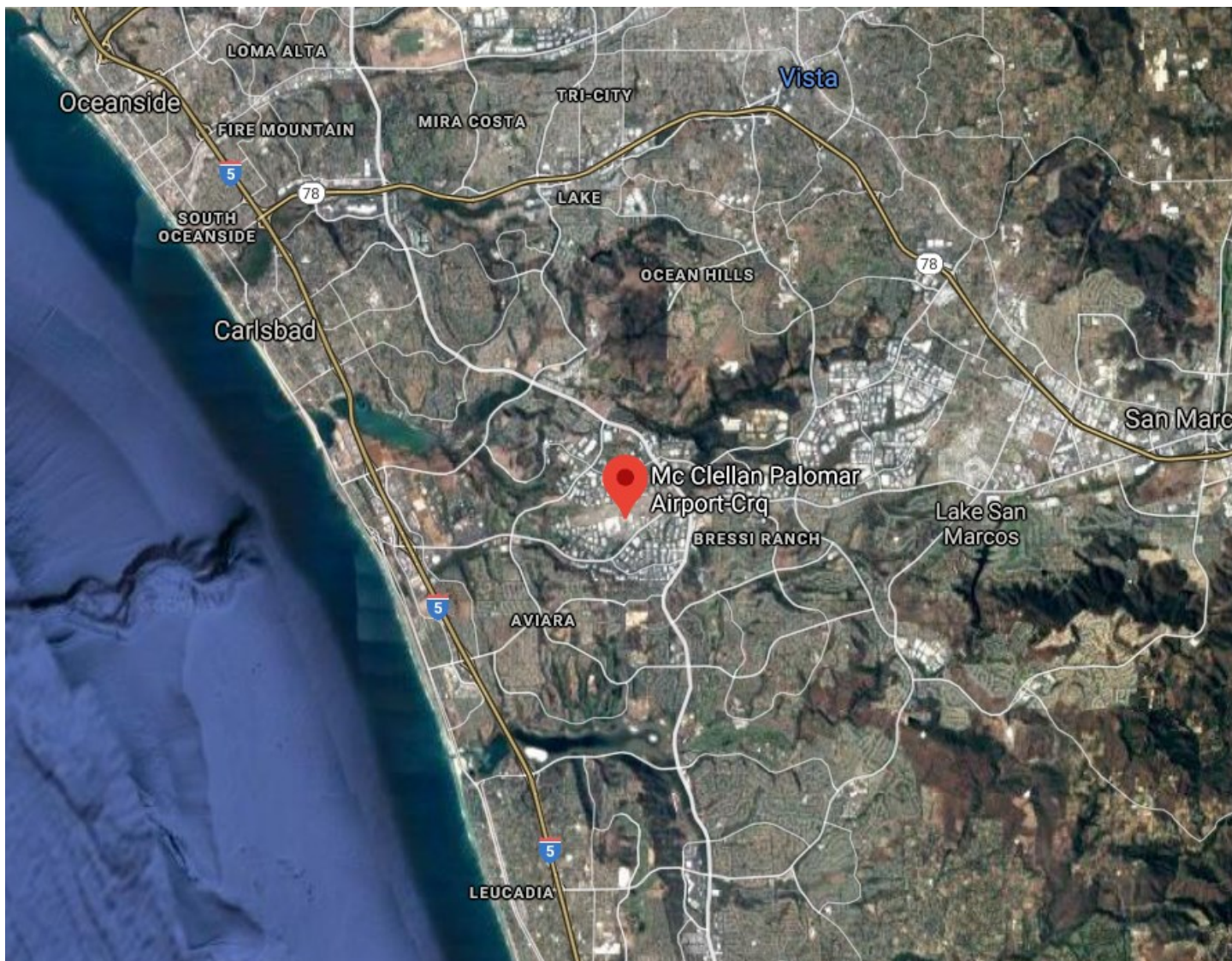


CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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PRESIDENT'S PERSPECTIVE



Happy Holidays Fearless Flyers,

It is an understatement to say that we have had a memorable year in Aviation as well as for everything else. Airport businesses and airports themselves have struggled to stay open during the pandemic.

The Federal Aviation Administration has stepped up with several types of Grants to Aid the airports. There is a new grant Airport Coronavirus Response Grant Program (CRRSAA) <https://www.faa.gov/airports/crrsaa/> which includes \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) public health emergency and some other grants have been available for businesses. Some flight currency requirements have been temporarily relaxed.

