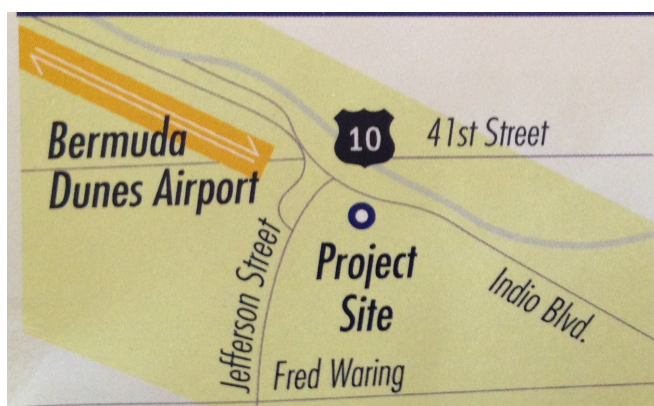




CALIFORNIA PILOTS ASSOCIATION
November/December 2016

Serving Pilots Of California

"Biz Jet, Report the Hospital on Short Final" A Bad Situation in Waiting at Bermuda Dunes



There are some decisions in life that appear to have no rational explanation. There is a lot of real estate in the City of Indio in Coachella Valley, but the City of Indio is considering approval of an orthopedic medical facility directly in the flight path of Bermuda Dunes Airport, an airport with about 11,500 takeoffs and landings annually. The airport is also designated

for 24/7 medical evacuation flights for the region.

Locating a hospital in the flight path less than 1/2 mile from a popular airport presents a significant risk to pilots and people on the ground including the patients in the hospital.

Further, the Riverside County Airport Land Use Commission unanimously denied this project's location. This location clearly puts pilots and innocent people on the ground in unnecessary danger of an airplane crash. Many aviation accidents take place during takeoff or approach to landing.

Additionally, when airplanes are taking off, they are low and slow, with fewer choices in where to crash the airplane. Placing a hospital clearly puts people in harms way.

CalPilots is the Lead Organization driving the opposition to the location of this Hospital on short final. It is in the best interest of all involved that this hospital be situated in a safer location, away from the airport and away from the airport traffic pattern.



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CALPILOTS

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

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Presidents Corner by Corl Leach

CalPilots performs its aviation advocacy mission in a complex and multi-layered bureaucratic and regulatory environment. Sometimes just being in the right place at the right time is a huge challenge. Fortunately, we have a cadre of highly skilled and dedicated volunteers who have deciphered the system and formed relationships with influential people to strengthen our ability to be effective GA advocates.

No matter how well we know an elected official, one of the first questions will be something along the lines of “what’s the size of your organization?” (That’s the polite way of asking how many voters will my decision impact!) Our response, usually follows that “we represent ____ pilots”.

Notice that we don’t say how many actual members CalPilots has? There’s a reason for this, and the reason goes back decades!

When CalPilots predecessor, the California Aviation Council, began encouraging the formation of local aviation groups at airports throughout the state, they chose to permit these “chapters” to essentially operate autonomously. Over time, the perception became “if I’m a member of a CalPilots Chapter then I must also be a CalPilots member.”

This was and remains a false assumption. Although organizations may affiliate with CalPilots as a symbol of their support for the Association’s mission, their own members should join CalPilots as individual members in order to be counted among its represented.

As a result, the total number of actual members of CalPilots is very small compared to the total number of members who belong to its chapters and affiliates. This is not only an upside-down situation, but also minimizes the effectiveness of CalPilots when it performs aviation activities for government officials in Sacramento.

With the end of the year coming up, this is a logical time for Chapter and Affiliated organization leaders to step up their pitch to their own members: support the State level of the Aviation Advocacy triad by joining with the California Pilots Association!

Many of you may also be making end-of-the-year donations to charitable organizations. I ask that you consider putting the California Pilots Association on your list. An IRC 501(c)(3) tax-exempt non-profit entity, CalPilots promises to employ 100% of your funds directly toward the promotion of General Aviation in California.

