



May/June 2011

Serving Pilots Of California With Pride

Byron Airport (C83) Thermal Plumes on the Rise

Mariposa Energy Project Power Plant **IN**
 East Altamont Energy Center Power Plant **OUT**

By Andy Wilson

On April 13, 2011, the Committee issued the Presiding Member's Proposed Decision (PMPD) for the **MARIPOSA ENERGY PROJECT (MEP)**, (Docket Number 09-AFC-3) recommends Application for Certification be approved. See Figure Power Plants page 4

East Altamont Energy Center (EAEC) informed the Commission that it no longer intends to build the EAEC and terminated the EAEC certification. (Docket 01-AFC-4C, Docket Log No.

60156, dated 3/23/11, rec'd 3/29/11)

See Figure Power Plants page 4

There will only be one 200 megawatt (MW) power plant located near the Byron Airport.

The California Energy Commission (CEC) is the lead agency for all power plants 50 megawatts or greater. MEP ((200 megawatt (MW)) and EAEC ((1,100 megawatt, (MW)) both using gas turbine technologies would produce multiple thermal plume Hazards to aircraft as per FAA Aeronautical Information Manual (AIM), http://www.faa.gov/air_traffic/publications/atpubs/aim/, 7-5-15. Avoid Flight in the Vicinity

of Thermal Plumes (Smoke Stacks and Cooling Towers)

The Byron Airports sponsor is Contra Cost County where the airport is physically located but the approach to runway 30 is mostly in Alameda County where both power plants would be located. There is no Airport Land Use agreement between counties. The Contra Costa County Airport Land Use Commission (CCCALUC) made a determination that MEP was inconsistent with the Byron Airport layout and use plans and sent their findings to the CEC. More than twenty five pilots including CALPILOTS

See WHP Continued on page 4)

Garmin Says 4G System A Threat To GPS

Garmin is standing by its position that a proposal to build a network of 40,000 broadband transmission towers around the U.S. could severely disrupt GPS service. As we reported last week, LightSquared has received conditional FCC approval to install the massive system to carry 4G signals, the conditions being that it restrict its signals to their assigned fre-

quencies on the L Band 1 (1525 MHz—1559 MHz) and test existing GPS devices to see what kind of interference the transmitters might cause. GPS uses the a frequency range of 1159-1610 MHz, which is right next to the LightSquared signal. Garmin's Jessica Myers told AVweb in a podcast interview that Garmin has done testing on its own and determined there's no practical

way for the two systems to coexist.

Myers said even if the LightSquared signals stay within their boundaries, they will be so strong compared to the very low-power GPS signals that reach Earth from the satellites that the GPS equipment will simply be overwhelmed. She said it may be technically possible

See GPS Continued on page 11)

Inside this issue:

Presidents Corner	2
Quietly Something Changed	2
CalPilots New Website	3
Nighttime Curfew Fails	5
Aircraft Re-Registration Schedule	7
Save Santa Monica Airport	8
SMO Balks (So Far) Over Safety Feature	8
FAA Bills Protects Fence Agreements	9
CalPilots Board Contact List	10
California Pilot PAC	11

CALPILOTS

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- We are a non-profit public benefit California Corporation formed in 1949 and a Federal 501(c)(3).
- You can help to get the message out by joining us. After all, if not you, who will protect your airport?

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Presidents Corner by Ed Rosiak

Moving Forward

I am feeling positive about 2011. 2010 certainly had its share of aviation issues, many of which were carried forward into 2011. Even so I believe that we as aviators are making progress. California Pilots Association continues to work hard, more than ever actually, a necessity since the issues associated with the state's general aviation airports and pilots continue. The good news - by improving our communication capabilities and getting the word out, we are noticing that more pro-aviation people are stepping forward to address general airport and flight privileges' issues. Frankly, apathy has been an

ongoing issue for the state's aviators. The good news is, however, that the pro-aviation community is not only taking notice, they are taking action, when their airports are being threatened - we need more from more of you though.

California Pilots Association, in existence since 1949, has seen and continues to see, the similarly type of issues associated with the state's general aviation airports. Threats to airports take many forms, but the common denominator typically starts as a misstep by the airport sponsor, which can be either the county or the city super-

visors. It almost always has something to do with inappropriate development in the airport area, or in the worst case scenario, the call to close the airport.