Individual Pilots have figured out ways to stay safe and fly. Of particular note is CalDART which has had the opportunity to assemble Pilots to fly personal protective equipment PPE to various spots in the West Coast. Please see Paul Marshall's article in this issue. We are hopeful that these unprecedented COVID-19 challenges will be lessened in the coming year.

CalPilots had a very good year in spite of obstacles and difficulties. We participated in Aviation and Aerospace Day in February 2020 at the Capital in Sacramento. I am a founding member of that group, representing CalPilots which started Aviation Day to let elected officials realize the importance of airports around the state. It has been tremendously successful and this past February was no exception. We met with Lieutenant Governor Eleni Kounalakis. Board Member Gil Wright explained to her the coming impact of Unmanned Aerial Vehicles (UAM). Gill has had several articles about that in our newsletter and continues to be our point person on this subject. Board Members, Ed Story and Karen Khan participated by staffing CalPilots table.

We also helped various Airports from Banning to Delano, Oakland to Reid Hillview and more. We testified along with other groups, ACA and AOPA against two bills SB1102 and SB902 which touched on changing land use requirements. Neither Bill succeeded. Our California Zooming Annual Meeting was a boffo success. We are moving forward with many good ideas from it including future one topic meetings on UAM, electric planes and other subjects.

We have several board members giving special attention to Reid-Hillview Airport (RHV) assisting our Chapter, CAAPSO and preventing further harm to the Airport.

We turn our eyes to the New Year for Bluer Skies and more places to have happy landings.

Stay well,

Carol



<https://www.calpilots.org>

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SUPPORT YOUR LOCAL AIRPORT

by Karl Schweikert, CalPilots General Counsel

Do you like having an airport near your destination? I ask, because I know you like your local airport. I'm here to remind you of the old saw... only rich people fly airplanes. When combined with the other reality of real estate, land is cheap near the airport and conflict begins. CalPilots is attempting to stop a specialty surgical hospital from being built under the noise abatement flight path, a half-mile away from Bermuda Dunes Airport, adjacent to the missed approach point and under the VOR-C approach path. Hearings are scheduled for May and June (check the CalPilots website for more details).

Why did they pick that location? Cheap, available land. While many pilots will argue that airports bring millions of dollars of revenue to cities, they fail to understand that unless a new project suggests closing the airport entirely, elected officials are comparing a minimal impact to an existing airport against a development bringing millions of new dollars to a city. Additionally, those developers are likely ongoing campaign contributors.

Let's look at the hospital above. It brings new construction jobs, new high-end medical professional jobs, new security jobs, and so on. The perceived effect on the airport? It's just a building on the ground that doesn't affect any of the approaches to the airport or shorten the runway. That doesn't hurt the airport, so why are the pilots fighting this project? Unfortunately, the answer is it doesn't, until it does. Although flying is a statistically very safe activity, airplane accidents happen; 68 in April, in fact. What happens when the unthinkable happens and an airplane plummets into a hospital during surgery or at night when patients are recovering, but unable to walk? A crisis, public uproar, and attempts to label and close the airport as "dangerous" or "unsafe."

The rarity of aviation incidents causes cities and pilots to become complacent about their airport safety zones. The chances of an airplane crash are very low, but the statistics hide real tragedy. This is referred to as the "Fallacy of Large Numbers." In aviation, it is critical we protect our infrastructure, lest a single accident result in the closure of a precious resource; an airport near our destination. Generally, risk of airport closure remains relatively low in locations that have inadequate or non-existent airline service, but as Santa Monica demonstrates, when surrounded by airline service for the masses, airports are the unnecessary playgrounds for the rich. The business benefit is discounted and "Not In My Back Yard" takes over.

Over the next several magazines, my section will be dedicated to a series of articles on how to protect your local airport, and perhaps more importantly, the airports you fly to and from, from encroachment, closure, curfews, and fee increases which are designed to strangle the airport.

I call your attention to the recent issues with Bermuda Dunes (encroachment), Hayward (rent spikes), San Carlos (potential curfew and noise action), and Rancho Murietta (excessive landing fees). Although Rancho Murietta and San Carlos appear to be linked to individuals wishing the airport would close, Bermuda Dunes and Hayward are about city revenues. Each has a political solution as well as a potential legal solution. The political solution is grass roots, and you can afford it. The legal solution is expensive, time consuming, and likely only will secure a reprieve, not permanent protection, (think Santa Monica).

My future articles will focus on 1) How to defend against encroachment by starting with local Airport Land Use Commissions; 2) How to protect against budget changes (hangar rents, landing fees, etc.) by getting involved with local government; and 3) How to protect against access reductions related to noise, pollution, etc.

