



July/August 2014

Serving Pilots Of California With Pride

FAA to consider exemptions for commercial UAS movie and TV production

WASHINGTON, D.C. — The FAA reports that seven aerial photo and video production companies have asked for regulatory exemptions that would allow the film and television industry to use unmanned aircraft systems (UAS) with FAA approval for the first time. If the exemption requests are granted, there could be economic benefits as the agency begins to address the demand for commercial UAS operations, FAA officials

said. However, all the associated safety issues must be carefully considered to make sure any hazards are appropriately mitigated, FAA officials add, noting, the companies must still obtain operational approval from the FAA. The Motion Picture Association of America facilitated the exemption requests on behalf of its membership. The firms

that filed the petitions are all independent aerial cinematography professionals who collectively developed the exemption requests as a requirement to satisfy the safety and public interest concerns of the FAA, MPAA and the public at large, FAA officials said. The FAA has been working for several months to implement the provisions of Section 333 of

See FAA (Continued on page 4)

New Website Gathers Support For Santa Monica

A new website launched May 8 is making it easier for those who want to preserve Santa Monica Municipal Airport to show their support for a proposed charter amendment that would put any decisions to redevelop airport land in the hands of the voters.

The [Santa Monica Voters Decide website](#) answers common questions about the amendment, provides the text of the proposal, and allows visitors to register their support and make financial contributions to the amendment campaign.

“SMO is a valuable community asset and Santa Monica residents deserve to have a voice in its future. We fully support this proposed charter amendment because it would let voters, not developers or politicians, make the decisions about any plans to redevelop airport property,” said Bill Dunn, AOPA vice president of airports.

Dunn and Greg Pecoraro, AOPA vice president of airport and state advocacy, recently spent four days in Santa Monica, meeting with community leaders, local aviation advocates, and airport business owners and tenants to discuss the pro-

posed amendment. “The effort to get this issue on the ballot is really gaining momentum and we’re pleased to see so many aviation supporters getting engaged with this fight,” said Dunn. “Several thousand individuals have already signed the petition to put the amendment on the ballot, but many more signatures are needed to ensure the measure gets to voters in the next local elections.”

Santa Monica residents are encouraged to sign the petition now being circulated at public locations citywide.

See Santa Monica (Continued on page 5)

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CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public benefit 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

Campaign Season is Approaching: Time to PAC!

It's the beginning of what promises to be turbulent summer and fall season. While the weather will bring its own perils to aviation, for aviation groups, the real hazard may be the political campaigning season.

Why am I focusing on this issue now, months before the ballots are cast in November? The short answer: for general aviation to survive challenges in the political arena it is crucial to identify candidates who are receptive to the value of general aviation then educate the public to ensure the most supportive candidates are elected. It seems like a logical process but, of course, it isn't that simple.

Many of the aviation advocacy groups to which we belong are legally identified as tax-exempt, non-profit charities operating under section 501(c)(3) of the

Internal Revenue Code. Although there are many benefits to possessing recognition under this section it comes with a significant list of conditions.

A common reason for a 501(c)(3) entity to incur an IRS penalty is for engaging in political campaign intervention. The IRS website explains it this way: "[...] all section 501(c)(3) organizations are absolutely prohibited from directly or indirectly participating in, or intervening in, any political campaign on behalf of (or in opposition to) any candidate for elective public office.

If it's so critical to get aviation-friendly candidates elected, how can an organization that is prohibited from endorsing a candidate have any effect? Great question! Here's the answer: comply with the IRS rules that permit an organization to conduct voter education activities (as long as they're non-partisan).

If this seems like too much wandering around the goal, support an existing aviation organization that is specifically created to provide direct support to candidates: the California Airport and Pilot Political Action Committee (CAP-PAC).

Created nearly two decades ago as an independent entity, the CAP-PAC is administered by a board of 6 aviation-minded trustees, all of whom are well known to the ACA and CalPilots. The donations you make to the CAP-PAC are turned around to directly support state, county, and local candidates who, if elected, could have a positive influence on general aviation.

There are many, many contested political races in California this year; wouldn't it be great to see General Aviation be the winner? I've sent my personal check to the CAP-PAC. Will you send a small donation too? The mailing address is on the back cover of this issue of the Airport Advocate.



