



January/February 2012

Serving Pilots Of California With Pride

Merced has Plans for the Former Castle Air Force Base

ATWATER -- When Merced County took over the former Castle Air Force Base in 2000, prospects for the site were considered bright. Though the site hasn't lived up to all expectations, county leaders say some recent efforts have increased interest at the former base, and a new document will only spur that attention. The Merced County Board of Supervisors adopted a new master plan for the airport last week, and the text includes challenges and possibilities for the location.

The master plan will serve as a guide for the long-term development and operation of the airport over 20 years, according to county records. The 231-page document also will be aimed at securing funding and grants from the Federal Aviation Administration.

High fuel costs could be a drawback

The plan, which replaces a comparable document from 1996, calls for no further environmental impact review.

Highlights of the airport's development possibilities include air cargo, commercial air carriers and general aviation, according to the master plan. However, inflated fuel costs have diminished aviation growth and could be a drawback for any development unless the costs drop.

While the master plan details hopes for expansion, it also serves as a marketing tool, said Mark Hendrickson, director of commerce, aviation and economic development for Merced

See Castle Continued on page 7)

Cockpit iPads Get FAA OK

American Airlines is the first U.S. airline to be officially approved by the FAA to use iPads as an electronic flight bag in all phases of flight, the FAA said this week. The airline received the approval on Dec. 1. The FAA said only two iPads are allowed to be operated in the cockpit at any one time, according to The New York Times. "This involves a significantly different scenario for potential interference than unlimited passenger use, which could involve dozens or even hundreds of devices at the same time," the FAA told

the Times. American and Alaska Airlines previously have been using the tablets in the cockpit on an evaluation-only basis.

The issue of using consumer electronic devices in airline cabins made the news last week when actor Alec Baldwin was thrown off an American Airlines flight after he refused to turn off the phone he was using to play a game. The FAA seems to be in no hurry to extend its OK from the cockpit to the cabin. "The FAA is concerned about potential interference with aircraft navigation and communication systems primarily during

takeoff, climb and landing, which are considered critical phases of flight," said FAA spokeswoman Laura Brown. Gregg Overman, spokesman for the Allied Pilots Association, told The Wall Street Journal that the signals that travel to and from consumer devices "could be picked up by one of the many antennas you'll see attached to modern passenger aircraft." Because consumer devices are so varied and the electronic components frequently change, it's not possible for the FAA to verify that none of them can cause interference, thus the continuing ban.

Avweb 12-15-11

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Presidents Corner by Ed Rosiak

Time passes faster as we, um - mature. Here we are in 2012 looking forward to this year's challenges and rewards - Happy New Year to all of you.

While the economy has not fully recovered, there are signs of life in aviation. Go out to your airport and check for yourself. Sure, you won't find pre 2008 activity, but you will find more going on than early last year. We'll take any improvement we can get especially considering the Washington DC set's inability to do anything to move our country forward versus trying to make the other side look bad.

As a group, aviation must work together, and organize to watch over our interests. We have to do this because it is clear that we cannot rely on our elected officials to do the right and sometimes legal thing.

Probably the most recent example is the fight over Santa Monica Airport. In the case of Santa Monica Airport it is clear that the city of Santa Monica has been strategically moving toward closing its airport for the last few years.

This effort has taken many forms from noise and safety to the latest favorite, environmental - which is the latest politically correct strategy

used to try to close Santa Monica's airport. It's a typical attack on an airport.

Santa Monica has had several environmental studies completed but apparently those weren't good enough. Probably because they didn't show the airport was a polluter - that is not any more than the traffic using the two major highways which pass in close proximity to the community.

It's important to acknowledge that the Santa Monica Airport has been completely encroached, thanks to local and state politicians, as well as some city officials. The political and city officials are the very people who allowed the airport

See Presidents Corner Continued on page 11)



"Coming soon, members will be able to opt to receive our newsletter electronically, or sign up for a summary electronic edition."



