dunford said, the typical practice will be to keep the airport open. Tesla, he said, will be required to clear the runway for arriving or departing aircraft.

With the safety precautions in place - and because all revenues will go back to the airport - Dunford said he believes the FAA will sign off on the testing use.

"This is an opportunity to help the airport tremendously," he concluded.

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Council puts brakes on Tesla agreement

• Aug 30, 2018

GUSTINE - The City Council last week put the brakes on an agreement allowing Tesla Motors to use the Gustine Municipal Airport for testing purposes after a number of concerns were aired.

Tesla had already been using the runway and taxiway to test its autonomous vehicles under a preliminary arrangement, City Manager Doug Dunford confirmed.

But the roll-out of that program was criticized by pilots who contend that proper safety notices were not issued and by others - including City Council members - who questioned why the testing program was not run by the Airport Commission for its input. Still others questioned how the numbers of the proposed agreement - which Dunford said would bring in a minimum of \$120,000 annually - really penciled out.

Council members did, however, signal their willingness to look favorably on an agreement allowing Tesla to use the airfield if the safety concerns could be satisfactorily addressed.

Dunford acknowledged that the Federal Aviation Administration had not yet signed off on a safety plan he had submitted. Execution of a final contract with Tesla would be contingent on that approval, Dunford said.

His goal, Dunford had previously told Mattos Newspapers, is to use a system which would require Tesla to clear the runway for departing and arriving traffic, allowing the airport to remain open.

But on at least two days, he said, the runway had been closed to traffic for a time while Tesla conducted its testing.

Pilots Hunter Lindemann and George Foster were among those sharing their concerns with the council.

Both stated that the city's "notice to airmen" advising of the airport activity had either been misleading, late or non-existent.

Foster acknowledged that the airport could use the funds but questioned having transient traffic share the runway with aircraft.

"I don't see that working so well," he stated.

If the city does allow Tesla to use the facility, Foster added, it should limit the auto-maker to a strict schedule and ensure that notices to pilots are prompt and accurate.

If everything did work out, he added, "maybe we could make a buck or two."

Lindemann also questioned the issuance of notices. Some have simply not been filed when vehicles are using the facility, he reported, and at least one referred to vehicles near the runway when they were actually on the runway.

"You cannot mow the grass next to a runway without notifying the FAA and issuing (notices to pilots)," Lindemann stated.

He questioned whether the use would put the city's annual FAA grant funding at risk and said failure to properly notify airmen of the use would leave the city facing a tremendous liability should an accident occur.

"I am all for the airport generating revenue," Lindemann said later in the evening. "I am not opposed to it completely, but I want it to be done safely and still function as an airport. To this point, it has not been done the right way."

Dunford agreed that there had been "some hiccups" with the program.

He acknowledged that one notice had been misleading but said the FAA had crafted the verbiage.

When Tesla returned to the airport the Friday before the council meeting, Dunford said, the city was "advised by the FAA to get them off the runway."

Audience member Bruce Sousa shared a different concern - that surrounding Tesla's financial standing.

He referenced a media report stating that the auto-maker was asking vendors for concessions and urged city officials to enter into any agreement with care.

Turner also expressed concern about the potential impacts on airport operations.

"We can't interfere with the people who have stuck with us over the years. We have to take them into consideration," Turner added.

Newly-appointed council member David Craig said he believes self-driving cars will be the way of the future.

"It would be nice to see Gustine get in front of that, but I think there are a lot more questions to be answered," Craig stated.

Mayor Pro Tem Pat Nagy was among those who questioned the math on the proposal. Tesla's proposed schedule of testing two days a week every other week does not equate to the 800 annual hours of testing referenced, he pointed out.

Council member Joe Oliveira urged city staff to push forward.

"I hope we can iron out all these difficulties, because the airport doesn't really support itself. This would go a long way toward fixing up the airport, but we can't do it until we get these questions answered. Safety is of the utmost importance; so is making sure we get paid," he commented. "Don't give up on it. That is a big chunk of change for the airport."