"Here's the answer: comply with the IRS rules that permit an organization to conduct voter education activities (as long as they're non-partisan)."

MONTEREY REGIONAL AIRPORT RUNWAY SAFETY AREA PROJECT

In 2005 Congress passed H.R. 3058 which states that airports nationwide must improve all Runway Safety Areas (RSA), to the extent practicable, by December 31, 2015 to deter aircraft accidents and save lives. The RSA on the Monterey Regional Airport's primary runway (10R-28L) did not meet the Federal Aviation Administration (FAA) prescribed dimensional standards as required by the 2005 Congressional mandate. To comply with this mandate the District developed and evaluated a number of alternatives to improve the RSAs on the primary runway at the Airport and in November 2013, after extensive environmental studies, the District approved a revised project and in December

2013, approved pre-construction site preparation plans to be started early in 2014 and to be completed in early 2016. The project cost was estimated at \$52 million and is being funded by the Airport Improvement and Passenger Facility Charge Programs.

When completed, this RSA Improvements Project will provide 100% RSAs at both ends of the Airport's primary runway. These RSAs will make a safe Airport safer while meeting the FAA new standards.

United Airlines has announced the discontinuation of service from Monterey

to Denver as of June 5, 2014. United is adjusting its summer flight schedules nationwide to accommodate the national pilot shortage and changes in Federal Aviation Regulations that affect aircrew flight time and rest requirements. United began flying from Monterey to Denver on June 5, 2005.

The Monterey Regional Airport continues to work hard to expand air service to other cities and still offers daily non-stop flights to Las Vegas, Los Angeles, Phoenix, San Diego and San Francisco.

Rosemarie Schoening
CalPilots Monterey Regional
Airport Representative

"When completed, this RSA Improvements Project will provide 100% RSAs at both ends of the Airport's primary runway. "



Tracy Airport - Grand Jury: City actions cost public credibility



A Cessna 172 approaches the Tracy Airport to land in 2005

"The report found that a staff report presented to the council on June 18, which claimed that reducing the length of the runway by five feet would have no effect on future Federal Aviation Administration grants to the city, was inaccurate and incomplete."

Tracy Press

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>

A report from the San Joaquin County Grand Jury, released Monday, concluded that the city staff gave the Tracy City Council wrong information that may have jeopardized federal grants for the Tracy Airport.

The Grand Jury investigation focused on allegations of a secret and illegal business arrangement between the city and Surland Cos. LLC regarding the length of runway 12/30 and a \$50,000 payment to the city made by Surland on behalf of the former airport fuel provider, Turlock Air.

The report found that a staff report presented to the council on June 18, which claimed that reducing the length of the runway by five feet would have no effect on future Federal Aviation Administration grants to the city, was inaccurate and incomplete.

In its opinion, the Grand Jury wrote that reducing the runway length would have benefited the Ellis project being developed by Surland, but there was no definitive proof that city staff members deliberately misled the council.

The jury recommended that the City Council instruct the city staff to make a comprehensive review of FAA and state safety zone requirements.

The Grand Jury examined whether there was any secret agreement between the city staff and Surland to reduce the length of runway 12/30 from 4,002 feet to 3,997 feet, which would allow Surland to build

more homes at Ellis because of a reduced safety zone for landings and takeoffs at the airport. The jury looked at emails and staff reports from the city and Surland regarding a proposed amendment to the Ellis Specific Plan: Surland would fund airport fuel payments to the city and the city would reduce the runway length.

The Grand Jury found that the City Council did not enter into any written contractual agreement that would benefit Surland and did not approve an amendment that would have benefited the developer. (The city just codified the length of runway 12/30 at 4,001 feet.)

Though "the Grand Jury is not making a determination on the appropriateness of the actions," it suggested that the council should adopt a policy requiring city staff members to disclose proposed substantial changes to any major developments in the city to avoid the perception of collusion.

The Grand Jury also recommended that the city adopt a policy governing third-party payments for contractual obligations to the city, after reviewing a \$50,000 payment made by Surland to cover money owed to the city by Turlock Air, then the fuel provider at the airport. The report said there was no indication that the payment was illegal or inappropriate, but that a policy could alleviate the appearance of impropriety.

