



March/April 2012

Serving Pilots Of California With Pride Victory - Soaring Returns to Hemet-Ryan Airport!

A bit of aviation history was made in Southern California at the Hemet-Ryan Airport on November 12, 2011.

For the first time in over two years, the aircraft taking off and landing included gliders and tow planes. The Cypress Soaring club, with tug support by Tom King Aerial, was again able to conduct instruction and re-familiarization flights at an airport that had once been the scene of a suc-

cessful and vibrant soaring community.

The airport, owned by the county of Riverside and operated by the county's Economic Development Agency, had been the home gliderport for two soaring clubs and a commercial glider operation since the early 1960s. In 2009, the county banned glider operations due to 'safety concerns' while

concurrently accepting the commercial operator's request for an early end to his lease. By October 1 of 2009, every glider and trailer belonging to the clubs and individuals, all their ground equipment and hangars, and all the property belonging to the commercial operator were gone – but the fight was on.

See Victory Continued on page 7)

Congress OKs Long-Term FAA Funding

The Senate voted to pass a four-year FAA funding bill that just last week was agreed on by a joint committee and then passed in the House on Friday. The bill now goes to President Obama. General aviation advocacy groups were united in applauding the bill. AOPA President Craig Fuller said the \$63 billion in funding provides a "vital step" toward modernizing our air traffic system and improving our air-

ports. Pete Bunce, president of the General Aviation Manufacturers Association, said, "The policies contained in this bill are critical to the health of general aviation manufacturing." For about five years, the FAA has operated on short-term funding appropriations from Congress while waiting for a full reauthorization bill to be hashed out in Congress. There are no new GA user fees in the bill, according to AOPA. The bill endorses changes in FAA certification

that will make it easier for new aviation products to reach the market, GAMA said. About \$3 billion per year will be spent to implement the NextGen air traffic system. The bill sets a deadline of June 2015 for the FAA to start using NextGen arrival procedures at the nation's 35 busiest airports, The Associated Press reported. The bill also requires the FAA to provide access to the National Airspace System for remotely operat-

See FAA Funding Continued on page 11)

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Presidents Corner by Ed Rosiak

Politics and Aviation

No one really wants to hear or talk about politics in general, much less regarding aviation. I feel the same way. I am not a big fan of government's lack of effectiveness and efficiency. Nonetheless, indulge me, and let me explain why all of general aviation needs to become more involved. Let's review a few examples of government irrationality.

ATC User Fees (i.e., more taxes) General Aviation really can't blame the current administration for the advent of user fees for business class aircraft. They date back to the previous two administrations.

The airlines had been pushing Washington to lower or eliminate individual passenger taxes and to push more fees onto business jet travel for years.

They did this, I believe, to increase their profits because the airlines don't want corporate first

class customers on private aircraft. The airlines strategy - raise the fees on these business aircraft so they don't appear competitive.

Somewhere along the line the airlines gave up that idea but the government hasn't. The politics of it are that the current administration, and the previous administrations, wants to appear to be taxing big corporations more. Who cares you say? You should. User Fees are another one of those innocuous federal fees that grow and grow and grow. Don't be lulled by government stating that user fees will only be applied to business jet type travel. Once a tax revenue stream is established they *never* let go.

We have all seen the cartoons of the pilot on an instrument approach having to provide his credit card number to get ATC assistance. Maybe they aren't so farfetched after all.

I believe you would lose the bet if you think that ATC user fees

won't eventually be applied to the rest of general aviation.

And one more thing, how do they collect the fees for these flights? Chances are high that yet another bureaucracy is created and eats the very revenue supposed to be funding the FAA.

What's that you say - you can't do anything about it? Sure you can. The only reason that the state of California backed off the flight school/flight instructor fiasco (SB48 fixed by SB619) was that so many individuals became angry and involved; it forced them to back off. The state senators who goofed on this were so shocked at the negative response they were forced to fix it. That doesn't happen often.

CalPilots, AOPA, EAA, And NBAA etc., are all leading the way against these never ending tax increases on aviation. Like it or not, that's what it takes these days, if we are to survive the "if it moves tax it" mentality. And, like it or not, every one of you have to step up too, or we will lose the fight.



