



July/August 2011

## Serving Pilots Of California With Pride

### Hawthorne Airport and LAX in Safety Review

FAA rule hurts Hawthorne airport's business - Aircraft traffic at Hawthorne Municipal Airport has dropped off this year, but not because of the poor economy or lack of interest from pilots.

Business at the airport was growing steadily after years of severe recession-related setbacks - until last fall, when Federal Aviation Administration officials changed safety standards.

The change made it difficult for planes to fly into Hawthorne at the same time as flights are com-

ing into neighboring Los Angeles International Airport.

Pilots trying to land at Hawthorne's Jack Northrop Field since September have either been diverted to other nearby airports or told to fly in circles when air traffic at LAX is heavy.

As a result, Hawthorne airport businesses report that they are losing tens of thousands of dollars a month in fuel revenue, hangar rentals and other service fees. Further, some

local aviation experts believe the FAA has created a more dangerous situation.

"People are flying from across the country, and they are getting a few miles away when they are told: 'You can't get in,' and they aren't given a reason," said Levi Stockton, owner of Advanced Air charter service at the airport. "It's created a very dangerous situation."

*See WHP Continued on page 4)*

### Follow-up to Byron Airport (Mariposa Energy Power Plant)

Follow-up to CALPILOTS May / June 2011 News letter on Byron Airport (Mariposa Energy Power Plant) Further details can be found in CALPILOTS May June news-letter

On May 18, 2011 the California Energy Commission Presiding Members voted Unanimously to approve the Mariposa Energy Power Plant (MEP). In a letter dated June 8, 2011 by the CEC Certification Compliance officer the Mariposa Energy Project (09-AFC-3C) has completed all necessary submittals and

received California Energy Commission (Energy Commission) staff approval for the preconstruction conditions of certification that are required prior to the start of construction for the power plant and related facilities. Construction may commence immediately. Pilots should be aware of the mitigating issues that will apply to the Byron Airport and airspace.

#### **TRANS-7 Obstruction Marking and Lighting**

The project owner shall install obstruction marking and lighting on the exhaust stacks, con-

sistent with FAA requirements, as expressed in the following documents:

- FAA Advisory Circular 70/7460-1K
- FAA Safety Alert for Operators (SAFO) 09007.

Permanent lighting consistent with all requirements shall be installed and activated within 5 days of completion of construction and prior to the start of plant operation. Lighting shall be operational 24 hours a day, 7 days a week for the life of project operation. Upgrades to the required lighting

*See Byron Continued on page 9)*

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## Presidents Corner by Ed Rosiak

### Let's be Friends

The California Pilots Association has been working hard to increase our communications capabilities. Our redesigned newsletter is professionally formatted and includes a great deal more aviation pertinent information.

Our redesigned web site is also more than visually enhanced; it provides another whole level of functionality. You can search through hundreds of subject and airport specific articles. You can join/renew or donate online. And as a web site member you can also comment on articles.

Coming soon, members will be able to opt to receive our newsletter electronically, or sign up for a summary electronic edition. We have some more surprises we are working on for you too, so stay tuned.

The next step is Facebook. In fact, CalPilots has already created a Facebook Page for your convenience following us. Please check it out by going to our Facebook Page.

We will continue developing our Facebook Page. You can however, already follow what

is happening in our state simply by "Friending" us. And that is what we are asking you to do. It's easy and it helps us reach many other aviation interested people like you.

Let's be friends – and work together to promote, preserve, and protect our general aviation airports and rights as aviators.



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

## Wind Turbines A Threat to General Aviation Airports

At the November 2010 CalPilots Annual Meeting, Mr. Bill Dunn, Vice President of Airports, Aircraft Owners and Pilots Association (AOPA) opined that going forward, "wind turbines" would represent one of the most difficult issues that airport advocacy groups would grapple with. Let's take a minute to explore a development in southern California general aviation that may very well become the "signature" threat to general aviation airports in many parts of the country.

The Tehachapi-Mojave Wind Resource Area situated next to the city of Mojave and just west of Edwards Air Force Base, is considered one of the premier places in the nation for wind power since it is one of the windiest places in the world. Average wind speeds approach nearly 20 miles per

hour. The Department of Energy's Wind Program and the National Renewable Energy Laboratory (NREL) published a new wind resource map for the state of California (DOE California Wind Map). Areas with annual average wind speeds around 6.5 m/s and turbines greater at 80-m height are generally considered to have suitable wind resource for wind development. The Tehachapi Wind Resource area's average wind speeds are 9.5-10.0 m/s.

