



March/April 2015

Serving Pilots Of California

GA groups file amicus brief in SMO case

The City of Santa Monica's efforts to absolve itself from an agreement with the federal government are "obviously intended to restrict or end operations at Santa Monica Airport in violation of longstanding federal law and a specific contract it signed," the Aircraft Owners and Pilots Association (AOPA) argued in a federal appeals court filing Thursday, Jan. 22.

Closing Santa Monica Municipal Airport (SMO) could have a detrimental impact on air transportation for thousands of South Californians, the court filing argues.

The amicus brief filed jointly by AOPA and the National Business Aviation Association notes that the city took back control of SMO from the federal government after World War II under the U.S. Surplus Property Act (SPA). That law determined that airports that were valuable to the maintenance of "an adequate and economical national transportation system" could be transferred to local government, but only in consideration of the "acceptance of reservations, restrictions, and conditions of the

Federal government," the brief stated.

In 1948, the City of Santa Monica accepted the airport from the federal government, which had taken it over during wartime for aircraft production. The city regained control of the airport with the understanding that the airport would operate in perpetuity, which is what the SPA required and was set forth in terms within the airport transfer agreement.

See SMO (Continued on page 11)

Torrance A win in the endless battle

The battle to protect our general aviation airports from encroachment, nibbling away at the safety areas, incompatible developments, operational restrictions and other forces of evil continues every day in California.

At Torrance Airport, South Bay Lexus is proposing expanding its current 41-year lease in order to build an area for storage and display of automobiles with 14' light standards--it is clearly designed to attract the public for sales purposes. The City of Torrance Land Management Team recommends

approval of this development. The problem: It lies entirely within the Runway Protection Zone (RPZ) for our only ILS runway--an area already packed with incompatible and unapproved activities.

Any activity that draws people into the RPZ is frowned upon by the FAA for safety reasons. The United States Air Force conducted a five year study of accidents within a 10 nautical mile radius of airfields and found that 75% of all accidents that occur near a runway occur in the RPZ. The California Dept of Transportation's Airport Land Use Planning

Handbook, Appendix E (October 2011) looked at the issue of aircraft crashes near airports using risk assessment methodology and concluded: "Not surprisingly, the data shows the highest level of risk occurs immediately beyond the runway ends. These risks . . . are typically contained within the limits of the airport's runway protection zones (RPZs)."

On 1/17/2015, I spoke with FAA's Airports Division of the Western-Pacific Region (Pat Lammering--Assistant Los Angeles Airports District Office).

See Torrance (Continued on page 9)

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Presidents Corner by Corl Leach

Escaping the Virtual Void

I confess to being an Internet information junkie. Not just any topics, however. Like so many pilots I truly enjoy learning all I can about anything aviation, and I have an amazing resource right at my fingertips in the form of the Internet. And that is a problem.

There are online resources for just about every single aviation activity imaginable: aircraft type clubs, owner advice sites, avionics, manufacturers, procedures and techniques, airport design, weather, flight planning, and history. Most any question you can think to ask can be answered on a website. Even when you don't have a question, information is being thrust upon you by the gigabyte ... online newsletters from every organization plus the daily or more frequent snippets from aviation journals.

The problem is information location. Specifically, all this knowledge is obtained passively and impersonally through interaction with a computer, tablet, or smart phone. You're essentially in a void, an empty space in which you are the sole occupant.

It may be simple and even useful to visit a website to determine who the members are of your local Airport Land Use Commission ... but do you actually know them? Do they know that you're concerned about the new houses being built nearby? Is an email to them expressing your angst as effective as looking them in the eye and telling them your worries? Can a few electrons convey your appreciation if you think they're doing a great job?

During March and April, I challenge every California aviator to make at least one personal visit to an airport and introduce themselves to the airport manager and staff. Alternatively, visit a member of your City Council or others individuals who have influence over the management and maintenance of your local airport. Let's all get out of the void and speak up for GA with our voices, not just our keyboards. Be visible, not virtual.

On April 22nd, CalPilots will be engaging our state lawmakers as a participant in the California Aviation Day, held at the Capitol in Sacramento. We will be there because General Aviation isn't web-sites; it's the people who make it happen.

