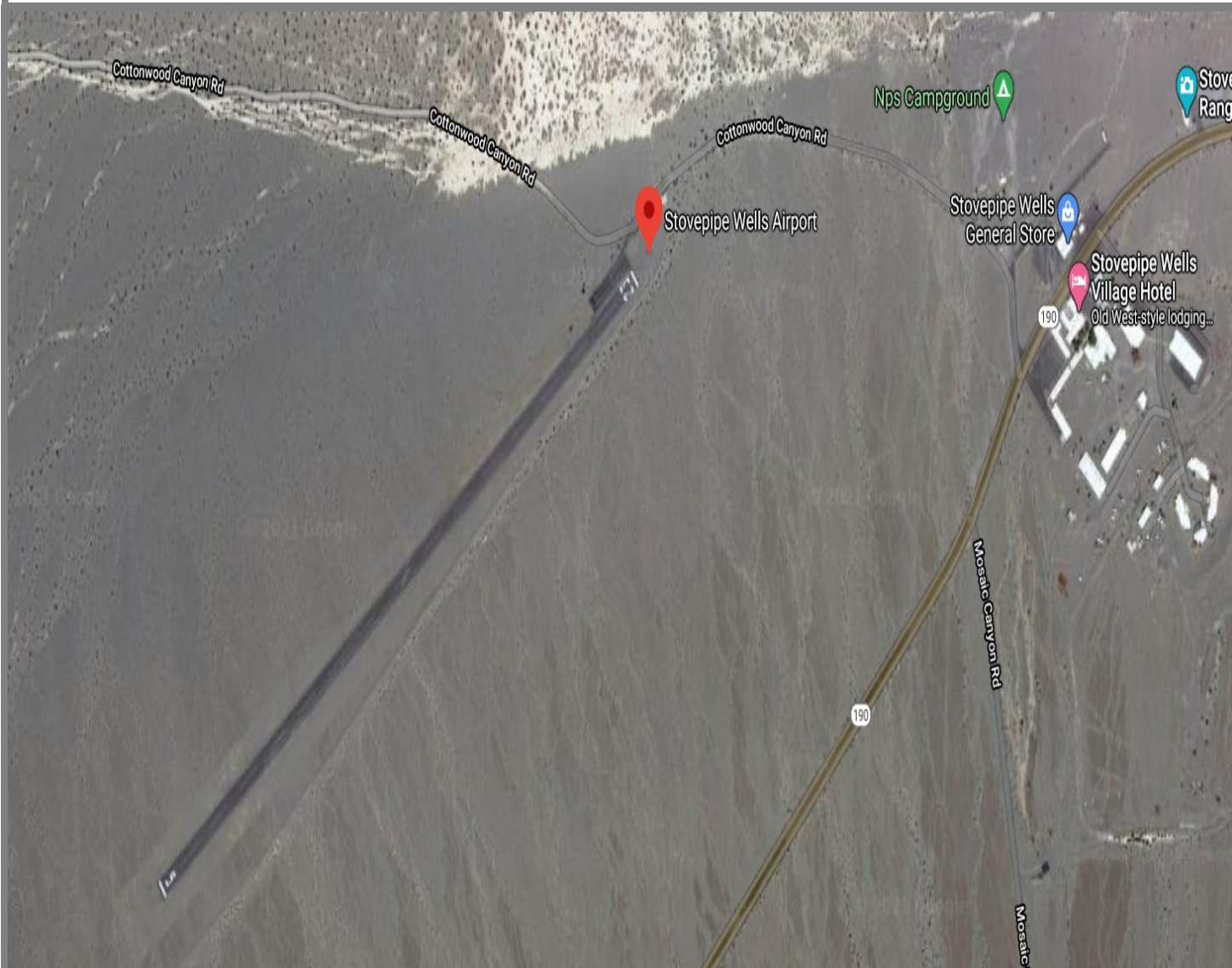


CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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PRESIDENT'S PERSPECTIVE



Dear Aviators,

The California Pilots Association's Mission is to Preserve, Protect and Promote California's General Aviation Airports. We do this by having Vice Presidents in six regions and 6 Directors at Large which mirror the regions for the Caltrans Division of Aeronautics. The VP's and DaLs monitor airports in their region for any issue which might affect the longevity or viability of the operation of the airport. For example, if a Sponsor (a City or County which owns the airport) does not take Federal Aviation Administration funds to keep the Runway or Taxiway Pavements in good condition or the Airport has a land-use encroachment issue we know to deploy more CalPilots assistance (to talk to electeds, to help with land use process, to have our attorney involved) to aid that airport.

