



January/February 2014

## Serving Pilots Of California With Pride

### Banning, CA Seeking To Develop Airport Property

But FAA Says City Can't Close The Facility Without Heavy Penalties  
Members of the Banning, CA city council held a workshop last month in which they discussed the possibility of closing Banning Municipal Airport (KBNG) and developing the 186 acres around the field into a logistics center. But the FAA says the city would face major financial and legal burdens should they try to do so.

The airport sits near rail and highway assets in the community just west of Palm Springs, and Bill Ma-

nis, director of economic development for Banning, said that the land could become a major logistics hub if the airport was not a municipal facility. Manis told the council at a workshop that the area would be better used for manufacturing and industrial purposes, and that it sees limited use as a general aviation airport.

The Record-Gazette community newspaper reports that the city staff indicated that it could be used for freight flights, but it is

not currently large enough to handle commercial airplanes. Expanding the airport would require land that the city does not control.

FAA Airports District Officer David Cushing told the council that when they purchased the land for the airport in 1983, they promised to run the airport and keep it maintained. The city would be required to repay at least \$2.5 million in federal grants, as well as appropriate additional money

*See Banning Continued on page 4*

## Livermore approves new construction at airport

LIVERMORE -- The city has begun the process of renovating the Livermore Municipal Airport and establishing a maintenance facility to provide airplane repairs, refueling and other services for air travelers.

The City Council unanimously approved measures Monday to authorize the city to enter agreements with private companies in the area for the construction of a new administration building at the airport, along with a new gourmet restaurant with a well-known chef.

The city also entered into a 35-year contract with the Hayward-based Five Rivers Aviation company to take over 11 acres in the northwest section of the airport to establish a full-service fixed base operator facility, which local pilots and council members agreed were badly needed.

"All of us are definitely interested in the economic vitality of Livermore and the Tri-Valley area," Vice Mayor Stewart Gary said. "To do that, you need a variety of business interests, which the airport fits."

Prior to the vote, city Public Works Director Dan McIntyre and Airport Manager Leander

Hauri gave a presentation to the council, in which they showed examples of the airport's lacking facilities, including a single portable toilet, which serves as the airport's only after-hours restroom. The current airport administration building was constructed in 1969 and McIntyre and Hauri said it is too small to accommodate the airport's growing needs.

For the construction of the new administration building, the city selected the Woodbridge-based Diede Construction Company, which entered the lowest bid of slightly more than \$4

*See Livermore Continued on page 9*

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## Presidents Corner by Corl Leach

"Change is good," opined Ed Rosiak in his final President's Corner column. Personally, I agree with him. Change provides the opportunity to reflect on the good deeds and accomplishments of those who have given so much effort and time striving to fulfill the goals of the Association. To Ed, Doug Rice, and Jim MacKnight: your active service over many years is greatly appreciated. I'll be looking forward to tapping into your expertise as you transition to participation on the Board Advisory Council. A special recognition goes to Peter Albiez for his years of editorial expertise producing the Airport Advocate in addition to being a Director. You will definitely be missed, Peter!

In assuming a commitment to lead the Association into its 65<sup>th</sup> year it is comforting that the organization has never been afraid of change. Since its formation as the California Aero Federation in 1949, the group has been known by three unique names, adopting its current California Pilots Association title in 1991. Going forward, I don't foresee changes requiring a new name, but I certainly project some exciting modifications to the way we carry out our purpose. Briefly:

**Communication:** technology will give us faster and more interactive methods to exchange information with the aviation community.

**Collaboration:** your board can't do everything! With over 70 Chapters and local airport Organizations affiliated with CalPilots, engaging with these will result in developing more creative and efficient strategies to assure CalPilots effectively represents its members.

**Contribution:** nothing happens without effort. For CalPilots to be successful, it needs you to be involved. Whether volunteering to serve on a committee or simply by your financial support as a member, each element of participation is significant!