However, construction of large "wind farms" next to general aviation airports as a matter of public policy would have immediate and obvious deleterious effects upon the future use of a given airport. More than ever, the land surrounding America's general aviation airports is attractive to energy developers. Historically,

airport land use commissions are loathe to permit incompatible land uses in areas surrounding general aviation airports when that use involves habitable structures. However the question of whether such uses as solar reflector farms, small "peaker" power plants, or wind turbine farms are incompatible land uses is becoming a matter of great public debate. The development of clean energy in prime wind energy regions such as Tehachapi requires a balancing act between the demand for clean energy and the prevention of hazards to air navigation. New and replacement turbines are nearly 500 feet tall. On the one hand Governor Arnold Schwarzenegger set as a goal the generation of one-third of California's energy from renewable resources by 2020. On the other hand energy companies stepping up to the plate find themselves hemmed in by competing demands for airspace from the Edwards Air Force Base R-2508

*See Wind Turbines' (Continued on page 7)*

***"However, construction of large "wind farms" next to general aviation airports as a matter of public policy would have immediate and obvious deleterious effects upon the future use of a given airport."***



**Mountain Valley Airport (FAA LID: L94)** is a VFR airport used for glider operations and training located in Tehachapi, California.

## Test Show That Proposed 4G-LTE-satellite Network Interferes with GPS Devices



***"Mr. Bunce, speaking at a federal government advisory group hearing Thursday, said some devices lost signal strength while others were knocked out completely. For example, the government tests found that General Motors Co.'s OnStar system saw a "significant degradation of service" on most receivers tested."***



A new set of government tests showed that LightSquared's proposed mobile broadband network disrupted the signal strength to all GPS devices in the test area, dealing another setback to the company's startup plans.

While all global-positioning system devices tested were affected, the severity of the loss of service varied, said Deane Bunce, co-chair of the National PNT Engineering Forum, a federal advisory group of engineers that oversaw the government tests. Mr. Bunce, speaking at a federal government advisory group hearing Thursday, said some devices lost signal strength while others were knocked out completely. For example, the government tests found that General Motors Co.'s OnStar system saw a "significant degradation of service" on most receivers tested.

The interference concerns of GPS users have become a major problem for LightSquared, a Virginia-based wireless startup.

The government tests will increase pressure on the Federal Communications Commission to slow down approval of LightSquared's network.

LightSquared and the GPS industry are scheduled to provide separate tests next week to the FCC, which must sign off on the company's network before it can offer service. The agency gave LightSquared preliminary approval for the network in January pending interference tests.

A separate Federal Aviation Administration-commissioned study found that "GPS operations below 2000 feet

(elevation) would be unavailable over a large radius of metro (areas)" for aircraft.

LightSquared's airwaves are located close to the airwaves used by GPS receivers, which can be overpowered by the wireless start-up's signals.

"It will cause interference. It will cause devastating interference," said James Kirkland, vice president and general counsel of Trimble Navigation Ltd., a GPS maker. "There is not a solution here. In our view it's time to stop squandering resources on this and find alternative spectrum for them."

LightSquared is funded largely by Harbinger Capital Partners, a hedge fund led by Philip Falcone that has invested almost \$3 billion in the proposed network.

The government tests suggest that LightSquared's GPS issues are more wide-spread than previously known. Last week, construction giant Deere & Co. reported that during recent testing in New Mexico, LightSquared's network hobbled its GPS systems more than 20 miles away. Local law enforcement also reported police cars and ambulances lost GPS signals.

The tests also suggest that professional precision GPS devices used by companies and government users would be more affected by the LightSquared interference than cheaper devices used by consumers.

The FAA and Defense Department authorized independent tests of GPS devices earlier this year to examine the impact of LightSquared's proposed net-

work and possible solutions. The agencies are worried the network will knock out GPS systems in aircraft, next-generation air traffic control systems and military equipment.

LightSquared officials acknowledge their proposed system could knock out some GPS devices. But they say adding filters to antennas and other technological solutions are possible, such as using just part of their airwaves. "We believe we can deploy in a way where we can co-exist" with GPS users, said Jeffrey Carlisle, LightSquared's executive vice president of regulatory affairs and public policy Thursday.

It's not clear who would pay for filters or other equipment to keep GPS service free of LightSquared interference. GPS makers and users are likely to balk at having to install or buy new equipment to keep service.

By AMY SCHATZ  
AOPA

Read more:  
<http://online.wsj.com/article/0,,S10001424052702304392704576375951185697140,00.html#ixzz1P5rZiXOt>

## Hawthorne Airport and LAX in Safety Review

(Continued from page 1) Hawthorne

Though planes have safely flown into LAX and Hawthorne airport simultaneously for about 30 years, the FAA decided in September that their proximity could be a problem. That decision was largely because of new agency safety regulations.