Finally, when you’re stuck looking for that last holiday gift for your favorite aviator, slip a CalPilots Membership in their stocking!

I want to end by expressing my appreciation to the sponsors and producers of the FLYING Aviation Expo (presented by Scheyden). For three days in late October, CalPilots was afforded the opportunity to interact with many of the 2000+ event attendees. We were successful in educating many pilots and aviation enthusiasts about the issues facing GA in California. Hopefully we can make our presence at this venue an ongoing opportunity to provide a contact point for the California desert aviators.



I want to end by expressing my appreciation to the sponsors and producers of the FLYING Aviation Expo (presented by Scheyden).



CalPilots Annual & Board Meeting at Aviation Expo



Members met the CalPilots officers, got a lot of information on efforts across the state, and then had a great day at Aviation Expo!

CalPilots had our Annual Members Meeting and a regularly scheduled CalPilots Board Meeting at Aviation Expo in Palm Springs.



Aviation Expo supported CalPilots with an Exhibitor Area as well as meeting areas for our two meetings.

CalPilots Annual Member Meeting

During the Annual Members Meeting, President Corl Leach reviewed the mission and objectives of CalPilots and updated members on various efforts.

Corl then discussed that CalPilots is leading the opposition to a Hospital being placed on short final to the runway at Bermuda Dunes. See separate article in this issue.

Director At Large, Andy Wilson, gave a presentation on NOAA which has inserted itself into what is otherwise FAA-controlled airspace. What NOAA has done is to insert "magenta dots" to designate a no-fly zone over coastal waters of California. The zone includes 1000' AGL and below to protect wildlife. Director Wilson is questioning the need for this by participating in working meetings with NOAA. He indicated that there was no research given that indicated wildlife were threatened by airplanes.

CalPilots General Counsel, Karl Schweikert, Esq. then reviewed the latest legislation from Sacramento on Drones. See separate article for details on this legislation.

Finally, the election for Officer and Director positions were laid out. Candidates made their cases for election. The final votes were all but 1 vote for the full slate.

CalPilots Board Meeting

At the Board Meeting, President Corl Leach lead discussions on membership and a review of CalPilots financial statements. He also reviewed the ByLaws and suggested that the ByLaws should be reviewed and updated since they were quite old.



Paula Jessup VP Region 1 was named Chairperson of the newly established Events Working Group. Paula will develop a plan for CalPilots activities across the state.

Lastly, VP Phil Corman specified his plan to move towards a CalPilots "magazine format" beginning next year, and Chris Novotny is working to re-do the CalPilots website.



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>

Redlands Airport Association

by Ted Gablin



It's been interesting adventure since I last wrote in our June newsletter about issues of importance to all airport users. The biggest adventure was our new housing project encroachment issue. So what happened?



Gill Wright, CalPilots Region 2 Director (left) with Cindy Gablin (RAA Secretary) and Ted Gablin (RAA President) at KREI Redlands Municipal Airport [KREI

On June 21, 2016, Redlands City Council approved tentative tracts 19975 and 18979. Tentative tract 18979 is a 55 lot subdivision on the north side of San Bernardino Ave. between Judson and Dearborn and tentative tract

19975 is a 67 lot subdivision opposite tract 18979 on the south side of San Bernardino Ave.

The projects were approved in spite of numerous concerns voiced over noise and safety of overflight. The noise and safety concerns were raised after it was learned the City of Redlands reviewed both these projects without utilizing current guidelines contained in the 2011 Caltrans Airport Land Use Planning Handbook (ALUCP). We are almost certain that they didn't even consider the airport in their project review until the RAA spoke up at the Council meeting where one of the projects was being reviewed for approval.

Redlands City Council directed staff to update the ALUCP on November 17, 2015 Council Meeting to be "commensurate with changes in the helicopter flight operations and for consistency with the 2011 Caltrans Airport Land Use Planning Handbook". These updates did not occur as part of the project review and approval. The City hired multiple consultants and an aviation attorney to provide all kinds of data to support a decision to build houses.