"Don't be lulled by government stating that user fees will only be applied to business jet type travel. Once a tax revenue stream is established they never let go."



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Aviation Subcommittee Suggests GPS Protections

The government announced that "further investment cannot be justified at this time" to help LightSquared gain approval for its wireless broadband system and new GPS standards may be coming. Inside GNSS reported. The words were delivered by U.S. deputy Secretary of Transportation John Porcari in an aviation subcommittee hearing. Porcari concluded that LightSquared's most recent proposals were "simply not practical." LightSquared on Tuesday had asked the FCC to create technical standards that could protect GPS receivers from interference in the case that neighbor-

ing spectrums, such as those eyed by LightSquared, were utilized. And there may be some movement in that direction, perhaps not in the way LightSquared had hoped.

LightSquared had previously suggested that GPS receivers could be built to prevent interference from the proposed ground-based LightSquared wireless broadband system. Manufacturers have objected. One member of the Coalition to Save Our GPS, Trimble's vice-president and general counsel Jim Kirkland, has responded directly. The "suggestion that GPS manufacturers should have designed receivers to ac-

commodate a prohibited use is simply self-serving nonsense." The National Space-Based Positioning, Navigation and Timing (PNT) Executive Committee, on which Porcari also serves as co-chair, recently proposed that "new GPS spectrum interference standards" would "help inform future proposals" for bands adjacent to GPS. According to Porcari, "We will ensure that any such proposals are clearly communicated with stakeholders and are implemented without affecting existing and evolving uses of space-based (PNT) services vital to economic, public safety, scientific, and national security needs."

Re-printed from AVweb Feb 9, 2012



"The suggestion that GPS manufacturers should have designed receivers to accommodate a prohibited use is simply self-serving nonsense."



Caltrans Releases New Airport Land Use Planning Handbook



The California Department of Transportation, Division of Aeronautics (Caltrans) recently issued the fourth edition of the California Airport Land Use Planning Handbook (Handbook; October 2011). An electronic copy of the Handbook is available on Caltrans' website at <http://www.dot.ca.gov/hq/planning/aeronaut/>. The Handbook was prepared by Caltrans staff and a team of aviation consultants, and guided by the input of a technical advisory committee comprised of, among others, airport land use commission staff and airport managers. The overarching purpose of the Handbook is provide Airport

Land Use Commissions (ALUCs), their staffs, airport proprietors, cities, counties, consultants, and the public with information on airport land use compatibility planning under California law. In order to effectuate this purpose, the Handbook contains six chapters and numerous appendices that describe ALUC formation choices, the procedural and substantive requirements associated with the adoption and amendment of airport land use compatibility plans, the responsibilities of local agencies (e.g., cities and counties), and the review of local actions by ALUCs (e.g., the review of general plan adoption and amend-

ment; land use development projects). Future editions of the Airport Advocate will provide additional information and discussion of California's airport land use compatibility planning requirements, as set forth in the State Aeronautics Act (Pub. Util. Code, §§21670-21679.5), identify changes in the new Handbook – as compared to the 2002 edition, and respond to questions and comments submitted by our readers. In the interim, please contact Lori D. Ballance or Danielle K. Morone, Gatzke Dillon & Ballance LLP, at 760-431-9501 for further information.



"Due to its remote location and limited access, Shelter Cove Airport is a very important asset to its community. An ambulance ride to the nearest hospital takes hours, which could mean the difference between life and death."

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>

Shelter Cove Airport is a small, public-use general aviation airport located on 50 acres of land, one mile west of Shelter Cove in Humboldt County. The Shelter Cove Resort Improvement District (District) manages and operates the airport consisting of a single 3,400 foot long by 60 foot wide paved runway. This remote facility sits at the base of mountains, bookended by ocean cliffs. With waves crashing up near the ends of the runway, the Shelter Cove Airport has one of the most stunning visuals upon approach. Due to its remote location and limited access, Shelter Cove Airport is a very important asset to its community. An ambulance ride to the nearest hospital takes hours, which could mean the difference between life

Shelter Cove Airport

and death. Many lives have been saved by aircraft transport from this airport. Shelter Cove Airport is also a valuable staging area for fire fighters and Coast Guard rescue operations, as well as for the California Department of Forestry, Bureau of Land Management, Department of Fish and Game, and law enforcement agencies. This airport allows residents to live in one of the world's most beautiful places without sacrificing their safety and sense of security.