The agency revoked Hawthorne's waiver that allowed planes to come closer to each other than normally allowed as they approach the two airports. Without a waiver, planes have to maintain 3 miles of lateral separation and 1,000 feet of vertical separation in order to use their aircraft instruments to land.

The new FAA safety standards have generated a bevy of questions inside the organization about how much airplane separation is necessary in this situation, officials said.

"We determined that a more detailed safety assessment was warranted due to a change in FAA safety criteria," agency spokesman Ian Gregor said. "Before issuing a new waiver, we need to do an exhaustive review to ensure that we would be able to maintain the highest levels of safety."

Gregor said he is optimistic that the full waiver will be granted to Hawthorne airport sometime this summer.

Without the waiver, pilots flying into Hawthorne cannot use their instruments to guide them during peak traffic hours at LAX.

However, they still can fly into the airport if conditions are clear enough to allow landing visually without the help of air traffic controllers.

Local aviation expert Pat Carey believes the FAA has created a

dangerous situation in the crowded Los Angeles airspace. He is co-chair of the Southern California Airspace Users Working Group, which examined safety concerns related to the proximity of planes during simultaneous approaches at LAX and Hawthorne and found it to be safe.

Carey said that the FAA's waiver denial encourages pilots to make risky decisions to avoid having to land at an unfamiliar airport.

Pilots may disconnect from air traffic controllers and use visual approaches at times when it would be safer for them to use their instruments and communicate with air towers, he said.

"When you have airplanes out there that are not talking to the controllers, you're going to have an accident," Carey said. "There has been a huge effort for the last 10 years to get general aviation pilots comfortable talking to controllers."

Carey said the 1986 midair plane crash over Cerritos should be used as a warning in this situation. Then, a light plane that was not using instruments or talking to controllers rammed into a DC-9 jetliner headed for LAX. Eighty-two people were killed.

Since then, aviation experts have made it a priority to encourage all aircraft pilots to communicate with controllers on the ground to try to avert such disasters, Carey said.

"When they're not allowed to use instrument approach they have to revert to trying to stay visual when the weather is marginal," Carey said. "When they do that in the confines of Los Angeles airspace, they run the risk of flying into the wrong airport or having an accident."

If pilots are turned away from Hawthorne, air traffic controllers will either direct them to stay in the air until traffic eases, or divert them to an airport in Torrance, Long Beach, Santa Monica or LAX.

Ralph Mailloux, a plane owner who has flown in and out of Hawthorne's airport for the past five years, said the FAA has made the airspace less safe by denying this waiver.

"More dangerous than anything is making circles in congested air space, and having planes just hovering in a holding pattern," said Mailloux, executive director of the South Bay Regional Public Communications Authority in Hawthorne. "The key is, it's not a normal route for us."

Gregor said he does not believe the waiver cancellation has created a dangerous situation. Pilots are ultimately responsible for making safe flying decisions, he said.

"Everything we do is a standard, very carefully choreographed procedure - regardless if it's a go-around at LAX or if someone has to go in a holding pattern," Gregor said. "The pilot in command is always responsible for the safe operation of his or her aircraft."

Written by Sandy Mazza - The Torrance (CA) Daily Breeze  
Monday, 30 May 2011 07:01

***"Local aviation expert Pat Carey believes the FAA has created a dangerous situation in the crowded Los Angeles airspace. He is co-chair of the Southern California Airspace Users Working Group, which examined safety concerns related to the proximity of planes during simultaneous approaches at LAX and Hawthorne and found it to be safe.."***

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# SB619 Moves Forward to Assembly

## AVIATION eBRIEF™

***"The California Senate took an important step toward that goal May 23, passing Senate Bill 619, that would exempt flight instructors and flight schools."***

With a moratorium that protects California flight schools from costly regulatory burdens set to expire July 1, AOPA and its legislative partners are working to assure a smooth transition to a permanent solution.

The California Senate took an important step toward that goal May 23, passing Senate Bill 619, that would exempt flight instructors and flight schools "that provide flight instruction pursuant to Federal Aviation Administration regulations and meet certain criteria" from provisions of the California Private Postsecondary Education Act of 2009. Providers of flight training are temporarily exempt from the act under a measure that

allowed more time for working out a permanent fix.

The Senate passed the bill, sponsored by state Sen. Jean Fuller (R-Bakersfield) on a 39-0 vote. It now moves to the California Assembly, where AOPA is working closely with another sponsor, Assemblyman Jerry Hill (D-San Mateo).

"We are on track to get this problem fixed, and the Senate vote demonstrates strong support for a solution," said AOPA California Regional Representative John Pfeifer.