Inappropriate development, no matter what size or type, cannot be ignored, as it can and has, led to airport closures. California Pilots Association continues to witness never ending attempts to force fit inappropriate development into safety space located around the airport. Check out our web site at www.calpilots.org and newsletter to read about these issues.

As this is being written we are actively working on inappropriate

See Presidents Corner Continued on page 7



“California Pilots Association continues to work hard, more than ever actually, a necessity since the issues associated with the state's general aviation airports and pilots continue.”

Quietly Something Changed In The Skies Above The Eastern Coachella Valley

Look up, and it's rare to see brightly colored hot air balloons floating above the desert anymore.

Their absence can be largely attributed to a mysterious, 80-acre olive farm off Avenue 54 between Monroe and Jackson streets in an unincorporated area south of Indio near the upscale Vista Santa Rosa community.

Through a lawsuit filed in March 2009 against local balloon companies, individual balloonists, and a pest control flight operator, the farm's owner, JCM Farming Inc., has sued virtually all low-flying air traffic out of the sky.

“Palm Desert, the eastern Coachella Valley, was a mecca for ballooning — it wasn't uncommon to see 15, 20 balloons in the air,” said Dennis Barrett, who operated Temecula-based Magical Adventure Balloon Rides with his wife, Shiho Seki, in the Coachella Valley and elsewhere.

The company was among 15 defendants named in JCM's lawsuit in Riverside Superior Court.

Thirteen have either gone out

of business, had default judgments entered against them, or agreed to JCM's demands that they stop flying in the area. Only Magical Adventure and Palm Desert balloonists Cynthia and Steven Wilkinson and their Fantasy Balloon Flights remain as defendants. Barrett filed for personal bankruptcy last year, leaving the balloon company to his wife alone. He blames the more than \$130,000 in legal bills their company's run up fighting the JCM lawsuit.

And Magical Adventure stopped flying in the Coachella Valley altogether in late 2009 after JCM threatened in court to extend its lawsuit to landowners who allowed balloons to take off and land from their property; and to customers or corporate sponsors of named balloon companies, Barrett said.

“I know we haven't done anything wrong or illegal,” he said. “Even so, I have spent over \$130,000 on legal fees to date and I haven't had my day in court yet. I cannot imagine putting any customer, balloon-

friendly property owner or hotel concierge through this hell.”

A Palm Desert law firm is offering to defend for free any balloonists sued by the owners of an east valley olive farm.

Attorney Robert Gilliland Jr. of Palm Desert said he was “affronted” by JCM Farming Inc.'s lawsuits against area balloonists when he read about it in a Desert Sun investigation published Sunday.

“They are trying to bully these balloon companies simply because they don't have the means to defend themselves,” Gilliland said.

“They seem to think if they have money they can just grind somebody into the ground in a lawsuit, drain them emotionally, take up all of their time and get their way.”

Gilliland said he's ready to “put the muscle” of his law firm, Guralnick and Gilliland LLP of Palm Desert, and its five attorneys and 20 staff members behind the balloonists on a “pro bono” or free basis.

See Ballons (Continued on page 7)

“Their absence can be largely attributed to a mysterious, 80-acre olive farm off Avenue 54 between Monroe and Jackson streets in an unincorporated area south of Indio near the upscale Vista Santa Rosa Community..”



JCM Farming Inc., located off Avenue 54 between Monroe and Jackson streets south of Indio, is an 80-acre olive farm at the center of a no-fly controversy. / Submitted photo

CalPilots Website: New Features Include Online Membership Renewal

"Our completely revamped website was launched last year. In addition to up-to-date news regarding California airports, the new site offers the ability to comment on news articles, download an electronic version of our newsletter, find upcoming aviation events, and the ability to subscribe to our RSS feed."

Have you visited the CalPilots website (www.calpilots.org) recently? Our completely revamped website was launched last year. In addition to up-to-date news regarding California airports, the new site offers the ability to comment on news articles, download an electronic version of our newsletter, find upcoming aviation events, and the ability to subscribe to our RSS feed. The site also contains a searchable archive accessing hundreds of prior news articles.