The California Airport Land Use Planning Handbook (<https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>) is our Guide for protecting airports from encroachment of housing or other uses which would thereby limit the airport utility.

Airport Land Use Committees or Commissions are in almost every county in the state. They require our oversight. We can attend meetings and offer comments in protection of airports or better yet we can volunteer to serve on those committees.

We need all of our members to help us in this endeavor to keep airports open, and to flag airports with issues so we can bring resources to bear.

The National Park Service has two airports in Death Valley; Furnace; Creek Airport L06 and Stovepipe Wells L09. Both of these airports are significant as it is difficult to get to this Area, Death Valley, by car and they provide a safe place to land while traversing a remote area. The Park Service expressed an interest in closing Stovepipe Wells airport. The Park Service asked for comments in the Federal Register. On behalf of the California Pilots Association I made comments in the Federal Register opposing any decision to close Stovepipe Wells Airport and promoting the significance of Stovepipe Wells to the public, not just in California, but to the entire country. Please see the related article herein by Ted Gablin.

Happy landings,

Carol



<https://www.calpilots.org>

OPINIONS expressed in the *Airport Advocate* are not necessarily always those of **California Pilots Association**.

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Oakland-based KaiserAir presents plan to relocate to Livermore Municipal Airport

Proposal from charter airliner would include bringing Boeing 737 aircraft to Tri-Valley

by [Ryan J. Degan](#) / Pleasanton Weekly

The Livermore Airport Commission has given its stamp of approval to a plan that would relocate the corporate offices of Oakland-based charter airliner KaiserAir to the Livermore Municipal Airport, a proposal that would also include the development of air facilities that could accommodate Boeing 737s.

If approved by the Livermore City Council, the project would house KaiserAir's corporate offices comprised of 30 to 40 employees and provide space for approximately six KaiserAir corporate aircraft -- including one or more of the company's Boeing 737 aircraft.

"It's just the first step of many," Interim Airport Manager Sean Moran told the Weekly. "The Livermore City Council will ultimately approve or deny the lease and they'll have to fulfill any environmental obligations, any environmental reports needed."

The development will eventually require approval by the Livermore Community Development Department, Planning Commission and City Council, but the project cleared a key hurdle on Feb. 8 when the city's Airport Commission advanced the proposal and recommended the aforementioned entities review it further.

Proposed to be located on an approximately 45-acre vacant parcel north of West Jack London Boulevard and south of Taxiway Lima, the project would develop a "fixed based operator" (FBO) facility and associated hangars on airport.



KaiserAir has proposed a comprehensive phased development of the parcel that would include the FBO terminal complex, offices, aircraft maintenance facilities, fuel farm, self-service aircraft fueling facility, corporate hangars, parking spaces and box t-hangars.

The project would also relocate KaiserAir's corporate offices from Oakland International Airport, along with basing some of their existing corporate air fleet at the Livermore Airport.

"The proposed development will provide enhanced aeronautical services at the airport and generate significant revenues to the airport enterprise fund," former airport manager David Decoteau wrote in a staff report.

"The development would also increase enterprise fund revenues further through landing fees. The additional revenue would be used to enhance and improve airport facilities for the betterment of all airport users and visitors," he added.

[Cont. on page 4]



[Cont. from Page 3]

Oakland-based KaiserAir presents plan to relocate to Livermore Municipal Airport

Proposal from charter airliner would include bringing Boeing 737 aircraft to Tri-Valley

by [Ryan J. Degan](#) / Pleasanton Weekly

Decoteau also said that the project is estimated to net approximately \$286,944 per year for the city's airport enterprise fund, saying "over the term of a 45-year lease (35 years, with two five-year options), an estimated net revenue of \$12,912,480 is anticipated."

