

# CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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<http://www.clpilots.org>

## PRESIDENT'S PERSPECTIVE



Carol Ford

It's an understatement to say this is a challenging time. So many things are not the way they used to be- even two months ago. Especially airports and flying. We are grateful for the provision of the Cares Act which gives money to airports to stay open while this pandemic rages. All NPIAS (National Plan for Integrated Airport Systems) airports were eligible for grants in varying degrees some at \$30,000, some at \$69,000 and it varied downward and upward from those figures.

I was on a conference call about a month ago which included an introduction from the Secretary of Transportation, Elaine Chao, discussing the importance of the transportation system and why steps are being taken to maintain it.

This money is vital to airports. At the same time, the businesses at the airports are suffering. The first two parts of Cares Act weren't administered in a way to protect all the small businesses that needed help. I know in San Mateo County some businesses have been able to apply for funds from the San Mateo Strong Fund, the County in partnership with the Silicon Valley Community Foundation. I know one business started a GoFundMe account. What is your City/County doing to help Airport businesses?

Some Pilots are flying. They are driving to the airport alone (or with someone with whom they live), getting in their planes, flying, coming back maybe getting fuel under safe conditions (which is good for the fueler and the airport). Then returning to their vehicles and finally returning to their homes. The FAA has also made allowances for certain tests and renewals date to be postponed. Check our website, Facebook, Twitter, and YouTube pages. Let us know your flying activities. The airports are open.

I am also well aware that conditions vary throughout the state. For example, I'm in the Bay Area which was early to shut down and had a good number of Covid-19 cases. But because of those precautions, there are a lower number of person who are ill.

Some areas have had fewer cases. And are not in danger of overwhelming hospitals. We'd all benefit from more tests available. Be sure to contact your flight destinations to check on the local area COVID-19 policies. Please take a look at our website. We've made some updates.

Stay well.

Carol Ford  
CalPilots, President



<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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1809 S Street, Suite 101-254  
Sacramento, California 95811  
**(800) 319-5286**

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# Ukiah Airport runway repaving completed, Cal Fire planes return to Mendocino Co.

By [Miguel Gracia-Zhang](#) | June 29, 2020



*Editor's note: We'd like thank local middle-schooler, Elijah Hunter for bringing this story to our attention via our tips email, [tips@mendovoice.com](mailto:tips@mendovoice.com). And if anyone else has tips feel free to write.*

MENDOCINO Co., 6/28/20 — After some time away a trio of Cal Fire planes landed on the freshly paved runways of Ukiah Airport Friday. The Grumman S-2 Tracker, a Cal Fire retardant tanker, landed on the newly paved 75-foot runway at Ukiah Airport at 11:50 a.m., followed by a Cal Fire spotter plane, a North American Rockwell OV-10 Bronco, at 11:24 a.m., and another Tracker at 1:30 p.m.

In previous years, Cal Fire planes usually arrived in Ukiah on June 15, explained Ukiah Airport Manager Greg Owen. This year, they were scheduled to arrive June 1 (as part of a new contract) but instead were kept in Santa Rosa, while the runway paving was completed.

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By Paul Marshall

## San Diego CalDART Operation Medical Shield Helps Local and State Hospitals

San Diego CalDART and Ron Lovick have been working for the last month on Operation Medical Shield in support of San Diego hospitals and medical personnel fighting COVID-19. The effort began as a partnership with several organizations to gather PPE from the community at large and direct it to hospitals. When donations were exhausted, the operation pivoted to providing Ventilator donations to hospitals in need in San Diego county and elsewhere in California, the western states, and even Mexico. These ventilators will be in short supply if the COVID-19 in pandemic gets worse. San Diego CalDART is now partnering with Makerspace groups, helping them get money and quick delivery of parts for their manufacturing, introducing the ventilator to hospitals, and delivering units to where they are needed. The Makerspace Groups are using a public domain ventilator, designed by MIT and refined by Rice University called the Apollo BVM Emergency Use Ventilator. Each ventilator costs about \$500 to build.