Our latest feature is the ability to manage your CalPilots membership online. No more filling out paper forms to send by mail. Members can update their personal information online, and renew their membership with just a few clicks. Members have the option to pay using their credit card or PayPal or, if they prefer, send their payment by check. All financial transac-

tions are processed using PayPal's secure website; Calpilots does not collect or retain any financial information.

In addition to the convenience that this feature offers members, online membership processing saves CalPilots time and money – allowing more of each member's dues to be directed to our core mission of protecting California GA airports. Instead of renewal reminders being sent by mail, we can now send out reminders via email, with a link contained in each email that takes the member directly to their personalized renewal page. Online payments are processed automatically and do not require any additional administration efforts. Finally, the ability to input and update your personal information online eliminates the possibility of errors created when transcribing paper-based form information into our member

database.

To take advantage of this new feature, all CalPilots needs is your email address. If you have not provided CalPilots with an email address, or have changed your email address, please let us know your current email address through any of the following methods:

- By email to webmaster@calpilots.org
- Through our "Contact Us" form at www.calpilots.org
- By phone at 800-319-5286
- By mail at California Pilots Association, PO Box 6868, San Carlos, CA 94070

Please make sure you include your full name and current email address. As always, CalPilots does not share or sell your personal information with any third party.

The screenshot shows the CalPilots website interface. At the top, there's a navigation bar with links for Home, About CalPilots, FAQ, Archive, and Contact. Below this is a search bar and a "Subscribe to our RSS Feed" button. The main content area features a "Join CalPilots" section with a "Login" button and "Create a New Account" link. There are also sections for "Important Meetings / Deadlines" and "Upcoming Events" listing various airports and museums. The central news section highlights "GA's most effective advocate just might be you" and "SB619 - The Cure for AB48". On the right side, there are sections for "Latest News" (Builder's Repairman Certificate Changes), "In the Current CalPilots' Newsletter", "News from AVweb", and "California Airports Video". At the bottom, there's an "Events Calendar" for April 2011.

Byron Airport (C83) Thermal Plumes on the Rise

(Continued from page 1) VHP

made statements before the CCCALUC stating their views on how they use the airport airspace for the two proposed power plants which would be located within the approach to runway 30 and within the TERPS RNAV (GPS) approach. CALPILOTS has recommended to both ALUC's to work together to resolve these issues in the future to protect Byron Airspace.

On October 4, 2010, a Petition to Intervene was filed in the proceedings by CALPILOTS and the Commission **GRANTED** that Petitioner be placed upon the Proof of Service List as an Intervenor October 20, 2010. As an intervenor, Petitioner is required to file and serve documents on other parties and to follow the Commission's procedures and orders regarding presenting witnesses and Evidence.

During the CEC proceedings CLPILOTS argued that to have two power plants within the same approach to Byron's Runway 30 would from an accumulative standpoint be a burden to pilots who would have to avoid two power plants with thermal plumes. The airspace lost would compress airspace needed for not only the approach to runway 30 but critical airspace used for aircraft separation prior to entering the airport patterns at an airport without a control tower. Adding to the complexity of airspace the airport has multiple level traffic patterns to accommodate gliders, ultralights, single engine and multiengine reciprocating aircraft as well as jet aircraft.

The PMPD states that during these proceeding it was determined High velocity plumes as modeled under worst-case conditions do present a potentially significant hazard to aircraft. However, the availability of unrestricted airspace in the project

vicinity provides ample opportunity for a pilot to see and avoid overflight of the MEP site, provided advisories of the site location and potential hazard are available to the flying public. Condition of Certification **TRANS-7** will require lighting of the exhaust stacks, consistent with FAA requirements, alerting pilots to the presence of the power plant and reducing the potential for inadvertent overflight of the facility and exposure to high-velocity thermal plumes. Condition of Certification **TRANS-8** will provide a means to advise pilots of the potential hazard to flight associated with the project generated exhaust plumes and the need to avoid overflight of the facility below 1,500 feet AGL. Applicant will initiate requests for the issuance of a Notice to Airmen (NOTAM); amendment of the Airport/Facility Directory; revision of the San Francisco Sectional Chart; and addition of a new remark to the Automated Surface Observing System (ASOS). With these mitigations, impacts to aviation would be less

than significant. These measures are advisory, rather than regulatory, and thus do not limit pilot flexibility at the Byron Airport.