**Celebration:** I mentioned that 2014 marks the 65<sup>th</sup> an-

*See Presidents Corner Continued on page 9)*



***"Coming soon, members will be able to opt to receive our newsletter electronically, or sign up for a summary electronic edition."***

## Understanding the Big Picture

This is the first in a series of articles aimed at saving our airports. Understanding airports and general aviation is a key strategy in this effort.

2014 is upon us and we have to assume that general aviation will continue to experience more than its fare share of challenges. I base this opinion on the past few years of challenges and the fact that not much has changed to resolve the core issues we face.

In an effort to insure that we all understand the issues, let's review some of them at a very high level, the 60,000' view as they say in the business world.

Politics – Defined as 1. Activities associated with government, 2. Political life, 3. Power relationships in specific field, 4. Calculated advancement. The facts are that politicians live to be reelected

and tend to do whatever it takes to achieve that goal. A difficult fact is that doing what is good for their career, doesn't necessarily mean politicians are doing the right thing.

Pilot Population - the continuing decline – As the number of aviators declines the relevance of aviators as a group also declines. Simple math from a politician's point of view, i.e., the smaller the group the less it can do for the politician's goal – which is to remain elected. Think about that, and then think about the lack of support general aviation has received over the past decade.

(Lack of) Airport Knowledge and Understanding - Every public airport in California has a sponsor. That sponsor is typically the city or county council in which the airport resides. The issue is that the city or county council typically has little or no apprecia-

tion of what an airport is. Hint: Airports are not only a place to park airplanes. They are in fact business and transportation gateways to commerce. We aviators need to do a much better job in advising them and probably more importantly, monitoring them regarding the airport related decisions they make.

Government Agencies – While it is unfair to apply the usual criticisms to everyone in government, it is true that government is less than effective or efficient. And it isn't unusual for employees to adapt to the culture they work in, which in the case of government is anything but goal driven.

When a government agency becomes self-focused rather than customer focused, it becomes a bureaucracy. The unfortunate truth is that the FAA has become a full-blown bu-

*Big Picture (Continued on page 7)*

## Ed Rosiak - Past President

***"2014 is upon us and we have to assume that general aviation will continue to experience more than its fare share of challenges. "***



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**" Santa Monica Municipal Airport opened in 1917 and was once the site of a Douglas Aircraft manufacturing facility. In fact, the first houses near the airport were built by Douglas for its employees. Today, Santa Monica Airport is surrounded mostly by office and light industrial buildings. Residential development has expanded on either end of its 5,000-foot runway, 3/21."**



Visit Caltrans Division of Aeronautics Website for a lot of good information.

<http://www.dot.ca.gov/hq/planning/aeronaut/>

Cal Trans Link to newsletters :

<http://www.dot.ca.gov/hq/planning/aeronaut/AeroNewsletter2010.html>

## Safety at Santa Monica Airport

AOPA hosts public discussion

October 30, 2013 By AOPA Communications staff

Ninety-six-year-old Santa Monica Municipal Airport sits on a plateau slightly above the densely populated community, surrounded by office and industrial buildings and, on either end of its single runway, houses. And while airplane noise has been an issue with those local residents for years, they voiced new concerns recently about a fatal accident at the airport last month.

AOPA on Oct. 24 hosted a pilot safety seminar in the city to address those concerns.

Bruce Landsberg, president of the AOPA Foundation and Air Safety Institute, spoke to about 100 local pilots, AOPA members, and airport opponents about the accident involving a Cessna Citation jet that veered off the airport's runway and into a hangar, igniting. He also discussed practices for noise reduction, safety, and fuel management at airports surrounded by development.

"Would everyone agree that Santa Monica is a congested area?" Landsberg asked the pilots gathered in a ballroom of the Santa Monica Doubletree Suites-Hilton Hotel during a discourse on emergen-

cy landing locations. "As old as it is, this airport obviously has some unique features."

