



CALIFORNIA PILOTS ASSOCIATION

January/February 2016

Serving Pilots Of California

FAA RULES SANTA MONICA AIRPORT MUST REMAIN OPEN THROUGH AT LEAST AUGUST 2023

The FAA issued its decision on December 4th in response to a complaint filed under Part 16 of the Federal Aviation Regulations ("FARs"), declaring that the City of Santa Monica ("City") is bound by federal grant assurances to continue operating the airport through August 27, 2023.

The Part 16 complaint was originally filed in July 2014 by a coalition of aviation organizations and pro-SMO individuals, including the National Business Aviation Association ("NBAA"), the Aircraft Owners and Pilots Association ("AOPA"), airport busi-

nesses, airport tenant, pilot and motion picture actor Harrison Ford, and various other parties. The complaint asked the FAA to exercise its jurisdiction under FARs Part 16 to determine whether the \$240,000 in federal Airport Improvement Program funds the City accepted on August 27, 2003 extended the City's 20-year grant-based obligation through the August 2023 date.

The question of if and when the City's obligations to operate the airport will terminate has been a point of contention between airport supporters and opponents

for decades. Anti-airport activists within the City maintain that all commitments to the federal government expired when a 30-year agreement between the FAA and the City ended on June 29, 2014. In the 17 months since then, the City has refused to abide by applicable FARs and has shortened tenant leases, raised landing fees, and continued efforts on multiple fronts to implement its ultimate goal of closing SMO.

See SMO(Continued on page 9)

Know the rules before flying your Christmas drone

REDDING, Calif. -

If you plan on getting a drone for Christmas, Redding city officials remind you to check the rules before you send a drone skyward.

The city of Redding is working with the California Pilots Association and the Experimental Aircraft Association to spread the word about rules pertaining to drones.

"The last thing we want to do is fly into one of those drones," Paul Osterman, a director for the California Pilots Association, said.

Osterman has been flying for nearly 40 years, and he has-

n't encountered a drone mid-air, yet. And he hopes he never has to.

"When I fly my aircraft coming into Benton Airpark, my approach is about 90 miles per hour," Osterman said. "If I were to hit a five-pound drone that midair collision would likely be catastrophic."

After the holidays, if people aren't careful, the drone danger is expected to soar. Industry experts expect approximately one million drones will be sold this holiday season.

That has pilots concerned about their proper use and the potential for the drones to interfere

with aircraft, especially where they could interfere with manned aircraft operations.

Even a very small drone could cause a catastrophic accident if it collides with a manned airplane.

Extreme Hobbies on Bechelli Lane in Redding has been selling drones by the dozens. Owner Bryan Eady said this time last year he sold about five to 10 drones a week. Now he's up to 20 to 50 a week.

"We got another big order of them coming in tomorrow," Eady said. "Black Friday and

See Drones (Continued on page 11)

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<http://calpilots.org/>

CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public mutual California Corporation formed in 1949 and a Federal 501(c)(3).
- You can help to get the message out by joining us. After all, if not you, who will protect your airport?

www.calpilots.org

Presidents Corner by Corl Leach

The Never-ending Quest for Hearts and Minds

There was one overwhelming fact that stands out from 2015: until the citizens of a community truly believe that the benefit of having a local airport are worth the inconvenience inherent with the facility no airport is truly safe from elimination.

Exhibit A: Santa Monica Municipal Airport. Even after an incredible amount of effort and expenditure by a multitude of aviation organizations and entities, the residents of Santa Monica voted to deliver the future of their airport to an overtly pro-development, anti-airport City Council.

Exhibit B: Rialto Municipal Airport. Even though the FAA repeatedly warned the city that attempts to close its airport would be met with the Administration's opposition, an act by elected Congressional representatives authorized the closure. Would this have happened if the local residents understood the value of having a well-maintained runway in their neighborhood?

As a community of General Aviation supporters and enthusiasts, we must strengthen our efforts to educate the public, sending the message of GA's positive influence on society. Psychological researchers have often stated that an idea needs to be heard many times before it becomes believable, and many more times before it becomes credible. Clearly, once we've expressed our message, we must present that message again. And again. And again.

The next step logically raises these questions: what is "the message" and who are "the messengers"? The former will take some work; the latter is easier.

In April, CalPilots will team with several other state and national aviation organizations to present the California Aviation Day [caaviationday.com] in Sacramento. Although this event is focused on educating the elected legislators and their staff, the collaboration for this activity will bring the right parties together to develop a comprehensive and cohesive strategy to promote all facets of the general aviation spectrum in California. (Some ideas of how the message may evolve are already playing on the internet in the form of the NBAA's "No Plane, No Gain" campaign [noplanenogain.org] and through the Alliance for Aviation Across America [aviationacrossamerica.com].)