**Pilot Bob Schumacher flies Ron Lovick and 5 Ventilators to CalOES at Sacramento Mather Field from San Diego.**



You can help in this important effort by:

- Donating [here](#) (Target: \$25,000 for 50 units)
- Volunteering to help administer flight operations - contact [paul.marshall@caldart.org](mailto:paul.marshall@caldart.org)
- Volunteering to fly parts and units to various west coast locations - sign up as a friend at [caldart.org](http://caldart.org)

**At left, left to right: CalDART's Bob Schumacher, Colette Armao, and Ron Lovick pause for a picture prior to entering the building to demonstrate the**

## CalDART's Brian Dear flies 500 face shields to Walla Walla, WA

Sky Terry, leader of the West Coast General Aviation Response Plan asked CalDART for assistance in supplying PPE to poor rural counties in Washington on the west side of Puget Sound, state far north, and state far east. CalDART forwarded the request to partner Global Supply and Demand, which came through with 500 face shields donated by a manufacturer in Redwood City. The call for pilots went out late Friday afternoon, the pickup information was received Saturday morning. Brian Dear and his son drove the family pickup truck to the Redwood City Marina to pick up the face shields, then drove to the Palo Alto Airport where Brian keeps his Cessna T206.



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May/June 2020



Cont. from Page 4

They arrived late Saturday afternoon with 500 faces shields arrived at Walla Walla Airport as requested by the Walla Walla Emergency Operations Center. In the photo, Bill Herrington of Walla Walla DART unloads the plane while Brian and Sebastian head to the hangar.

## CalDART statewide 2020 DART exercise aligns with the Great Shake Out

CalDART Board Member **Colette Armao** has registered CalDART and its DART Operators to participate in the Great Shake Out in October. While most of the Shake Out is targeted to schools and businesses and will occur on Oct 15, affiliated groups need only conduct their exercise within two weeks. Most of our DART Operators will be targeting Oct 17, 2020, with some exceptions to nearby dates for DART Operators with conflicts. Stay tuned for a statewide planning call among DART Operator leadership to discuss priorities and plans for the coming year.

## Draft Emergency Transportation Plan Template Incorporates CalDART

The Bay Area UASI (Urban Area Security Initiative, a FEMA funded mandate for all large US metropolitan areas) has produced a draft Emergency Support Function 1 – Critical Transportation plan to help counties prepare for disasters which require transportation actions. The comprehensive template provides guidance on how to plan for the use of all modes and types of transportation in disaster, including our CalDART DART Operators. This is our chance for DART Operators throughout the state to show their counties how to plug their local airport into the disaster response plan to take advantage of the unique capabilities offered by the GA fleet and its volunteer pilots. Contact Paul Marshall at [paul.marshall@caldart.org](mailto:paul.marshall@caldart.org) for further details.

## CalDART Supports California Aviation Week at the State Capitol

CalDART Board Members **Colette Armao** and **Ed Story** journeyed to the State Capitol building in February, joining representatives from CalPilots and other aviation groups throughout California. Ed and Colette staffed the CalDART booth on the steps of the Capitol building, providing an attractive visiting spot for elected officials and their staff to learn more about General Aviation.

## Help Wanted

CalDART has plenty of volunteer opportunities to help out at the state level. We could use help with our website, with membership, with DART Operator Administration, and with Disaster Airlift Response Plan (DARP) development. Check with **Paul Marshall** for further details – [paul.marshall@caldart.org](mailto:paul.marshall@caldart.org).

### 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](http://dot.ca.gov/hg/planning/aeronaut/documents/leg_reports)



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Or send by email: [andy.wilson@calpilots.org](mailto:andy.wilson@calpilots.org)

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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**

**Contributions can be made to payable to:**

**CALIFORNIA AIRPORT AND PILOT PAC**

**1809 S Street, Suite 101 - 254,**

**Sacramento, CA 95811**

**PAC contributions are not tax deductible. CALIFORNIA AIRPORT AND PILOT PAC**

**California ID 811653**



**The eVTOL and UAM (Urban Air Mobility) Evolution  
to California's airspace is arriving.  
We need to begin preparations for operations NOW.  
By  
Gill Wright  
CalPilots Region 2 V.P.**

In the past three to four years there has been continuous and increasing numbers of new VTOL & eVTOL aircraft and flight technologies proposed, built and under flight testing, in various countries around the world. Here in California many of these firms are developing this new method of Human aerial conveyance with the goal of beginning commercial flight operations by 2023. A very short 30-36 months from now.