So what did we do? As RAA is a member of Cal Pilots Association, we discussed the discrepancies we noted

in the planning process for housing tract 18979 with CalPilots leadership. We then talked to an attorney that said we had a case to oppose the development. We had a few members pledge a total of roughly \$15,000 towards this cause. A special RAA meeting was held to see if there was enough interest and financial support to pursue a lawsuit. The meeting was not well attended and comments that were shared helped us decide to not go forward with a lawsuit. We simply didn't have the finances to finish. The City could also manipulate data (yes they have done that) as part of any effort to revise safety zones to satisfy CEQA, so there was no guarantee that we could stop the housing tract permanently.

So, once again, a developer got their way. We are sure the City was concerned about a legal battle with the developer. Ultimately, the Redlands City Council and executive staff will own the responsibility of building a housing tract that close to an airport. They believe the aviation easement recorded against the developments will protect all from airport related complaints from the new residents. We hope they are right.

The FAA has weighed in on this matter, and stated the helicopter training pattern will remain at 500' AGL. They also stated (verbally) that the City of Redlands cannot dictate the lateral limits of a helicopter pattern.

Since they are both seeking reelection, Councilman John James made the motion to approve the new developments and Councilwoman Pat Gilbreath seconded the motion. Additionally, at the same meeting James mentioned the importance of the City enforcing a helicopter traffic pattern with lateral limits to prevent overflight of the new homes. I guess he really does believe that the City of Redlands has authority over aircraft operating in the National Airspace System.



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



The Fight to Stop a Power Plant... A Collaborative Effort!



There were some setbacks along the way but the determined efforts of Mr. Wilson (Director at Large for CalPilots), WCC and ACE continued moving forward

On May 8, 2012, after reading an article found online entitled "Power Plants and Airports Don't Mix" written by Andy Wilson, Director-at-large with CalPilots, a representative from Westfield Concerned Citizens (WCC) in Westfield, MA emailed Mr. Wilson. WCC had been fighting for four years to stop a proposed 431 MW gas/oil fired power plant in close proximity to the Barnes Regional Airport whose runways would be between 1 and 1.65 miles away.

On May 9, 2012, Mr. Wilson responded with an offer to help and a request for additional information. Additional information was sent and on the same day a phone call soon followed. After a lengthy conversation the WCC representative confirmed that they did have legal representation. On May 10, 2012, Mr. Wilson connected with WCC's attorney at Alternatives for Community and Environment (ACE) and a three party collaboration was formed to build a case against the siting of this power plant near the Barnes Regional Airport.

WCC and the ACE attorney benefitted from Mr. Wilson's extensive experience with stopping power plants from being built in close proximity to airports and his expertise in dealing with local, state and federal organizations, associations, departments and boards that have anything to do with airports.

Close attention was paid to changes the FAA was planning to make regarding the hazardous thermal plumes from smokestacks to pilots, passengers and others. On November 15, 2012, the FAA completed their study announcing that thermal plumes are a problem for aircraft. A review and comment period was continued into January 2013.

There were some setbacks along the way but the determined efforts of Mr. Wilson, WCC and ACE continued moving forward. Over the next several years pertinent information was gathered with the assistance of Mr. Wilson, a distribution list was created, strategies dis-

cussed for using this information to overturn the siting of the power plant. In mid 2015, a packet of collected data, related to the plume study and its possible impact on the airport, was presented to airport, local government and military officials.

Knowing that permits for the power plant were going to expire, a strategy to present a case for the impact of "New and Unusual Circumstances" surrounding the siting of this power plant was developed. In January of 2016, a letter was sent to the Director of the Department of Public Utilities, siting division drawing attention to ACRP guidebook; FAA Compatible Land Use; the expired FAA 7460; Flight Path Impacts and the FAA AIM 7-5-15; a revised Noise Mitigation Study related to the F-15's flying out of the ANGB at Barnes; Safety and Security Risks; and increased growth of the Barnes Regional Airport. Specific asks were made seeking written responses from local, state and federal agencies.