If you or your airport group is already conducting local outreach education programs I'd really like to learn what you're doing. Please contact CalPilots so we can work together building the message that General Aviation is valuable to everyone in California.



"There was one overwhelming fact that stands out from 2015: until the citizens of a community truly believe that the benefit of having a local airport are worth the inconvenience inherent with the facility no airport is truly safe from elimination."



Rialto Airport Showing Orange Xs Indicating it is Closed

Paso Robles Airport Association Delivers Airport Business Plan



Phil Corman

"Having a 10 year blueprint for the Paso Robles Airport and increasing the awareness of the value our Airport brings to the economy and the public service has been a major byproduct of the Plan"



Visit Caltrans Division of Aeronautics Web-site 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/documents/newsletters/index.htm>

Phil Corman, Founder of the PRAA (Paso Robles Airport Association) and newly appointed VP of CalPilots Association, Region 4 did something not many airports in California have done, his PRAA took the lead to develop the Plan and got the Paso Robles Business Plan approved 5-0 by City Council. The effort involved PRAA members, Airport Advisory Committee members, the FBO, City Staff, and City Council, and leaders within the community, including the Paso Robles Chamber of Commerce.

The Business plan took about 1 year to develop. One of the main goals during its development was to include airport and non-airport people in its creation. The airport is not an island in the city of Paso Robles, but rather is, or needs to be, an integral part of the Economic Goals of the City. To ensure that the plan was developed to support that goal, approximately half of the roughly 24+ people who wrote and/or reviewed the Plan during its development were not aviation-related people. Corman and Assistant City Manager, Meg Williamson, worked in partnership to lead the overall team effort. The team came from local businesses, Chamber of Commerce, Paso Robles Wine Association, and more. Mayor Steve Martin realized, early on, that the Airport can be part of the economic engine for the City's economy. After its adoption, he went further and named the Airport Business Plan one of only 5 goals for the entire City in 2015-2016.

The Business Plan establishes the overall 10 year vision for the airport, and then breaks specific objectives down into short term (1-3 years), medium term (3-5 years) and Long Term (6-10 years). Short term goals included a new fuel depot, a review of the airport Leasing Terms and Conditions, as well as rate structures, Improving the infrastructure at the airport to enable hangar and business growth on the airport, and a succession plan for management of the airport. Medium and Long Term goals and objectives are more ambitious and strategic in nature.

As with many new ways of doing things, this effort brought City Council and City Staff closer to the tenants at the Airport, and vice versa. The very process of working together in such an intensive and important project brought a significantly greater understanding of how the Airport

operates as well as how the City itself operates. It also brought a significant increase in the level of understanding of how the Airport can bring economic value to the local economy. The airport was no longer just a place for pilots to fly their airplanes, but rather as an economic engine for the local economy. For the first time ever, the Airport has a 10 year Plan.

The Plan has also raised the awareness of the general citizenship, thereby increasing the public's support of the Airport. Many citizens did not realize the amount of business aircraft operations at the airport, or the existence of a Cal Fire Attack Base who fight 250 fires in an average year, or CHP who patrols the rural highways for vehicles in distress, or medical evacuations, or even the role the airport played in our 2004 earthquake.