The exemption would apply to flight instructors or flight schools that do not require students to enter into written or oral contracts of indebtedness; that do not require prepayment of tuition or fees; and that do not accept payment of

tuition or fees in excess of \$2,500.

Pfeifer testified April 25 that the "onerous and expansive" fees and reporting requirements of the 2009 law would have put many flight training enterprises out of business. Students of those institutions did not face the financial risks that the act was intended to address, he and other aviation professionals explained in their testimony. With the moratorium's end drawing near, the effort to win final passage for the bill includes assuring that flight training providers will not encounter any problems resulting from the close timing, Pfeifer said.

Written by Dan Namowitz AOPA  
Thursday, 26 May 2011

## Update at Whiteman Airport Building Construction at end of Runway 30



***"The developer is responsible for filing a "Notice of Proposed Construction or Alteration" with FAA Air Traffic Control. This is the primary tool used to initiate federal review of developments both on and off airport."***

The Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group Has made a proposed determination that the Building is a low Obstacle and would be noted on the charts. In the maps in their Document show the develop-

ment is not in the right place. (CalPilots will write a letter in opposition to it and include photos that show that their maps are incorrect.)

This Different in what other Divisions of the FAA have stated and also is not in compliance with the California Airport Land Use Planning Handbook, In talking to Jason Morgan, the Assistant Chief of Airports, I have been told that the County is in negotiations with the Developer of that Building to purchase the property.

So far the construction on the building has been stopped as negotiations proceed.

The County is very positive that

they will be able to secure that property and have it restored as part of the Runway Safety Zone

Another note:

I talked to Andrew, the Airport Manager.

As of June 15th the long awaited and promised AWOS System is still not up. The equipment is installed and tested and approved. All that they are waiting for is for the Contractor to come back and finish the hook up. **It should be working by July.**

By Peter Albiez Editor

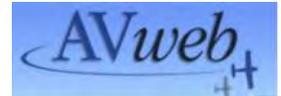
## Cessna AD 'Will Affect 36,000 Airplanes

The FAA's final rule regarding Cessna seat rails applies to all serial numbers of Cessna aircraft ranging from Cessna 150A to T337H-SP models -- 36,000 aircraft, according to the FAA -- and is effective as of June 17, 2011. The Airworthiness Directive (AD) supersedes a prior one; it clarifies inspections that look for cracks in seat rails and details under what circumstances parts must be replaced. Action, unless already taken, is required within the next 100 hours time-in-service or within the next 12 calendar months. The FAA estimates that the

inspections alone should cost each owner about \$85 and combine to produce \$3.06 million for the repair shop industry. Cost of replacement parts and work as needed could add another \$395 to an individual owner's tab. Specifics follow.

The AD covers 150, 152, 170, 172, 175, 177, 180, 182, 185, 188, 190, 195, 206, 207, 210, T303, 336, and 337 series airplanes. It aims to prevent seats from slipping while the aircraft is in flight, potentially leaving a pilot out of reach of the controls, or leading to dangerous

unwanted control inputs. The old AD requires repetitive inspections and replacement of parts under specific conditions. The new AD ([PDF](#)) retains all the requirements of the previous AD, but adds steps to the inspection procedure and improves associated graphics.



***"The Airworthiness Directive (AD) supersedes a prior one; it clarifies inspections that look for cracks in seat rails and details under what circumstances parts must be replaced."***

## GA leaders seek relief for losses from TFRs

Six association presidents have requested that the Transportation Security Administration work with general aviation on ways to reduce business losses sustained under airspace restrictions during presidential travel.

In a [June 2 letter to TSA Administrator John S. Pistole](#), the association leaders called for a joint effort to minimize the effects of [temporary flight restrictions](#) (TFRs) that have been imposed—sometimes to a radius of 30 nautical miles from airports used during the president's travel. The letter offered examples of aviation businesses suffering extensive revenue losses while their operations were curtailed because of the TFRs.

"This has been a continuing issue and we believe that we now are at a stage where practical and pragmatic steps can be identified to improve TFR design and implementation without in any way compromising the security of the President," said

the letter, signed by AOPA President and CEO Craig Fuller, Experimental Aircraft Association President and CEO Rod Hightower, General Aviation Manufacturers Association President and CEO Pete Bunce, Helicopter Association International President Matthew S. Zuccaro, National Air Transportation Association President and CEO James K. Coyne, and National Business Aviation Association President and CEO Ed Bolen.

Examples of financial losses by GA businesses from TFRs included a fixed-base operator at Chicago Midway Airport losing an average of \$60,000 a day in revenue when President Barack Obama visits the Chicago area. "Also helicopter air tour operators in Hawaii and Las Vegas experience losses in excess of \$ 150,000 during each Presidential visit," they said.