Third Annual California Aviation Day

The California Pilots Association is teaming with a cadre of state and national aviation associations to present the Third Annual California Aviation Day on Wednesday, April 22, 2015 at the Capitol building in Sacramento. This event affords the opportunity for aviation advocates to interact directly with state legislators, their staff, and visitors in a venue actively promoting the variety and vitality of aviation in the state.

At the 2014 Aviation Day more than 20 diverse groups and

businesses engaged with over 600 members of the political community, sharing real-life stories of General Aviation's important role in the economy and society. Many informational and educational exhibits and displays filled the area on the lawn adjacent to the north steps of the Capitol.

Put the event on your calendar and come share your own aviation stories. More information will be published in the next issue of the Airport

Advocate. You may also visit the continually-updated event web-site: caaviationday.com.



"The problem is information location. Specifically, all this knowledge is obtained passively and impersonally through interaction with a computer, tablet, or smart phone."

"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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Redlands Airport Association and the Airfest Event @ REI

" This year, the RAA members have taken an active role in the planning of the AirFest event at REI, working closely with the airport community, the city council, the airport advisory board, and the sponsoring brewery in an attempt to negotiate a more tenant-friendly event than what we experienced the last two years."

The Redlands Airport Association (RAA) was formed in June 2014, for the purpose of addressing current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport. This has been a challenging undertaking for all involved, but positive results have already been witnessed.

For the past few years, a local brewery has held an airshow of sorts at REI called AirFest. These events have been held to celebrate the brewery's anniversary.

The last two events held at REI were not your traditional airshows. The focus was more on beer with an occasional airshow act to entertain Airfest guests. The brewery is a large revenue producer for the City of Redlands, and the needs of the airport users have been secondary to brewery interests. Last year, the airport was closed for two days while the brewery crowd wandered the beer trucks that were offering the latest brew for sale. Airport operations were shut down for at least two days for the entire airport. Some tenants were impacted for 5 days.

Most of us at REI called these events "BeerFest" or the like. They were planned with little involvement of the REI airport community. REI tenants and businesses did not feel as if they had a voice.

This year, the RAA members have taken an active role in the planning of the AirFest event at REI, working closely with the airport community, the city council, the airport advisory board, and the sponsoring brewery in an attempt to negotiate a more tenant-friendly event than what we experienced the last two years.

An airshow committee was formed, with representatives from the RAA, EAA845, airport advisory board, local business owners, hangar tenants, airport community members, brewery representatives, and city council members. There have been numerous meetings held. It has been a battle. REI airport users are not going to get everything they want but there has been some headway in the negotiations.

Although there are still many airport community members that are not happy with the brewery sponsored airshow, RAA believes that a properly managed event at the airport will help REI and the airport community. The following statements are part of the RAA mission statement and are directly related to making sure the AirFest benefits all parties involved:

- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.

Two of the areas where there are still challenges include the focus on beer sales, and making the event family friendly. In the end, the Air Fest event will be a compromise for every party involved. However, with the addition of the RAA, there has been a significant increase in the voice of the community as to how the airshow operates; one that benefits the city, the airport, and the sponsoring brewery. We, the members of the airport community, are looking forward to a positive relationship that benefits all.

Note: RAA leaders attended AOPA's fly-in this year at CNO. While speaking to the AOPA leadership about an obstacle issue at REI and the 2014 AirFest event, it became obvious that AOPA's support is more focused on dealing with strategic national issues facing general aviation than local airport issues. RAA needed some serious help dealing with their local issues at REI and organizing as an advocacy group. RAA leaders met CalPilots President, Corl Leach at the fly-in. The result was the beginning of a positive relationship between the RAA and CalPilots. It was obvious from the beginning that CalPilots is the organization that most closely aligns its mission with the RAA. RAA is in the process of becoming a CalPilots chapter.