The modern world has made defending your airport much easier, but it has also buried local government under the noise of day-to-day events from around the world. However, airports are still controlled by those local governments. In truth, the FAA only protects your right to fly once you are airborne. It is our job to keep these precious assets safe, so individuals can fly and soar without having to belong to the class called "rich."

From the editor: This article appeared in the CalPilots May – June 2017 newsletter and should be read again.



CalDart, Here's an end-of-year update recalling our achievements during the year and providing a look forward at 2021.

2020 was our biggest year ever:

- 11 DART Operators certified after our October pandemic operations,
- members and friends in 45 airports,
- our biggest one-day event ever in the Oregon Firefighter Airlift where 23 CalDART and Angel Flight West planes airlifted nearly 4800 lbs of supplies from Santa Barbara to Eugene Oregon to fight their September wildfires. See the [video](#) that Direct Relief made of the events that day, and read the attached story.
- Operation Medical Shield that moved approximately 13,000 face shields, 17,500 face masks, and 2,000 medical gowns to front line workers in need around the state.
- A white paper on safe COVID-19 Operations in Volunteer Pilot Organizations co-authored by CalDART Medical Officer Daniel Masys, MD, and contributed to the Air Care Alliance, a consortium of 30 or so public benefit flying organizations, of which CalDART is a member
- Automated Bag Valve Mask Ventilators provided to Tijuana to assist with COVID problems at the border
- Fundraising took a major step forward thanks to the generosity of our growing number of members and the efforts of Bob Edwards – we paid down a \$7000 loan and are ordering a batch of CalDART vests for all our CalDART Operators

Here's what's on tap for next year so far:

- Ongoing efforts led by Ron Lovick to bring COVID-19 relief supplies to the Yurok Indian tribe in Northern California
- New vests – we will be ordering 5 vests apiece for each of our CalDART Operators. These vests are ICS-compliant with clear pockets for signage on the back and chest, and will have a large DART logo on the back and a small circular CalDART logo on the front. You have seen these vests in our videos – they are a great way to show who is working in the DART on a crowded ramp, especially when a variety of organizations are present. They make it very easy to mix and match our membership around the state to help each other in a disaster response while keeping a uniform appearance to the public and emergency management professionals with whom we work. As a reminder, our uniform on the ramp is dark blue (or black) pants with a white shirt and a CalDART vest. Operators can order additional vests at \$20 each by contacting Paul Marshall before Jan 5 and donating the corresponding amount of money at caldart.org. DART Operators can pick up their vests from Ron Lovick at Palomar McClellan Airport and Mark van Wyk at San Martin airport. Vests are primarily for personnel working on the ground at the airport during a mobilization, but pilots can also wear them as a means of identifying themselves when picking up passengers or cargo. Individual pilots can order a vest through their local DART Operator.
- First annual meeting – we will be having CalDART's first annual Zoom meeting 7:00pm Feb 23 where we will vote for the new board of directors and have a presentation related to disaster response operations from a guest speaker. Expect further details in a month.
- New DART Operators being organized – so far we have a new DART Operator in development at Grass Valley and preliminary indications of interest in Chino and Orange County. If you're interested in starting a DART Operator at your airport, contact Paul Marshall. It's a great way for your local pilots to give back to your community and stand vigilant to serve in disaster.

If you haven't already renewed your membership in CalDART this year, please do so [here](#). And, if you think our mission is worthy of your support, please donate [here](#).

Have a happy and healthy holiday season,

Paul Marshall, President
408 838 3307



General Aviation Airport: A National Asset

By: Curt Castagna

Dec 17th, 2020

What do general aviation airports mean to your community? In California and across the West, which are experiencing the worst fire season in history, general aviation airports are national assets that play an essential role in providing emergency services to devastated communities. In addition to serving as a versatile fire management tool, fixed- and rotary-wing aircraft are especially important in situations where access



is obstructed by damage to existing roads and bridges, harsh terrain or lack of infrastructure. When a disaster strikes, many relief efforts depend on donated business or private aircraft to provide evacuation services or transport urgently needed medical supplies, clothing, blankets, food and water to suffering populations.