The Grand Jury also issued a recommendation about con-

tractors with the city. The panel found that the city extended a contract with Turlock Air to provide fuel at the airport for 25 years without checking on the status of Turlock Air's state license. The jury recommended that the city adopt a policy to review any contractor's license before renewing or amending its contract with the city.

The Grand Jury also twice noted the existence of limited information — specifically, a lack of meeting minutes or notes from one meeting in the city attorney's office and any meetings between city staff members and Surland representatives — but discovered no evidence to substantiate the complainant's allegations of secret, illegal deals. The panel did write about an alarming number of actions taken by city staff members that gave cause for concern and jeopardized the city's credibility with residents.

Reprinted from the Tracy Press
June 4, 2014
by TP staff

Below is a link to the Grand Jury Report
<http://www.stocktoncourt.org/grandjury/2013/FY%2013-14%20CGJ%20REPORT%201213.pdf>



FAA to consider exemptions for commercial UAS movie and TV production

(Continued from page 1) FAA

GENERAL AVIATION NEWS

"To receive the exemptions, the firms must show that their UAS operations will not adversely affect safety, or provide at least an equal level of safety to the rules from which they seek the exemption."

the FAA Modernization and Reform Act of 2012 and move forward with UAS integration before proposing a small UAS rule.

Companies from three industries besides film production have approached the FAA and are also considering filing exemption requests, including precision agriculture, power line and pipeline inspection, and oil and gas flare stack inspection.

The companies are asking the agency to grant exemptions from regulations that address general flight rules, pilot certificate requirements, manuals, maintenance and equipment mandates. They are also asking for relief from airworthiness certification requirements as allowed under Section 333. Under that section of the law, certain air-

worthiness requirements can be waived to let specific UAS fly safely in narrowly-defined, controlled, low-risk situations.

To receive the exemptions, the firms must show that their UAS operations will not adversely affect safety, or provide at least an equal level of safety to the rules from which they seek the exemption. They would also need to show why granting the exemption would be in the public interest, FAA officials explained.

Currently, Certificates of Waiver or Authorization are available to public entities that want to fly a UAS in civil airspace. Common uses today include law enforcement, fire-fighting, border patrol, disaster relief, search and rescue, military training, and other government operational missions.

Commercial operations are authorized on a case-by-case basis. A commercial flight requires a certified aircraft, a licensed pilot and

operating approval. The exemption process under Section 333 provides an additional avenue for commercial UAS operations.

You can view the film and TV production company petitions at Regulations.gov

For more information on the FAA and UAS: FAA.gov

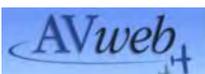
June 2, 2014 by General Aviation News Staff



Customs Rethinking General Aviation Intercept Policy



"Federal border security agents have sharply reduced intercepts of general aviation aircraft; following complaints by pilots that excessive police action at small airports is restricting the freedom to fly."



Federal border security agents have sharply reduced intercepts of general aviation aircraft; following complaints by pilots that excessive police action at small airports is restricting the freedom to fly and a meeting with AOPA President Mark Baker according to a report by National Public Radio. An official with U.S. Customs and Border Protection's Office of Air and Marine Operations told NPR his agency has heard pilots' grievances and the program is being altered so as not to needlessly affront law-abiding pilots. Eddie Young, deputy assistant commissioner of Customs and Border Protection for Air and Marine Operations, says they have taken new steps to preserve good relations with the general aviation

community. He said his agents are calling police on private pilots less often, and are more judicious in how they choose their targets.

Young told NPR that in some cases local police departments, acting on a CBP tip, had responded to a suspect aircraft with excessive show of force. In one case last December, a private pilot drove away from the Lansing, Mich., airport after landing his small plane. He was surrounded by 25 police vehicles containing 40 officers, some with guns drawn. Their explanation: Homeland Security flagged his plane as suspicious. According to the FAA, there are more than 7 million personal, instructional or business flights a year of about two hours each. CBP operates a sophisticated air and marine tracking center in Riverside, Calif., that watches thousands of these

flights every day. If one looks suspicious because it's flying a strange route or it looks like it's trying to evade radar, agents can alert local law enforcement.