Several Local, state and federal agencies and officials were sent copies of the letter, including but not limited to the MassDOT Aeronautics Division, Secretary of the EOEEA, FAA, NE, Westfield Airport Commission (WAC) ANGB, Westfield Mayor, State Senator and Representative.

This letter served to assist in the development of a resolution that asked the City Council to support the review of the New and Unusual Circumstances. On March 17, 2016, it was unanimously passed by City Council.

Persistence, doing your homework, gathering supportive information and receiving support from someone with knowledge and experience were very important. On June 21, 2016, in a letter to the MassDEP, Calpine Corporation discontinued its plans to build the PVEC project.



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

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CalPilots Moving from Newsletter to Magazine Format

Beginning in 2017, CalPilots will be moving from this "Newsletter" format to more of a "Magazine" format. This is one component of the plan for CalPilots to attract and embrace more members. In addition to a more enticing looking format, the magazine will include articles each month of key things going on in each Region of California, an Update on Legislation from General Counsel, Upcoming Events, Tools and Information for California Pilots, and more.

The magazine will provide valuable information, not only for our Airport Advocacy effort, but also for pilots. There are 57,000 +/- pilots in California, and it is our intention to attract as many as we can to our mission of Airport Advocacy by bringing value to each and every pilot in the state.

This effort will also happen with a makeover for the CalPilots website, led by Chris Novotny with more timely information and a significantly larger presence in Social Media to get the CalPilots message out and get more pilots involved, as well as airport-based businesses.



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS

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Sacramento Executive Airport [KSAC]
photo by Paul Veisze

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Airport Noise Abatement



One of the best things pilots can do when departing or arriving at airports is to be very noise aware/sensitive. On departure this is usually very straightforward. There will be a sign directing your departure. If conditions permit, it's very helpful to abide by the directions.

On arrival at any airport, ensure that you are flying the appropriate pattern. Often a right-hand pattern, when specified, indicates a noise abatement concern. Finally, if performing touch-and-goes, consider doing them at a time with the least impact to airport neighbors.



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Next Stop, Dunsmuir!

By Paula Jessup, VP Region 1

Dunsmuir Municipal-Mott Airport is located three (3) miles north of the City of Dunsmuir. It has an airport identifier of 106. Like many small, rural, general aviation airports, it is a gateway to a very unique and won-



derful place. Yes, the airport is outside the town, with no courtesy car, or readily available transportation for you, but it does have hotels and lodges that will come pick you up. Just give them a call to set it up.

Dunsmuir may be a small city of 1.7 square miles and 1650 people, but it has a lot to offer. For the music lover, there are annual music festivals. Over the last five (5) years, there has been a jazz festival called Jazz in the Canyon held at multiple venues all throughout the town. If you are interested, jazzinthecanyon.com gives the dates, venues, and the incredible list of musicians that are scheduled. Jazz not for you? Then head over to the Botanical Gardens for the Annual Metal in the Mountains Festival that is held during the summer. It is considered the largest underground music festival in the northern CA region. If you are wondering about cost, admission is free.

Now don't stop there! There is also the State of Jefferson Brewfest! This is held in the Dunsmuir City Park and has samples of over 150 different beers from over 40 breweries present. One thing to know is that Dun-

smuir is home to the Dunsmuir Brewery Works. They opened in December, 2009 as a micro brew pub, and don't check out their menu when you are hungry! I did and immediately wanted to ask if they deliver!

For the outdoorsman, Dunsmuir has everything you need, world class fishing with many guide services available. I googled guide services and saw pages of them. I think the hardest part is going to be picking one and deciding where you want to go. If you have time, take your plane for an aerial excursion along the Sacramento River. There are beautiful falls just south of the lower part of Shasta Springs.

Have I enticed you yet to consider adding Dunsmuir to your list of vacation spots? I hope so! I might already be there myself! So what do you need to know about the airport? First, it is an uncontrolled, unattended airport that is managed by an airport committee and City Council. The elevation is 3261.4', and the CTAF is 122.9. Parking wise, there are tie downs available, but if you are considering the need for fuel, plan ahead as there are no fuel services there. That's all right! The north has you covered with all of our many cardlocks! The runway 14/32 is 2800' x 60' with a displaced threshold of 635'. There are 20' stopways at both ends of the runway. Make sure you are aware before you go of the obstructions at the airport.