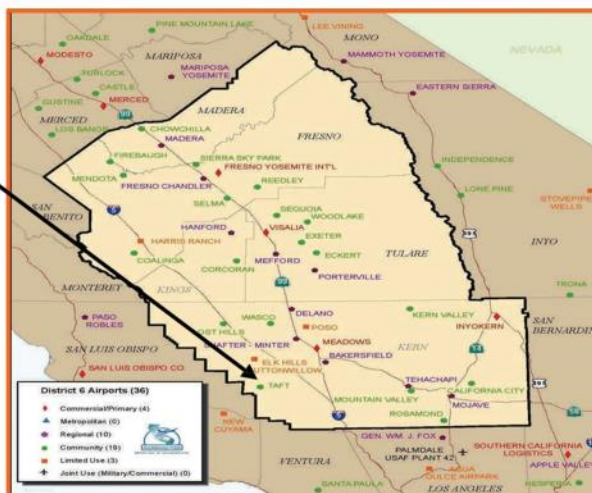
Douglas Williams RAA Editor
Ted Gablin RAA President.



TAFT-KERN COUNTY AIRPORT

Taft-Kern County Airport is a public-use General Aviation airport owned and operated by Kern County. Located in the foothills one mile east of the town of Taft at the southern end of the San Joaquin Valley, it is situated in a major petroleum and natural gas production region. The airport has one asphalt-paved single runway (7/25), with landings restricted to Runway 25 and takeoffs only on Runway 7. It measures 3,283 feet long and 60 feet wide. There are 17 based aircraft at this location.

Taft-Kern County Airport Taft, California



The latest pavement inspection for Taft-Kern County Airport was conducted in 2012, and the Pavement Condition Index value was rated 49, indicating that the pavement was in poor condition.

The purpose of the project was to crack seal, slurry seal, and remark the runway to bring the pavement into fair condition for safe takeoffs and landings.



Completed Slurry Seal and Restriped Marking

By Patrick Kyo

Construction started in May 2014. All cracks in the existing runway were sealed before applying the slurry seal coat and restriping the markings. To ensure a more reliable runway light system, this project also included replacing the old Constant Current Regulator with a new one. The project was completed on August 6, 2014, and the total cost is estimated to be \$116,000 with a State matching grant of \$104,000.



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/documents/newsletters/index.htm>



"Where's Corl?"



With Ken Mercer, President of Gness Field Community Association, Novato [DVO], February 14, 2015



With Eric France, President Sacramento Valley Pilots Association, November 23, 2014 [SAC]



Drone Rule Released, Comments Begin



"Michael Huerta told reporters the long-awaited proposed rule attempts to strike a balance between public safety and the public benefit that drone use is expected to offer. "



Commercial operators of small unmanned aerial systems (sUAS) weighing less than 55 pounds will have to pass an FAA knowledge test every two years and their aircraft will have to be registered under regulations proposed in a Notice of Proposed Rulemaking released by the FAA and the DOT Sunday. In a telephone news briefing, FAA Administrator Michael Huerta told reporters the long-awaited proposed rule attempts to strike a balance between public safety and the public benefit that drone use is expected to offer. "It has to be flexible and adaptable and it has to work for users and proponents as well as for those who are interested in the highest levels of safety," Huerta said. Under the new rules, small drones could be flown anywhere in Class G airspace in day VFR (three-mile visibility) but must remain within line of sight of

the operator, not fly above 500 feet AGL and not fly faster than 100 mph. The drones would not be allowed to fly over any people not directly involved with the operation of the drone. Flight would be prohibited in Class A airspace and only permitted with prior ATC approval in B, C, D and E. There is also a proposal for a "micro" class that could be operated over other people and the operators would not have to be FAA certified. Huerta said the operator certification process needs to satisfy the agency that those flying drones have "a base level of understanding" of the rules of the air but it also needs to be easily accessible. The initial testing and bi-annual recurrency exams will be done at "FAA-approved knowledge testing centers" and although he didn't say exactly what those might look like it would seem logical that already-

established flight schools could fill that bill. Operators will also have to be "vetted by the Transportation Security Administration" and the certificate won't be issued "until the TSA determines that the applicant will not pose a security threat." Drone operators will not have to undergo an FAA medical but must self certify before every flight. There will be no airworthiness requirements for the aircraft but they will be registered with N-numbers just like other aircraft. The registration has to be displayed on the aircraft either in accordance with FAA standards or in lettering as large as is practical for the size of the vehicle. Before every flight, the operator will have to do a pre-flight inspection to ensure airworthiness. Accidents will have to be reported. Huerta would not be pinned down on when a final rule

See Drone (Continued on page 6)

AOPA-NBAA file amicus brief in Santa Monica appeal+

AOPA and the National Business Aviation Association have jointly filed an amicus, or friend of the court, brief in the Ninth Circuit Court of Appeals as part of the ongoing legal battle over the future of California's Santa Monica Municipal Airport.