Latest Tests Show LightSquared Disrupts Most GPS

Federal officials on Wednesday December 14 confirmed earlier reports that signals from a nationwide broadband system proposed by LightSquared will significantly disrupt existing GPS service. In separate statements, the National Coordination Office for Space-Based Positioning, Navigation and Timing (PNT), the Department of Defense and the Department of Transportation essentially said that under current circumstances, GPS cannot coexist with LightSquared's planned 40,000-tower network of high-speed wireless broadband transmitters. "LightSquared signals caused harmful interference to the majority of ... general purpose GPS receivers," said Anthony Russo, director of PNT. The comments

were based on recent test results that also showed the signals could affect TAWS. Cellphones are not affected significantly, according to the tests. LightSquared said it rejects the findings about the GPS receivers but is willing to work with the FAA on TAWS. The GPS interference, LightSquared claims, is the GPS industry's fault, which, regardless of the veracity of the claim, may be a moot point.

In a statement, LightSquared CEO Sanjiv Ahuja said the problem isn't that his company's signals invade GPS's territory, it's that GPS receivers "look into" LightSquared's spectrum. "LightSquared has had the legal and regulatory right to use its spectrum for eight years over two administrations," Ahuja said. "The testing further confirmed

that the interference issues are not caused by LightSquared's spectrum, but by GPS devices looking into spectrum that is licensed to LightSquared. We have taken extraordinary measures -- and at extraordinary expense -- to solve a problem that is not of our making. We continue to believe that LightSquared and GPS can co-exist." However, the FCC waiver that would permit LightSquared to operate its system appears to place the onus on LightSquared to ensure its signals do not interrupt GPS service. LightSquared is expected to have more to say about the tests on Thursday.

Reprinted from AvWeb 12/15



"LightSquared signals caused harmful interference to the majority of ... general purpose GPS receivers."

Automated Weather Observation Systems (AWOS)

Automated Weather Observation Systems (AWOS)

County of Los Angeles Airports

County Airport	Telephone	Frequency	Anticipated Installation Date	Anticipated Activation Date
Brackett Field Airport (POC) ¹	(909) 596-1523	124.4 MHz	October 31, 2011	December 31, 2011
Compton/Woodley Airport (CPM)	(310) 631-4958	127.15 MHz	November 30, 2011	December 31, 2011
El Monte Airport (EMT) ¹	(626) 444-1107	118.75 MHz	October 31, 2011	December 31, 2011
General William J. Fox Airfield (WJF) ²	(661) 949-2840	126.3 MHz	N/A	N/A
Whiteman Airport (WHP) ¹	(818) 899-9820	132.1 MHz	September 30, 2011	December 31, 2011

¹ ATIS telephone and frequency to be converted to AWOS.

² No AWOS to be installed. The airport has an ASOS. No frequency for existing ASOS – weather info available via telephone or ATIS frequency.

Thanks to LA County Division of Airports Chief Richard Smith and his Staff for putting together this information for us to publish in Calpilots Newsletter.

California Department of Transportation Division of Aeronautics



"Visit the New Caltrans Division of Aeronautics Website:

<http://www.dot.ca.gov/hq/planning/aeronaut/>

For the latest Airport Land Use Planning Handbook the California Aviation System Plan and other useful information like the article from the CalAero Newsletter

on the right

New Airport Improvement Program Grant for FY 2011-12

By: Brady Tacdol

The Caltrans Division of Aeronautics (Division) was contacted by the Federal Aviation Administration (FAA) to conduct Wildlife Hazard Assessments (WHA) at the following general aviation airports: Fullerton Municipal (Fullerton, CA), El Monte (El Monte, CA), Los Angeles Whiteman (Los Angeles, CA), Brackett Field (La Verne, CA), General William J. Fox Field (Lancaster, CA), Jack Northrop Field/Hawthorne (Hawthorne, CA), ampernin Field (Torrance, CA), Santa Monica Municipal (Santa Monica, CA), Chino (Chino, CA), and Cable (Upland, CA). The grant award was in the amount of \$1.3 million and will be used to hire a qualified consultant to conduct WHAs in accordance with FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On

or Near Airports and the Wildlife Hazard Management Manual.