Young said that since Jan. 1, CBP has researched 474 flights and made law enforcement contacts with 25 pilots on the ground, resulting in eight violations: seven criminal and one an FAA violation. "A 32-percent success rate is not bad in the law enforcement community," Young said. It's the other 68 percent of cases that have angered fliers, said Mark Baker, president of the Aircraft Owners and Pilots Association, a group with 350,000 members. He said 54 pilots in his organization have reported police confrontations at airports in the last two to three years. It was Baker's meeting with top CBP officials last month that prompted the decrease in aircraft intercepts.

Santa Monica Council Considers Competing Amendment

(Continued from page 1) Santa Monica

AOPA has been heavily engaged in efforts to preserve the airport, which delivers some \$250 million in annual economic impact, hosts 175 businesses, and is responsible for 1,500 jobs in the city. The field also serves as a vital general aviation reliever airport in the congested L.A. Basin. The fate of the airport has broader significance as well. More than 200 airports nationwide operate under similar agreements with the federal government. If Santa Monica is allowed to disregard its obligations and close the airport, other fields could suffer a similar fate.

May 8, 2014

By Elizabeth A Tennyson



SMO Pro-airport group files signed petitions

— Proponents of the Santa Monica Airport handed city officials 15,700 signatures Tuesday afternoon, sup-

See Santa Monica (Continued on page 11)

The Santa Monica City Council is considering putting its own charter amendment regarding the future of Santa Monica Municipal Airport on the ballot in November. On May 13, the council voted unanimously to direct staff to investigate a charter amendment designed to compete with a petition now being circulated in the city. Guidance provided to city staff indicates a possible amendment would allow voters to decide on any significant change in land use at the airport, but would also allow the city to limit or stop some core functions of the airport such as fuel sales or hangar leases. Over time, that could lead to strangulation and closure of the airport

The decision to investigate such an amendment comes as signature gathering continues to qualify a different amendment proposed by a group of city residents for the ballot. The residents' amendment would require voter approval before the city can make airport land available for non-aviation uses or can close or partially-close the airport. It also requires the city to continue to operate the airport "in a manner that supports its aviation purposes" and stipulates that the city cannot impose new re-

strictions that would "inhibit the sale of fuel or the full use of aviation facilities."

"It's clear that the city council wants to close the airport and develop the property, and this latest effort is simply another backdoor approach to do that," said Bill Dunn, AOPA vice president of government affairs. "The airport has been a good tenant of the city for decades, providing revenue and jobs. The citizens of Santa Monica should have a say in whether or not they want to trade that for more development and more traffic."

While the voter group must obtain more than 9,000 signatures to get its proposed charter amendment onto the ballot, the city council can simply choose to add an amendment to the ballot without collecting any signatures.

The [Santa Monica Voters Decide](#) website answers common questions about the residents' amendment, provides the text of the proposal, and allows visitors to register their support and make financial contributions to the amendment campaign. While only Santa Monica residents can sign the petition to put the amendment on the ballot, anyone can contribute to the cam-

See Council Continued on page 6)

"It's clear that the city council wants to close the airport and develop the property, and this latest effort is simply another backdoor approach to do that," said Bill Dunn, AOPA vice president of government "

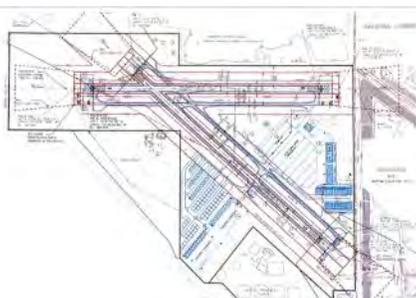
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New Tracy Airport Layout Approved



Below is a link to the complete article http://www.tracypress.com/view/full_story/25244639/article-Council-Roundup-City-budget-workshop-reveals-deficits-to-come?instance=home_news_bullets

During the regular meeting of the City Council after the budget workshop, the council members heard from the consultant they hired to draft a new airport layout plan, Richard Brandley.

Brandley revealed the latest plan, which the city will use to secure a grant from the Federal Aviation Administration to refurbish the airfield.

The plan sets the official length of runway 12/30 — which has been disputed for several years — at 4,001 feet, based upon measurements

using GPS coordinates.