Airports are not merely important for staging and emergencies they are considered on- and off-ramps to the entire air transportation system, and Cal-



trans takes the responsibility of their safety seriously. Division of Aeronautics (Division) staff are responsible for conducting inspections on California's public-use airports. Aviation Safety Officers possess the authority to suspend an airport permit if they determine that the site may no longer be safely used because of a change in physical or legal conditions.

See Shelter Cove (Continued on page 6)



Shelter Cove Airport

Flight school victimized by renter's smuggling arrest

California aircraft used to transport illegal aliens

A southern California flight school owner faces the loss of his two-year-old business, along with the Cessna 172 he rented to a well-known customer.

The Jan. 20 seizure of N5283E and arrest of Lino Rodriguez-Chavez by border patrol agents marked the fourth arrest and seizure of a light aircraft involved in the smuggling of people, rather than drugs, since 2010. It is the latest episode in a troubling new trend, according to federal officials: While light aircraft have long been used by drug smugglers, who typically steal a poorly secured aircraft to fly a payload over the border, only recently have human traffickers begun using light aircraft to fly illegal immigrants from airports just inside the U.S. border to population centers like Los Angeles, bypassing numerous checkpoints on the ground.

"Using small aircraft in the human smuggling arena is rare and presents a new challenge in our efforts to combat the smuggling activity as close to the border as possible," said U.S. Immigration and Customs Enforcement spokeswoman Lauren Mack. "About four or five years ago, we received reports of Chinese nationals smuggled from Mexico into the U.S. trying to use small aircraft and commercial airlines in the Imperial Valley, but it was short-lived."

But in 2010, the tactic returned.

"We believe the smugglers are using the aircraft to avoid the Border Patrol checkpoints along the highways from Imperial Valley to the Los Angeles area," Mack said. "Our goal is to identify the organizations and dismantle their operations as quickly as possible."

It will not be quickly enough to spare Denney Marsh, owner of Hemet-Ryan Flight School, the loss of his only Skyhawk. Marsh said Rodriguez-Chavez, arrested Jan. 20 after allegedly picking up three men from a Motel 6 and driving them to Imperial Flight County Airport, had taken flight lessons at the school. Rodriguez-Chavez is a Mexican by birth and naturalized American citizen who owns a business in the area, Marsh said.

"He's not somebody who just showed up at the door like the newspaper said," Marsh said. "I have no idea how to prevent this."

Ironically, the same Skyhawk stopped while taxiing toward the runway with three passengers, identified in court documents as Mexican nationals who had entered the country illegally, has been used to ferry pilots to pick up many seized aircraft, Marsh said.

"Oddly enough, the building that I'm in stores seized airplanes," Marsh said. "I frequently send my pilots down with 83E to bring back other airplanes for storage that they've seized."

Marsh's Skyhawk, one of two airplanes in the flight school fleet (the other is a Skycatcher), is being held at an undis-

closed location, and Marsh said Jan. 31 that he is not optimistic he will ever see it again. Federal officials have offered few options: Marsh can file a motion with the federal court that, if he loses, is not subject to appeal. Or, he has been told, he can post a \$5,000 bond and apply for a hearing, with no guarantee the aircraft will be returned.

Marsh said other flight school owners in the area are giving serious thought to changing rental policies, but he sees no way to prevent a similar situation and still allow students, or certificated renters, to fly solo.

"Everybody in the Southwest is cautious when they have a bigger airplane, because they haul so much weight," Marsh said. "We haven't been too concerned about 172s, up till this point."

Reprinted from AOPAePilot

AOPA February 2, 2012 By Jim Moore

AOPA ePILOT

"He's not somebody who just showed up at the door like the newspaper said," Marsh said. "I have no idea how to prevent this.""