Some words of caution. The Airport is surrounded by high mountains and is closed to night operations. Also, during fire season (June-September), there occasionally will be a helicopter stationed there for the purpose of protecting the area from wildfires. Please keep an eye out. They are excellent pilots with really great crews.

One last thing. If you are like me and are already wanting to plan your trip to Dunsmuir, here are some websites to help you:

Jazzinthecanyon.com

Airnav.com (of course!)

Dunsmuir.com (Great page by the Chamber of Commerce)

Dunsmuirbreweryworks.com

Dunsmuir Chamber of Commerce (follow on Facebook)

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Santa Monica Airport Questions & Answers

Why doesn't the City Close the Airport and use the land for a park or other recreational purpose?

To make a different use of the land, the City needs to first establish its legal right to control the land. The City owns the land occupied by the Airport, but the Federal Aviation Administration (FAA) controls aviation and aircraft operations. The City believes that it has the legal right to control the use of the land occupied by the Airport. The FAA and national aviation interests believe that it does not. It will take a court decision or an act of Congress to resolve the dispute. That litigation is under way, and the City is working with members of Congress.

The 1984 Settlement Agreement required the City to operate the Airport, but it has expired; so, why can't the City close the Airport now?

For many years community members, City officials and City staff believed that the City could close the Airport after the 1984 Settlement Agreement with the FAA expired. In the past, the FAA even said that use of the Airport land would be a "local land use matter" after 2015, when the 1984 Agreement expired. But, the FAA now claims that two legal documents continue to limit the City's rights: the 1994 Grant Agreement with the federal government and the 1947 Instrument of Transfer. The FAA, along with private aviation supporters and business interests, contend that the 1994 Grant requires the City to operate the Airport until 2023 and that the Instrument of Transfer gives the federal government the right to require that the land be used as an airport forever. Both of those claims are being litigated now and will be resolved in court.

Why Can't the City close the Airport now and litigate later?

The FAA will not let the City close the Airport now, while the disputes about the expiration of the grant conditions and the Instrument of Transfer are pending. If the City tries to, the federal government will likely act to reduce or eliminate local control. For instance, the FAA could seek, and would almost certainly obtain, an injunction preventing closure and possibly also limiting the City's ability to reduce impacts through lease provisions. And, there are other more drastic actions that the FAA could take to reduce or even eliminate local control of the Airport and the land it occupies.

Hasn't the Council already decided to close the Airport?

No, the City Council has not decided to close the Airport. Decades ago, before the 1984 Settlement Agreement, the then-seated City Council voted to close the Airport "when feasible". That vote was replaced by the 1984 Agreement. Last year, the voters adopted Measure LC (for local control). It amended the City Charter to affirm local control, to allow the City Council to manage and to limit Airport uses, including to permit park and recreational facilities on Airport land, with uses beyond that being subject to a vote of the electorate, but Measure LC did not require closure of the Airport. If the Council were to vote, as a body, to close the Airport, that vote would almost certainly provoke more litigation brought by the FAA, aviation interests or both. They would commence that litigation in the forum most favorable to their interests.

If the Grant Agreement and/or Instrument of Transfer prevent closing the Airport, at least for now, what would it take to finally close it?

It would take a final court decision or an act of Congress.

Are Santa Monica residents and other taxpayers paying the cost of operating the Airport?

Not now. The costs of operating the Airport are currently covered by landing fees and lease revenues. In the past, the City's General Fund loaned money to the Airport Fund. That debt is being paid down. Meanwhile, when the Airport leases expired earlier this year, rents were increased. So, the debt will continue to be paid down.

It's the City's Airport, so why doesn't City staff stop being afraid of the FAA and take bolder action, like bulldozing the runway, shutting down the Western Parcel, or eliminating all aviation services?