Currently NASA is conducting the **Urban Air Mobility (UAM)** Grand Challenge at Edwards AFB to vet the ideas of how these VTOL/eVTOL aircraft will integrate into the national airspace in the concept known as **Urban Air Mobility Traffic Management (UTM)** system. The basic concept is to utilize the infrastructure of ADS-B to have a bilateral communication from the VTOL flight deck to ATC, and other aircraft in realtime, along established UTM traffic corridors.

On June 26, 2020 the FAA released **Urban Air Mobility Concepts of Operations, Version 1.0**. This document is the result of a working group discussion held at Ames Research Center in the summer of 2019 with NASA, the FAA, and the progenitors of the VTOL/eVTOL airframes, and UTM system developers to create a working set of guidelines for eventual commercial flight operations. This is one of many documents that the regulators have published in the last 12-18 months, in collaboration with industry. The scope of these documents is not limited to just NASA and the FAA, global aviation regulators such as **EASA** (European Aeronautical Safety Administration) are producing similar regulatory guidance with their aerospace industrial partners, other national aviation regulators are collaborating in these efforts.

One of the most significant shifts in the UAM VTOL/eVTOL enterprise zone in the last 18 months, has been the progression for 'here is our initial flight' or 'flight testing progress' to "we have 'X' number of aircraft on order", or "we have secured 'X' millions of \$' from investors". The June 15-24th, 2020, issue of Aviation Week & Space Technology, on page 7, mentioned the "Leading the eVTOL Investment Race" where of the some 200+ UAM VTOL/eVTOL aircraft, were headed by 5 enterprises. The three leading firms, JOBY (\$721 million), LILJUM (\$376 million), and VOLOCOPTER (\$139 million), had raised a combined \$1.2+ Billion of investor capital. A very interesting back story to these three firms investors, is how Toyota, Volvo (with the backing of GEELY), and Daimler, are established automotive enterprises making early investments in these firms, to grow the UAM global technology to an automotive production scale. We need to earnestly think about these details.

Last September, I attended the Association of California Airports annual meeting, where one of the speakers was from JOBY. He spoke of JOBY's need for airside 3-phase electricity, in the 100-300 amp range, to recharge their eVTOL aircraft in 5-15 minutes. That is a lot of electrical amperage to deliver to an aircraft ramp. It can be done conceptually, but where, and how, will a municipal airport, with limited funds, build such a recharging station? One potential solution could be portable electrical generators of sufficient capacity to roll out to the ramp as a

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solution could be portable electrical generators of sufficient capacity to roll out to the ramp as a “Ground Power Unit” (GPU), that will meet FAA, and industry standards. Given the apparent collaborative nature of the UAM community with global aeronautical regulators, I strongly suspect these technical, and regulatory details are currently in the process of vetting towards published guidelines. Time will tell.

It is very true that the initial UAM flight operations will be limited to the urban areas of California, and likely between purpose build ‘vertiports’. But eventually established airports in California will be used for this ‘air taxi’ service. Whether these operations are under Part 91, Part 135, or a yet to be determined Part ‘# UAM’ defined regulatory number, will be proven in the course of time. In the last ten years there has been growth of ‘on demand air taxi service’ here in California. Firms such as Surf Air, BLADE, FLOAT and others, all attest to the market demand for people to move within, and between, both the rural and urban centers of commerce to avoid lost time of travel by car.

One of the unique aspects of this UAM technological innovation and development to ‘electrify flight’, is the potential cost reduction of operations, from both a fuel, and maintenance, cost perspective by 50-70%. In the last two centuries, any innovation that increases efficiency, while reducing operation costs, has always been rapidly adopted by societies. It is these economic drivers that will rapidly prompt the adoption and develop the UAM reality. Just think about what cell phones were 10 to 20 years ago, and compare to what we use today to communicate with each other.

That is the type of growth the UAM technologies present to aviation today. The investment community is taking note, and placing their capital for an appropriate return on investment (ROI) in the course of time. There will be many challenges to overcome in the course of time, but aviation has been a source of significant innovations over the last century, and will pull on these roots. California’s aviation and aerospace industries have grown to meet the needs of regional, national, and global flight services during that time. This current UAM chapter of aeronautical development is far from complete, but the fruits are blossoming on the trees of industry, and will have fruits to harvest for the benefit of many in a few short years to come. We need to plan, and prepare, for this eventuality of the next evolution of flight in California’s airspace.