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FAA Medical System To Go Paperless



"Federal Air Surgeon Dr. Fred Tilton said the paper system 'allows for too many errors, leads to storage problems, and creates security risks.'"

All applications for medical and student pilot certificates will be filed electronically instead of on paper by Oct. 1, the FAA said last week. In the January issue of the FAA Medical Bulletin (PDF), Federal Air Surgeon Dr. Fred Tilton said the paper system "allows for too many errors, leads to storage problems, and creates security risks." It also costs the FAA \$150,000 every year to print, store, distribute, and mail Form 8500-8. The electronic

[MedXPress](#) system will eliminate those problems and expenses, and will make it possible to offer new services -- for example, Tilton said, pilots and AMEs will be able to track the status of applications online.

EAA and AOPA raised concerns about the change.

Pilots who use a public computer at a library or a public wi-fi connection "could potentially compromise the security of medical information," AOPA said. The change also raises questions about how the application might be modified in the future. "The paper document, Form 8500-8, has been subject to approval by the Office of Management and Budget before any changes can be made, and it is not yet clear whether elimination of the paper document will affect that procedure," AOPA said. Sean Elliott, EAA's vice president of industry and regulatory affairs, said EAA's main concern is that a lack of education by the FAA for both pilots and AMEs "will

lead to confusion." EAA also wants the FAA to ensure that AMEs who don't do a lot of medical exams each year are familiar with the online process, and to clarify at what point in time the online application becomes "official" and the applicant can no longer withdraw it. Tilton said the FAA will discuss the changes with pilots at safety meetings, at Sun 'n Fun and AirVenture, and at AME seminars. He also said the FAA plans to transition air traffic controllers to the MedX-Press system in the future.

Dr. Brent Blue, a senior AME in Wyoming, told AVweb he's been using MedXPress for all his pilot clients for about a year, and

See FAA Medical (Continued on page 9)

FAA Cracking Down On UAS Use



"The FAA wrote the company a letter last December saying there is an 'existing prohibition' against using UASs for commercial purposes."

The Los Angeles Police Department warned L.A. realtors to stop renting remote-control aircraft to shoot aerial video and photos of their listings. "We are just trying to inform the public to ensure that before hiring these companies to operate these aircraft in federal airspace, that they are abiding by the federal regulations to ensure safety," police Sgt. George Gonzalez told the L.A. Times. The LAPD, which operates its own camera-equipped drone, said the images were obtained by an aircraft flying at "several hundred feet" and might have violated FAA guidelines. The practice has become a common sales tool (Google "aerial real estate photography") that occupies a gray area of airspace regulations in light of the low cost of increasingly capable

and widely available remote-control aircraft. The latest measure may be an expansion of FAA action to shut down a California company's use of large helicopter drones for film and television work.

MI6 Films used a substantial aircraft to carry full-sized motion picture camera gear and rented the drone and camera along with three crew for \$2,500 a day. The company has a long list of well-known clients for the work. According to the MI6 website, the FAA wrote the company a letter last December saying there is an "existing prohibition" against using UASs for commercial purposes. That may be an interpretation of the current approach to UASs by the FAA. According to an FAA fact sheet, unmanned aerial systems are not approved for use in civilian airspace, except through a

special airworthiness certificate, and the special airworthiness certificate precludes commercial use of UASs. To accommodate model aircraft hobbyists the FAA has voluntary guidelines (PDF), written in 1981, that advise owners to restrict RC aircraft operations to 400 feet in altitude and away from populated areas and full-sized aircraft. That guideline, however, does not specifically mention a prohibition of commercial use of remote-control aircraft. The FAA says it intends to clear up the ambiguity surrounding UAS operations with a comprehensive rule that will be issued sometime "this spring."

See UAS (Continued on page 11)

Shelter Cove Airport

(Continued from page 3) Shelter Cove

In March 2011, Division staff inspected the Shelter Cove Airport and found that the runway was in poor condition. Cracks and broken asphalt pieces littered the runway and created Foreign Object Debris in the form of loose surface fines and gravel. Repair would require a two inch overlay of asphalt concrete and restriped runway markings to meet Federal Aviation Administration standards.