However, Landsberg noted that Santa Monica Airport's safety record is on par with other area airports, and that and that there have been no off-airport fatalities to non-participating individuals since 1982, when the National Transportation Safety Board started keeping such records.

Landsberg discussed the best way to select off-airport landing sites near airports in developed areas, glide ratios, and the "Impossible Turn," or the perils of turning back to the airport after encountering engine problems after takeoff. Only after gaining enough altitude and air-speed, he counseled, are turn-backs possible.

Santa Monica Municipal Airport opened in 1917 and was once the site of a Douglas Aircraft manufacturing facility. In fact, the first houses near the airport were built by Douglas for its employees. Today, Santa Monica Airport is surrounded mostly by office and light industrial buildings. Residential development has expanded on either end of its 5,000-foot runway, 3/21.

Several anti-airport groups routinely complain to the city, population 92,000, about airport noise and emissions. However, an

AOPA poll of Santa Monica residents has shown that more than 70 percent of the community favors keeping the airport open.

Homes at the end of the east-bound runway are separated from the airport by blast fence and a busy road. On the airport's western end, some homes are closer to the airport, but they remain separated from it by a berm and a six-foot-tall concrete-block wall.

But Bill Dunn, AOPA's vice president for airport advocacy, told seminar attendees that, "This evening is focused on aviation and airport safety. It is not any type of political rally for or against the airport. And we're holding this seminar here, in a public space, so it is available to any member of the general public who has an interest."

During the seminar, several anti-airport residents asked Landsberg whether it was safe to operate jets at Santa Monica, and whether aircraft were not increasing the amount of particulate pollution for area residents.

"Flying into here, we started to see pollution and smog around about 100 miles east of Santa Monica," Landsberg replied. "Aircraft are not

See Santa

Monica (Continued on page 9)

# AMEs object to FAA Sleep Apnea Policy

(Continued from page 1) Banning

for the FAA to direct air traffic to other airports. He added that the city would have to pay back an additional \$5.5 million in land grants or build another airport. "That's federal law that applies to all airports, not just yours," he said.

Councilman Larry Peterson said that the airport is vital for public safety in times of forest fires when it becomes a hub for fire personnel, helicopters and other firefighting equipment. Cushing said it would take a minimum of 10 years for the city to close the airport.



The Civil Aviation Medical Association (CAMA), the professional organization for Aviation Medical Examiners who provide medical certification exams to the nation's pilots, has joined the consensus against the FAA's new sleep apnea policy.

In a letter to FAA Administrator Michael Huerta, CAMA objected to the new FAA policy for a variety of professional reasons, most notably the lack of scientific evidence that links sleep apnea to heightened risk for aviation safety.

"The FAA is not tasked to provide long-term prognoses, but rather to determine the likelihood of pilot incapacitation for the duration of the medical certificate," said Dr. Mark Eidson, CAMA president. "No scientific body or evidence has demonstrated that undiagnosed obesity or OSA (obstructive sleep apnea) has compromised aviation safety ... The proposed policy would greatly burden a critically taxed medical certification system

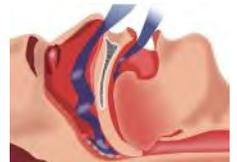
already suffering from very significant processing delays."

In reply, FAA officials sent a memo to AMEs stating that the new sleep apnea screening had not been implemented and physicians should not include BMI calculations as part of the medical examinations. The agency also noted that a formal notice would be issued prior to the policy's implementation.