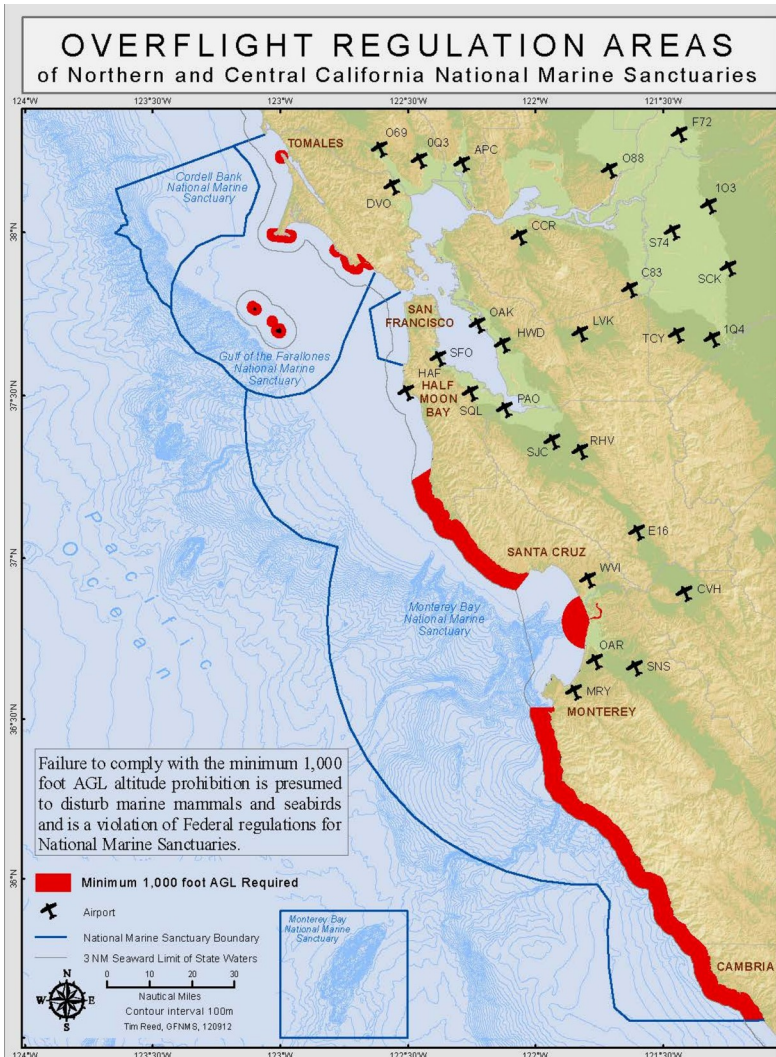
Having a 10 year blueprint for the Paso Robles Airport and increasing the awareness of the value our Airport brings to the economy and the public service has been a major byproduct of the Plan.

We would not be complete by not thanking more than a dozen airports in the state who's management and staff assisted us by providing us with their best Airport Management Processes. These included Santa Ynez Airport, Napa County, but most importantly by Sutter County Airport, headed by Cal Pilots Association VP, Joe Borzelleri. Cal Pilots really does work with people like Joe who selflessly commit themselves and their staffs to assist other GA airports in California.

My message? Get involved with the direction of your airport... Involve a broad cross section of people from your community... and utilize the amazing resources at The California Pilots Association.

Fly Safe,
Phil Corman





Help Seabirds Thrive

Fly high to protect coastal wildlife!

A minimum of 1,000 feet above ground level (AGL) is required in overflight regulation zones within California National Marine Sanctuaries. Failure to comply with this minimum altitude prohibition is presumed to disturb marine mammals and seabirds and is a violation of federal regulations. 15 C.F.R. 922.82(a)(9)

PILOTS

IT'S THE LAW!
The use of aircraft to disturb or harass any bird is prohibited.

Noise and shadows from low flying aircraft can scare seabirds, causing them to panic & fly, increasing the chance of a bird strike, nest abandonment or the death of young birds.

Common Murre

SEABIRD PROTECTION NETWORK
— Helping Seabirds Thrive —

NOAA (National Oceanic Atmospheric Administration) Coastal Water Pilots update.

NOAA (National Oceanic Atmospheric Administration) Coastal Water Pilots update.
Andy Wilson CalPilots Director at Large C 510-303-9027

On June of 2015 NOAA expanded their CA Coastal Sanctuaries through the Federal Register, 15 CFR § 922 but special attention should be given to 15 CFR § 922.82, 15CFR § 922.132, 15 CFR § 922.3 and 15 CFR § 922.81. The areas are specific to CA Coastline only.

FAA Sectionals and TAC charts are noted as "NOAA Regulated National Marine Sanctuary Designated Areas". Pilots of motorized and non-motorized aircraft should not fly below 1000 feet AGL in those designated areas so as to not disturb wildlife and to avoid bird strikes.

If you are a boater, kayaker, hiker you should follow NOAA's recommended distances away

from wildlife and hikers should follow and stay on designate paths.

NOAA is currently reviewing UAV (Unmanned Aerial Vehicle) from boats and kayaks for use in these areas.

All could be subject to possible fines levied by NOAA.

Special permits can be applied for to operate in these areas for education and research venues.

California Pilots Association (CalPilots) is currently working with NOAA on these issues and will be giving periodic updates in our newsletter and WEB site at www.calpilots.org.

"CalPilots is a 100% volunteer entity, an organization that has achieved a remarkable number of accomplishments even while functioning in the "spare time" segment of its leadership."



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Transitional Surface Penetrations at Oceanside Municipal Airport Removed by Caltrans Crew



"This normal-ly involves working with parties "external" to Caltrans. However, occasionally, as seen at end Caltrans is able to collaborate internally and resolve potential airport safety issues."