To assist in enhancing safety, rehabilitating the runway, and reducing further deterioration, the Division granted the air-

port Acquisition and Development Program funds. The Shelter Cove Resort Improvement District received \$499,000 toward the repaving project with a total cost of \$563,000.



The District paid \$30,000 for resurfacing six parking spaces: three spaces overlay, three spaces filled/rolled with asphalt grindings. Construction

began in November 2011 and was completed in December 2011.

"The District is appreciative of the partnership with the Division of Aeronautics and their participation in this project," said Shelter Cove Airport Manager, Richard Culp. Now, users of the Shelter Cove Airport will be able to experience the beauty and serenity of this remote airport as well as a safe and smooth landing.

Reprinted from Caltrans' CalAero Magazine By: Parvin Bijani

"To assist in enhancing safety, rehabilitating the runway, and reducing further deterioration, the Division granted the airport Acquisition and Development Program funds. "

Perris Valley Airport and CTAF frequency

For those pilots in the SoCal area, a flight east of Los Angeles to Riverside and south takes you down the east side of the Santa Ana Mountains (along the I-15). It is the backside of the mountains and a site used by two skydiving operations. One at Lake Elsinore and the other at the **Perris Valley Airport (L65)**.

For those that fly through the area, they are well aware of the hazard of "falling bodies" as jumpers might not open their parachutes until they are within 2000 ft of the ground. These pilots make a point of monitoring the designated SoCal ATC frequency or the company's skydive frequency so that they are aware of any ongoing jump operations. But there has been an area of concern among those that actually fly to the airport itself. **The charts have shown the**

CTAF as 122.9 MHz and the skydiving frequency as 122.775 MHz. Though open to the public, Perris Valley is a private airport and its main business is in running its skydiving operation, operated by SKYDIVEPERRIS. (They have been a CalPilots Business Partner for years and we encourage you to support them ~editor.) A quick up and down is what the skydive pilots want to do and, consequently, they have not always bothered with the 122.9 frequency. Staying on their company's 122.775 has always been simpler and saved the distraction of switching back and forth with their radios.

Because visitors to the airport might be on the CTAF while the jump planes might use their company frequency, there has been an effort to

get everything onto one frequency. As of February, the **FCC has authorized the use of the 122.775 frequency for operations within the Perris Skydive area and this includes showing it as the CTAF for the airport.**

Perris Valley Airport is a neat place to stop for lunch. They've got good food and now have a ramp that can accommodate a dozen or more planes right in front of their café – the "Bomb Shelter". You can sit outside and watch all these people jumping out of a perfectly good airplane while you munch your "hundred dollar burger". But be aware of the combined CTAF/skydive frequency.

www.skydiveperris.com

By Jack Kenton,
CalPilots Board
Member



"FCC has authorized the use of the 122.775 frequency for operations within the Perris Skydive area and this includes showing it as the CTAF for the airport. "





Victory - Soaring Returns

(Continued from page 1) Victory

"Then-SSA California State Governor Larry Touhino, CFI-G Mary Rust, and OSCA vice-president Chris Mannion were actively involved and provided much of the legwork."

It was a complex fight. The county obtained the airport from the government after World War II via a surplus property deed, and is bound by certain Grant Assurances in its operation. As a recipient of financial grants from the federal government, the airport must also abide by additional 'strings' that come attached to that money. Additionally, the FAA is the agency with the overall authority to determine airport safety.

A small group of SSA members, with support from the two displaced clubs (Cypress Soaring, and the Orange County Soaring Association) and individual

soaring enthusiasts, began the effort. Then-SSA California State Governor Larry Touhino, CFI-G Mary Rust, and OSCA vice-president Chris Mannion were actively involved and provided much of the legwork.

The California Pilots Association's attorney, Ron Cozad, a CalPilots regional vice president, provided the guiding force in the legal battles. CalPilots has been successful at defending airports and flight privileges in California since 1949, and has developed the expertise needed to navigate the bureaucratic landscape at the local, state, and federal levels.

In February 2011, the FAA ordered the county to, among other things, provide glider operators access to the

airport. It had been a long, hard fight.