He suggested that Tesla representatives make an appearance to address the issues.

"It is a great thing if we can make it work," Mayor Melvin Oliveira stated. "We want it to work, but we want pilots to be safe."





Pilots and Medication

Impairment from medication, particularly over the counter (OTC) medication, has been cited in a number of accidents in general aviation. In a 2011 study from the FAA's CAMI Toxicology Lab, drugs/medications were found in 570 pilots (42%) from 1,353 total fatal pilots tested. Most of the pilots with positive drug results, 511 (90%), were flying under CFR Part 91.

What's the Problem?

First of all, we all know that some drugs may compromise a pilot's ability to control the aircraft and/or adversely affect judgment and decision making. The difficulty comes for investigators in trying to quantify the known detriment that comes with various medications and the physical conditions that require their use.

Another area of concern is that airmen are not always disclosing some conditions and medications to their Aviation Medical Examiner (AME). Not only could the undisclosed condition endanger the airman, but the treatment might also create problems. One way is that undisclosed treatments could cause potentially impairing drug interactions. That's why it's important to disclose any medications you are taking to your AME. In many cases there are other treatment options that may allow you to continue flying, but the bottom line is that your AME needs to know what medications you are using.

What to Look For

The Food and Drug Administration (FDA) requires standard labeling for all OTC medications. These standard labels indicate the active ingredients, directions for use, and highlight potential side effects like drowsiness. They also allow for easy comparison.

Drug Facts		Product type
Therapeutic substance in drug	Active ingredient (in each tablet) Chlorpheniramine maleate 2 mg	Antihistamine
	Uses temporarily relieves these symptoms due to hay fever or other upper respiratory allergens: • sneezing • runny nose • itchy, watery eyes • itchy throat	Symptoms or diseases the drug treats
When not to use this drug, when to stop taking it, when to see a doctor, and possible side effects	Warnings Ask a doctor before use if you have: • glaucoma • a breathing problem such as asthma or chronic bronchitis • trouble urinating due to an enlarged prostate gland Ask a doctor or pharmacist before use if you are taking tranquilizers or sedatives When using this product: • You may get drowsy. • Avoid alcoholic drinks. • Alcohol, sedatives, and tranquilizers may increase drowsiness. • Be careful when driving a motor vehicle or operating machinery. • Excitability may occur, especially in children. If pregnant or breastfeeding, ask a health professional before use. Keep out of reach of children. In case of overdose, get medical help or contact a Poison Control Center right away.	
More information on how to store the drug	Directions Adults and children 12 years and over: Take 2 tablets every 4 to 6 hours; not more than 12 tablets in 24 hours. Children 6 years to under 12 years: Take 1 tablet every 4 to 6 hours; not more than 6 tablets in 24 hours. Children under 6 years: Ask a doctor.	Read carefully how much to take, how often to take it, and when to stop taking it
	Other information Store at 20-25° C (68-77° F). • Protect from excessive moisture.	
	Inactive ingredients D&C yellow no. 10, lactose, magnesium stearate, microcrystalline cellulose, pregelatinized starch.	Other things in the drug, such as colors or flavorings

Continued on Next Page



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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 come 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.

November/December

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tary

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.

com-

The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to port 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.

sup-

date

PAC Committee Contributions can be made to payable to:

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Hollywood Burbank Airport study finds flight path has shifted south over the years, leading to noise, quality-of-life concerns

A new report studying flight data over the Hollywood Burbank Airport concludes that the most frequently used flight path from the airport has shifted south, in part because of a new federal navigation system that has sparked concern among some residents.