Among their primary core duties, Caltrans Aviation Safety Officers (ASOs) attempt to inspect California's public-use airports on an annual basis. These inspections are normally comprised of both State Airport Permit compliance inspections and

Federal Aviation Administration Airport Master Record (5010) updates. One of the most important safety-related components of these inspections is evaluating whether the Federal Aviation Regulation (FAR) Part 77 imaginary surfaces, including the Approach and Transitional Surfaces, are clear or penetrated by obstructions. When obstructions are found, the ASOs work with airport sponsors and others to get the penetrations removed. This normal-ly involves working with parties "external" to Caltrans. However, occasionally, as seen at end Caltrans is able to collaborate internally and resolve potential airport safety issues.

During a State permit compliance inspection of the Oceanside Municipal Airport (OKB), Caltrans Division of Aeronautics ASO, Mike Smith, determined that a line of Eucalyptus trees located along the southeast side of the airport had grown to a height that penetrated the FAR Part 77 Transitional Surface to Runway 6/24.

Upon further investigation, he learned that these trees, which ranged from 30–80 feet tall, were within the Caltrans right-of-way along State Route 76. Mike contacted Seth Cutter of the Caltrans District 11 Planning Division in San Diego and met with him to explain the obstruction issue. Seth then obtained concurrence from the City of Oceanside to cut the trees and coordinated with Caltrans Maintenance staff to schedule removal of the trees (see the results in the before and after photos below). Caltrans plans to replace the trees with landscaping that will not encroach into the airport's transitional surfaces. In this collective effort, the Division of Aeronautics was

See Caltrans(Continued on page 11)

Medical Reform Bill En Route To Senate Floor



Got Email?

Does CalPilots have your current email address? By providing us with your email address you will be able to receive electronic membership renewal notices and other upcoming new features.

Please send your current email address to webmaster@calpilots.org

CalPilots does not sell or share members information

Third-class medical reform legislation is on its way to the Senate floor after gaining approval from the Commerce, Science and Transportation committee Wednesday. The committee had delayed its vote in November on the Pilot's Bill of Rights 2 for lack of a quorum, and now its advocates hope for a Senate vote later this month. The bill would exempt pilots with third-class medicals from recurring visits to an aviation medical examiner if they self-certify their fitness to fly, take an online aeromedical course biennially, and visit a doctor at least once every four years. The doctor's visits will be required to include a checklist of items typically included in a physical or medical exam. Pilots who don't yet have a medical or have had their medical lapse for more than 10 years also would need a one-time visit to an AME to obtain certification. The measure would allow pilots to fly VFR and IFR in aircraft under 6,000 pounds, with up to five passengers. The 10-year window and doctor

visits were compromises from a previous proposal for full third-class medical exemptions.

"Bringing the legislation this far has required persistence and compromise in order to get the very best possible deal for pilots while winning the support needed to keep medical reform on the table," AOPA President Mark Baker said Wednesday. "The Pilot's Bill of Rights 2 frees pilots to work with their personal physicians to manage their own health, wellness, and fitness to fly." The legislation now has 70 Senate co-sponsors, while a House version has 151 co-sponsors. "While all legislation goes through twists and turns, the key point is that pilots will be able to avoid the complexity and expense that is inherent in the current third-class medical certification process," said Jack Pelton, EAA chairman and CEO.

By Elaine Kauh | December 9, 2015 AVWeb Flash

Flying in to Jack Mc Namara Field Airport



By Paula Jessup VP Region1
Being the new VP of Region 1 can be a challenge. I recently received a list of all the airports in Region 1 and what an eye opener! Even though I had been at Alturas Municipal Airport for over six years, talking to pilots, watching AFF, there were many I had never heard of! So being the curious person I am, I decided to pick one off the list and learn more about it and share that knowledge gained. I chose Jack Mc Namara Field Airport. I decided to do some research on www.airnav.com before I called as I did not want to waste someone's valuable time when I can just look up the answers to



Photo courtesy of Heather Holt

the questions myself.

KCEC is managed by Matthew Leitner of Border Coast Regional Airport Authority. He had just relocated to Crescent City from North Dakota about a year ago. What is interesting to know is that he first fell in love with aviation when he was eleven years old. At sixteen, he soloed for the first time. Currently he has a Cessna 140 that he flies, taking beautiful pictures along the way. It is great to see someone who loves aviation as much as he does managing the airport.

Ok, how many people know where Jack Mc Namara Field Airport is? For those who are not sure, (and yes, I was one of them!) KCEC is located approximately 20 miles south of the Oregon border on the upper northwestern coast of California and three miles northwest of Crescent City. The FBO is Cal-Ore Life Flight. They provide car rental service (no courtesy car) as well as self-serve 100LL with a cardlock system and full serve Jet A with single point or over wing. There is an attendant available during business hours of 8am to 6pm, seven days a week. If you should need assistance outside of business hours, there is a call out fee of \$50.00. However, if you wake them out of bed, be prepared to bring coffee!

