

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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The official publication of the California Pilots Association July-August 2020
<http://www.clpilots.org>

PRESIDENT'S PERSPECTIVE



Hi CalPilots Supporters,

The California Pilots Association, CalPilots, is a 71 year old 501 c 3 public benefit Corporation dedicated to Preserving Protecting and Promoting California's airports and general aviation as a whole. We are a Statewide volunteer organization, which works to maintain the state's airports as Community Partners while keeping airports in the best possible condition.

We work to support compatible land use planning and protecting airspace- the two chief threats to continued functioning of airports.

CalPilots supports activities at airports that draw Community support such as Airport Day and Toys for Tots. Community involvement with our airports is vital for the health of our airports as it shows elected officials the important economic and Civic value of the airport. CalDART is part of this effort.

We invite you to our annual General membership meeting September 12th 2020 on Zoom. CalPilots is very honored to have as our keynote speakers John and Martha King who will be giving us "Straight Talk about Aviation Safety"!

We will also be discussing Having fun at your Airport; Tips on promoting your Airport; How to help your airport by volunteering for a Commission and how to engage your elected officials for the longevity of your Airport.

Preserving, Protecting and Promoting airports is a team effort. Please join us.

Tail Winds,
Carol



<https://www.calpilots.org>

OPINIONS expressed in the *Airport Advocate* are not necessarily always those of **California Pilots Association**. **MEMBERS** and non-members are invited to submit articles of interest. *California Pilot Association* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope. Source of the items submitted should be submitted for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to:

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(800) 319-5286

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**Join webinars
and meetings on
aviation and airport
preservation via Zoom
at CalPilots' California
Zooming September 12
from 9:00AM to 5:00PM**



Program:

- Opening Address: Carol Ford, President CalPilots
- California Flying Oddities – What Makes Flying in
- California Odd and Fun: Captains Mike Jesch and Brian Schiff
- CalPilots in Action: Protecting California's Airports and Pilots' Rights to Fly: Andy Wilson and Karl Schweikert
- Promoting Your Airport: J Gill Wright, Carol Ford
- CalPilots Annual Meeting
- 7 Lunchtime small group meetings – Browse from meeting to meeting and join the conversation:
 - o Meet the CalDART Team: Paul Marshall, Ed Story, Ron Lovick and more
 - o Bringing Fun Back to Your Airport: Jolie Lucas, Gary Schank
 - o Airports Run on Politics and Political Action Committees: Carol Ford, J Gill Wright
 - o CalPilots Chapters: Andy Wilson, Ted Gablin
 - o Tips for Aging Pilots, Glass for Grayhairs: Captain Karen Kahn and First Officer Walt Wells
 - o Airport Preservation Legal Issues: Karl Schweikert