The city of Santa Monica is appealing the [U.S. District Court's Feb. 13, 2014, decision](#) to dismiss the city's lawsuit against the FAA as untimely because the lawsuit was brought long after the 12-year statute of limitations for challenging the federal government's interest in the airport land. In that lawsuit, originally filed in October 2013, the city claimed that it owned the airport before leasing it to the federal government and that any government interest had expired when the lease expired. The city claimed that it had not been put on notice that the United States continued to claim an interest in this airport property, despite specific language that it agreed to when the transfer of the land from the federal government occurred in 1948. However, that transfer agreement makes clear that the federal government could reclaim the land if it ceases to be used as an airport.

The city also raised various constitutional issues in its lawsuit, which were dismissed as not "ripe" for judicial review and were not raised by the city in its appeal.

In its appeal, the city continues to argue that it had no notice of the

federal government's claim over control of the airport land until a few years ago also contends that a 1984 settlement agreement extinguished any rights the federal government had to the airport land under the Surplus Property Act of 1944 and the resulting 1948 Instrument of Transfer that gave the city control of the airport.

"The city's claims have already been reviewed by the lower court and found wanting," said Ken Mead, AOPA chief counsel. "When it accepted the land from the federal government, the city agreed to keep the airport open and operating, and nothing that has transpired since changes that fact or the city's obligations."

The amicus brief, filed Jan. 22, asks the appeals court to affirm the lower court's decision to dismiss the case. The brief argues that the city's claims have no merit to overcome the requirement to keep Santa Monica Airport as a functioning airport and that the issues in the case have potentially far-reaching consequences that warrant the court's consideration in deciding the city's appeal.

According to the brief, Santa Monica Municipal Airport, and others like it, were transferred by the federal government to local control with the assurance that they would continue to operate as airports and thus

be used to provide a safe, efficient, and effective national transportation system. The brief also argues that the city has been fully aware of the terms of the transfer for many years and is attempting to undermine the public's interest in the national transportation system with its efforts to restrict operations or close the airport. The adverse consequences of allowing the city to avoid its contractual obligations would be felt in the already crowded Los Angeles basin, as well as nationwide, it warns.

"The city should not be permitted to misconstrue agreements into which it knowingly entered, with a full understanding of the implications, at a later time when it no longer likes the consequences," the brief states. The federal government relies on such agreements in fulfilling its statutory duty to maintain a safe and efficient national transportation infrastructure, and to permit the city to avoid long-standing obligations undermines the intent of the law, the FAA's statutory mission, and the public's interest, the brief argues.

January 23, 2015

By Elizabeth A Tennyson | Director of Government Affairs and Executive Communications, AOPA

AVIATION eBRIEF™

"The city claimed that it had not been put on notice that the United States continued to claim an interest in this airport property, despite specific language that it agreed to when the transfer of the land from the federal



(Continued from page 5) Drone

might be issued. There is a 60-day comment period and the rule is 195 pages long. What's more, it also invites comments on operations like beyond visual line of sight and for larger aircraft that are beyond the scope of this rule. He said the FAA expects a lot of comments on the rule and that each one has to be considered and addressed before the rule can become final. He said only that the agency was committed to processing the comments as fast as possible and would not speculate on how long it might take.

[inShare](#) By [Russ Niles](#)

AVweb | February 15, 2015

FAA Amends ADS-B Rule



"May 2010, required that ADS-B equipment must meet the requirements of certain TSOs; however, the FAA says it should have stated that the equipment must 'meet the performance requirements' in those TSOs.. "

The FAA on Monday posted a [correction](#) to its rule on ADS-B requirements for the general aviation fleet, which should offer more choices to owners of experimental and LSA aircraft. The notice reads that the final rule, posted in May 2010, required that ADS-B equipment must meet the requirements of certain TSOs; however, the FAA says it should have stated that the equipment must "meet the performance requirements" in those TSOs. The change is substantial, since equipment may be available in the experimental market that hasn't gone through the expensive TSO process, but can deliver the same performance at a lower price. The requirements for type-certificated aircraft are unchanged, according to Ric Peri, vice president of government and industry affairs for

the Aircraft Electronics Association.