If the city gets the FAA grant, it will build more hangars on the south side of the airport, expand the blacktop area between runways, build new corporate hangars and administration offices and add other retail space, possibly for a restaurant.

Brandley said the project would cost about \$12 million and take three years to complete.

Mayor Pro Tem Michael Maciel made a motion to accept the airport layout

plan, which was seconded by Councilman Robert Rickman. The council voted unanimously to accept the new plan and move forward.

Editor's Note:

This is the results of about 2 -3 years of work by CalPilots, Tracy Pilots and others. We went from an airport that was in the process of reduced operations and being closed to a possible 12 million dollar investment.

Thinking Long Term

The world is changing no doubt about that. I believe that change is good, and mostly required. Although there are some bad things associated with changes that seem to be a side result.

For example, when the economy took its dive a few years back, the effect on general aviation was fast and damaging. Those of us who fly for fun experienced a drastic cutback of discretionary spending – and guess where the money for flying comes from? Yes that's right, flying money comes from the discretionary spending account. No money there, no flying. - Pretty simple math.

Part of the issue general aviation faces is that it is expensive. Yes, I know if I compare it to 1990's dollars etc., etc., but the fact is it was expensive back then too. Back in the 70's, when I learned to fly, one hour of flight time was roughly 25% of my weekly pay. I didn't care

because I wanted to learn, no matter what.

Times have changed. The continual competition for our time and money has never been so strong. Flying isn't the only interest affected either. As a golfer I can tell you that the golf industry is also worried about the loss of its members too.

People, especially young people, have a myriad of ways to spend ones most important resources – time and money. There is not enough hours' in the day to do it all anymore so we are forced to choose. The result being less student pilot starts, which translates to fewer people doing whatever it takes to get that license.

It also affects the existing pilot population. Pilots are overall an educated, dedicated and somewhat independent group. Being independent is a good

by Ed Rosiak – Past President

thing, but we must all remember that there is efficiency and effectiveness in numbers.

In this time of tough decision making, we are all faced with prioritizing our resources. I have cut back on my flying, as have many others. I have also made a decision that my continuation of flight means I need to continue to support those agencies that support general aviation.

I hope all of you remember that we are in this for the long term and that means maintaining your existing general aviation org memberships and joining others who also need your support.

Think long term. Yes, it may mean you cut back on Starbucks or whatever, but aviation is worth it. Remain invested. You'll be glad you did.



"There are simply too many problems facing our general aviation airports. Our national orgs cannot do it all anymore and they need our help."



(Continued from page 5) Council

paign.

"Visiting the website and making a contribution is a great way to show support for Santa Monica voters and their campaign to protect their historic airport," said Dunn. "What's happening in Santa Monica is symbolic of the issues faced by hundreds of GA airports nationwide. A strong response from the aviation community will make other cities think twice before trying to close their own airports."

AOPA has committed to offering nationwide support to the effort to protect Santa Monica Municipal Airport, which plays a significant role not only in the local economy but also in the regional and national transportation system. Santa Monica Municipal acts as a vital general aviation reliever

airport for nearby Los Angeles International and other airports in the congested Los Angeles Basin and delivers some \$250 million in annual economic impact, hosts 175 businesses, and is responsible for 1,500 jobs in the city.
May 15, 2014
By Elizabeth A Tennyson AOPA ePilot May 15, 2014



CalPilots in Action

Region 1 Vice President Bill Turpie engaged in conversation at the Golden West Regional Fly In at the Yuba County Airport [MYV] in Olivehurst, CA

**2014 Annual Meeting
Castle Airport (KMER)
Atwater, California**

October 3-4, 2014

October 4:

- 9:00AM Tour the Castle Air Museum
- Noon Catered Lunch
- 1:00PM General Annual Meeting
- 2:30PM Aerobatic Performer Presentation by Jacquie Warda
- 3:30PM FAA Safety Seminar with Instructors Vince Nastro and Mike Trettin

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Lodging: Holiday Inn Express & Suites Merced
For online reservations you can go to www.hiexpress.com/mercedca and use group code CPA

CALTRANS THREATENS CLOSURE OF OCEAN RIDGE AIRPORT (E55)



Ocean Ridge Airport in Gualala, California is vital to its 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. CalTrans has mandated runway repairs by 9/30/2014 or it will pull the airport's public permit.