- FAA Wings Presentations

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Keynote Speakers



John and Martha King





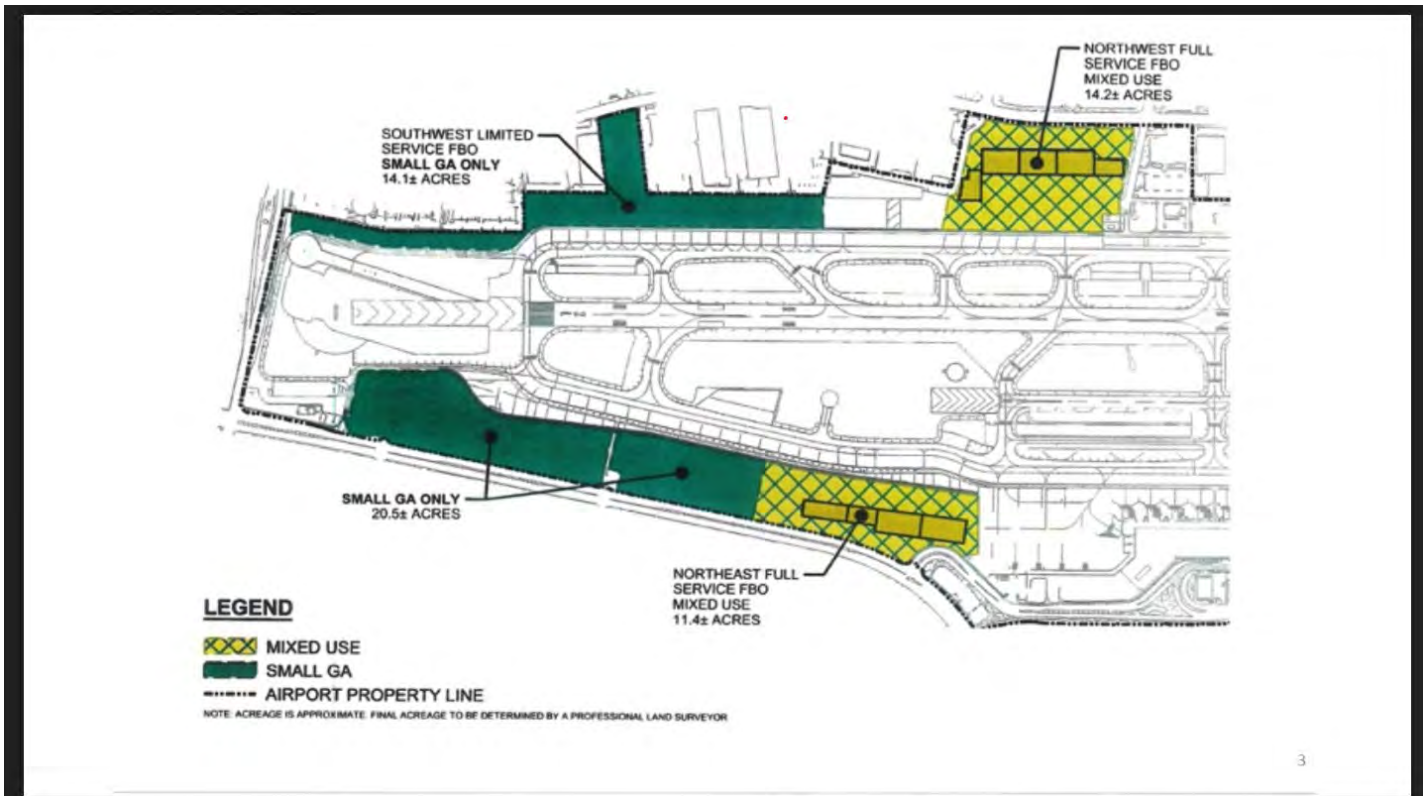
SNA-General Aviation Improvement Program Update

By Gary Schank

John Wayne Airport is in the process of revamping the General Aviation area of the airport. CalPilots Association has always been a strong advocate for the preservation of airports and protection of our freedom to fly. The concern was that the airport would seek to make room for more jets by evicting light General Aviation airplanes. Prior to the bidding process, advocates met with each potential bidder, with airport administrators, and with the all the Orange County Supervisors. Additionally, a coalition was established with several community groups to present a strong and united front.

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Our goal was to convince the Orange County Board of Supervisors that a diverse aviation community is vital to the health of an airport, and that light General Aviation airplanes were an important part of the airport community. To the credit of the OC Board of Supervisors, they sought a solution that would be fair and equitable for all airport users. To that end, the Board of Supervisors carved out 35 acres on John Wayne Airport that will be dedicated to airplanes with a wingspan of no more than 49' and a maximum weight of less than 12,500 pounds.