CAMA's position is similar to that of EAA's Aeromedical Advisory Council, which earlier joined EAA Chairman Jack Pelton in objecting to FAA's policy. The policy change would require AMEs to order sleep apnea testing and evaluation for overweight pilots who have a Body Mass Index (BMI) over 40 and a neck size greater than 17 inches before approving a medical certificate application. EAA officials said they remain "very concerned about this FAA policy change and will continue to oppose this over-reaching FAA change in the medical certifica-

See AMES( Continued on page 7,

***"In a letter to FAA Administrator Michael Huerta, CAMA objected to the new FAA policy for a variety of professional reasons, most notably the lack of scientific evidence that links sleep apnea to heightened risk for aviation safety. "***



## House Pushes Expansion Of Driver's License Medical

House Pushes Expansion Of Driver's License Medical Representatives in the house Wednesday introduced legislation that would expand the use of a driver's license as an acceptable qualifying medical standard for pilots flying light certificated GA aircraft. The General Aviation Pilot Protection Act would set the driver's license as the medical requirement for noncommercial VFR flights in aircraft with no more than six seats and weighing 6,000 pounds, or less. As written the proposal would cover most (nearly all) single-engine aircraft, and also some twins — the Beech Baron 55 and

58, and Cessna 310, for example. But there are other conditions.

Pilots would be restricted to flying no more than five passengers and at altitudes below 14,000 feet msl. They also could not operate aircraft that fly faster than 250 knots. The legislation calls on action from the FAA to review the rule after five years and report on any safety consequences observed by the rule's implementation. The bill was brought forward by Representative Todd Rokita, R-Ind., and Sam Graves, R-Mo. Both men are pilots and AOPA members. The bill has picked up a handful of other

sponsors, who are all members of the GA Caucus. For their part, AOPA and EAA have petitioned the FAA to lower the standards for third-class medical certifications for pilots. AOPA wrote, Wednesday, "Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process."

AVweb 12-12-13

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# Oceano Airport Toys for Tots

submitted by Region 3 co-vice presidents Mitch Latting and Jolie Lucas

The day was just absolutely perfect beach weather for the fifth Annual Toys for Tots fly-in at Oceano Airport [L52] in cooperation with the US Marine Corps.

The event officially began in the airport campground at 10 AM, Saturday morning, December 7th with Christmas music being performed by Crustacea Jazz Band.



Airplanes began flying in as early as 8 AM, bringing new unwrapped toys for our local kids. All the toys were placed around the Christmas tree.

Our own Oceano Airport JR Smith, from Banner Airways was offering rides in his yellow 1943 Boeing Stearman and SkyDive Pismo Beach was active over the airport as well.



At noon, the Elf Launch contest took place in our campground with numerous adults and children participating. Winner of the contest was Ed Mandibles and Robin Reynolds.



Right after the Elf Launch took place, a delicious tri-tip BBQ lunch was served by our own Central Coast Smokers. Oceano Fuel offered a fuel discount and the Pacific Plaza Resort offered a wonderful lodging rate.



We had many different airplanes on the field for other pilots and local community folks to participate. Lambda Chi Alpha Fraternity makes Toys for Tots one of its annual philanthropy events. On Friday set up we had 22 young men helping and on Saturday nearly 30. Of the 30, half went for a bi-plane ride!

We collected hundreds of toys for the kids and nearly a hundred dollars in cash donations.



Because of the Oceano Airport Toys for Tots fund raising event each year, kids in our area receive one additional toy under the tree. For more information on Friends of Oceano Airport please visit [www.FriendsofOceanoAirport.com](http://www.FriendsofOceanoAirport.com) Our next event is Oceano Celebration, May 9-10, 2014 a salute to veterans.

## Shell Announces Unleaded 100-Octane Fuel (Updated)

Shell Oil announced on Tuesday that it has developed an unleaded 100-octane piston-engine fuel to replace 100LL and hopes to achieve certification of the product within two to three years. Although the company has no hard numbers on pump price, it predicts that its new product will be comparable in price to 100LL.