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.



Nearly \$15,000 has been raised far. But as the repair deadline is drawing close, ORR needs to the finish fundraising so a contractor can be lined up to do the repairs.

On May 27th ORAA launched an online crowd source fundraising campaign (like a

Kickstarter): <http://smallknot.com/ocean-ridge-airport-association>. It hopes the message will spread across the country and bring in the rest of the funds. Otherwise the airport will lose its public permit.

CalTrans has told ORR that it cannot budge on the deadline, even if comes down to being a simple matter of fundraising. So the 9/30/14 deadline is firm.

The airport 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.

This is an opportunity to help save an airport which does not involve expertise 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, visit oceanridgeairport.org or call. ORR spokesperson Julie Bower at 707-884-3579. Donations of any level are appreciated. The Small Knot campaign has a series of rewards, including hotel stays in downtown Gualala.**

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Medical Reform Legislation Reaches Milestone

General Aviation Pilot Protection Act reaches 100 House co-sponsors

Legislation that would exempt thousands of general aviation pilots from the third class medical certification process has achieved a new milestone with 100 co-sponsors signing on to the House bill.

"We are pleased that so many members of Congress have signed on as co-sponsors of this legislation, and the numbers continue to grow," said AOPA Senior Vice President of Government Affairs Jim Coon. "The general aviation community has made it clear that reforming the cumbersome and outdated third class medical process is a top priority, and lawmakers have responded."

AOPA has published a [list of co-sponsors](#) in the House and Senate and is urging members whose elected representatives have not signed on to call their offices and ask for their support. [Contact information for members of the House and Senate](#) can also be found on AOPA's website. "When you call, tell them why third class medical reform

matters to you and ask them to co-sponsor the General Aviation Pilot Protection Act," said Coon. "When lawmakers hear from their constituents, they listen."

Under the legislation, pilots who make noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats would be exempt from the third class medical certification process. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The FAA would be required to report on the safety consequences of the new rule after five years.

To amplify the message that the aviation community cares about medical reform, AOPA is also collecting signatures on a life-size petition that will be traveling to major aviation events throughout the flying season. Almost 2,000 individuals signed the petition at the inaugural AOPA Fly-In in San Marcos, Texas, on April 26. The petition will be available at each of AOPA's Fly-In events as well as EAA AirVenture and the AOPA Homecoming. Progress on reform has been swift in recent months after a

joint petition filed by AOPA and the Experimental Aircraft Association awaited action for more than two years. Last month, however, the FAA announced plans to go through a rulemaking process that could result in expanding the number of pilots eligible to fly without the need for a third class medical certificate. On April 15, significant target dates for action on that rulemaking were made public. According to the [Department of Transportation's website](#), the FAA hopes to publish the notice of proposed rulemaking in the fall of 2014, to be followed by a 60-day comment period. The FAA's rulemaking announcement came after the General Aviation Pilot Protection Act was introduced in the House by AOPA members Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) in December 2013. Sens. John Boozman (R-Ark.), Pat Roberts (R-Kan.) and Jerry Moran (R-Kan.), all members of the Senate GA Caucus, introduced an identical measure in the Senate on March 11. The Senate measure now has 10 co-sponsors. By Elizabeth A Tennyson
Aviation eBrief



"The general aviation community has made it clear that reforming the cumbersome and outdated third class medical process is a top priority, and lawmakers have responded."



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MEMBERS and non-members are invited to submit articles of interest. *California Pilot Association* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope. Source of the items submitted should be submitted for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to: **California Pilots Association**

P. O. Box 4489
Long Beach, CA 98804

Or send by email: peter.albiez@calpilots.org

Recreational-use liability bill progresses in California

"This bill would include general aviation under a current code that limits a landowner's liability for recreational use of the property by others. "



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Bill submitted on behalf of the Recreational Aviation Foundation

With the introduction of Senate Bill 1072, California becomes the latest state to consider legislation to add aviation to the activities protected under the state's recreational-use statute. This bill would include general aviation under a current code that limits a landowner's liability for recreational use of the property by others.