Written by Chuck Coyne - Soaring Magazine

Friday, 06 January 2012 09:29

From Soaring Magazine, January 2012 Flightlines -

Send Lawyers, Guns and Money - Warren Zevon, 1978

Visit the CalPilots' website for more complete details:

www.calpilotsorg.



Photo by Rick Leffingwell: Cypress Soaring Club's Schweizer 1-34 on final at Hemet-Ryan Airport in Southern California on November 13, 2011. That weekend marked the airport's first glider operations since October 2009. Soaring Magazine

CalPilots Welcomes New Chapter to our Association

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Oceano Airport L52

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



Aerial View of Oceano Airport, March 2010

Visit their website using the link below

<http://friendsofoceanoairport.com/>

West Coast sanctuary overflight now a dangerous gamble

Pilots could face stiff fines—up to six figures—for violating new overflight regulations that place the National Airspace System on a slippery slope. The FAA has ceded to another federal agency—the National Oceanic and Atmospheric Administration—authority to enforce what amount to new airspace restrictions.

This precedent-setting regulation takes effect Feb. 27—months, at minimum, before the overflight regulations could appear on any aeronautical chart, leaving pilots virtually in the dark. The final rule is virtually unchanged from the original proposed rule, which AOPA opposed.

While the association supports the basic intent of “flying friendly” and compliance with FAA Advisory Circular 91-36D, “Visual Flight Rules Flight Near Noise Sensitive Areas,” the NOAA regulation would restrict overflights even further and impose consequences if a pilot does not comply. The rule is meant to protect wildlife in the Channel Islands, Monterey Bay, and Gulf of the Farallones National Marine sanctuaries in

California; and the Olympic Coast National Marine Sanctuary in the state of Washington. The final rule, as written, puts even conscientious pilots who obey the rules at risk of being presumed guilty of disturbing wildlife.

The regulation creates a presumption that any pilot who flies below 1,000 feet msl in the vicinity of one of the protected sanctuaries (or below 2,000 feet msl in some areas) has disturbed the wildlife there. Penalties will be based on observations from the ground by personnel who do not necessarily have any aviation knowledge, training, or specialized equipment to make accurate calculations of an aircraft’s altitude.

“It’s absolutely not possible to accurately determine a pilot’s altitude while observing an overflight,” said AOPA Manager of Airspace and Modernization Tom Kramer. “As I sit in my back yard and look at airplanes, I don’t know what altitude they’re at.”

Once NOAA advises that an operator has violated “their airspace,” pilots would be forced to

prove wildlife was not disturbed to escape sanction.

“How can you possibly do that?” Kramer said, noting potential fines could range up to \$100,000. However, NOAA action does not mean the FAA will be taking any certificate or enforcement action.

The FAA did not oppose the (unprecedented) move by NOAA to regulate overflights, and AOPA remains very concerned that other agencies will follow suit. “It’s a bad precedent,” Kramer said.

AOPA retained counsel and met with NOAA and FAA officials to detail several concerns, including impacts on arrivals and departures at three coastal Washington airports in close proximity to a sanctuary: Copalis State, Quillayute, and Sekiu.


NOAA agreed in the final rule that flight operations in and out of Copalis could be impacted by the regulation, but stated that because the regulatory change required to pre-

See Sanctuary page 9)

“The rule is meant to protect wildlife in the Channel Islands, Monterey Bay, and Gulf of the Farallones National Marine sanctuaries in California; and the Olympic Coast National Marine Sanctuary in the state of Washington”

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West Coast sanctuary overflight now a dangerous gamble

(Continued from page 8 Sanctuary)

"The real kicker is that pilots have no idea that the sanctuary boundaries depicted on the current chart and those detailed in the NOAA final rule do not match."



serve access to Copalis "is beyond the scope of this action, NOAA will consider this in a separate rulemaking action, subject to review and comment."

NOAA also stated that the agency has worked closely with the FAA to ensure that regulations do not infringe on the FAA's authority to regulate airspace; the FAA concurred, stating that NOAA had authority to regulate the wildlife sanctuaries.