The City Council's decisions and City staff's work on the Airport are not driven by fear of the FAA or fear of additional litigation. Council and staff simply believe that the disputes with the FAA and aviation interests must be conducted rationally and strategically in order to maximize the chances of success in establishing full control of the Airport land. Rash actions of doubtful legality could give the FAA an advantage or even provoke federal actions that would reduce or even eliminate local control.

Oxygen for Smart Pilots

By Captain Karen Kahn, CAL/UAL Retired

During the majority of my airline flying career, oxygen was a no-brainer. The O2 mask (which we checked dutifully before every flight, lest we have an explosive decompression which would soon render us unconscious without it) hung behind my head for 15 years in the MD80 I flew and was stowed in a box outboard of my left knee for my last 10 years in the Boeing 757/767.



Now, enjoying retirement flying in my B55 Baron, I've missed the easy availability of a quick shot of "brightener" as I used to call those whiffs, particularly at night, when the instrument panel seemed a bit fuzzy

(through the late hour and long durations at 7000' + cabin altitudes). We'd breathe deeply on the oxygen and then, like magic, the panel would come back into focus, my brain would reengage and life seemed so much brighter.

Now, in my elder years, I recall how important those shots of oxygen were and decided if they helped that much for a younger full time professional pilot, just think of what that same oxygen would do for an older occasional leisure pilot who's got few of those airliner niceties like stretching room, walking areas, lavatories, etc. Since I try to fly with the precision of my old airline life, why not give myself a helping hand by using oxygen to fortify my skills which are not nearly as sharp as they used to be.

As I thought long and hard about why more pilots don't use oxygen (when it does such a great job at making you feel better, fly better and eliminates post-flight headaches) it occurred to me that my old mantra of "make it easy for someone to do what you want them to do" was just what I needed to do for myself. Make it easy to don the nasal cannula, get the oxygen flowing and then last but not least, see the benefits quickly.

With these thoughts in mind, my primary mission during my first Oshkosh Airventure visit this past summer was to talk to the various nose-hose (as we used to call the O2 masks) vendors, seeking to find a 2-4 place oxygen sys-

tem that would work well for me: easy to install, easy to use in flight, easy to refill as needed. I had begun my research several months before and now I was able to see the various systems and talk to the experts. I ended up with a Precise Flight [OXYpack2 - 2 Person Flow Meter Oxygen System With 15 CU. Ft. Cylinder](#) which interested me for its light weight, ability to be strapped to the back of the passenger seat and ease of donning and use without interfering with ongoing pilot activities like speaking and eating.

I found that the mustache cannula, which allows the oxygen to be conserved and administered through the measured flow meter, was a snap to put on, even in flight with my headset in place. I merely removed the cannula from the zip pocket on the outside of the oxygen bottle bag, stuffed it under my headset band and then slipped the cannula tubes into my nostrils, allowing the hose to drape over my headset earpieces and down my right shoulder.

The best part of my purchase was a small oximeter which could tell me instantly when I needed to don the oxygen and how much it was helping me when I did. Normal readings are above 95% and below 90% is considered critical (see some good info at <http://www.easyoxygen.com.au/oxyge> <http://www.easyoxygen.com.au/oxygen-saturation-levels-and-what-do-they-mean/n-saturation-levels-and-what-do-they-mean/>

During my recent trip from KJAO to KSBA at 7500 feet, I was amazed to find my O2 level was down to 90% after only :10-15 at this altitude. I donned the nasal cannula, turned the bottle all the way on, adjusted the flowmeter to my altitude and settled comfortably to watch the scenery go by. About :10 later I checked my O2 level and was pleased to see it back at 96%. I had flown similar routes in the daytime for many years and never realized how impaired I actually was while flying at 7,500' which is technically not at a FAA oxygen-mandated altitude. Imagine what using oxygen will do for my night flights where its recommended oxygen be used above 5000 as it improves night vision, which us oldies-but-goodies can certainly do with more of. My next night flight should be a real eye-opener...pun intended!

So, do yourself and your flying a favor...since none of us are getting any younger, enhance your flying with some easy assistance by using oxygen more often.