In summary, wildlife is attracted to areas that reflect their natural habitat and provide basic living needs such as food, water and cover, airports included. Aircraft often strike birds and other animals because they are unable to detect and/or avoid them in time to avoid a collision. Wildlife strikes are largely uncontrolled events. This means that it is impossible to control exactly when an animal will or will not encounter an operating aircraft. By understanding and controlling possible animal habitats at the airport, wildlife strike risk can be reduced. In addition, airport planning plays an important role in wildlife strike hazard reduction. Proper planning of an airport can help to recognize land uses on or near the airport site that can potentially

attract wildlife. By conducting WHAs and controlling land uses, wildlife strike hazards can be reduced.

The FAA and Division are in the process of defining a scope of work for the project. Once this step is completed, the Division will be advertising for a qualified wildlife biologist to conduct the assessments. We anticipate additional WHA grants will be available from the FAA in the future. More information will be available in the next few months.



FAA AeroNav Meeting: Radically Higher Prices for Digital Charting Proposed (Updated)



The FAA's AeroNav charting division told vendors this week that it proposes to charge end users of digital charting producers about \$150 a year to close a \$5 million shortfall in its budget due to declining paper chart sales. The new fee, if adopted, would presumably more than double the cost of some popular iPad and Droid applications such as ForeFlight and WingX. Plus, vendors selling through Apple's application channels would face additional charges. "To me, it's pretty clear that these prices are a non-starter. I know pilots aren't going to pay \$150 for these products without screaming about it," one vendor told us.

And because AeroNav's incremental pricing favors large-volume vendors over smaller ones, the pricing change may effectively kill smaller application writers and/or free sites that offer FAA charting products as a convenience for users. That might include DUATs contractors, which offer free charts on the two sites.

Moreover, the FAA told about 70 vendors that as paper sales continue to decline, the FAA charges for digital charting products are likely to increase in order to cover fixed overhead costs. The agency also assured the vendors that it would not be developing any apps or other products to compete with them.

Tuesday's meeting, which was closed to the public and press, had been billed as an information gathering session so the AeroNav group

could reach pricing that worked for everyone. Based on conversations with several vendors, we would say reaction to the FAA's proposals were mixed at best. "The FAA did a remarkably good job in soliciting opinion," one vendor told us, "I'm actually fairly hopeful." Mark Spenser of Avilution, a newer aviation app for Android, says he's not sure he'll stay in the business if the FAA's proposed charges are adopted. "It's too early to tell," he said. The FAA also realizes there will have to be some other structure for websites that display charts, like FitPlan.com or RunwayFinder. Dave Parsons of RunwayFinder told us, "I won't be able to do it for even a dollar a user per year."

The assembled vendors were told that the FAA will announce a detailed proposal by mid-January and the new charges will go into effect in April, 2012. But one of the participants we spoke to on Wednesday said that timeline is "totally unrealistic." He expressed further skepticism that the FAA made its case the its economics justify such steep price increases. Several vendors we spoke to told us there wasn't much give and take and that AeroNav presented their price structure in a way that suggested little flexibility. Michael Wolf, president of Sporty's, told us Wednesday that he remained unconvinced that AeroNav had made a legitimate effort to close its budget shortfall by cutting its expenses.

As for the new prices, vendors questioned how the agency arrived at its numbers. The FAA seems to have grossly underestimated the

number of potential users, vendors told us. They told the assembled vendors that the \$150/year number was based on their estimated number of users divided into the \$5 million shortfall. But that's only about 33,000 users. Vendors tell us the real number is more than 100,000. That may be good news for driving down the final price for subscriptions eventually, but for the short term, it means higher costs for vendors. It's also true that bigger companies will have the right to resell charts to startups, who might want only single-updates or charts for a specific area of the country to trim costs. However there might be an inherent conflict of interest in doing so.

Bigger companies also will have an edge as the proposed pricing is regressive: For example, a vendor with up to 100 customers would pay \$250 per customer, while one with up to 1,500 might pay \$120. There was also a flat-fee proposal where zero to 100 customers would be \$25,000/year, 100 to 250 would be \$50,000/year and so on. It's unclear which of those options might go into effect, but AeroNav told the vendors the prices proposed are in a general range.

When asked if AeroNav could make up the \$5 million by reducing its expenses, FAA officials said no, although budget relief from Congress might be an option. FAA officials deflected several specific questions about AeroNav's budgeting and costs, which Sporty's Wolf told us he thinks they will need to do.