"The project also includes improvements to the airfield infrastructure including a new vehicle service road as well as enhancements to a taxiway intersection improvement estimated at over \$1 million and Taxiway Lima to accommodate aircraft access to and from the site. KaiserAir has also agreed to take an active role in noise abatement at the airport and will work closely with city staff to support efforts of noise mitigation," Decoteau added.

Currently based in Oakland International, KaiserAir currently sells approximately four million gallons of aviation fuel on an annual basis from its locations in Oakland and Sonoma County Airport, according to Decoteau.

For residents who may be concerned about the stationing of Boeing 737s at the Livermore Airport, Moran said that the airport has allowed such aircraft to operate at the airport in the past, with no issues reported from the public.

"Historically the airport has actually had (Boeing 737s) operating in and out of the airport with no incident. Kaiser has also been able to safely operate in and out of the airport in the past," Moran said.

"If there's any readers that have concerns about the Boeing 737s, they will operate within published procedures that are set by the Federal Aviation administration, or FAA, with their regulations and guidelines," he added. "The aircraft all operate under stage four noise standards and they have an excellent record of noise compliance."

Interested residents can learn more about KaiserAir's efforts to develop in the Livermore Municipal Airport online at the [Livermore Airport Commission's webpage](#).

Full article can be read here: [Oakland-based KaiserAir presents plan to relocate to Livermore Municipal Airport](#)





Protecting Your Airport At The ALUC

By: Karl Schweikert, CalPilots General Counsel

This month, I continue my series of articles on how to protect an airport. There is of course the political route, which I raise again as the most cost-effective method to protect an airport. Educated politicians, who understand the value of aviation, are our most effective tool to protect airports. This month, I focus on Airport Land Use Commissions, or ALUCs. The details of the formation, operation, and responsibilities of an ALUC are quite extensive. For the purposes of this article, I will boil them down to this:

1. An ALUC establishes an Airport Land Use Compatibility Plan ("ALUCP") for each airport in the County. The area of the ALUCP, roughly a 2-statute mile radius around the airport, is called the Airport Influence Area. This requires a study and costs money, so in the case of many small airstrips, no ALUCP exists, and consequently no ALUC oversight occurs.
2. A project located within the ALUCP, such as a new cell phone tower or hospital, must first be presented to the ALUC for a determination of whether the proposed project is or is not consistent with the ALUCP.
3. The determination by the ALUC is advisory, meaning with a 2/3rds vote, the local municipality or county can override this finding. An override takes many steps and is subject to various challenges, which will not be discussed here.

It is this requirement that projects be presented to the ALUC before going to the planning commission that provides the first notice of a proposed project. Of course, this only applies if an ALUCP exists for your local airport. If no ALUCP exists, the project goes directly to the planning commission.

I've started looking at my county's ALUC agendas, but each of these items seem like they're a hundred pages long. I'm not a lawyer, what do I do? Do not become intimidated by the length, most of the length comes from location maps or architectural drawings of the building, not from details. While that's not always true, they all come with a staff report where someone at the ALUC has reviewed the proposal and made their first determination. Your job is just to read the staff report and make sure it jibes with the proposal. As a member of the public, you can submit your comments to the proposal by email, letter, or in person at the hearing. There's no actual need to appear in person. Comments at this early stage, such as providing suggestions on how a project could be changed to better support aviation, may even succeed in getting some changes made. In many cases, the ALUC will suggest certain conditions that must be met to build out the project. This is your chance to influence the process at the beginning. It is much easier for a developer to comply with the ALUC recommendation than to go through the process of overriding the ALUC's recommendation.

What is a reasonable project? For those who are interested in the details, Caltrans has produced an [Airport Land Use Planning Handbook](#) to explain that.¹ It will often be referred to as the "Handbook" or "Caltrans Handbook." It has the detail needed for [closet] attorneys to argue over details. This detail is extra. Your job is to go for the obvious; a hospital subject to repeated overflight or flight within 1000 feet is not a good idea.