At this time, there is no control tower at the airport and two runways to choose from: RWY 18/36 and RWY 12/30. RWY 18/36 is 5001' x 150' in size and RWY 12/30 is 5000' x 150' respectively. There are a few obstruction remarks to be aware of when flying in or out for the first time. One thing to note is that KCEC has PenAir, a commercial air carrier service through Alaska Airlines, with flights available from Crescent City to Portland, OR twice a day. And the prices are pretty reasonable! In late summer of 2016 construction will begin on a new passenger terminal area.

There may be hangars available, but they are on a first come, first serve basis. You must call ahead and make arrangements with Matthew Leitner, during business hours at Border Coast Airport Authority at (707)464-7288, prior to flying in. If you need to make fuel arrangements. Cal-Ore Life Flight can be reached at (707) 465-3804 between 8am and 6pm. Outside of business hours, please use the on call phone number of (707) 218-7869.

I don't know about you, but after looking at all the pictures, and talking to Matthew, I wish I could play hookie from work and head over to spend the day exploring! Just make sure to check out www.flycrescentcity.com/general-aviation before you go!



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FAA bans flights over Porter Ranch due to leak

Porter ranch TFR

PORTER RANCH, California near VAN NUYS VOR/DME (VNY)

Issue Date: December 09, 2015 at 0502 UTC

Location: PORTER RANCH, California near VAN NUYS VOR/DME (VNY)

Beginning Date and Time: December 09, 2015 at 0500 UTC

Ending Date and Time: March 08, 2016 at 0500 UTC

Reason for NOTAM: Temporary flight restrictions

Type: Hazards

Pilots May Contact: LOS ANGELES (ZLA) ARTCC, 661-265-8205

Airspace Definition:

Center: On the VAN NUYS VOR/DME (VNY) 314 degree radial at 6.4 nautical miles. (Latitude: 34°18'53"N, Longitude: 118°33'28"W)

Radius: 0.5 nautical miles

Altitude: From the surface up to and including 2000 feet AGL

Operating Restrictions and Requirements

No pilots may operate an aircraft in the areas covered by this NOTAM (except as described).

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Redlands pilots fly toys to Twentynine Palms for Toys for Tots

Redlands pilots fly toys to Twentynine Palms for Toys for Tots Toys for Tots caravan packed with toys at Twentynine Palms Saturday. Courtesy Photo



*By Sandra Emerson,
Redlands Daily Facts*

REDLANDS >> In keeping the holiday spirit alive, a caravan of 14 airplanes packed with toys for less fortunate children flew from the

Redlands Municipal Airport to meet U.S. Marine Corps Reserve personnel at Twentynine Palms Saturday.

Their mission was to get more than 500 new toys to the Toys for Tots program, according to a news release from the Redlands Airport Association.

Dennis Brown, flight instructor, led the caravan dressed as Santa in his Pitts-S2 biplane with a large 4-foot tall teddy bear in the front seat.

Staff Sgt. Jason Slye, Toys for Tots coordinator, and his staff from the U.S. Marine Corps Air Ground Combat Center Twentynine Palms met the enthusiastic group at the Twentynine Palms airport and graciously accepted the toys, according to the release.

Marines supporting the Toys for Tots program will distribute the toys personally at several locations throughout the Inland Empire, according to the release.

Event organizer Cindy Gablin and her husband Ted “both officers of the Redlands Airport Association” kicked off the collection drive with an open house at the Redlands Airport on Oct. 24.

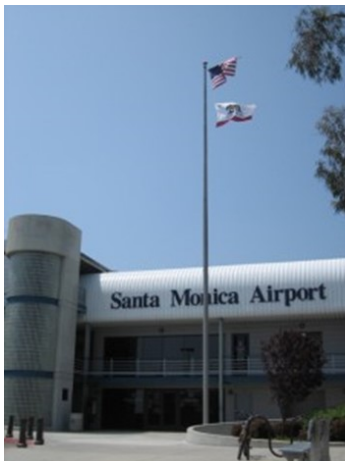
“It was wonderful to see the community come together and support such a wonderful cause,” said Ingrid Biglow, an aviation enthusiast and chair of the Redlands Airport Advisory Board in the news release.

The group also raised \$500, which was given to Slye to buy more toys for disadvantaged children.

FAA RULES SANTA MONICA AIRPORT MUST REMAIN OPEN

(Continued from page 1 SMO)

The City has been supported in its actions by anti-airport congressional representatives Ted Lieu (D-Torrance) and Karen Bass (D-Los Angeles), both of whom have urged the FAA to allow the City to shut down the airport.