Next edition in CalPilots UAM corner: **How could a Central Valley airport change with UAM operations to San Francisco or the Los Angeles areas?**





## Aviation in California: Fact Sheet (February 2020)

### Aviation Facilities

- **214** General Aviation Airports
- **27** Commercial Service Airports
- **62** Special-Use Airports
- **170** Hospital and **180** Corporate, Police, Fire, Agricultural or Private Heliports
- **22** Federal Air Bases / **1** Joint Use Facility
- **144** Automated Weather Observation or Information System Locations

### Scheduled Passenger Service

- For the fifth consecutive year, Commercial Service airports reported handling more than **200 million passengers** (e.g. CY 2018-241.4)
- The Federal Aviation Administration awarded a total of **\$59 million** in federal FY 2019 to 26 of these airports from the Airport Improvement Program Passenger Entitlement Program, based on CY 2017 enplanements.
- California's share of national air passenger enplanements is greater than **13.1 percent** (CY 2018).
- CY 2018, 12 of California's Commercial Service airports rank in the top 100 Primary Airports  
(Rank is based on CY 2018 enplanements: LAX-2<sup>nd</sup>; SFO-7<sup>th</sup>; SAN-24<sup>th</sup>; OAK-36<sup>th</sup>; SJC-37<sup>th</sup>; SMF-40<sup>th</sup>; SNA-42<sup>nd</sup>; BUR-56<sup>th</sup>; ONT-60<sup>th</sup>; LGB-69<sup>th</sup>; PSP-87<sup>th</sup>; FAT-99<sup>th</sup>)

### Air Cargo

- In CY 2018, an estimated **5.2 million U.S. Tons** of air cargo was reported to move through 23 Commercial and GA reporting airports, and the FAA AIP Cargo Airport Entitlement Program awarded **\$11.8 million** in federal FY 2019 to eleven California airports based on 2017 reported Landed Weight.
- In CY 2018, California airports (14) share of all reported Landed Weight: **9.6 million U.S. Tons**, or **11 percent** share of all U.S. (U.S. Rank based on 2018 reported landed weight: LAX-5<sup>th</sup>; ONT-10<sup>th</sup>; OAK-11<sup>th</sup>; SFO-29<sup>th</sup>; SMF-37<sup>th</sup>; SAN-44<sup>th</sup>; MHR-48<sup>th</sup>; SCK-84<sup>th</sup>; SJC-88<sup>th</sup>; SBD-102<sup>nd</sup>; LGB-107<sup>th</sup>; FAT-117<sup>th</sup>; RIV-125<sup>th</sup>; CIC-34<sup>th</sup>)
- The top four California airports accounted for 84.7 percent of the states reported landing weight, each with over 1 billion lbs. landed weight.

### Certified Pilots and Registered Aircraft

- General Aviation (GA) operations account for approximately four of every five aircraft operations.
- FAA Registered Aircraft (January 2020): **25,812** (9 percent of the U.S. total)
- FAA Certified Pilots (December 2018 estimate): **61,786** (10.5 % of the U.S. Certified Pilots; excludes flight instructors-9,674 and remote pilots-11,034)

### Aviation's Economic Impact

- Contribution to the U.S. Gross Domestic Product (GDP): **\$175.7 billion** (4.2 percent of the U.S. GDP)
- Contribution to the U.S. employment: **1.1 million jobs** (4.8 percent; aviation related jobs)
- California leads the nation in economic output (\$ in billions): ["\*" indicates 1<sup>st</sup> in the U.S.] Value of Air Freight Flow (\$113.2); Visitor Expenditures\* (\$89.5); Travel Arrangements\* (\$2.5); Airport Operations\* (\$8.4); Airline Operations\* (\$33.4);
- California ranks in the top five States in the U.S.: Aircraft, Engines, Parts & Avionics Manufacturing (\$31.8); R&D (\$3.8); & Air Couriers (\$4.9) – (\$ in billions)
- Impact of FAA Spending in California: **\$1.6 billion**; **10,473 jobs** [2<sup>nd</sup> only to Tennessee]