Take your piloting skills and think about what they've missed, like ignoring the noise abatement procedures at the airport in their analysis. Remember, land near an airport is cheap and available. So long as the proposed project will not shut down the airport or shorten the runway, local government will look at any additional revenue or development fees associated with the project as new income, not as income that reduces income from the airport. Your goal is to get reasonable development near the airport that is compatible with the airport, not to prohibit any development. A goal to keep 2 miles of open space around every airport does not work for small close-in airports and would stifle their ability to provide value to the communities they serve. **[Cont. on page 4]**



Effort to Create Commercial Space Hub at Vandenberg Air Force Base Moving Quickly

By: Mike Hodgson

mhodgson@santamariatimes.com

Feb 1, 2021 ~ Updated Feb 8, 2021

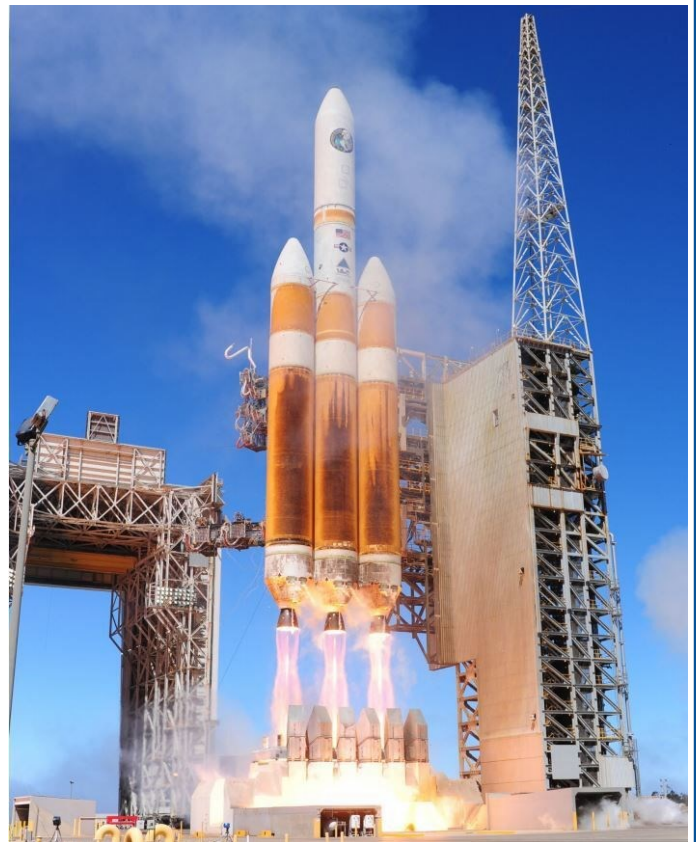
A draft master plan for creating a commercial space hub at [Vandenberg Air Force Base](#) could be released around the end of April as a team of base, local industry and government representatives hope to get launch facilities ready for anticipated demand.

That effort got a boost recently when the [Santa Barbara County Board of Supervisors](#) voted to join the memorandum of understanding and kick in \$200,000 to pay for development of the draft master plan. James Hackleman, vice president and chief operations officer of [REACH Central Coast, the Regional Economic Action Coalition](#), said the board's decision to join the memorandum and provide funding shows the supervisors understand what a [commercial space hub could mean to the local economy](#).

"This is a tangible action the county can take to help lay the groundwork for a growing industry to take root and flourish on the Central Coast," Board Chairman and [4th District Supervisor Bob Nelson](#) said. REACH, which is Vandenberg Air Force Base's official representative for the commercial space industry, is just one part of the agencies that have signed the memorandum of understanding. The others include the 30th Space Wing at Vandenberg, the [Governor's Office of Business and Economic Development](#), [Cal Poly](#) and [Deloitte](#), an industry-leading audit, consulting, tax and advisory service.

The draft master plan they're putting together will not only analyze what infrastructure currently exists but what is needed and what kind of funding that will require. It also will include an analysis of what a launch hub would mean for the economy, including direct, indirect and induced impacts. "It will really underline the opportunity that exists," Hackleman said. With input from various sectors, the draft plan then will be refined into a final master plan that can be used for regional decision-making, budget allocations, government funding requests and attracting investors.