Tim Shea, Shell's VP for aviation fuels development, told AVweb on Tuesday that the fuel is the culmination of a 10-year internal research project to find an unleaded 100-octane fuel, a problem that has dogged the industry for more than three decades. Although Shell currently doesn't directly refine piston avgas in North America, Shea said it intends to make the new fuel widely available, but he declined to describe any specific licensing terms. "Our plan is to make this fuel, once approved, widely available on a global basis. Whether that's through Shell refineries or licensing, the plan is to make it available," Shea said.

Traditional avgas is composed of what refiners call aviation alkylate, a blend of branched-chain hydrocarbons such as isomers of isooctane which, of themselves, have high octane and good anti-knock characteristics. Refiners add a small dose of tetraethyl lead to boost octane to a bit over 100 to meet the requirements of ASTM fuel spec D-910. Tetraethyl was banned from automotive fuels during the 1980s and there's pressure to remove it from aviation fuels to achieve new, more stringent air quality standards. Shea explained that Shell is using an aviation alkylate base with a blend of aromatic compounds to deliver a fuel with performance charac-

teristics almost identical to 100LL.

"In our formulation direction, we started with what aviation gasoline looks like and then removed the lead. From there, the question was how do we maintain D-910's physical properties while achieving the MON requirement for high-octane fuel? It's fair to say it's alkylate-based in its approach," Shea said. If this approach sounds familiar, it should; General Aviation Modifications, Inc., one of two other companies proposing a 100LL replacement, is using similar formulation.

"A lot of the chemistry has been around, but what we've figured out is how to make the chemistry work in an aviation fuel. A lot of the existing molecules that people are well aware of struggle in aviation applications because when you use them, you really struggle with the low temperature properties of the fuel," Shea explained.

To prove those properties, Shell will embark upon an intensive program that will include submission to ASTM International for a new piston-engine fuel spec. Shea said the new spec will be almost identical to D-910 in performance, but will vary slightly.

"In a physical property sense, we are extremely close. We meet every performance criteria and the two that we're off, we're off very slightly," Shea said.

Following ASTM approval, Shell will submit its fuel to the FAA's Piston Aviation Fuels Initiative program that emerged for the FAA Aviation Rulemaking Committee for unleaded fuel last year. Last summer, the FAA asked for fuel candidate submissions from the industry and Shell's

new product represents the first major oil company to announce a candidate fuel. GAMI and Swift Fuels are already well along in testing, but haven't formally submitted to the FAA yet.

We were surprised to learn that Shell has been working the problem for a decade, but it now thinks the timing is right to move the fuel quickly through the certification process. "The FAA timelines are a little bit longer than ours. We think we can commercialize this fuel quicker than what the FAA has currently laid out," Shea said. Shell will concentrate its testing on materials compatibility, which is always a concern with high-aromatic fuels because of potential seal and o-ring swelling caused by high concentrations of compounds such as toluene and xylene.

For its initial proving, Shell enlisted two OEMs, Lycoming Engines and Piper, both of whom have done basic testing on the new fuel. "From a performance perspective, it appears to be the equivalent of D-910 100LL fuel. From a materials compatibility perspective, we haven't seen anything on the engine. But it's beyond Lycoming's expertise to judge that," said Michael Kraft, general manager of Lycoming. Kraft said Lycoming is contracted with Shell to examine and test the fuel. The company has tested the fuel in its most octane-demanding engine, the TIO-540-J2BD. Piper has flown the fuel in a Piper Saratoga.

Kraft said for Lycoming to certify fuel usage on its engines, it will need an ASTM spec for a basis. "We're watching to see what Shell's next step is with regard to ASTM. That will give us something to work with," Kraft said. With an ASTM spec in hand, engine approvals are relatively straightforward for Lycoming,

*See Unleaded fuel(Continued on page 9)*



***"Shell Oil announced on Tuesday that it has developed an unleaded 100-octane piston-engine fuel to replace 100LL and hopes to achieve certification of the product within two to three years."***



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A plane takes off from the Healdsburg Municipal Airport in July.