Banning convinces congressman and Morongo to work towards closing airport

BY DAVID JAMES HEISS, Record Gazette Aug 8, 2020

Congressman Raul Ruiz has been solicited to assist economically depressed Banning with attempting to close down its airport — a move that would require Congressional support. Banning passed a resolution in April 2017 specifying its goal to close the airport “as soon as legally permitted” after receiving a report by Diamond Bar-based HdL Companies that determined there would be better economically viable uses for the 187 acres that the airport encompasses (that figure comes from the city’s Public Works Department). At Banning’s July 14 city council meeting, City Manager Doug Schulze stressed “One of the points I’ve really been emphasizing: we’re subsidizing an airport that’s being used mostly by people who don’t live in the community, and certainly by people who can afford to own and operate personal aircraft.” In June Banning applied for \$30,000 CARES Act funding from the FAA. At the July 14 meeting Schulze told city council that the city would benefit from moving forward in redeveloping our underutilized property in a strategic area along the I-10 corridor, which is in line with the feasibility study previously commissioned by the city. According to Schulze and other city officials, reconfiguring that land would create job opportunities in distribution and logistics, e-commerce and light manufacturing, and, Schulze said, would benefit other airports that would no longer have to compete with Banning for AIP (Airport Improvement Program) funds from the FAA. According to the HdL report, “Given the location of the airport property, along with current and near-term market conditions, the highest and best use for the airport is industrial — not as an airport,” the report declares. “With land quickly becoming scarce for new industrial development projects in the IE area, Banning and Beaumont will only garner more development interest for new logistics and distribution projects. Combining the 154-acre airport property, along with the two adjacent undeveloped, privately owned properties would create an industrial development opportunity of 252 acres.”

Declining use is not in Banning’s best interest

Banning Economic Development Manager James Wurtz pointed out in a statement “In 2019 the city council directed the city manager to aggressively pursue closure of the airport since it was not meeting the goal of sustaining itself ... the safety zone well as the tribal land east of the airport.”

Cont. Page 7



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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 the California Pilots Association (CALPILOTS) and (ACA). 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

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Cont. From Page 5

According to Wurtz, “There continues to be strong interest from commercial and industrial developers for land on the east side of Banning,” demonstrated by a 1 million square-foot project ready to go on land just outside the northeast boundary of the airport, which is simply awaiting a tenant in order to move forward, according to Wurtz. “There are certainly benefits to having a municipal airport when it serves the interests of the community. This is not the case in Banning,” Wurtz says. “Take-offs and landings and fuel sales have steadily declined over the past decade, and aviation-related businesses are difficult to recruit due to their highly specialized and regulated nature.” Under ideal circumstances, Wurtz says, a municipal airport benefits the city when it generates income from commercial and private leasing of hangar space, fuel sales, parking, tie-down and landing fees. Banning Municipal Airport does not charge landing fees. Based on HdL’s findings released in 2017, Banning languishes when it comes to business. HdL referred to statistics from a couple years prior: in 2015 there were 69 planes based at Hemet-Ryan Airport, while privately owned Perris Valley Airport had 56. Upland-Cable Airport, which is privately owned, has 298; and the Riverside Municipal Airport had 159. Banning had 38. According to the city, it’s less than half that now. In 2010 there were 4,674 flights out of Banning. By 2015 there were only 1,324.

Prepare for a fight with the FAA

Currently, Banning Municipal Airport is under FAA jurisdiction, and needs Congressional approval for a closure. Ruiz introduced his Redevelopment Act to the U.S. House of Representatives on July 23. If it passes, the bill would release Banning Municipal Airport from its Federal Aviation Administration obligations, allowing the city to repurpose that land. As the situation currently stands, Banning would not be able to convert the airport into something else.

While “The FAA does not comment on proposed legislation,” the FAA’s “records show that Banning accepted an Airport Improvement Program land grant for development in 1983” and as recently as earlier this year, according to Ian Gregor, communications manager for the FAA’s Pacific Division. “Banning has accepted multiple subsequent AIP grants, which include the understanding that prior grants for land carry a perpetual obligation to use the airport as an airport.” However, according to Gregor, “If Banning can make a proposal to the FAA to fully replace the airport, the FAA will review the proposal — such a proposal typically means building a new airport without federal assistance, including investing no less than the fair market value of the former airport at its highest and best use. Banning has not indicated that it will make such a proposal.”

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Schulze previously told the Record Gazette that it is his understanding “In most cases closures require the municipality to pay the cost of relocating based aircraft to another airport. We only have about 15 based aircraft, so the cost would not be significant.” As for grant repayment, “We would owe the FAA approximately \$1 million. Each year that declines,” he explains. “It’s important to understand that if a developer is involved, there is a high probability that the developer would pay this cost as part of the land acquisition.” Ruiz’s office hopes to free the city from obligations that the FAA has a choke hold over Banning, as Gregor points out “Airports that accept AIP grants agree to keep the airport open for at least 20 years following receipt of the most recent grant.”