The bill was introduced on Feb. 19 by Sen. Jean Fuller on behalf of the Recreational Aviation Foundation. AOPA Western Pacific Regional Manager John Pfeifer worked with Fuller's office and the Recreational Aviation Foundation to facilitate introduction of the bill.

Specific recreational uses covered under the statute include hang gliding and sport parachuting. "However, it is not clear if general aviation activities are covered, thus causing some airstrip owners to deny access to general aviation aircraft out of fear of liability," said Pfeifer. "Senate Bill 1072 would clearly define 'other aviation activities' as a covered recreational use."

Pfeifer visited the offices of all members of the Senate Judiciary

Committee on April 15 in support of the bill in advance of an April 22 hearing. He sent a letter of support to the Senate Judiciary Committee Chair on March 12. Pfeifer also recruited the support of the California Pilots Association and the Association of California Airports, who also wrote in support of the bill. Pfeifer testified at the hearing, where he was joined by John Kounis of the Recreational Aviation Foundation and representatives from the California Pilots Association and Association of California Airports. The bill passed out of committee on a 7-0 vote, and now moves to the Senate floor.

By Benét J. Wilson
AOPA ePilot



Oceano Airport Celebration 2014



The Friends of Oceano Airport, a proud chapter of CalPilots, hosted their annual Oceano Airport Celebration on May 9-10th. The event, which is a salute to veterans, also supports the work of Si Tenenberg. Si is a former Marine who works tirelessly to send care packages to combat troops in Afghanistan. He has shipped over 12,000 care packages to date and the donations from our

Celebration attendees over the years have helped tremendously.

The Friday night Beach Burger Fry and Dance is always a big hit. Families fly or drive in to enjoy the barbeque under the stars and to boogie to the San Luis Jazz Band. The hayrides were popular with young and old alike.



Saturday dawned clear and sunny, which was a lovely treat for our attendees. We had numerous displays, free children's activities, live music and a salute to veteran at noon.

Each veteran in attendance received a commemorative button. Our Veterans Honor Roll Call named 50 in attendance, and as well honored a gold-star veteran Mark Smith who died in service last year.



Our annual event is a testament to what a team of dedicated volunteers can do When working together. I would encourage all to consider having an event at their airport. Including a charitable aspect in your airport event makes you a good neighbor and community member. Fly-In Movie Night will be held this summer and our Toys for Tots event in conjunction with the US Marine Corps is Saturday, December 6th from 10-2. For more information about Friends of the Oceano Airport go to www.FriendsofOceanoAirport.com

CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

Name: _____¹ Home Airport: _____

Address: _____ City _____ State : _____² 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 \$ _____³ PAC Donation \$ _____ (Political Action Committee- not tax deductible)

³Occupation _____

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

PRESIDENT
 Carl Leach
 (916)-276-5216 Cell
president@calpilots.org

VP-REGION 1
 Bill Turpie
 (916) 759-6898
turpie41@yahoo.com

VP-REGION 2
 Carol Ford
 (650) 591-8308
carol.ford@calpilots.org

VP-REGION 3
 Jolie Lucas
 (805)-709-6619
Jolie.lucas@calpilots.org

VP-REGION 4
 Edward Story
 (310) 827-1600
ed.story@calpilots.org

ADVISORY COUNCIL
 Doug Rice
 (408) 354-5824

**SENIOR VP
 & DIRECTOR OF COMMUNICATIONS**
 Larry Chapman
 (310) 200-9314
webmaster@calpilots.org

REGION 1 DIRECTOR-at-LARGE
 Andy Wilson
 (510) 489-5538
andy.wilson@calpilots.org

REGION 2 DIRECTOR-at-LARGE
 Andy Wilson
 (510)-303-9027
Andy.wilson@calpilots.org

REGION 3 DIRECTOR-at-LARGE
 Bill Sanders
 (858) 752-4000
bill.sanders@calpilots.org

REGION 4 DIRECTOR-at-LARGE
 OPEN

ADVISORY COUNCIL
 Jim MacKnight
 (408) 779-0301

FOUNDER & GENERAL COUNSEL
 Jay White
 (800) 319-5286
general.counsel@calpilots.org

TREASURER
 Walt Wells
treasurer@calpilots.org

**SECRETARY & COORDINATOR
 AIRPORT REPS**
 Charlene Fulton
 (209) 521-6022
charlene.fulton@calpilots.org

PAST PRESIDENT
 Ed Rosiak
 (408) 218-8184 Cell
ed.rosiak@calpilots.org

NEWSLETTER DIRECTOR
 Peter Albiez
 818-445-2027
Peter.albiez@calpilots.org

EXEC ADMIN
 (800) 319-5286
admin@calpilots.org



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) non-profit 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 PILOT PAC

Chairman

P.O. Box 4489
Long Beach, CA 90804
PAC contributions are not tax deductible.