The **report**, from the consultant firm Landrum & Brown (L&B), found that over the last 10 years a high-occupancy path from the airport has shifted south of the 101 Freeway because of an increase regional air traffic, a rise in average yearly temperatures (aircraft gain altitude faster during colder temperatures) and the Federal Aviation Administration's Metroplex Area Navigation system. Known as NextGen, which kicked off in March 2017, the system is a satellite-based navigation program that aims to reduce flying time, fuel use and aircraft exhaust emissions.

While the aircraft departure path from the airport has remained relatively similar over a decade — and the number of departures per hour have stayed consistent over that period — the southern shift of the main path has led to a larger proportion and frequency of flights per hour over areas south of the 101 Freeway. The report notes that the effect was especially noticeable between 2016 and 2017.

"No direct connection was found between the implementation of Metroplex in March 2017 and the change in the number and frequency of flights," the report stated. "... However, a connection was found between the Metroplex and the increase in number of flights over areas south of the 101 Freeway."

Since the launch of the NextGen program, flight paths have been narrowed to a half-mile area and lower altitudes above residential neighborhoods and the Santa Monica Mountains. In the past, airplanes departing the airport flew on a 6-mile corridor, with the highest concentration north of the 170 and 101 freeways.

Concerns have emerged over noise in recent years, south of the 101. The report itself

Los Angeles Councilman Paul Krekorian speaks at Thursday's meeting about an environmental impact study on the FAA's NextGen plan.

Editors' note: This was a meeting held by the Los Angeles City Council.! The Standard Instrument Departure States: As soon as Speed and Allude Permit turn right to a heading of 113 degrees and expect vectors to assigned route.



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Dart Coordinator

PAUL MARSHAL
 408-838-3307

Paul.Marshall@calpilots.org

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PRESIDENT

Carol Ford

(650) 591-8308

Carol.Ford@calpilots.org

President@calpilots.org

VP Region 1

Paula Jessup

(530)-708-1436

Paula.Jessup@calpilots.org

VP Region 2

Joe Borzelleri

(530)329-4573

Joe.Borzelleri@calpilots.org

VP Region 3

George Riddle

209-969-1721

g-riddle@sbcglobal.net

VP Region 4

Jolie Lucas

(805) 709-6619

jolielucas@charter.net

VP Region 5

Edward Story

(310) 318-2100

EdStory@calpilots.org

VP Region 6

VACANT

Director of Communications

Chris Novotny

Chris.Novotny@calpilots.org

Director-at-Large Reion1

Paul Marshall

408-838-3307

Paul.Marshall@calpilots.org

Director-at-Large Region 2

J. Gill Wright

(303) 435-8178

gill.wright@calpilots.org

Director-at-Large Region 3

Andy Wilson

(510) 489-5538

Andy.Wilson@calpilots.org

Director-at-Large Region 4

Karen Kahn

(805) 689-2686

Karen.Kahn@calpilots.org

Director-at-Large Region 5

VACANT

Director-at-Large Region 6

Bill Sanders

(858) 7524000

Bill.Sanders@calpilots.org

Secretary

Charlene Fulton

(209) 480-8740

Charlene.Fulton@calpilots.org

Treasurer

Walt Wells

Walt.Wells@calpilots.org

Chapter Administrator & Coordinator

Airport Reps

VP Region 3

George Riddle

209-969-1721

g.riddle@sbcglobal.net

Exec Admin

(800) 319-5286

Admin@calpilots.org

Advisory Council

Doug Rice

(408) 354-5824

Doug.Rice@calpilots.org

Jim MacKnight

(408) 779-0301

Jim.Macknight@calpilots.org

Jack Kenton

Jack.k.kenton@calpilots.org

John Pfeifer

John.Pfeifer@calpilots.org

General Counsel

Karl Schweikert

Counsel@calpilots.org

CALIFORNIA PILOTS ASSOCIATION REGIONS





California Pilots Association
1414 K St., 3rd Floor,
Sacramento, CA 95814

Phone: (800) 319-5286

E-mail: inquiries@calpilots.org

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