This makes small and regional airports across the nation a central hub for first responders and rescue teams, humanitarian aid and emergency air transport. While many individuals appreciate the vital role general aviation aircraft play during times of emergency, few recognize their local airport as a vital

economic asset and contributor to the community year-round. In the wake of the COVID-19 pandemic, it is hard to overlook the importance of local general aviation airports as commercial airlines cut back on service, flights and personnel. According to the U.S. Department of Transportation, there are approximately 5,100 public use airports in the nation that are accessed by general aviation aircraft, compared to approximately 500 that offer commercial airline service. This means that business aviation reaches 10 times the number of U.S. airports than do the airlines. In the current situation, the destinations served by air carriers are expected to continue to decline.

According to the National Business Aviation Association, business aviation contributes \$150 billion to U.S. economic output and employs more than 1.2 million people. In addition, general aviation activities reap substantial financial benefits for every state in the nation. Only about three percent of the approximately 15,000 business aircraft registered in the U.S. are flown by Fortune 500 companies, while the remaining 97 percent are operated by a broad cross-section of organizations, including governments, universities, charitable organizations and businesses.

To increase awareness of the essential role that general aviation fulfills, the National Air Transportation Association (NATA) has launched a new initiative called "General Aviation Advancing America." Through this effort, focused gatherings among key business and community leaders are being held at airports across the nation to discuss how aviation activities in cities and towns support well-paying jobs, economic growth and collaboration that can empower a community during all phases of a crisis. *[cont. on 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

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

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[Cont. from page 5]

General Aviation Airport: A National Asset

By: Curt Castagna

Dec 17th, 2020

Notably, it has been nearly a decade since the Federal Aviation Administration (FAA) conducted a national review of general aviation airports. In 2012, its report entitled “General Aviation Airports: A National Asset” documents an 18-month study of the nearly 3,000 general aviation airports, heliports and seaplane bases identified in the FAA’s National Plan of Integrated Airport Systems.

The FAA’s in-depth analysis aims to educate the public about the pivotal role general aviation airports play in our society, economy and the national aviation system. The study also places general aviation airports into four categories based on their activity levels – national, regional, local and basic – to help capture their diverse functions and economic contributions. In 2014, an in-depth review of the nearly 500 unclassified airports listed in the original study was conducted as a follow-on study.

Overall, these reports document many important aeronautical functions that are economically and effectively supported at general aviation airports, many of which cannot be supported at primary commercial service airports. The categories of flights serving the public interest include: emergency preparedness and response, critical community access, other aviation specific functions, and destination and special events.

General aviation airports are diverse and their aeronautical functions have evolved over time to meet the specific needs of the communities they serve. As a result, the U.S. has the largest and most diverse system of general aviation airports in the world. Airport-based tenant businesses continue to play a key role in preserving jobs and the economic health of communities, as well as delivering vital services to a broad range of industries that rely on them and the airport for support.

Helping others understand the many benefits of general aviation is essential to protecting the industry, preserving tenant businesses and empowering regional economic growth.

Curt Castagna, president and CEO of Aeroplex/Aerolease Group, is a member of the Los Angeles County Airport Commission, president of the Van Nuys and Long Beach Airport Associations, and board chair of the National Air Transportation Association. A certified private and instrument-rated pilot, he has instructed courses in aviation administration at Cal State Los Angeles for over two decades.

Full article can be read here: [General Aviation Airports: A National Asset | Aviation Pros](#)



Benefits of Creating a CalPilots Chapter

By Ted Gablin, President, Redlands Airport Association Chapter of the California Pilots Association

We created our local airport advocacy group, the Redlands Airport Association in June of 2014. The original 24 charter members recognized our airport was under siege. At that time, we were dealing with a reservoir being constructed in a known wildlife corridor less than 1/4 mile from the approach end of our most used runway. We were all concerned about bird strikes as reservoirs are known attractants for birds. The reservoir location was located considerably less than the 10,000' recommended by the FAA. Additionally, the contractor constructing the reservoir sold the 650,000 cubic yards of excavated dirt to the property owner adjacent to the airport. A portion of the dirt was stockpiled in the runway protection zone of the same runway. The property owner planned on selling the dirt as part of a new sand and gravel business. The dirt was deemed an obstacle by the FAA, but no one did anything about it.

Concerned pilots at Redlands Municipal Airport (REI) complained to city hall, called AOPA, the FAA and the CalTrans Division of Aeronautics. These efforts were done individually by concerned individual pilots without coordination. These efforts, although noble, were not very successful. At the same time this was going on Rialto Municipal was being closed, as the City of Rialto made a deal with a developer for the property. It was only 17 miles from REI. Many of the pilots based at Rialto were moving to REI. Because we were unsuccessful in getting the City of Redlands to take action to save their airport from the ongoing issues, many of us believed REI would be next.