EAA said on Monday the change was a "good first step" to finding solutions for experimental aircraft to meet the 2020 ADS-B mandate. "Currently, the lowest-cost purchase and installation for such [TSO'd] equipment is an estimated \$5,000" EAA said.

"Historically, builders and owners of experimental aircraft have been able to install avionics that meet the performance standards of certified equipment but are not specifically approved by the FAA. EAA seeks to preserve that historical precedent for ADS-B equipment installation as well." The FAA correction, however, raised some questions because it doesn't specifically state that the change affects only experimental and LSA aircraft. Peri, of AEA, told AVweb it's stated elsewhere in the regulations (FAR 21.9 (a)

(2)) that devices installed on type-certificated products must be produced under an FAA production approval (TSO). "This is what leads most manufacturers of products for certified aircraft to the TSO (when available) and PMA (when not) for avionics and electronic systems," Peri said. The FAA has not yet responded to a query from AVweb seeking clarification.

By Mary Grady | February 9, 2015



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For those of you who are members of California Pilots Association, thank you for your membership and trust in your organization. Over the many years since its inception, CalPilots has accomplished much, but there is as they say, much more to do. Threats to our general aviation airports ebb and tide with the economy and the paralleling development cycles. While threats may be put on hold for a while, but trust us, it never ends.

For those who are not members I want ask you: Why Not? Why aren't you investing in your statewide airports to insure your ability to use your aircraft or aviation capabilities as you choose? Trust us when we tell you shouldn't assume that they will always be available.

Some will answer that they already belong to AOPA, EAA or other national aviation organizations. While we agree with national aviation organization affiliations, this strategy leaves many holes in the local airport umbrella of protection.

The big picture here is of the utmost importance. The truth is, and CalPilots has stated so for years, the national aviation orgs

can no longer do it all. GA is still in decline and the math shows it's not only improbable, but impossible for national aviation organizations to have people and expertise everywhere, or react to all the issues.

AOPA's new CEO/President has used his business acumen to eliminate duplication of efforts within the organization, as well as the reprioritization of AOPA's resources. The EAA isn't at all aggressive towards land use issues, nor is NBAA. Now what?

There have been many organizational changes made to AOPA to get it back to its fighting weight, which is good and bad. It's good because AOPA strayed a bit from its mission over the years. It's bad because there simply aren't as many resources as there used to be to help us.

That's where those who do not belong to their statewide, and local (airport) aviation organizations come in. With GA's declining numbers we all must join the cause to protect our GA airports. This can be accomplished by everyone joining their local/statewide and their favorite national organizations; and by doing what each of you can to assist these organizations. There

is in fact strength in numbers, which means we must all work together.

National, statewide and local (airport) aviation organizations are all equally important. The difference is the expertise that each can deliver.

Our national orgs have more legal and political power. Statewide orgs can react faster and have a better understanding of what the state's issues are and how to focus the resources on them. Local (airport) orgs are the first line of airport defense. Who better to understand a growing concern than the airport's local users? We call this the Three Tiered Airport Defense, and it is critical to all of our country's GA airports, not only California.

I ask all of you to revisit our website at www.calpilots.org to review our mission, read the Q&A's, and the Three Tiered Airport Defense explanation. Then we ask those who aren't members to please join us, as well as your local airport org in the defense of your passion for flying which includes the airports you operate into and of. It's for everyone's benefit, especially yours.

By Ed Rosiak



Ed Rosiak
Past President
California Pilots Association

"The big picture here is of the utmost importance. The truth is, and CalPilots has stated so for years, the national aviation orgs can no longer do it all. GA is still in decline and the math shows it's not only improbable, but impossible for national aviation organizations to have people and expertise everywhere, or react to all the issues."

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Torrance A win in the endless battle

(Continued)from page 1Torrance

"Nowhere does one read that the FAA's Mission, Vision, and Values only apply to 'obligated' airports!"

They NOT in favor of ANY such development in the RPZ. You would think the Airports Division of the FAA would come down hard on this plan. BUT YOU WOULD BE WRONG! Lammering backed away from any action because, he said, the Torrance Airport is not "obligated"--its last federal funds were accepted more than 20 years ago.