The FAA must now decide

how the airspace will be depicted on aeronautical charts. Meanwhile, pilots will go months—possibly several charting cycles—before being able to see clearly the exact boundaries of the sanctuaries in question.

AOPA has alerted and been asking the FAA and NOAA for a graphic that depicts the current boundaries of the sanctuaries detailed in the rule. The real kicker is that pilots have no idea that the sanctuary boundaries depicted on the current chart and those detailed in the NOAA final rule do not match. AOPA will continue to keep

members updated and provide a graphic as soon as NOAA and the FAA respond.

By Jim Moore Feb 2 AOPA Aviation E Brief

(Continued from page 5) FAA Medical

"generally, the system works well." [Click here for a PDF with the full text](#) of Dr. Blue's comments about the pros and cons of the system for pilots and AMEs.

AVwebBiz Feb 1, 2012

Leaded AvGas Lawsuit Takes Hold

"Future editions of the Airport Advocate will provide additional information on this lawsuit."

In May 2011, the Center for Environmental Health (CEH) initiated legal action against ExxonMobil, Chevron, BP, Shell, AvFuel Corporation and 38 airport-based suppliers of lead-containing aviation fuel, alleging that such entities pollute drinking water sources and/or air around twenty-five airports in California (e.g., LAX; JWA;

Montgomery Field; Daugherty Field) in violation of Proposition 65, also known as California's Safe Drinking Water and Toxic Enforcement Act. Future editions of the Airport Advocate will provide additional information on this lawsuit, including: (1) the unsuccessful attempt by FBOs

and fuel distributors to block the state lawsuit via a federal lawsuit; and (2) the efforts of the U.S. Environmental Protection Agency to regulate leaded avgas from piston-engine aircraft under the Federal Clean Air Act. In the interim, please contact Lori D. Ballance or Danielle K. Morone, Gatzke Dillon & Ballance LLP, at 760-431-9501 for further information.

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CalPilots PAC Fund

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CALIFORNIA PILOT PAC

WHAT IS A PILOT PAC?

The California Pilot Political Action Committee is sponsored by California Pilots Association (CALPILOTS). The PAC is an independent legal entity administered by a board of Trustees. All bookkeeping is separate from CALPILOTS and regular reports of income and disbursements are made to the California Secretary of State. All funding is received from voluntary contributions. No CALPILOTS membership dues are used for this purpose.

WHY DO WE NEED A PILOT PAC?

As a tax-exempt, California public benefit corporation and a Federal 501(c)(3) nonprofit organization, CALPILOTS cannot engage in any "substantial amount" of political activity. The PAC provides an opportunity for the aviation community to support "aviation-friendly" legislators and candidates. This includes members of city councils, county boards of supervisors and state legislators. Through the PAC the aviation community can support legislation that is favorable to aviation.

The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to support or oppose. Local airport pilot representatives decide which city council or county supervisor candidates to support. Local pilots groups have found that banner towing can be a very effective means of supporting a local "aviation-friendly" candidate. For example, a banner might read "Smith for Supervisor" or "Jones for City Council" or a direct contribution to their campaign. Information for supporting a local candidate can be obtained by contacting the PAC Committee, or 1-800-319-5286.

PAC Committee

Chairman

Contributions can be made to payable to
CALIFORNIA PILOT PAC
P.O. Box 324, The Sea Ranch, CA 95497-0324
PAC contributions are not tax deductible.
CALIFORNIA PILOT PAC
California ID 811653



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

(Continued from page 1) FAA Funding

ed aerial vehicles by October 2015. The National Air Traffic Controllers Association was pleased with changes in labor rules that they say will benefit workers. But while GA groups were generally happy to finally have a bill, not everyone was pleased with the final result. Labor groups worry that a

provision making it harder to unionize workers is an "attack on workplace rights," according to Politico. And Flyers Rights, a group lobbying for airline passengers, was disappointed that a three-hour limit on ramp delays was not included. President Obama is expected to sign the bill.

Reprinted from AVweb Feb 8, 2012

(Continued from page 5) UAS

It told MI6 the new rule will include allowances for commercial use of UASs but in the meantime its fleet is grounded except for fun flights. MI6 is reportedly using only piloted helicopters for its film work now.

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