In addressing the group, Fred



"The new fee, if adopted, would presumably more than double the cost of some popular iPad and Droid applications such as ForeFlight and WingX."

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See Digital Charting (Continued on page 9)

Cessna adds inspections for aging aircraft

"The supplemental inspection program we've developed is primarily a visual process aimed at supporting the continued airworthiness of aging airframes."

Cessna Aircraft Co. will add inspection procedures to its service manuals for aircraft built between 1946 and 1986 to detect signs of problems common to aging aircraft. The inspections will focus primarily on signs of corrosion and airframe fatigue.

The supplemental inspection procedures affect 100- and 200-series aircraft. Inspections for the 200 series are to be added this month, while supplemental inspections for 100-series aircraft will be added in April 2012.

"The supplemental inspection program we've developed is primarily a visual process aimed at supporting the contin-

ued airworthiness of aging airframes," said Beth Gamble, Cessna's principal engineer for airframe structures. "Through this education effort, we hope to answer most questions before we release the revised service manuals. We encourage owners to check in with their local Cessna service affiliate at the appropriate times to have the mandatory inspections completed."

The criteria for initial visual inspections will vary by model and aircraft age or hours of operation. Cessna authorized service providers will have special training and access to specific equipment for the inspections and for repairs, if required.

"Corrosion and fatigue are inevitable but with early detection and

proper maintenance, severity and effects can be minimized," Gamble said. "The new inspection requirements we've developed are very simple, and are based on visual inspection that can be done quickly by a trained inspector during an annual inspection."



LAWA to study giving Van Nuys Airport autonomy

By Rick Orlov, Staff Writer

Currently, Los Angeles World Airports and the Board of Airport Commissioners oversee Van Nuys, along with Los Angeles International and Ontario International airports. "Los Angeles World Airports staff has focused on LAX with Van Nuys Airport receiving little if any attention over the years," said Don Schultz, a longtime community activist. "Look at the years it has taken to finalize a simple project such as the Propeller Park.

"Ontario International Airport has also voiced deep concerns as to how LAWA staff has ignored their needs and they are pursuing becoming the masters of their own destiny through the state Legislature by divorcing themselves from the LAWA family."

A separate Van Nuys operation would allow LAWA to deal solely with LAX issues, Schultz said.

Councilman Tony Cardenas said many other residents who live in the area feel the same way.

"This airport is an asset for the city and is one of the busiest general aviation airports in the country," Cardenas said. "We have to make sure that it continues to thrive." The proposal asks LAWA to report back in six months on three options for the airport, including plans for greater community oversight, creating a separate commission or the possibility of turning over the airport to private operators. Wayne Williams, a member of the Van Nuys Airport Advisory Council, said he believes there needs to be more attention paid to recommendations made by the advisory panel.

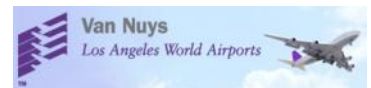
"I think we have a very good panel these days, one that represents all interests at the airport from propellers to jets as well as the community," Williams said. "I'm not sure we need a separate commission as much as a way for our

recommendations to be heard and acted on.

Reprinted from the AOPA AVIATIONeBRIEF & Contra Costa Times (Walnut Creek, Calif.) (12/14) By Rick Orlov, Staff Writer



"A separate Van Nuys operation would allow LAWA to deal solely with LA issues, Schultz said. Councilman Tony Cardenas said many other residents who live in the area feel the same way."



Van Nuys Low Angle Shot Runway

Contract Tower Closure Eyed

AOPA is reporting that the FAA is being pressured to close contract control towers at more than 100 GA-only airports. Quoting unnamed sources, AOPA says the Office of Management and Budget has made the suggestion that funding be pulled from contract towers at airports that don't have commercial service or high volumes of military traffic. The funding cuts would affect roughly half of the 248 contract towers, which are independently owned and

operated facilities under contract to the FAA.

According to AOPA, the proposal has not been approved by the FAA, which is now discussing it internally. The Contract Tower Association is predictably aghast at the suggestion. "The federal government's budget constraints should not impact such a critical aviation safety initiative like the FAA contract tower program," a representative of the group told AOPA. AOPA is writing the FAA to encourage the continuation of the existing

contracts and will be keeping an eye on the developments.