The FAA web site stresses its safety role [emphasis added]: "MISSION: Our continuing mission is to provide the safest, most efficient aerospace system in the world."

"VISION: We strive to reach the next level of safety, effi-

ciency, environmental responsibility and global leadership." "VALUES: Safety is our passion. We work so all air and space travelers arrive safely at their destinations."

Nowhere does one read that the FAA's Mission, Vision, and Values only apply to "obligated" airports!

On February 3, the Land Management Team's recommendation was heard by the Torrance Airport Commission. Five of the six pilots who attended spoke against the proposal. The Torrance Airport Association presented an analysis of 5 solid reasons why the Commission should reject the proposal:

- It interferes with pilots' ability to land safely in instrument conditions,
- it is contrary to the city's responsibilities as airport owner to clear the RPZ of incompatible activities and objects,
- it would place Lexus' customers and employees in danger,
- this land use is not approved by the FAA, and
- it potentially exposes the city and its taxpayers to liability in case of an accident.

The Lexus dealer was a no-show and the Commission unanimously REJECTED the proposal.

We have won one battle, but the war goes on. The proposal will next be heard by the Planning

See Torrance (Continued on page 11)

Aviation caucus formed in California's legislature



"This is an important step in our efforts to inform the California legislature on general aviation issues," said Pfeifer."

An aviation caucus has been created in California's state Senate and Assembly, joining other states and the U.S. Congress, where bipartisan advocates have united to highlight aviation's importance to the economy and the transportation system.

The co-chairs of the new [California Aviation Caucus](#) are state Sen. Jean Fuller (R-District 16) and Assembly member Jim Patterson (R-District 23).

[Founding members](#) of the caucus, which became active in January, include seven members of the Senate and 10 members of the Assembly, said John Pfeifer, AOPA Western/Pacific regional manager.

"This is an important step in our efforts to inform the California legislature on general aviation issues," said Pfeifer.

Pfeifer first urged the formation of a caucus in 2010, and continued to encourage the idea until

this year.

The California Aviation Caucus states on its website that it was "established for the purpose of protecting and promoting the aviation industry, which is vital to the state's economy and welfare. It will emphasize informing and educating members, staff, and the general public on the vital roles of the many functions and services performed and provided by aviation in the state transportation system and the national transportation system as a whole."

Noting its bipartisan, bicameral nature, the caucus said its objective is "to foster and promote all forms of aviation business, recreation and related activity, to the understanding and support of services provided by various forms of aviation activity, and to support legislation that creates jobs, improves transportation

between communities within the state and across state boundaries, enhances emergency services, and improves the aviation business climate." Pfeifer credited aviation organizations including the National Business Aviation Association and the General Aviation Manufacturers Association, and light sport aircraft manufacturer [Icon Aircraft](#), with supporting the formation of the caucus.

By Dan Namowitz

Dan Namowitz is an aviation writer and flight instructor. He has been a pilot since 1985 and an instructor since 1990.

AOPA Jan 30, 2015

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CALIFORNIA PILOTS ASSOCIATION REGIONS



CalPilots PAC
Fund
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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 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 Contributions can be made to payable to:

CALIFORNIA AIRPORT AND PILOT PAC

Chairman

P.O. Box 4489
Long Beach, CA 90804
PAC contributions are not tax deductible.
CALIFORNIA AIRPORT AND PILOT PAC
California ID 811653

(Continued from page 1) SMO

The SPA, the amicus brief argued, "Specified that surplus airport property be disposed of in such a manner so as to ensure that the property remained airports as needed for an efficient national transportation system, under the oversight of the Federal government and that airport property not be misallocated by transferees for other purposes."

Santa Monica Municipal Airport. Photo courtesy the City of Santa Monica

But the city's actions today, the brief argues, "could have the ulterior purpose of restricting or closing SMO once its commitments to the federal government," such as the acceptance of federal airport im-

(Continued from page 9) Torrance

Commission and then by the City Council. The Council may, however, ignore the commission recommendations--they are hungry for the sales tax dollars that flow from the many auto sales dealerships that now surround the airport.

Jim Gates
CalPilots Representative for the Torrance Airport



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