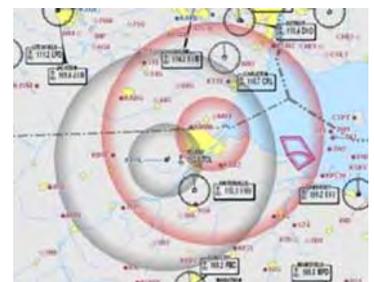
The association heads noted that TSA and other agencies worked with aviation businesses last sum-

mer to keep flight operations running during a [TFR at Martha's Vineyard, Mass.](#) That precedent could become the basis for the TSA to consult with industry on developing procedures that would let aviation businesses continue to operate "at near-normal levels" while addressing security needs during presidential travel.

The leaders offered the DCA [Access Standard Security Program](#) as a functioning example and a possible path toward allowing improved operational access to airspace during a TFR. "Already today, the DASSP allows qualified operators to conduct flights to and from Ronald Reagan Washington National Airport," the letter said.

The association presidents emphasized that initiatives to enhance both security and business are both possible "during these difficult economic times."

**By Dan Namowitz**  
AOPA June 3, 2011





*(Continued from page 2) Wind Turbines'*

***"The development of clean energy in prime wind energy regions such as Tehachapi requires a balancing act between the demand for clean energy and the prevention of hazards to air navigation. New and replacement turbines are nearly 500 feet tall. "***



military complex in the Mojave Desert (wind turbines create unusable test airspace due to large radar returns), and the safe operation of public use airports situated in and around the city of Tehachapi (wind turbines create hazards to air navigation for general aviation pilots). Additionally, wind energy is a powerful inducement to growth, creates jobs, and is a significant source of tax revenue for county governments.

Mountain Valley Airport (FAA LID: L94) is a VFR airport used for glider operations and training located in Tehachapi, California. The airport was established for its

close proximity to various advantageous lift effects for soaring where the Sierra Nevada Mountains, Tehachapi Mountains and the Mojave Desert meet, and numerous world-record glider

flights have originated from Mountain Valley Airport. The Skylark North Glider School performs glider flight training for civilians as well as for the US Air Force Test Pilot School (from Edwards AFB), the National Test Pilot School (from the Mojave Air & Space Port), NASA and others. Due to the ongoing training contract with the US Air Force Test Pilot School, probably most or nearly all NASA Space Shuttle pilots who came from the Air Force have received glider training at Mountain Valley Airport.

In early 2009 the Alta Windpower Development Company proposed the Oak Creek wind energy project, an 800 megawatt, 9,120 acre wind farm in the hills just east of Mountain Valley Airport. A portion of the project (Sub area 3) was to be located approximately 1.25 miles to the southeast of Mountain Valley Airport, in the vicinity of the left power traffic pattern. However in October 2008 the Federal Aviation Administration (FAA) issued a "Notice of Presumed Hazard" to air navigation pursuant to the provisions of 49 USC §44718, citing the excessive height of the proposed wind turbines (430 feet above ground level-AGL), the penetration into 49 CFR Part 77 navigable airspace, and requiring the structures be reduced in size to 236 feet AGL in order to mitigate the substantial adverse effect upon air navigation. While an FAA Notice of Presumed Hazard is a rebuttable presumption at the option of the applicant, on October 22, 2009 Alta Windpower Development Company withdrew from consideration the proposed wind turbines in Sub Area 3, citing the FAA's determination that the proposed wind turbines were a presumptive hazard to air navigation.

Although Alta Windpower's decision to withdraw Sub Area 3 from the Oak Creek project without further debate bade well for Mountain Valley Airport in 2009, a new threat to the airport emerged in 2010. In November 2010, the Kern County Planning Commission prepared a draft Environmental Impact Report (EIR) upon application of Pannon Design and

Development's proposed 40 megawatt wind generation facility called "Clearvista Energy Wind Project." Significantly, the proposed Clearvista project would be situated a mere 6,000 feet from the end of the runways at Mountain Valley Airport. At a distance of one nautical mile from the runway, 13 of the 14 proposed wind turbines encroach into the Part 77 conical surface, a problem cited in the Draft EIR but deferred until such time as the FAA conducts a formal obstruction evaluation. However while the FAA's formal procedures for conducting an obstruction evaluation are designed to fully and fairly vet the issue, there are no guarantees that a finding of "hazard to air navigation" and/or "significant adverse impact" will result even if the structures penetrate the Part 77 conical surface. As of this writing, no application for an FAA obstruction evaluation (FAA Form 7460-1 Notice of Proposed Construction or Alteration) has been filed by the project proponent, Pannon Design and Development.