CALPILOTS will have an opportunity to respond to the Presiding Member's Proposed Decision (PMPD) before and on May 18, 2011. The purpose of this hearing is to consider whether the Energy Commission should adopt, modify, or reject the PMPD and Errata. Parties and members of the public may participate and offer oral and written comments on the PMPD. Identify all comments with **"Docket No. 09-AFC-3."**

Wednesday, May 18, 2011

Beginning at 10 a.m.
California Energy Commission
Hearing Room A
1516 Ninth Street
Sacramento, California 95814

Andy Wilson,
CALPILOTS Director-at-Large,
andy.wilson@calpilots.org

"CALPILOTS will have an opportunity to respond to the Presiding Member's Proposed Decision (PMPD) before and on May 18, 2011. The purpose of this hearing is to consider whether the Energy Commission should adopt, modify, or reject the PMPD and Errata."

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Power Plants at Byron Airport

Move to Circumvent FAA Regulations By Congressmen Fails

"They pushed for congressional action after the FAA in 2009 rejected a 10 p.m. to 7 a.m. curfew at Bob Hope Airport on the grounds that it would "create an undue burden on commerce."

A San Fernando Valley congressman failed Friday in a legislative bid to give Burbank's Bob Hope Airport and Van Nuys Airport authority to impose nighttime curfews.

The Republican-controlled U.S. House soundly rejected the measure, which was opposed by industry groups. The vote was 243-178, with only eight Republicans supporting Rep. Adam Schiff (D-Burbank).

"In what may be the first-ever vote on this issue in Congress we had a substantial amount of support that we can build on, and I am determined to press on," a disappointed

Schiff said afterward.

Noise from the Burbank airport has been a source of homeowner complaints for decades.

Schiff and Reps. Brad Sherman (D-Sherman Oaks) and Howard Berman (D-Valley Village) sought to attach the curfew measure to an aviation bill approved by the House.

They pushed for congressional action after the FAA in 2009 rejected a 10 p.m. to 7 a.m. curfew at Bob Hope Airport on the grounds that it would "create an undue burden on commerce."

The proposed amendment to the aviation bill faced opposi-

tion from industry groups, including the Air Transport Assn., which represents airlines, and Cargo Airline Assn., that called it an end run around the FAA that would "lead to the creation of a patchwork of confusing and complex operating restrictions across the country."

Nighttime curfew bill for Bob Hope, Van Nuys airports fails

Editors note:

This reminds us of what happened at Rialto Airport.

Update at Whiteman Airport Building Construction at end of Runway 30



"The developer is responsible for filing a "Notice of Proposed Construction or Alteration" with FAA Air Traffic Control. This is the primary tool used to initiate federal review of developments both on and off airport. "

The Los Angeles County Division of Airports proceeded with the filing all of the necessary forms required for "Notice of Proposed Construction or Alteration" with the FAA Air Traffic Control and other Agencies regarding the building being built on

the South side of Osborne Street across from the end of Runway 30.

In talking to Jason Morgan, the Assistant Chief of Airports, I have been told that the County is in negotiations with the Developer of that Building to purchase the property.

So far the construction on the building has been stopped as negotiations proceed.

The County is very positive that they will be able to secure that property and have it restored as part of the Runway Safety Zone.

Another note:

I talked to Andrew, the Airport Manager.

As of April 15th the long awaited and promised AWOS System is still not up. The equipment is installed but they are testing frequencies that the system needs to communicate with the Tower equipment. This is necessary because all 5 County Airports will have to use radio frequencies to have their AWOS communicate to their respective Towers.

By Peter Albiez Editor

Reminder Re-Registration and Renewal of Aircraft Registration

This Final Rule was published in the [Federal Register](#) on July 20, 2010, Page 41968. All changes established by this rule are effective October 1, 2010. This rule establishes specific registration expiration dates over a three-year period for all aircraft registered before October 1, 2010, and requires re-registration of those aircraft according to a specific schedule. All aircraft registrations issued on or after October 1, 2010, will be good for three years with the expiration date clearly shown.

Why Re-registration & Renewal?