The City's obligations to continue operating SMO stem from a 1948 post-World War II deed, which transferred control of the airport from the federal government back to the City with significant enhancements and upgrades made and paid for with federal funds during the war. In exchange for returning a vastly improved airport to the City, the 1948 deed required that SMO be maintained and oper-

ated as a public airport forever. This exchange was part of a nationwide program of deeds that returned improved aviation facilities to cities and local regions for post-war operation. Santa Monica has unsuccessfully challenged the 1948 deed in federal district court, and is currently pursuing an appeal. Aviation advocates have long argued that if the City

were allowed to close SMO, it could start a snowball effect involving other municipalities that could cripple the national airport system.

The City has 30 days to appeal the FAA's ruling on the Part 16 complaint. Any final ruling by the FAA can be appealed in federal court.

The Federal Aviation Administration ("FAA") has ruled that Santa Monica Airport ("SMO") must stay open until at least 2023.

The FAA issued its decision on December 4th in response to a complaint filed under Part 16 of the Federal Aviation Regulations ("FARs"), declaring that the City of Santa Monica ("City") is bound by federal grant assurances to continue operating the airport through August 27, 2023.

The Part 16 complaint was originally filed in July 2014 by a coalition of aviation organizations and pro-SMO individuals, including the National Business Aviation Association ("NBAA"), the Aircraft Owners and Pilots Association ("AOPA"), airport businesses, airport tenant, pilot and motion picture actor Harrison Ford, and various other parties. The complaint asked the FAA to exercise its jurisdiction under FARs Part 16 to determine whether the \$240,000 in federal Airport Improvement Program funds the City accepted on August 27, 2003 extended the City's 20-year grant-based obligation through the August 2023 date.

See Ceci (Continued on page 15)

Cloverdale City Council Votes to Proceed to Close Cloverdale Airport



Cloverdale Airport Manager Michael Morrissey
Walks along the Ramp

"Laulima does not plan on building on the airport itself. But it contends that noise from aircraft will spook the horses, bother guests and create safety issues. In addition, they would be limited by the restrictions that exist on how close one can build near an airport."

It's not easy to shut down a local general aviation airport, nor should it be. Cloverdale is learning just how complicated — and costly — the process can be as it weighs a proposal by Laulima Development to build on the 254-acre Alexander Valley Resort site.

There's a catch. The company says that construction of the upscale resort hotel and million-dollar homes is contingent on the closure of Cloverdale Airport. In its place, Laulima has promised to build a sports park for the community.

But to do so, the company is asking that the Cloverdale City Council give its unanimous support for the plan and they voted in favor of the plan Dec. 5th with a 3 to 2 majority when the council and the public were due to hear a formal presentation of the development plan and receive public comment.

Even if the council gives a green light, that won't be the final say. Closure of the airport will be up to the Federal Aviation Administration, which, history shows, has not looked kindly on such plans. If the FAA approves the closure, the proposal also will be put to voters as a referendum. Plus there's a threat of a lawsuit

from pilots who use the airport.

That said, there are real merits to this proposal. The \$200 million Alexander Valley Resort and equestrian center would generate significant income for the community through hotel-bed taxes, sales taxes and property taxes. Meanwhile, supporters of the project argue that the airport is lightly used. It is home to a mere 17 aircraft and two small businesses and, as a commercial operation, barely stays profitable. Project supporters contend the airport actually requires a subsidy from Cloverdale to stay in business.

"The airport is no longer an asset. It is a liability, one that stands in the way of a lucrative economic development opportunity for our community ..." Cloverdale residents Lisa Brew-Miller and Bob Bialon, both members of the Cloverdale Citizens for Responsible Economic Development, wrote in a Close to Home column on Saturday.

Laulima does not plan on building on the airport itself. But it contends that noise from aircraft will spook the horses, bother guests and create safety issues. In addition, they would be limited by the restrictions that exist on how close

one can build near an airport.

Nevertheless, the public has many reasons to tell the council to proceed with caution if at all. For one, once an airport is closed, there is no going back. Few cities are clamoring to open new airports, which is one of the reasons that the Federal Aviation Administration does not look favorably on such closure plans.

Even those airports that are lightly used can serve in times of emergencies or natural disasters such as the Lake County fire this summer.

Meanwhile, there are the unanswered questions. For example, who will pick up the additional cost that will be required to maintain the airport during the estimated four to seven years that it will take to apply to the FAA for closure? Staff has made clear that it will be challenging to get FAA grants for safety and maintenance while the city seeks to close the facility. Also, what assurances does the city have that the developers will stick with the plan for the long haul and won't leave the city holding the bag for legal costs and other expenses?

by Clark Mason
The Press Democrat



The Press Democrat

(Continued from page 1 Drones)

Cyber Monday pretty much wiped us out."