### Aviation's Emergency Preparedness Facilities

- California's 241 public-use airports are potential staging areas for emergency response activities in the case of any major catastrophic event. By example, lifesaving operations are conducted by Search and Rescue and firefighting agencies, which rely on aircraft to transport equipment and supplies, personnel deployment, as well as to provide reconnaissance, etc.
- In California, U.S. Forest Service, Fire and Aviation Management coordinates 9 Federal Firefighting Airtanker Bases, 3 Airtanker Reload Bases and 20 Helibases. More information is available from the Forest Service website: <http://www.fs.fed.us/fire/aviation/>
- To provide air support within 20 minutes, Cal Fire supports ground forces with firefighting efforts via 22 air attack and helitack bases.

Sources are available upon request from the Caltrans Division of Aeronautics



## Aviation in California: Fact Sheet (February 2020, cont'd)

### Federal Aviation Administration (FAA)

The Airport and Airway Trust Fund (AATF) enacted total for federal FY 2019 is \$17.5 billion for operations; facilities and equipment; research, engineering & development; and airport grants.

### FAA AIP Grants Awarded to California

AIP Grant by Service Level	# of Grants	Amount Awarded
Commercial Service	34	\$206,846,756
Reliever	13	\$31,897,673
General Aviation	44	\$49,573,579
Other (CASP)	1	\$250,240
	92	\$288,568,248

### California Aid to Airports Program (CAAP) Grants

FY 2018/19: \$2.28 million

- State AIP Matching Grants (30): \$0.81 million
- Annual Credit Grants (147): \$1.47 million
- Acquisition and Development Grants (0): \$0

### California Aviation System Plan (CASP)

- The 10-year capital need outlook for California airports is \$2.77 billion – \$1.27 billion at General Aviation airports and \$1.50 billion at Commercial Service airports (Source: California Aviation System Plan, Capital Improvement Plan – August 2017)

Annual General Aviation Fuel Sales & Excise Tax Revenue Transfers						
Fiscal Year	Gallons Sold (In Millions)			Aeronautics Account Revenue		
	Avgas	Jet Fuel	Combined Aviation Fuel	Avgas	Jet Fuel	Annual Total
2000-01	27.9	133.2	161.1	\$5,030,000	\$2,664,000	\$7,694,000
2001-02	28.8	120.0	148.8	\$5,200,000	\$2,400,000	\$7,600,000
2002-03	28.1	122.6	150.7	\$5,100,000	\$2,452,000	\$7,552,000
2003-04	27.3	135.7	163.0	\$4,922,000	\$2,832,000	\$7,754,000
2004-05	23.6	144.3	167.9	\$4,858,000	\$2,763,000	\$7,622,000
2005-06	25.8	149.2	175.0	\$4,408,000	\$3,001,000	\$7,409,000
2006-07	24.7	149.8	174.5	\$2,002,000	\$5,284,000	\$7,290,000
2007-08	28.9	152.7	181.6	\$3,831,000	\$3,627,000	\$7,458,000
2008-09	19.2	123.8	143.0	\$4,457,000	\$2,774,000	\$7,232,000
2009-10	19.6	112.3	131.9	\$3,459,000	\$1,729,000	\$5,188,000
2010-11	16.9	116.9	133.8	\$3,174,000	\$2,371,000	\$5,545,000
2011-12	17.3	125.8	143.1	\$3,114,000	\$2,497,000	\$5,611,000
2012-13	16.3	132.0	148.3	\$2,871,000	\$2,370,000	\$5,241,000
2013-14	15.9	127.7	143.6	\$2,944,000	\$2,801,000	\$5,745,000
2014-15	16.5	135.6	113.5	\$3,010,000	\$2,472,000	\$5,482,000
2015-16	16.3	155.7	172.0	\$3,031,000	\$2,947,000	\$5,978,000
2016-17	14.9	165.9	180.8	\$2,698,000	\$3,366,000	\$6,064,000
2017-18	15.5	162.1	177.6	\$2,766,000	\$3,251,000	\$6,017,000
2018-19	15.1	168.3	183.4	\$2,314,000	\$3,369,000	\$5,684,000
<b>Tax Rates:</b>	<b>\$0.18</b>	<b>\$0.02</b>				
<sup>1</sup> Source:	California Department of Tax & Fee Administration – Taxable Aviation Gasoline and Jet Fuel Gallons Sold (10-year Reports)					
<sup>2</sup> Source:	State Controller's Office Monthly apportionment to the Aeronautics Account per Revenue and Taxation Code, Section 8352.3 (a)					