The local team is moving quickly in an attempt to be the first on the block, so to speak, with a commercial space hub and avoid being left in the dust by competing areas like Florida, which has been investing in space launch infrastructure for decades. Already, work on the draft master plan has shown a critical need for investment in such infrastructure as launch pads, roads and communications equipment, and getting all that built would be a big draw for commercial launch companies.



The above photo shows a United Launch Alliance Delta IV Heavy rocket carrying a National Reconnaissance Office payload launches from Space Launch Complex-6 at Vandenberg Air Force Base.

"That way [United Launch Alliance] and SpaceX would only have to spend a few hundred million dollars on their launch vehicles," Hackleman said. He noted the growing demand for commercial space launches has been driven by a shift in the industry. "The space industry, say, back in the '80s and even early '90s was an up-and-coming industry and it was primarily funded by the government," he said. "But now we're seeing the private sector stepping into that role, investing billions of dollars." He added, "The government only has private industry to launch national security satellites into space." As a result, over the next nine or 10 years, the demand for commercial space launches is expected to exceed the capability of existing facilities. ***[Cont. on page 7]***



[Cont. from page 6]

Effort to Create Commercial Space Hub at Vandenberg Air Force Base Moving Quickly

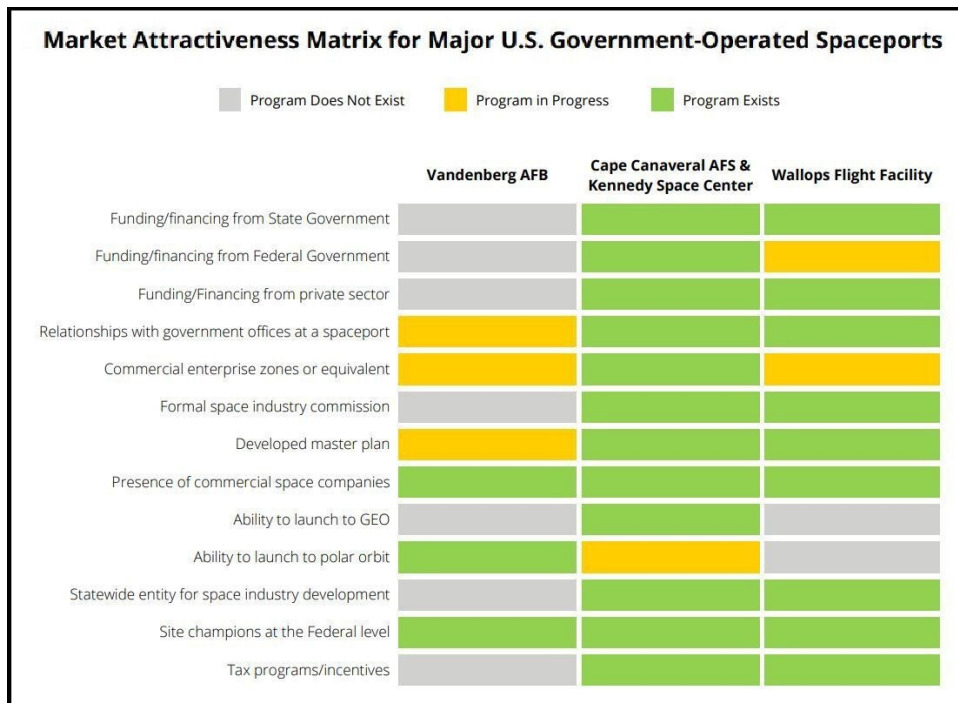
By: Mike Hodgson

mhodgson@santamariatimes.com

Feb 1, 2021 ~Updated Feb 8, 2021

As the prime polar launch location in the United States, Vandenberg is in a position to capitalize on that demand, especially if it has facilities already prepared to go. "Over the next decade, [we hope] to take advantage of the opportunity to catch this wave early rather than demand pushing us into the space industry," Hackleman said Feb. 1. Developing a commercial space launch hub that centers on Vandenberg but extends into the surrounding communities could mean millions, if not billions, of dollars for the Central Coast and would send economic waves washing across California.