"AOPA says the Office of Management and Budget has made the suggestion that funding be pulled from contract towers at airports that don't have commercial service or high volumes of military traffic."

TSA tests scanning equipment at California airport

A test is being run at Monterey Regional Airport that could make it easier for military personnel to get through airport security. In mid-November, the Transportation Safety Administration began a test that allows members of the armed forces to present their Department of Defense identification cards for scanning. The experiment, which is still going on, is designed to test the scanning equipment, and the Monterey airport was chosen because of the concentration of military members using the airport and its proximity to a TSA technical team. "This location will be used in a limited way to ensure the technology can be installed and function properly in an airport setting," TSA spokesman Nico Melendez said in an email.

If the pilot program is successful, U.S. service members will be able to use expedited screening lanes being tested for trusted passengers at several metropolitan airports. Passengers who qualify would be able get through security

with "expedited screening benefits" that could include no longer removing shoes, bag laptops, light outerwear, belts and some carry-on bags. Ken Griggs, operations manager for the Monterey airport, said the TSA test is having no effect on flights. "It was kind of under the radar," he said.

Congress is trying to make it easier for military members on official travel, and their families, to move through airport security. If the president signs a bill approved in the House on Tuesday for final congressional approval, the Homeland Security Department would have six months to devise a preference system for the armed forces. Some of the earliest beneficiaries likely would be troops returning from Afghanistan next year, and their family members.

The bill says military travelers must be in uniform and present their orders to get the expedited screening. "An expedited, risk-

based TSA screening process is the least we can do for our men and women in uniform and their families who sacrifice so much," said chief sponsor Rep. Chip Cravaack, R-Minn.

While Homeland Security would establish the new preferential system, Cravaack said he envisions troops not having to remove boots, belt buckles, bulky military jackets and medals. Troops could go to the front of the line, or a separate line could be created. Travelers' organizations have supported an expedited screening for the military.

The TSA is testing a trusted traveler program at airports in Atlanta, Dallas, Detroit and Miami. The program will expand to Las Vegas, Los Angeles and Minneapolis-St. Paul in the next few months.

Reprinted from the Monterey County Herald (12/22)



"If the pilot program is successful, U.S. service members will be able to use expedited screening lanes being tested for trusted passengers at several metropolitan airports."



Plans for Former Castle AFB

(Continued from page 1) Castle

"In August, the county supervisors unanimously approved a plan that would allow an applicant affiliated with the Sierra Academy of Aeronautics, one of the largest international flight training schools in the nation, to build an aviation business center at Castle."



County. "It's literally a snapshot in time," he said. "It's a view of what the future will look like based upon conditions at the time the plan was prepared." Castle's position at the heart of California makes it prime real estate for air cargo opportunities, Hendrickson said. The airport's runway is able to accommodate nearly any size aircraft on a regular basis - just short of the Airbus A380 - making the site an attractive possibility for developers. "Our plan finds that we have the potential to serve a wide variety of aeronautical roles," he said. And one company is in the process of developing an air cargo business.

In August, the county supervisors unanimously approved a plan that would allow an applicant affiliated with the Sierra Academy of Aeronautics, one of the largest international flight training schools in the nation, to build an aviation business center at Castle. Included in the plan is an air cargo facility,

a corporate and private aircraft service center, a charter operation, modern hangars and a cold storage facility for produce. Though the project faces a few hurdles before it becomes a reality, Hendrickson said it's what Castle needs to jump-start the area. If it does come to fruition, it could bring hundreds of jobs and millions of dollars in revenue to the county. Considering recent trends, industry experts think air cargo will experience solid growth through the year 2027 from three areas - the Pacific Rim, Mexico and Latin America. Plan took five years to complete. The Castle Airport Master Plan calls for corporate and general aviation growth to expand north and the airport to become more cargo-oriented toward the south to allow for better access to the railroad and the future Atwater-Merced Expressway, Hendrickson said.