Eady said he knows drones can be dangerous, so he tells every customer the safety precautions before they leave the store.

The Federal Aviation Administration (FAA) has sole jurisdiction over airspace in the United States, and has issued guidelines for hobby and recreational use of unmanned aerial vehicles. These include flying no more than 400 feet high and not flying within five miles of an airport without contacting the airport operator and control tower before flying.

Due to the fact that there are two airports in Redding, Redding Municipal Airport and Benton Airpark, this

five-mile radius includes most of the cities of Redding and Anderson.

A website, <http://www.knowbeforeyoufly.org> is available with resources for drone owners.

Drone operators wishing to fly anywhere within the five-mile radius of Redding Municipal Airport or Benton Airpark should call Redding Airport Management at 530-224-4321 prior to any flight.



There are several local radio control model aircraft clubs with designated flying areas that encourage drone operators to join them. They include the NorCal Flyers on Ash Creek Road east of Anderson, the Anderson River Park Flyers, and the Shasta Lake RCers in the City of Shasta Lake. These clubs are sanctioned by the Academy of Model Aeronautics (AMA)

(Continued from page 5) CalTrans

able to work with the airport sponsor to resolve an issue . . . with Caltrans coordinating "internally" to ensure prompt removal of the airport obstructions, which improved airport safety at OKB.

Before



After



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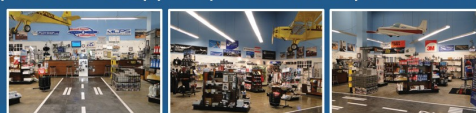


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CalPILOTS Group Exemption



Dave Williams
Chapter Administrator

"If an organization wishes to become part of CALPILOTS's Group Exemption, the procedure becomes more difficult, but still far less complicated than obtaining a 501 (c)3 exemption of its own. "

It's very easy for an individual to become a member of CALPILOTS. A few data entries and a few clicks and it's done. For a business or organization, it's just as easy to become an affiliate. If an organization wishes to become part of CALPILOTS's Group Exemption, the procedure becomes more difficult, but still far less complicated than obtaining a 501(c)3 exemption of its own. A large percentage of the affiliate organizations have no need to be included in the Group Exemption, but if they have income that is used for charitable purposes the Group Exemption is a relatively simple way to obtain a tax-exempt status. As the Parent Organization, CALPILOTS is responsible for monitoring the activities of participants in the Group Exemption, and their compliance with federal and state regulations. CALPILOTS' exempt status can be jeopardized by the actions, or sometimes the lack of actions, of the subordinate chapters

Every year we are required to submit to the IRS a listing of the subordinate chapters who are on our Group Exemption letter. This year our list included 25 subordinates, some of which have not filed the required IRS paperwork. The IRS allows an organization to keep their tax-exempt status until they have not filed for the third year, at which time their tax-exempt status through the Group Exemption is automatically revoked. That revocation is not reversible and the only way the organization can get back on the Group Exemption is to completely dis-

band and reform with a new corporate identity. This is a lot more paperwork than staying current with the required filings. At the state level, there are required filings with the Attorney General, the Secretary of State, and the California Franchise Tax Board. These three organizations seem to be a lot more forgiving of non-filings.

My goal as Chapter Administrator is to be sure none of our affiliates do anything to jeopardize their tax-exempt status, and to help all our subordinate organizations remain current in all the required filings. There is a great deal to know in that regard, and I am just learning. I have been trying to organize my efforts, and my files are in alphabetical order, so Agua Caliente will be first on the list, and Whiteman has a while before I get to them. As an affiliate, an organization doesn't come under much scrutiny from CALPILOTS but, since the participants in the Group Exemption can affect CALPILOTS' tax-exempt status, we have a need to monitor their compliance with the various filing requirements. Please remember that CALPILOTS does not wish to involve ourselves in the subordinates' business, but we have a need to protect our status as the Parent Organization.

Dave Williams
Chapter Administrator

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AIRPORT ADVOCATE

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1414 K St., 3rd Floor
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Or send by email: peter.albiez@calpilots.org

FAA releases small drone rule

WASHINGTON, D.C. — The FAA has launched a web-based aircraft registration process for owners of small unmanned aircraft (UAS) weighing more than 0.55 pounds and less than 55 pounds, including payloads such as on-board cameras.



"Owners using the model aircraft for hobby or recreation will only have to register once and may use the same identification number for all of their model UAS. The registration is valid for three years."

The new [rule](#) incorporates many of the recommendations from the Registration Task Force, according to FAA officials.