Division of Aeronautics  
<https://dot.ca.gov/programs/aeron>





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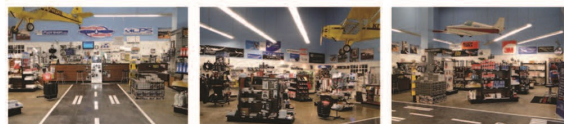


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Continued From Page 3

The runway was last paved in 1984, [as explained in this document](#), and was long overdue for a reconstruction. “There were already cracks, weeds, and rocks on it,” explained Owen. “When I first got hired in 2008, this was one of the priorities.”

However, the project would only be completed after twelve years of jumping through hoops and slogging through red tape. “The funding was from the FAA [Federal Aviation Administration], so we had to do everything their way,” said Owen.

The airport had to complete a storm drain project in 2009, start an airport layout plan in 2011, obtain a design grant in 2016, and finally got funding for the project in 2019.

But by the time the grant was awarded in November 2019, Granite Construction, the contractor, estimated that it would take months longer to complete in the winter.

At long last, the project began on May 4, 2020. It was deemed an essential service during the shelter-in-place, and proceeded with only a minor hiccup, when rains delayed the completion date by two weeks. Owen says that the shelter in place actually helped them, as there was less traffic anyway.

However, Owen is far from finished. “That’s just phase one.” For phase two, Owen wants to narrow the runway and replace all the taxi-way lights. He is planning to apply for another FAA grant later this year.







## Open Positions with CalPilots:

### Chapter Administrator

Chapters form their nonprofit, public benefit, tax exempt CA Corporations. The Chapters are recognized as being exempt from Federal taxes under CalPilots 501 c(3) group exemption letter. Each chapter is an autonomous group that can receive guidance from CalPilots officers and directors. This is a volunteer position and performed from your desktop. The position requires you have a computer. It would be helpful to be familiar with Corporate 501 c(3) filings and skilled at tracking dates! but not necessary. Follow-up is done mostly by Email, however from time to time Chapters may have questions and want clarifications by phone. These procedures have already been established, are well documented and a CalPilots member is available as a ready reference if there are any questions you might have. **Estimated volunteer time over 1 year is estimated to be 2 weeks** divided throughout the entire year. Leave a message on our voice mail at (800) 319-5286 or contact one of our Board members.

### Regional Vice President

Serves on the Executive Board; Supervises CalPilots activities in their region; Nominates Director At Large and Airport Representatives for their region; Represents CalPilots Policies (Bylaws Section 26).

Don't worry we will train you. You don't have to know it all or do it all now. In more detail, the Regional Vice Presidents maintain a current record of all representatives in their region, including addresses and telephone numbers; Maintains airport status file for each airport in their region; notes such as what has been proposed for the airport, planned developments, political involvement, etc.; solicit local airports news to ensure information is directed to the CalPilots newsletter editor; assist in evaluating and solving airport problems; advise and assist local pilot groups, assisting in organizing effectively chapters ; offer to assist local authorities and the community in resolving problems by offering their expertise; support airport commissioners, county supervisors, city council members and planners with information and suggestions; be proactive and reasonable; become involved with air-space working groups and cooperate with other aviation organizations. Leave a message on our voice mail at (800) 319-5286 or contact one of our Board members.

### 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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Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ <sup>2</sup> Zip: \_\_\_\_\_

Home Phone: ( ) - - Work Phone: ( ) - - FAX: ( ) - - Cell Phone ( ) - -

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**Membership Options Please Circle One** New Renewal Individual: \$35 \_\_\_\_\_ Aviation Group: \$50 \_\_\_\_\_ Pilot Organization: \$100 \_\_\_\_\_

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**Renewals or New Memberships only please mail to:**

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

Note: Please use the above address only for membership applications and renewals

You may also register or renew on our web site [www.calpilots.org](http://www.calpilots.org)

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