"Those are very, very key ingredients to seeing Castle find the type of success that we all envision," he said, noting that the master plan will help tie the air-

port with the evolving region. Supervisor Hub Walsh agreed, saying he expects the plan to help the site progress. "We're hopeful that it will assist us in moving forward with business options and airport options that we know that we have there," he said.

The plan, which took about five years to complete, cost \$315,789 and involved several county departments and external consultants, Hendrickson said. An FAA grant for \$300,000 helped pay for the report, in addition to \$7,500 in state funds and \$8,289 in county funds. "This has been an extraordinary project," he said. "This is a very significant step in the evolution of Castle's history."

County officials plan to forward the plan to the FAA in the coming days.

Written by Mike North - The Merced (CA) Sun-Star

Monday, 12 December 2011 09:17

Visit Caltrans Division of Aeronautics Website for a lot of good information.

<http://www.dot.ca.gov/hq/planning/aeronaut/>

Cal Trans Link to newsletters :

<http://www.dot.ca.gov/hq/planning/aeronaut/AeroNewsletter2010.html>

"Apparently the FAA and the City of Los Angeles have disregard for the Federal Regulations and the California Land Use Compatibility Handbook."

FAA: Sport Pilot Examiners Don't Need A Medical

The FAA has issued an amendment to its 2009 rule on Part 61 flight training to make several corrections and clarifications. To conduct flight tests for the sport-pilot certificate, examiners aren't required to have a medical certificate as long as they have a U.S. driver's license, the FAA now says. EAA welcomed the change. "While this correction is important to all sport pilot examiners, it was critical to the few examiners conducting practical examinations in weight-shift control, powered parachutes, and gyro-

planes," said David Oord, EAA government and advocacy specialist. The change doesn't apply to sport-pilot flight tests in gliders or balloons.



The FAA's amendment also clarified two other points.

The new language clarifies that a pilot who has failed

to maintain instrument currency for more than six calendar months may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until completing an instrument proficiency check. A third clarification addresses the use of flight simulators in training for type ratings. Reprinted from AVFlash News

By Mary Grady, Contributing editor



LightSquared Files FCC Petition

LightSquared has thrown down a potentially tricky legal gauntlet and challenged the Federal Communications Commission to clarify its right to use the sliver of radio spectrum it owns for a ground-based broadband network. In a petition for declaratory ruling (PDF) filed Tuesday, the upstart broadband service wholesaler repeats its claim that the manufacturers of GPS devices that are affected by the broadband signals are to blame for the interference. "It recently has become apparent that the commercial GPS industry has manufactured, and sold to unsuspecting consumers, unlicensed and poorly designed GPS receivers that 'listen' for radio signals both in the 'RNSS' frequency band in which the U.S. GPS system is intended to operate, as well as across the adjacent 'MSS' frequency band that is not intended for GPS use, and in which LightSquared is licensed," the petition says. "The commercial GPS industry claims, without justification, that these GPS receivers somehow are entitled to 'protection' from the LightSquared authorized operations" LightSquared is also asking that the manufacturers of GPS equipment be kept out of any deliberations on the future of

LightSquared's applications because, according to LightSquared, the GPS makers lack the legal standing to have their comments heard. The GPS industry says the filing is a rerun of previous LightSquared rhetoric that selectively cites previous FCC rulings and ignores its own positions on the interference issues.

In a statement issued late Tuesday, the Coalition to Save Our GPS said LightSquared has agreed to not to interfere with GPS. "In its January 2011 order, the Commission made clear that LightSquared would not be permitted to commence operations until it had demonstrated that it would not interfere with GPS," said coalition spokesman Jim Kirkland. "LightSquared did not challenge this condition at the time, and has to live up to it. There is overwhelming technical evidence—the most recent of which was released by the Government just last week—that this condition has not been satisfied." The petition is the latest in a series of aggressive moves by LightSquared, which says it has spent billions to get its high-speed wireless broadband system off the ground. If approved as written, the LightSquared peti-



tion would put the entire legal onus for coexistence on the GPS industry. However, LightSquared insists it's still willing to help solve the interference problems. "While we ask the FCC today to confirm our legal rights, LightSquared remains fully committed to cooperate with all parties — the GPS industry, GPS users, and the federal government — to ensure that LightSquared's network is deployed in a way that is compatible with GPS users," said LightSquared spokesman Jeff Carlisle. "LightSquared has always recognized the critical importance of the GPS system, and we firmly believe that GPS devices can peacefully coexist adjacent to our network."