The chart below, compares the infrastructure and abilities for the three of the top contenders for such a facility that show what upgrades Vandenberg Air Force Base would need to be competitive.



"Right now, commercial space is a \$350 billion industry globally," Hackleman said. "That's expected to rise to almost \$3 trillion in the next couple of decades." Hackleman said a commercial space launch center here would create sustainable jobs ranging from assembly and manufacturing to engineering and development.

"These are very high-paying jobs that have real potential in regards to economic development in Santa Barbara County, and we want to be an active partner and participant in this planning effort so that we can help deliver good-paying jobs to the residents of Santa Barbara County," 2nd District Supervisor Gregg Hart said.

Full article can be read here: [Effort to create commercial space hub at Vandenberg Air Force Base moving quickly](#)



Volunteer Opportunities at the Aerospace Museum of California

By: Matthew Pruitt

Volunteer Coordinator, Aerospace Museum of California

3200 Freedom Park Dr, McClellan Park, CA 95652

Email: volunteer@aerospacemuseum.org

My name is Matthew Pruitt, and I am the Volunteer Coordinator at the Aerospace Museum of California.

I found the California Pilot's Association when searching for local aviation groups. I wanted to reach out to you all and tell you a bit about the volunteer opportunities we have here at our museum.

We are just beginning to re-open our indoor exhibits, many of which are aviation-related, and our outdoor airpark with over a dozen different aircraft, so I was hoping to find new volunteers interested in sharing their knowledge with the museum guests.

Volunteers can do many different things, including leading tours, engaging guests at our various exhibits, teaching classes, and helping in custodial/facilities capacity.

With over 40 aircraft and an intriguing aerospace section, our museum explores the wonders of flight and technology. Explore, discover, and be inspired! If you are interested in learning more about our organization, please look at our website: <https://aerospacemuseum.org/>.

If any of you would be interested in volunteering with us, the onboarding process is quite simple, and I'm more than happy to answer any questions you may have.

I'm looking forward to hearing back from you via email.

AEROSPACE MUSEUM OF CALIFORNIA



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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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Calling Attention to the Proposed Closure of Stovepipe Wells Airport (L09) Death Valley

By: Ted Gablin President, Redlands Airport Association

There are two airports operated by the National Park service (NPS) within Death Valley National Park. These include Furnace Creek (L06) and Stovepipe Wells (L09). These provide great access to the park to the general aviation flying community. Death Valley National Park is a long way from anything by car!

The most known of the two is Furnace Creek Airport (L06). It provides access to [The Oasis in Death Valley](#) (Formerly Furnace Creek Inn). This resort includes the *Inn at Death Valley* (a 4-star hotel), restaurants, golf course and the *Ranch at Death Valley*, a more budget friendly hotel. The other airport, Stovepipe Wells (L09) is about 25 miles north west of L06 and is lesser known. There are no services or aircraft *fuel* available at either airport. Runway conditions can be dicey at both airports as the asphalt takes a beating from the extreme summer heat.

In mid-December last year, CalPilots learned from the Recreational Aviation Foundation (RAF) that the National Park Service (NPS) is considering closing the Stovepipe Wells airport in the Death Valley National Park. Calpilots learned the NPS was soliciting public comment from November 20 thru December 23, 2020 regarding the future use of the park's Stovepipe Wells Village. One of the park's proposals is to change the Stovepipe Wells airstrip into a dedicated night sky viewing area. The NPS make further claims citing Stovepipe Wells airstrip is hardly used by visitors and the area could be better utilized by those wishing to enjoy dark sky astronomy afforded by Death Valley. As the airport is closed to night operations, it is unclear to how the airports existence impedes night sky viewing. Perhaps NPS simply is trying to avoid the maintenance expenses associated with runway repaving. If this proposal is approved the airstrip is in danger of being closing entirely to aircraft.

Between the RAF, Calpilots and some its member chapters including the Redlands Airport Association (RAA) an effort was made to gather more than 400 comments from the pilot community by the December 23rd deadline. According to the RAF, if the Park Service did not receive at least 400 comments from the pilot community regarding Stovepipe Wells, they will ignore the pilot's input. There has not been any information about next steps from the NPS on the fate of L09 since the comment period deadline has passed.