"Make no mistake: Unmanned aircraft enthusiasts are aviators, and with that title comes a great deal of responsibility," said U.S. Transportation Secretary Anthony Foxx. "Registration gives us an opportunity to work with these users to operate their unmanned aircraft safely. I'm excited to welcome these new aviators into the culture of safety and responsibility that defines American innovation." Registration is a statutory requirement that applies to all aircraft, officials noted.



Under this rule, any owner of a small UAS who has previously operated an unmanned aircraft exclusively as a model aircraft prior to Dec. 21, 2015, must register no later than Feb. 19, 2016.

Owners of any other UAS purchased for use as a model aircraft after Dec. 21, 2015 must register before the first flight outdoors. Owners may use either the paper-based process or the [new web-based system](#). Owners using the new streamlined web-based system must be at least 13 years old to register.

Registrants will need to provide their name, home address and email address. Upon completion of the registration process, the web application will generate a Certificate of Aircraft Registration/Proof of Ownership that will include a unique identification number for the owner, which must be marked on the aircraft.

Owners using the model aircraft for hobby or recreation will only have to register once and may use the same identification number for all of their model UAS. The registration is valid for three years.

The normal registration fee is \$5, but in an effort to encourage as many people as possible to register quickly, the FAA is waiving this fee for the first 30 days (from Dec. 21, 2015 to Jan 20, 2016).

"We expect hundreds of thousands of model unmanned aircraft will be purchased this holiday season," said FAA Administrator Michael Huerta. "Registration gives us the opportunity to educate these new airspace users before they fly so they know the airspace rules and understand they are accountable to the public for flying responsibly."

The online registration system does not yet support registration of small UAS used for any purpose other than hobby or recreation – for example, using an unmanned aircraft in connection with a business. FAA officials said they are "developing enhancements that will allow such online registrations by spring of 2016." DECEMBER 14, 2015 BY [GENERAL AVIATION NEWS STAFF](#)

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All member information is confidential

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

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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, 1414 K St., 3rd Floor, Sacramento, CA 95814

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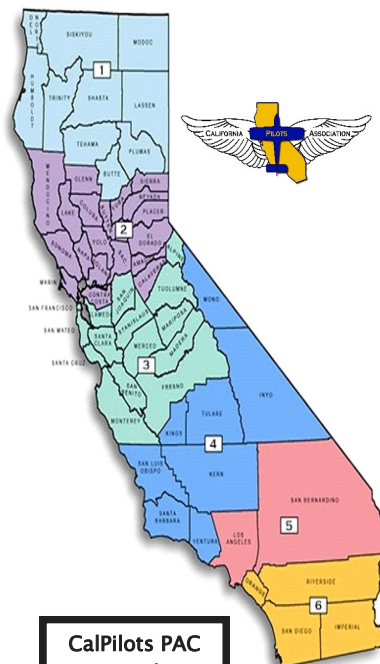
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CALIFORNIA PILOTS ASSOCIATION REGIONS



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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 Mutual 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:

CALIFORNIA AIRPORT AND PILOT PAC

Chairman

1414 K St., 3rd Floor

Sacramento, CA 95814

PAC contributions are not tax deductible.

CALIFORNIA AIRPORT AND PILOT PAC

California ID 811653

(Continued from page 9) SMO

The question of if and when the City's obligations to operate the airport will terminate has been a point of contention between airport supporters and opponents for decades. Anti-airport activists within the City maintain that all commitments to the federal government expired when a 30-year agreement between the FAA and the City ended on June 29, 2014. In the 17 months since then, the City has refused to abide by applicable FARs and has shortened tenant leases, raised landing fees, and continued efforts on multiple fronts to implement its ultimate goal of closing SMO. The City has been supported in its actions by anti-airport congressional representatives Ted Lieu (D-Torrance) and Karen Bass (D-Los Angeles), both of whom have urged the FAA to allow the City to shut down the airport.

The City's obligations to continue operating SMO stem from a 1948 post-World War II deed, which transferred control of the airport from the federal government back to the City with significant enhancements and upgrades made and paid for with federal funds during the war. In exchange for returning a vastly improved airport to the City, the 1948 deed required that SMO be maintained and operated as a public airport forever. This exchange was part of a nationwide program of deeds that returned improved aviation facilities to cities and local regions for post-war operation. Santa Monica has unsuccessfully challenged the 1948 deed in federal district court, and is currently pursuing an appeal. Aviation advocates have long argued that if the City were allowed to close SMO, it could start a snowball effect involving other municipalities that could cripple the national airport system.

The City has 30 days to appeal the FAA's ruling on the Part 16 complaint. Any final ruling by the FAA can be appealed in federal court.

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