## Understanding the Big Picture

(Continued from page 2) Big Picture

**"Public perception is that all pilots are wealthy; consequently general aviation airports are not a concern for the average citizen."**

reaucracy, now run by a full-fledged bureaucrat. Not a good situation for sure, but once we all recognize and agree, at least we will understand the rules and how to deal with it.

Public Perception – The public knows even less about airports than the airport sponsors do. Public perception is that all pilots are wealthy; consequently general aviation airports are not a concern for the average citizen. Let the rich take care of themselves. We need to do a lot better in changing this perception.

Pilot Apathy – We aviators are an independent group – maybe too independent. There is safety in numbers, which means we need to think join-

ing the cause, instead of assuming someone else is taking care of it.

Next time we'll review some strategies to address the aforementioned issues. Stay tuned. We also invite you to participate in this effort. If you have ideas and experiences you want to share, please send them to me at [ed.rosiak@calpilots.org](mailto:ed.rosiak@calpilots.org) thanks.

(Continued from page 4) AMEs

tion process." Congress has also moved to counter the FAA proposal, with a bill in the House of Representatives that would require a full rulemaking and public comment process on any such policy change by the FAA. That bill passed the House Transportation and Infrastructure Committee last week and is headed to the full House for a vote. EAA is urging its members and other aviators to encourage congressional co-sponsors through the [Rally Congress website](#).

December 10, 2013 by General Aviation News



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## CALTRANS THREATENS CLOSURE OF OCEAN RIDGE AIRPORT (E55)

Ocean Ridge Airport in Gualala, California is vital to a small community, not only for the private pilots there, but also for tourism (essential to the community's economy), emergency medical helicopter service, and disaster relief and operations in major fires, earthquake, etc.

The owner, though not a pilot himself, understands its importance and has kept it open using his own funds, since it is not currently self-supporting. The California Department of

Aeronautics has declared the runway unsafe and given the owner one year to have it slurry-coated or face closure of the airport.

The Ocean Ridge Airport Association (ORAA) has undertaken certain measures to improve the airport's economic outlook, but no local funding can pay for the slurry-coat, which will run around \$60,000. So ORAA is asking other pilots for help, including CalPilot members. This is an opportunity to help save an airport which does not involve exper-

tise of lawyers and politicians, but simple direct donations of friends of aviation and our airports. If you would like to donate to the ORAA's slurry-seal fund and help save Ocean Ridge Airport, please contact the Ocean Ridge Airport Association, P O Box 1000, Gualala, CA 95445. Their spokesperson is Julie Bower; and they will appreciate donations at any level.

LET'S DO THIS!

***"The Ocean Ridge Airport Association (ORAA) has undertaken certain measures to improve the airport's economic outlook, but no local funding can pay for the slurry-coat, which will run around \$60,000. "***

## Bob Hope Replacement Terminal Environmental Impact Report to Move Forward

On November 14, the Burbank City Council and the Burbank-Glendale-Pasadena Airport Authority met in a special joint session and voted to approve the basic characteristics of a project encompassing a replacement passenger terminal and nearby land development that will be analyzed in an Environmental Impact Report (EIR) in the coming year. In a separate action, the City Council also engaged a consultant to prepare the EIR, which will cost \$1.36 million, to be funded by the Authority. The proposed replacement terminal would have 14 air-

craft gates, the same number found at the current terminal. It would measure approximately 355,000 square feet, a 68% increase from the current terminal size of 211,000 square feet. The increased space would be used for wider gate access corridors, concessions, baggage facilities, passenger hold rooms, rest rooms, security functions, airline space, ticket lobby, and a truck dock.

According to the Federal Aviation Administration (FAA), the existing Airport facilities are not far enough from the runways to meet current safety

standards. Certain portions of the present terminal are 83 years old and also do not meet current earthquake design standards.