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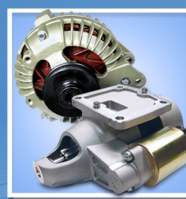
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Paso Robles moves to Airport Commission

by Phil Corman, VP Region 4



*Moving from
an Advisory
Committee
to a
Commission
moves
Decision
Making in
the hands of
Stakeholders*

The Paso Robles Airport took a major step forward October 17 to preserving and growing the Paso Robles Municipal Airport. The City Council voted 5-0 in favor of establishing an Airport Commission. This replaces the Airport Advisory Committee, in place for decades.

The old Airport Advisory Committee consisted of 5 members, selected for a 2 year term to provide "advice" to the City Council. As with most Airport Advisory bodies, the advice was sometimes accepted, and often not. This led to suboptimal decision making sometimes, as experienced input was not utilized.

The new Airport Commission consists of 7 commissioners, selected by City Council. A minimum of four (4) will be "Aviation" commissioners, while the remaining can come from any Paso Robles resident. To be qualified, a commissioner must be an Airport stakeholder. An Airport Stakeholder is defined by 1) Owning an airplane, hangar, or business at the Airport, or 2) being a resident of Paso Robles. The desire to have non-aviation commissioners was to help meet the objective of not only optimizing decisions at the airport, but also to integrate decisions, activities, and development at the airport that support the Economic Development of Paso Robles. The goal is to get the non-aviation public involved in such a way as to raise the awareness of the non-flying public as to the value and positive economic impact of the Airport to the City and the County.

Decision Making

The key shift from Advisory to Commission is that the Commission will have real and tangible decision making, as opposed to simply advisory. If chosen wisely, a Commission of 7 stakeholders will significantly improve the experience level and expertise utilized to make more optimal decisions for the growth of the future.

Airport Commission Roadmap

The blue print for the Commission rests in 3 critical documents already approved by the City Council; 1) Airport

Master Plan, 2) Airport Land Use Plan, and 3) Airport Business Improvement Plan.

The Airport has been well-maintained for years with regular FAA grants. Over the past 25 years, Paso Robles has transformed itself from ranches and agriculture to a tourist destination with Wineries, Attractions and regular events including the California MidState Fair, Top name Music performers, and other events almost weekly. The economy has blossomed. But during that timeframe, the value of the Airport was not sufficiently recognized and often left out of that growth. The goal of the Airport Commission is to put the Airport into a key/strategic part of the area's Economic Development and become more "proactive and entrepreneurial" as opposed to the previous "reactive" stance to marketing and development.

How will this be Done?

Some of the Commission's first objectives will be to:

Revise a decades old Lease Policy (a draft has already been presented to the City Council). The objective of the new Lease Policy will be pro-growth. A key part should be to attract key aviation and non-aviation businesses to the airport as well as to provide hangar growth to meet demand.

Develop and execute an Airport Marketing Plan to increase the activity, types of activities, and revenue to the Airport. We have already brought a Parachute business to the airport, and are looking to attract an Avionics shop and Paint Shop.

Revise the Airport Minimum Standards & Rules and Regulations to make it easier to do things at the Airport. Initiate a study of the direct and indirect economic impact of the airport with regard to employment and income in the City and County. Detailed planning for this activity is already underway.

More on the above and other activities as the Commission is impaneled and starts to learn its way.

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Or send by email: Phil.Corman@calpilots.org

Drone Legislative Update

Karl Schweikert, General Counsel (karl@churchwellwhite.com)

As we end the legislative year and head into the election cycle, I wanted to take this time to enlighten my fellow aviators regarding new drone, also known as unmanned aerial systems (UAS), regulations and California laws. This year, the FAA issued Part 107. Part 107 contains rules for drone usage for commercial and personal purposes. Officially, hobbyists may continue to utilize drones presuming they follow other rules, but Part 107 will allow those users to post their video footage to YouTube and receive compensation (ad revenue) for their videos.