One of our RAA members, Jim Pickens, was a former tenant of Fullerton Airport (KFUL). He has friends in the Fullerton 99's and they contacted him to let him know about their plans for the flyout to Stovepipe Wells on January 30th. The stated purpose of this fly-out is to show support for L09 by demonstrating the aviation community's interest in Stovepipe Wells Airport in addition to having a good time. The Fullerton 99's also contacted others in the Southern California basin too. As the event was well attended by pilots from Fullerton, Redlands Riverside and Corona.

Saturday January 30th was a perfect day for a fly-out to Death Valley. It had just finished raining for three days in Southern California. The air was crystal clear, and visibility was unlimited. There was snow all over the mountains. The atmosphere cooperated too, as there were no surface winds or serious winds aloft. It was a beautiful day to fly.





[Cont. from page 5]

Protecting Your Airport At The ALUC

By: Karl Schweikert, CalPilots General Counsel

Take your piloting skills and think about what they've missed, like ignoring the noise abatement procedures at the airport in their analysis. Remember, land near an airport is cheap and available. So long as the proposed project will not shut down the airport or shorten the runway, local government will look at any additional revenue or development fees associated with the project as new income, not as income that reduces income from the airport. Your goal is to get reasonable development near the airport that is compatible with the airport, not to prohibit any development. A goal to keep 2 miles of open space around every airport does not work for small close-in airports and would stifle their ability to provide value to the communities they serve.

Go forth and advocate for sensible projects. Consider submitting a comment letter to the ALUC about a project that you find is clearly appropriate (e.g. a storage facility). This will help increase the credibility of the pilot community when we oppose an inappropriate project.

[Cont. from page 10]

Calling Attention to the Proposed Closure of Stovepipe Wells Airport (L09) Death Valley

By: Ted Gablin President, Redlands Airport Association

Death Valley is best described as magnificent desolation. Except for the summer months, it is worth a visit. In all, at least 18 aircraft participated. The NPS ranger that showed up did get to see all these aircraft parked on the side of the single runway without a taxiway at Stovepipe Wells. I estimated between pilots and passengers there were at least 30 people that day signed the National Park Service guest book located on a pedestal at the airport.

A secondary benefit of the flyout included learning that within a short walk (¼ mile) of L09 there is a campground, general store, small hotel with a pool, saloon, and restaurant in Stovepipe wells. The group kept the restaurant busy too as they all decided to enjoy a great lunch prepared at the Bad Water Saloon. The cook had a busy day for sure! Yes, [Stovepipe Wells in Death Valley](#) can also be a destination for your next flying adventure.

I, along with many others hope the public comments and the visibility of the fly-in will demonstrate to the NPS that Stovepipe Wells airport should remain open as a general aviation access point to Death Valley for years to come.



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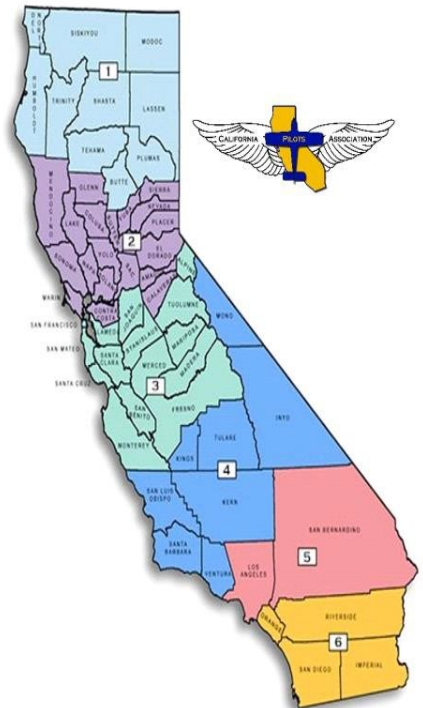
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Due to COVID-19 most if not all major Aviation events and meetings have been canceled due to potential health hazards.