It was obvious that our airport tenants needed to band together to address the serious issues that faced our airport. We believed we would be more successful dealing with our airport issues directly if we coordinated efforts and skills to solve these problems. But airspace issues FAA and state regs designed to protect airspace and airports are complicated. AOPA was sensitive to our problems, but their support was limited to writing a couple of letters for us. Ultimately, after a chance encounter with CalPilots board members at a local airshow, we received some real help. Their volunteers provided great advice and leveraged their contacts to help us fight these encroachment issues our airport was facing.

In our dealings with Cal Pilots we learned about their goals to promote keeping our airports in California:

- To advance public understanding and interest in beneficial use and utilization of aviation in California.
- To conduct seminars to inform members of the public of uses and services of aircraft.
- To conducting training for persons desiring increased proficiency for flight safety.
- To provide technical and operational information to public officials regarding aviation safety, regulation, and airport land use zoning.
- To promote the preservation and enhancement of California public airports.

We also reviewed their three-tiered defense strategy for protecting airports. It became clear that what we were trying to do with our association was what CalPilots called "Tier 1 Defense". It just made sense and supported our decision to organize. *[Cont. on page 10]*



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Benefits of Creating a CalPilots Chapter

We agreed with their philosophy for airport users to take the lead on resolving airport issues. Local airport issues, airport status and local politics are best known by the tenants and businesses based at an airport. The experiences faced by our new pilots from Rialto, (we call them Rialto refugees) made it clear, no one would ride in on a white horse to save our airports. It's just impossible for groups such as EAA, AOPA and CalPilots to solve problems without airport user's involvement. These groups simply do not have the staff and resources to deal with every airport's issues. These groups are better staffed to provide advice and guidance to airport users that are dealing with issues at their home airport.

These groups are better staffed to provide advice and guidance to airport users that are dealing with issues at their home airport.

Calpilots is a volunteer organization. There are no paid staff. But they are in their roles because they want to be there. They want to help. Many of the staff are consultants that advise California airport sponsors. Some know how the grant process works and can advise their members if your airport sponsor is not operating their airport in an appropriate matter. Some CalPilots board members, because of their airport consultant roles, have working relationships with FAA and Caltrans Division of Aeronautics personnel. Those contacts can be very helpful when your airport is threatened. CalPilots has legal support too. They have an attorney that donates his time and can provide legal advice to their board members working with CalPilots members dealing with airport issues.

We also learned CalPilots is an IRS recognized 501C3 organization. They are also California State tax exempt. These benefits are available to Cal Pilots Chapters. This would certainly help airport groups avoid tax surprises for monies raised for airport advocacy uses at their home airport.

With consideration of all of this support our newly formed Redlands Airport Association took the necessary steps to become a CalPilots Chapter. We have been a member over 6 years and don't regret our relationship. How did we do on our reservoir dirt pile issue? After 7 years, the dirt pile is 95% gone. The agency operating the reservoir has spent \$1.4 million on plastic balls to prevent birds from landing in the reservoir. These issues are behind us, but we are still dealing with numerous issues that affect the welfare of our airport. The fight goes on....

I encourage all pilots in California to recognize their role to protect their home airport. If you have a local airport association at your home airport, join it and get involved. If you don't have a local airport association, consider creating one. The California Pilots Association can help contact them by phone at 800-319-5286, or via email at this link: andy.wilson@calpilots.org



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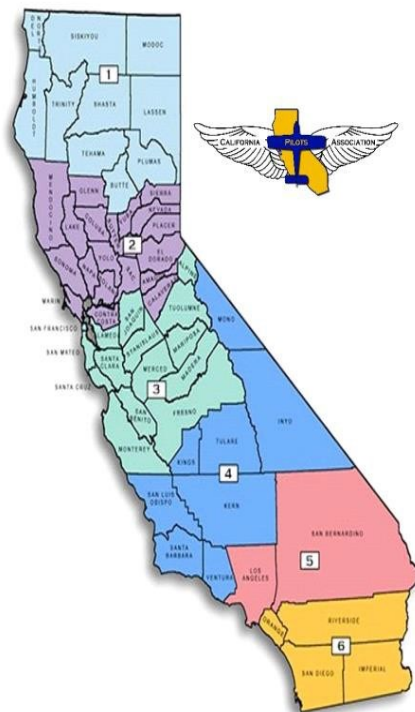
Advisory Council

Bill Turpie

President Emeritus

Jay White

CALIFORNIA PILOTS ASSOCIATION REGIONS



Nov/Dec 2020



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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.