Besides providing more user amenities while preserving the convenience of today's terminal with the same number of gates, the terminal represents a capital investment of \$300-400 million in the local region that would be paid for by travelers, airlines, and the FAA. No local taxes are involved. It would lead to additional jobs in construction, transportation, and related services and act as a

unique catalyst to attract a desirable mix of business uses and jobs to the 58-acre Opportunity Site (the former Lockheed B-6 property) next to the terminal. It would also be a new "front door" for travelers arriving at Burbank and the San Fernando Valley.

The EIR will be prepared by Meridian Consultants and is targeted for completion in early 2015. Assuming approval of project entitlements by the City in spring 2015, Burbank voters will have an opportunity to approve the replacement terminal in mid-2015 before it can proceed.

### AIRPORT ADVOCATE

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Or send by email: [peter.albiez@calpilots.org](mailto:peter.albiez@calpilots.org)

# Livermore approves new construction at airport

(Continued from page 1 Meeting)

**"When I fly to other airports, I spend my money at FBOs, yet there's no place at Livermore that offers the services that an FBO does," said Kevin McDonald, a Pleasanton resident and airport**

million. The company has a good working relationship with the city, having built the current City Hall, and city officials indicated that they were optimistic about working with Diede again.

About 60 members of the public attended Monday's meeting, including a large group of supporters mostly comprised of pilots, airport tenants and airplane mechanics. Many said they like Livermore's airport, but the lack of a fixed base operator (FBO) forces them and other air travelers to go to other airports for basic services, like refueling.

"When I fly to other airports, I spend my money at FBOs, yet there's no place at Livermore that offers the services that an FBO does," said Kevin McDonald, a Pleasanton resident and airport tenant. "A lot of the maintenance I need, I wind up going to Salinas or Concord or Hayward. ... If I could spend that at Livermore, I would clearly prefer to do that."

The city also entered into a 10-year lease agreement for the airport's new restaurant, and selected Chef John Chacon, who has 25 years of cooking experience, to run the restaurant. The lease agreement includes a nine-month rent-free period in the beginning, and then rent will slowly increase to about \$6,000 per month. McIntyre said that in planning

the restaurant, the city took steps to ensure it would not compete with existing eateries in the area.

One Pleasanton resident, Angelina Summers, who lives near the airport, spoke against the plan. She said she and her neighbors already deal with train, plane and freeway noise, and fear more air traffic would decrease her quality of life.

Mayor John Marchand responded, saying that less-noisy jets are being put in use now, which he said will ease the noise.

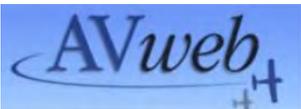
"The stage two jets are being phased out -- so the really loud, window-rattling, building-shaking jets are not going to be coming into Livermore anymore," Marchand said.

By Nate Gartrell  
The Contra Costa (CA) Times 11-27-13



The Livermore Municipal Airport control tower is photographed Nov. 20, 2013, in Livermore.

(Continued from page 6) Unleaded Fuel



**"Shea said configuring refineries to make the new fuel is essentially an overnight process.**

**"Then the question becomes does FAA grant blanket, fleet-wide certification that would allow everyone to essentially switch overnight?"**



but the issue isn't as simple as that. Hundreds of airframe models will also have to be approved and everyone in the industry is hoping for some kind of blanket approval. Shea said configuring refineries to make the new fuel is essentially an overnight process. "Then the question becomes does FAA grant blanket, fleet-wide certification that would allow everyone to essentially switch overnight?" he adds. To get as close to that as possible, Shea said Shell wants to make its replacement fuel look as much like a D-910 avgas as possible. And what of price? "It's a bit early stage, but our early estimates are that it will be comparable to the current leaded product," Shea told us. "Historically, if you look where unleaded fuels have come to displace leaded fuel, the cost generally goes up a bit, but it should be within a very reasonable figure," Shea added.

(Continued from page 3) Santa Monica

creating that particulate, cars and trucks are."