Part 107 requires, among other things, a new remote pilot license for the operator, flight only during daylight, flight not over people, flight only within the line of sight of the operator (or operator assistants), flight at or below 400 feet, and allows flight within class B-E airspace, only with ATC permission. Some of you may have noticed the new FDC NOTAMs discussing UAS operations. It is expected that future regulations will authorize flight beyond visual range, over participating people, and night operations.

At the state level, you or your neighbors may be concerned about invasion of privacy by drones. Peeping Tom rules still apply, but generally, the law holds you have no expectation of privacy when outside, even in your backyard, where you may be seen by helicopter at 400 feet. California does have an anti-paparazzi law that allows you to sue a drone operator for capturing images or audio of you in your backyard doing normal backyard things. However, you need to find the drone operator in order to sue them.

NEW LEGISLATION:

The Governor signed into law 2 of 6 drone laws proposed:

AB 1680, "Drone Lookie-loos"—It is now a misdemeanor to impede emergency services by drone. Who decides what amounts to interference will ultimately be decided by the Courts. This bill was in response to at least 5 wildfire incidents where firefighting aircraft were grounded due to drones in the target area. An open question arises because the bill names emergency services if filming the police by drone during an arrest would amount to impeding the officers. Facts will always control, so proximity matters, but expect to hear about legal cases associated with police incidents. Also, a specific prohibition regarding filming at police scenes was vetoed.

SB 807, "Shoot 'em Down"—Those drone lookie-loos a problem? First responders are granted civil liability for damaging the interfering drone. Note though, if you shoot it down with a shot gun, your exemption only extends to the

drone, not to those you may injure on the ground with the buckshot that doesn't hit the drone.

VETOED BILLS:

AB 1662, "The Hit and Run UAS Bill"—VETOED—The background of this bill relates to an accident during which a family friend's drone hit a tree and careened into an 11-month-old's face, injuring the child. Despite everyone involved knowing exactly who did what, the bill proposed an obligation for the drone operator to land the drone and take responsibility for the damage. Failure to do so would have been a misdemeanor. Additionally, drone operators would have been required to obtain drone liability insurance. Presumably, a damaged, but registered drone would reveal its owner via the FAA registration database. The Governor indicated the FAA would be the appropriate organization to promulgate accident rules, much as it does with aircraft.

AB 2148, "No Drones In State Parks or Wilderness Without A Permit"—VETOED—This bill would have banned all drone use in State Parks and Reservoirs, as well as any lands managed by Fish and Game without a prior permit. The Governor denied the bill asserting the Department of Fish and Game and State Parks both have the regulatory power to regulate this without a specific statute. Look forward to drone rules in state parks.

AB 2320—VETOED—Held a person can violate a protective order by UAS, stalk by UAS, interfere with emergency workers by UAS, deliver contraband to a prison by UAS, and authorized bans on UAS operations by certain persons on a Court's order. The Governor denied the bill stating existing law is sufficient to address these issues and there is no need to specifically call out UAS as one of the methods of violation.

AB 2724—VETOED—Required manufacturers and sellers to include the link to the FAA site on UAS, mandate geofencing capabilities for all GPS-equipped UAS, and added a mandatory insurance requirement. In his veto statement, the Governor believed the enactment of a state mandated equipment list was clearly preempted by the FAA.

Remember, that while drones are not supposed to be within 5 miles of your airport or heliport, public or private, to still keep a keen eye out and make sure you check your FDC NOTAMs every time you fly for UAS alerts.

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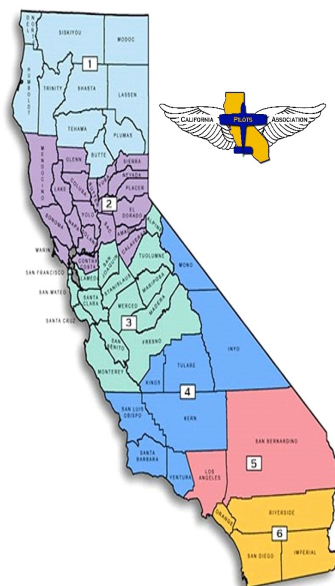
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WHAT IS A POLITICAL ACTION COMMITTEE (PAC)?

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.



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

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

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