According to Gregor, “Banning received a \$58,473 AIP grant in 2020 for runway and pavement sealing. Based on this grant alone, and entirely separate from its perpetual obligation, the city must keep the airport open and available to the public until at least 2040.”

Officials optimistic about new flight path for airport

HdL notes that “The closing of an airport is challenging and will encounter significant opposition, including legal challenges from aviation interests (pilots) and the FAA ... Since 1983 Banning has received \$4,577,581 in grant funding” as of 2016 “from the FAA. There should be an expectation that much of this will have to be repaid if the city moves forward with closing its airport.” HdL offers examples of a couple of other cities that managed to move forward on airport closure plans: Rialto spent 20 years to redevelop a 437-acre area for more productive land uses in light of declining air traffic. It required congressional intervention, repayment of 90 percent of unamortized outstanding FAA grants and transfer of some assets and conveyance of property to San Bernardino International Airport. Santa Monica’s airport had originally been part of the Douglas Aircraft Company properties. It experienced decline in use after the company moved, and legal challenges over noise and aircraft accidents resulting from being in a densely populated area. Three years ago the FAA settled its dispute, and that airport is expected to close by 2028.

“The city strongly supports the closure and redevelopment of Banning Municipal Airport,” says Mayor Daniela Andrade. “As city council looks out for the best interest of our taxpayers, we are committed to the closure and redevelopment of the airport property, which will free up this strategic land along I-10 to drive economic development and reduce the burden on the city’s budget. We appreciate Congressman Ruiz’s support in introducing legislation on our behalf and look forward to working with him as we repurpose the airport for uses that will lead to job creation in our region.”

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Cont. From Page 8

Morongo Tribal Chairman Robert Martin also expressed gratitude.

“We want to thank Dr. Ruiz for his continued support of the tribe and the city. Revelopment of Banning Municipal Airport will create new jobs and economic opportunity to our region and improve safety along the I-10 corridor.” Ruiz’s legislation points out that the 71 percent reduction in air traffic at the airport between 2010-2015 has significantly reduced revenues and created a financial burden for Banning.

“My legislation will complement the city’s efforts to grow local businesses, create jobs and bring new industries to the Pass area,” Ruiz says. “I’m proud to support the city’s efforts to repurpose the airport and bring new jobs to the region.”

#####



er to land at Banning Municipal Airport last Monday.



It's Time to save and preserve our California General Aviation Airports to save lives and property. Editor

Contact: Walt Gyger Direct Line 408-921-5901 walt@tradewindsaviation.com

FOR IMMEDIATE RELEASE

August 28, 2020

Cal Fire Using Reid Hillview Airport to Battle SCU Fire

San Jose, CA – Reid Hillview Airport in South San Jose is serving as a Cal Fire Helitac base to bring added resources to battle the SCU Lightning Complex Fire burning east of Silicon Valley. The need for Reid Hillview couldn't be more sharply in focus as it allows critical resources to be brought in to save lives and property.

"In ways big and small, our local airports are an irreplaceable resource especially when we are facing a natural disaster" observed Walt Gyger who heads up a group working to save Reid Hillview from possible closure. San Martin, Santa Clara County's other community airport, is at capacity serving as a base for Cal Fire operations focused on the CZU Fire which primarily affects Santa Cruz County. "Our airports are a vital lifeline" added Gyger.

Cal Fire has set up at the north end of the airport and is now operational. Helicopters are loading up with fire suppressant and targeting the blaze which has burned over 370,000 acres and is only 35% contained.

Media interested in covering this operation may contact Ken Betts, Assistant Airports Director, at 408/918-



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California Legislative Tracking



California Aviation Related Legislation

Bill Analysis Summary

Prepared by the

California Department of Transportation

Division of Aeronautics

Keep up-to-date on the California Legislature at:

http://dot.ca.gov/hg/planning/aeronaut/documents/leg_reports



Best Kept Secret

No More a Secret

By John Liegl, CalDart

One of the best kept secrets in California are the VOADS (Volunteer Organizations Active in Disasters). They are the people who rush into the direction of disaster to do what is necessary to save lives. These teams are trained workers who make a difference in a time when government agencies are overloaded or when communities are stressed beyond their abilities or are cut off and need the extra assistance from within the affected area. Many communities have organized Community Emergency Response Teams who respond when emergencies such as earthquakes to work as first responders. These teams are well known as CERT.