No doubt the most audacious potential encroachment to date upon the airspace surrounding the besieged Mountain Valley airport is the recently proposed Pahnamid wind energy project. Alta Windpower, LLC, a New York-based wind energy developer, has recently proposed a 7,106 acre wind energy project on the north-facing mountains of the Tehachapi Valley in Kern County. The project includes the installation of 137 large wind turbines (411-500 feet tall) at elevations up to 7900 feet in the Tehachapi Mountains. The project

*See Wind Turbines' (Continued on page 8)*

# Wind Turbines' will effect Airports



would generate 411 megawatts from the 137 turbines on the proposed 7,106-acre site. The top of Tehachapi Mountain, a known generator of powerful thermals used as a "launch pad" for flights north into the Sierras, is 7,960 feet. Having met considerable resistance from the airport owners, the general public and the FAA (Part 77) regarding placement of wind turbines *downwind* of the active runway, Alta's has apparently shifted its strategy to placing the wind turbine "farm" on the slopes of the mountain immediately *adjacent* to Mountain Valley airport thereby skirting the Part 77 obstruction limitations. Astonishingly, many of the 500 foot tall wind turbines would be built within 7,000 feet of the runway, on the slopes of Tehachapi Mountain.

A glider and tow-plane combination on take-off *departs* Mountain Valley airport with a very shallow climb angle,

the system is basically underpowered. Moreover, a modern glider wing is one of the most efficient airfoils ever designed with glide ratios in the range of 50-60:1. Hence a glider *returns* to Mountain Valley airport with a very shallow descent angle. These facts, not appreciated by a developer, should make clear that the 500-foot tall wind turbine projects surrounding Mountain Valley airport pose a substantial risk to aeronautical safety. But more importantly, should Clearvista Energy or Pahnamid wind energy projects go forward as planned, they will create a damaging precedent for general aviation airports. It's tempting to trivialize the wind turbine threat to airports like Mountain Valley because it is "only" a VFR airport serving "only" glider aircraft. But when glider aircraft are

threatened, it may well be but the "canary in the coalmine" portending future, more aggressive action by energy investors.

Chris Mannion  
California Pilots Association  
Vice President, Region 5

1. U.S. Department of Energy - Energy Efficiency and Renewable Energy, Wind and Water Power Program - Wind Powering America: California Wind Map and Resource Potential
2. Vesta's V90 3.0 megawatt turbines 495 feet from base to the top of wind turbine blade at the 12 o'clock position.
3. Anthony York, Los Angeles Times, "Brown may find it's not easy being green" December 2, 2010. Governor Jerry Brown's renewable energy goals are even more ambitious.
4. Leora Broydo Vestel, New York Times "Wind Turbine Projects Run Into Resistance," August 16, 2010.

**"These facts, not appreciated by a developer, should make clear that the 500-foot tall wind turbine projects surrounding Mountain Valley airport pose a substantial risk to aeronautical safety."**

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

## AIRPORT ADVOCATE

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## Byron Follow Up Power Plant

(Continued from page 1 Byron)

**"Verification: At least 60 days prior to the start of construction, the project owner shall submit to the CPM for approval final design plans for the power plant exhaust stacks that depict the required air traffic obstruction marking and lighting."**

configurations, types, location, or duration shall be implemented consistent with any changes to FAA obstruction marking and lighting requirements.

**Verification:** At least 60 days prior to the start of construction, the project owner shall submit to the CPM for approval final design plans for the power plant exhaust stacks that depict the required air traffic obstruction marking and lighting.

Within 5 days of completion of exhaust stack construction and prior to the start of plant oper-

ation, the project owner shall install and activate permanent obstruction marking and lighting consistent with FAA requirements and shall inform the CPM in writing within 10 days of installation and activation. The lighting shall be inspected and approved by the CPM (or designated inspector) within 30 days of activation.