(Continued from page 5) Santa Monica

porting their attempt to put its future in the hands of the voters.

In March, just days after City Council voted to study potentially downsizing the airport, three residents filed a ballot initiative

that, if successful, would require a public vote for any major changes to SMO.

Los Angeles County officials and the City Clerk's Office now have 30 business days to verify the signatures are valid and from registered Santa Monica voters. Sponsors need valid signatures from 15 percent of registered Santa Monica voters, roughly 9,100 signatures. If enough signatures are validated, the measure will be placed on the ballot later this year, where it will require a majority vote.

The ballot initiative is sponsored by a group called "Santa Monicans For Open And Honest Development Decisions"

FEDERAL AND STATE CONTACTS

President Barack Obama

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

Secretary of Transportation

Anthony Foxx
U. S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
Phone (202) 366-4000
Dot.gov.comments@ost.dot.gov

FAA Administrator Michael P. Huerta

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/

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 Rep. Eric Swalwell (D) 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/representatives/#state_ca

Gary Cathey, 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.cathey@dot.ca.gov

For Cal Senate and Assembly contacts

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

New for 2014:
50th Annual Hayward Air Rally
July 24-27, 2014

**HAYWARD AIR RALLY
OSHKOSH
2014**

In 2014, the Hayward Air Rally is going to Oshkosh!
For more information about this grand flying adventure, please go to
<http://www.hwdairrally.org/2014/index.html>
Hotel and lodging information is available here.
The entry application form is available



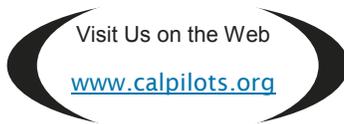


California Pilots Association

P.O. Box 4489
Long Beach, CA 90804

Phone: (800) 319-5286
E-mail: 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

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3515 Hardstand Ave.
Atwater, CA 95301-5148
(209) 725-1455
gemini@elite.net
www.geminiflightsupport.com

Chuckwalla Valley Motorcycle Association
P.O. Box 307
Desert Center, CA 92239
(760) 227-3110
www.cvmracing.com

CalPilots has Many other Business Partners
We urge our members to support them.
Use the link below to see the full list on our
Website:
http://www.calpilots.org/index.php?option=com_civicrm&task=civicrm/pro-file&reset=1&gid=36&force=1&search=0&Itemid=135

Aircraft Spruce & Specialty Co.
225 Airport Circle
Corona, CA 92880
Tel: 951-372-9555
Fax: 951-372-0555
Toll Free: 877-477-7823
<http://www.aircraftspruce.com/>

Clay Lacy Aviation (VNY)
7435 Valjean Ave.
Van Nuys, CA 91406
(818) 989-2900
FAX (818) 904-3450
www.claylacy.com

Precissi Flying Service (L53)
11919 N. Lower Sacramento Rd.
Lodi, CA 95242-9248
(209) 369-4408

Sennheiser Aviation
One Enterprise Drive
Old Lyme, CT 06371
Toll Free: 1-(877)-736-6434
Phone: (860) 434-9190
Fax: (860) 434-1759
cthronsen@sennheiserusa.com

San Luis Jet Center (SBP)
945 Airport Drive
San Luis Obispo, California 93401
Phone: (805) 782-9722
Fax: (805) 542-9279
Email: customerservice@acijet.com

Bud Field Aviation (HWD)
Hangar Address:
22005 SkyWest Drive
Hayward, CA 94541
(510) 782-9063
FAX 510-782-9081
www.budfieldaviation.com

Perris Valley Skydiving
2091 Goetz Rd.
Perris, CA 92570-9315
1 (800) 832-8818
FAX +1 (951) 657-5904
<http://skydiveperris.com>