There is another team that came out of a disaster in 1989 when Northern California experienced a major earthquake. All of us who lived in the area will never forget the devastation. But many were and are unaware of a team of pilots who airlifted supplies to the city of Watsonville, California because they were cut off from surface supply routes.

Since then the pilots in California and specifically at the small general aviation Airport in San Martin created a way that in a disaster the small airplanes could bridge the gaps and assist. The team was named SCAPA-DART. Formed by the South County Airport Pilots Association a 501-C3 Non Profit developed the Disaster Airlift Response Team.

These men and women fly when requested to help move people and supplies during a disaster. They are unpaid for their labors and even pay for their own fuel. When requested the DART team assembles at the San Martin Airport organized and in an efficient exercise. They work until the needs are fulfilled.

Now the California Pilots Association has made DART Statewide. There are airports joining the efforts creating many more DARTs fashioned after the efforts of San Martin.

The Corona Virus has created another disaster. In the months following, these DARTs have airlifted Ventilators, PPE's, Masks and Shields as far as Walla Washington to the north and Mexico to the South. During the fires they have delivered emergency workers where they were needed. This new organization needs to be recognized as an important one of the many who save lives along side emergency responders throughout the western United States.

JOIN THE CALPILOTS TEAM

As a CalPilots Team Member, you will help to not only Save Our Airports, but to help them to "Grow and Thrive" as key components of the local and state economy. Our airports Fight Fires with CalFire, Provide Public Safety with CHP, Provide Disaster Relief (DART) after Earthquakes, Floods and other disasters, Fly people to Medical Services via Angel Flight, Rescue Dogs via Pilots for Paws, Introduce Kids to Flight via Young Eagles, and great events for families at the Airport. Be the Eyes & Ears for your airport

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PRESIDENT

Carol Ford

(650) 591-8308

Carol.Ford@calpilots.org

VP Region 1

Vacant

VP Region 2

J. Gill Wright

(303) 435-8178

gill.wright@calpilots.org

VP Region 3

Doug Rice

fl370machpt80@gmail.com

408-390-5824

VP Region 4

Jolie Lucas

(805) 709-6619

jolielucas@charter.net

VP Region 5

Edward Story

(310) 827-1600

EdStory@calpilots.org

VP Region 6

Gary Schank

949-289-6382

gschank@gmail.com

Treasurer

Walt Wells

Walt.Wells@calpilots.org

Director-at-Large Region 1

Paul Marshall

408-838-3307

pmarshall95037@gmail.com

Director-at-Large Region 2

Maurice Gunderson

415-810-4559

mauricegunderson@mac.com

Director-at-Large Region 3

Andy Wilson

(510) 489-5538

Andy.Wilson@calpilots.org

Director-at-Large Region 4

Karen Kahn

(805) 689-2686

Karen.Kahn@calpilots.org

Director-at-Large Region 5

Peter Albiez

(818) 445-2027

Peter.Albiez@calpilots.org

Director-at-Large Region 6 Bill

Sanders

(858) 752-4000

Bill.Sanders@calpilots.org

Secretary

Charlene Fulton

(209) 480-8740

Charlene.Fulton@calpilots.org

Chapter Administrator & Coordinator Airport Reps Chapters

Andy Wilson

DART Program Manager

Paul Marshall

Paul.Marshall@calpilots.org

General Counsel

Karl Schweikert

Counsel@calpilots.org

Exec Admin

(800) 319-5286

Admin@calpilots.org

Advisory

Council

Bill Turpie

President Emeritus

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California Pilots Association
1809 S Street Suite 101-254
Sacramento, CA 95811

Phone: (800) 319-5286

E-mail: andy.wilson@calpilots.org

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