AVweb

"In its January 2011 order, the Commission made clear that LightSquared would not be permitted to commence operations until it had demonstrated that it would not interfere with GPS"

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GA Defender of the Year

(Continued from page 4 Digital Charts)

"The current law allows AeroNav to charge for printing and distribution, but also for management of databases used for chart preparation."

Anderson, AeroNav's director of products, told the vendors that the FAA has always charged user fees for charting products, dating to the 1920s, when the government was authorized by Congress to collect fees limited to paper and printing. The current law allows AeroNav to charge for printing and distribution, but also for management of databases used for chart preparation. It cannot charge for the acquisition or distribution of flight data required to make charts. Heretofore, AeroNav has

charged a nominal fee for digital chart data it sold on DVDs. It has also allowed all comers to download the digital data at no charge, an arrangement that made attractive economics for some application writers. Vendor costs for the DVD have been on the order of \$200 a year, but with no end user limitations, they amortize this over hundreds or thousands of customers.

AeroNav also proposed that vendors will be required to become chart sales agents and will be subject to audit by AeroNav to confirm they're charging customers correctly, which will cost

vendors -- and customers -- yet more money. Vendors told us the FAA hopes to finalize its pricing, contractual agreement and other issues brought up in today's meeting by early January. We'll gauge pilot reaction after the numbers are finalized.

On Tuesday, the FAA did not return our request for comment by our deadline, but spokesman Laura Brown said Wednesday the agency would respond to detailed queries for follow-up stories later this week.

AVWeb 12-15-11

CalPilots Special Thanks



California Pilots thanks **Jim Mercado of Sic 'Em Advertising, Inc.** for his help on our projects to protect and defend airports with extensive and complex graphics for our presentations



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California Pilots Association, P.O. Box 324, The Sea Ranch, CA 95497-0324

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

YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR WEBSITE : www.calpilots.org

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CalPilots PAC Fund

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CALIFORNIA PILOT PAC

WHAT IS A PILOT PAC?

The California Pilot Political Action Committee is sponsored by California Pilots Association (CALPILOTS). The PAC is an independent legal entity administered by a board of Trustees. All bookkeeping is separate from CALPILOTS and regular reports of income and disbursements are made to the California Secretary of State. All funding is received from voluntary contributions. No CALPILOTS membership dues are used for this purpose.

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

Chairman

Contributions can be made to payable to
CALIFORNIA PILOT PAC
P.O. Box 324, The Sea Ranch, CA 95497-0324
PAC contributions are not tax deductible.

CALIFORNIA PILOT PAC
California ID 811653



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Dot.gov.comments@ost.dot.gov

FAA Administrator Michael P. Huerta (Acting)

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Web Form: boxer.senate.gov/en/contact/

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Other California Congressmen

http://www.house.gov/house/MemberWWW_by_State.shtml#ca

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For Cal Senate and Assembly contacts

<http://www.leginfo.ca.gov/yourleg.html>

(Continued from page 2) Presidents Corner

to become completely encroached. If there is a noise and safety issue, they are the ones who not only allowed it, but are responsible. They simply did not do their jobs when they ignored the airport land development guidance documents that the California Division of Aeronautics has had in place for years. Money talks as they say (if you need proof just go to our web site and

perform a search on Santa Monica Airport and read the litany of articles on the city's attack on the airport). Then as politicians are known to do, they turn right around and attack the problem they actually created. It's these kinds of actions that make the public lose trust.

There are currently multiple politicians trying to use the Santa Monica Airport for votes by making it appear they are working in the public's interest. And in a sense they are. They are working to close the airport and eliminate the problem

they created – might be embarrassing to them should the public find out why the problem actually exists.

Don't think this can't happen to your airport. It is time for the aviators of California to stand up and be counted. Or, we can add yet another closed airport to the growing list.

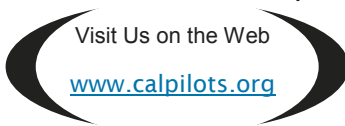


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