In August the City of Santa Monica increased its landing fees—over objections by AOPA—by 250 percent to \$5.48 per 1,000 pounds of maximum certificated gross landing weight. The city also removed a previous landing fee exemption for aircraft based at the airport, also despite AOPA objections.

Santa Monica pilots and airport business operators said the new fees have begun to drive some flight instruction and tenants away. AOPA's airport directory shows that about 270 aircraft are based at Santa Monica in tiedowns and in hangars.

(Continued from page 2) Presidents corner

niversary of the California Pilots Association. We won't let the milestone pass without notice. Gaining steam from October's thrilling California Dreamin' event, you'll want to make certain to attend this fall's Members Meeting.

As CalPilots transitions its Officers to new faces, it's important to recognize that many Directors are continuing their volunteer service to the Association. To them, a mighty "thank you!" Let's never waver from our focus preserving, protecting, and promoting California's General Aviation community and airports.

Aeronautically,

Corl Leach

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

Name: \_\_\_\_\_<sup>1</sup> Home Airport: \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State : \_\_\_\_\_<sup>2</sup> Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_\_-\_\_\_\_\_ Work Phone: (\_\_\_\_) \_\_\_\_\_-\_\_\_\_\_ FAX: (\_\_\_\_) \_\_\_\_\_-\_\_\_\_\_ Cell Phone (\_\_\_\_) \_\_\_\_\_-\_\_\_\_\_

Email: \_\_\_\_\_ Aircraft \_\_\_\_\_ N# \_\_\_\_\_

Membership Options Please Circle One    New    Renewal    Individual: \$35    Pilot Organization: \$50

Aviation Business: \$50    Business Partnership: \$250    Lifetime: \$500    Additional Donation \$ \_\_\_\_\_

Please send your check with the application, or fill out credit card information. MasterCard \_\_\_ or VISA \_\_\_

Card# \_\_\_\_\_ Expiration Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

CALPILOTS is a 501(c)(3) organization — membership dues and donations are tax deductible.

Donation \$ \_\_\_\_\_<sup>3</sup> PAC Donation \$ \_\_\_\_\_ (Political Action Committee- not tax deductible)

<sup>3</sup> Occupation \_\_\_\_\_

Employer \_\_\_\_\_

1. Required

2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known) 3. For Political Action Committee (PAC) donations over \$100, above information required by law

**Renewals or New Memberships only please mail to: California Pilots Association, P.O. Box 4489, Long Beach, CA 90804**

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

YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR WEBSITE : [www.calpilots.org](http://www.calpilots.org)

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## CALIFORNIA PILOT PAC

### WHAT IS A PILOT PAC?

The California 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

##### Chairman

Contributions can be made to payable to  
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##### President Barack Obama

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Washington, DC 20590  
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##### Secretary of Transportation

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##### Governor Jerry Brown

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##### Senator Barbara Boxer

Hart Senate Office Building  
Washington, DC 20510  
Phone (202) 224-3553  
Web Form: [boxer.senate.gov/en/contact/](http://boxer.senate.gov/en/contact/)

##### Senator Diane Feinstein

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##### Congressman Rep. Eric Swalwell (D) 15th District

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Fax: (202) 225-2699  
<http://honda.house.gov/>

##### Other California Congressmen

[http://www.house.gov/house/MemberWWW\\_by\\_State.shtml#ca](http://www.house.gov/house/MemberWWW_by_State.shtml#ca)

##### Gary Cathey, Chief Division of Aeronautics

Department of Transportation,  
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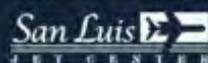
##### For Cal Senate and Assembly contacts

<http://www.leginfo.ca.gov/yourleg.html>



#### San Luis Jet Center

San Luis Obispo, California



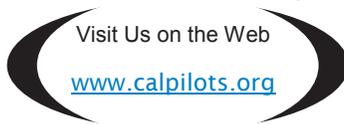


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