### TRANS-8 Pilot Notification and Awareness

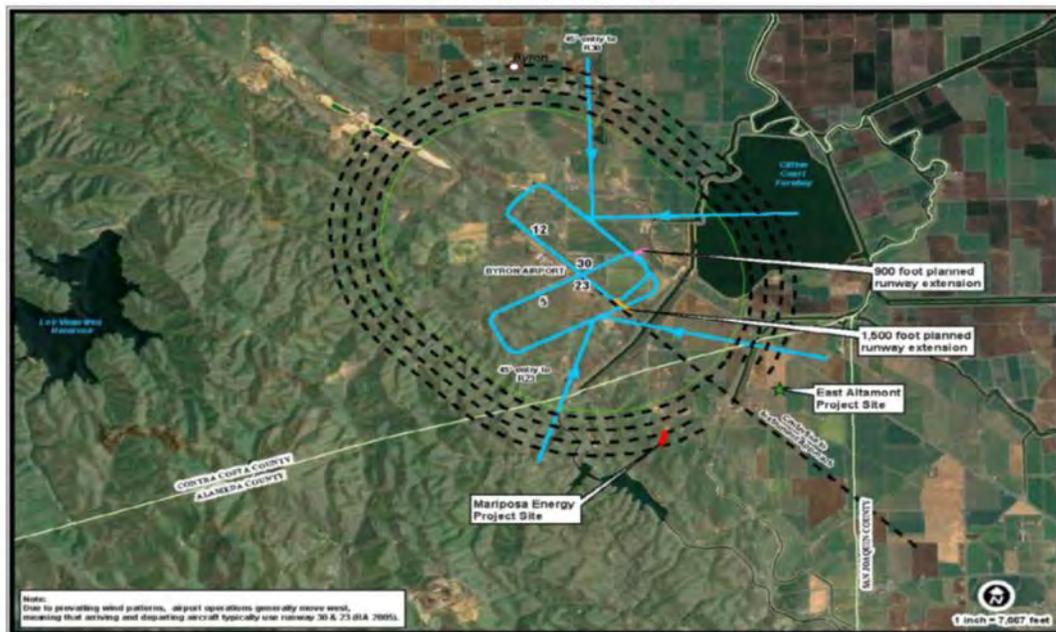
The project owner shall initiate the following actions to ensure pilots are aware of the project location and potential hazards to aviation:

- Submit a letter to the FAA requesting a Notice to Airmen (NOTAM) be issued advising

pilots of the location of the MEP and recommending avoidance of overflight of the project site below 1,500 feet AGL. The letter should also request that the NOTAM be maintained in active status until all navigational charts and Airport Facility Directories (AFDs) have been updated.

- Submit a letter to the FAA requesting a power plant depiction symbol be placed at the MEP site location on the San Francisco Sectional Chart with a notice to "avoid overflight below 1,500 feet AGL".
- Submit a request to and coordinate with the Byron Airport Manager to add a new remark to the Automated Surface Observing System (ASOS) identifying the location of

TRAFFIC AND TRANSPORTATION - FIGURE 3  
Mariposa Energy Project - Byron Airport



CALIFORNIA ENERGY COMMISSION - SITING, TRANSMISSION AND ENVIRONMENTAL PROTECTION DIVISION  
SOURCE: California Energy Commission - T-site Atlas Data

“Verification: Within 30 days following the start of construction, the project owner shall submit draft language for the letters of request to the FAA (including NORCAL TRACON) and Byron Airport manager to the CPM for review and approval.

the MEP and advising pilots to avoid direct overflight below 1,500 feet AGL as they approach or depart the airport.

- Request that TRACON (NORCAL) and/or the Oakland Air Traffic Control Center submit aerodrome remarks describing

the location of the MEP plant and advising against direct overflight below 1,500 feet AGL to the:

- FAA Aeron Services, formerly the FAA National Aeronautical Charting Office (Airport/Facility Directory)
- Jeppesen Sanderson Inc.

(JeppGuide Airport Directory, Western Region)  
- Air guide Publications (Flight Guide, Western States)  
**Verification:** Within 30 days following the start of construction, the project owner shall

See Byron (Continued on page 11)

# 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 324, The Sea Ranch, CA 95497-0324**

>>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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[n12pf@aol.com](mailto:n12pf@aol.com)



# 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

Pat Forbes Chairman

Contributions can be made to payable to  
**CALIFORNIA PILOT PAC**  
PAC contributions are not tax deductible.  
**CALIFORNIA PILOT PAC**  
279 Catalpa Dr.  
Atherton, CA 94027-2002

California ID 811653



## FEDERAL AND STATE CONTACTS

### President Barack Obama

The White House  
1600 Pennsylvania Avenue  
Washington, DC 20590  
FAX (202) 456-2461  
[president@whitehouse.gov](mailto:president@whitehouse.gov)

### Secretary of Transportation

Ray LaHood  
U. S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
Phone (202) 366-4000  
[Dot.gov.comments@pst.dot.gov](mailto:Dot.gov.comments@pst.dot.gov)

### FAA Administrator J. Randolph Babbitt

Federal Aviation Administration  
800 Independence Avenue SW  
Washington, DC 20591  
Phone (202) 366-4000  
1-866-835-532  
[Contact FAA](#)

### Governor Jerry Brown

State Capitol Building  
Sacramento, CA 95814  
Phone: 916-445-2841  
Fax: 916-445-4633  
<http://www.govmail.ca.gov>

### 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

Hart Senate Office Building 112  
Washington, DC 20510  
Phone (202) 224-3841  
<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

### Congressman Mike Honda 15th District

1713 Longworth HOB  
Washington, DC 20515  
Phone: (202) 225-2631  
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 Cathy, Chief Division of Aeronautics**  
Department of Transportation,  
Division of Aeronautics, MS #40  
P. O. Box 942874, Sacramento,  
CA 94274-0001  
Phone (916) 654-5470  
Fax - 916.653.9531  
[gary.cathe@dot.ca.gov](mailto:gary.cathe@dot.ca.gov)

### For Cal Senate and Assembly contacts

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

(Continued from page 9) Byron

submit draft language for the letters of request to the FAA (including NORCAL TRACON) and Byron Airport manager to the CPM for review and approval.

At least 60 days prior to the start of operations, the project owner shall submit the required letters of request to the FAA and request that TRACON (NORCAL) submit aerodrome remarks to the listed agencies. The project owner shall submit

copies of these requests to the CPM. A copy of any resulting correspondence shall be submitted to the CPM within 10 days of receipt. If the project owner does not receive a response from any of the above agencies within 45 days of the request (or by 15 days prior to the start of operations) the project owner shall follow up with a letter to the respective agency/ies to confirm implementation of the request. A copy of any resulting correspondence shall be submitted to the

CPM within 10 days of receipt. The project owner shall contact the CPM within 72 hours if notified that any or all of the requested notices cannot be implemented. Should this occur, the project owner shall appeal such a determination, consistent with any established appeal process and in consultation with the CPM. A final decision from the jurisdictional agency denying the request, as a result of the appeal process, shall release the project owner from any additional action related to that request and shall be deemed compliance with that portion of his condition of certification.



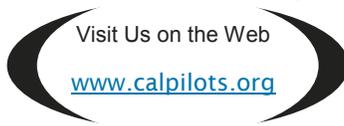
California Pilots Association

P.O. Box 6868  
San Carlos, CA 94070-6868

Phone: (800) 319-5286

E-mail: [inquiries@calpilots.org](mailto:inquiries@calpilots.org)

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The aviation businesses listed below are business sponsors of CALPILOTS, and made generous contributions, which help to ensure that your flight freedoms continue. They deserve your patronage and support of all California Pilots and Aviation Enthusiasts.

*Tell them you are a CALPILOTS member and appreciate their support*

### **Air Petro Corporation (CCB)**

2151 Convention Center Way, Suite 120  
Ontario, CA 91701-5449  
(800) 548-4184  
[www.airpetro.com](http://www.airpetro.com)

### **Air San Luis (SBP)**

785 Airport Dr.  
San Luis Obispo, CA 93401-8369  
(805) 541-1038  
(805) 541-8260 FAX  
[www.airsanluis.com](http://www.airsanluis.com)

### **Bud Field Aviation (LVK)**

229 Rickenbacker Circle  
Livermore, CA 94551-7616  
(925) 445-2300  
(805) 541-8260 FAX  
[www.budfieldaviation.com](http://www.budfieldaviation.com)

### **Gemini Flight Support (MER)**

3515 Hardstand Ave.  
Atwater, CA 95301-5148  
(209) 725-1455  
[gemini@elite.net](mailto:gemini@elite.net)  
[www.geminiflightsupport.com](http://www.geminiflightsupport.com)

### **Clay Lacy Aviation (VNY)**

7435 Valjean Ave.  
Van Nuys, CA 91406  
(818) 989-2900  
(818) 904-3450 FAX  
[www.claylacy.com](http://www.claylacy.com)

### **NAI Aircraft Services (POC)**

1805-D McKinley Ave.  
La Verne, CA 91750  
(909) 596-1361  
[email@naiaircraft.com](mailto:email@naiaircraft.com)  
[www.naiaircraft.com](http://www.naiaircraft.com)

### **Perris Valley Skydiving (L65)**

2091 Goetz Rd.  
Perris, CA 92570-9315  
(800) 832-8810  
[school@skydiveperris.com](mailto:school@skydiveperris.com)  
[www.skydiveperris.com](http://www.skydiveperris.com)

### **Precissi Flying Service (Q80)**

11919 N. Lower Sacramento Rd.  
Lodi, CA 95242-9248  
(209) 369-4408

### **Optima Publications (PRB)**

(Pilots Guide to CA)  
4740 Wing Way  
Paso Robles, CA 93446-8518  
(805) 226-2848  
(805) 226-2851 FAX  
[www.pilotsguide.com](http://www.pilotsguide.com)