About one-third of today's 357,000 registered aircraft have inaccurate records. At least 100,000 of these are not expected to re-register. Prompt reporting of a change in aircraft ownership, mailing address, or destruction has long been required by registration regulations. Without these reports from the owners the aircraft

records could not be updated. The Registry has revoked registrations due to unreported changes; however, this process is slow and expensive. In many cases registration would be revoked, but owners whose notices were undeliverable would be unaware and continue to operate their now unregistered aircraft.

Re-registration of eligible aircraft takes place between October 1, 2010, and December 31, 2013, updating the U.S. Civil Aircraft Register with current data derived from recent contact with aircraft owners. Renewal of registration every third year, with other new tools, enables the Aircraft Registration Branch (Registry) to keep aircraft registration information current.

"These improvements will give us better knowledge about the state of the aviation industry, especially general aviation," said FAA Administrator Randy Babbitt. "We also are respond-

ing to calls from law enforcement and other government agencies for more accurate, up-to-date registration data."

Re-registration, renewal and expiration will clear inactive aircraft from the database. The availability of on-line processing to many owners, and periodic FAA reminders to renew the certificate, should maintain the gains in accuracy and currency. This is essential to safety, regulatory enforcement, and all levels of law enforcement.

How does Re-registration and Renewal Work?

- Approximately six months before an aircraft's registration expires, the Registry will mail a notice with instructions to the owner using the mailing address of record. The notice will identify the expiration date, and the three month window during which application must be made to ensure receipt of the new certificate before the old certificate expires.

See Aircraft Registration (Continued on page 7)

“Re-registration of eligible aircraft takes place between October 1, 2010, and December 31, 2013, updating the U.S. Civil Aircraft Register with current data derived from recent contact with aircraft owners.”

Aircraft Re-Registration Schedule

If the Certificate was issued in:	The certificate expires on:	The owner must apply for re-registration between these dates, - to allow delivery of a new certificate before expiration.	
March of any year	March 31, 2011	November 1, 2010	and January 31, 2011
April of any year	June 30, 2011	February 1, 2011	and April 30, 2011
May of any year	September 30, 2011	May 1, 2011	and July 31, 2011
June of any year	December 31, 2011	August 1, 2011	and October 31, 2011
July of any year	March 31, 2012	November 1, 2011	and January 31, 2012
August of any year	June 30, 2012	February 1, 2012	and April 30, 2012
September of any year	September 30, 2012	May 1, 2012	and July 31, 2012
October of any year	December 31, 2012	August 1, 2012	and October 31, 2012
November of any year	March 31, 2013	November 1, 2012	and January 31, 2013
December of any year	June 30, 2013	February 1, 2013	and April 30, 2013
January of any year	September 30, 2013	May 1, 2013	and July 31, 2013
February of any year	December 31, 2013	August 1, 2013	and October 31, 2013



“As this is being written we are actively working on inappropriate development issues for Hollister Airport, Half Moon Bay Airport, Tracy Airport and the Nut Tree Airport.

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(Continued from page 2) Presidents Corner

development issues for Hollister Airport, Half Moon Bay Airport, Tracy Airport and the Nut Tree Airport.

Inappropriate development around the state’s airports can take many forms such as: housing, schools, public event facilities, and energy projects such as power plants, wind turbines, solar mirrors and more.

The complexity if the issue is that municipalities are desperately seeking any tax dollars they can find. Enter the open space around airports and the pressure by the business community to use the land purchased close to airports for their purpose, as opposed to what the space should be used for – as a buffer to mitigate safety and noise issues.

What can you do? You can join California Pilots Association to help fund the fight against deep pocket developers who use questionable leverage with airport sponsors to install development which is not airport friendly or compatible. Every penny is used to fight against general aviation airport and aviation privileges issues. Think big picture here, we’re all in this together – please join us.

(Continued from page 6) Aircraft Registration

- The third, fourth & fifth months before expiration make up the timely filing window. A code provided in the notice allows on-line re-registration and payment of the \$5 fee when there are no changes in ownership, address, or citizenship to report. If there are changes to report, the form can be completed on-line, printed, signed, and mailed with the \$5 fee.
- Two months before expiration, the timely filing window and opportunity for on-line re-registration closes. Remaining applications and fees must be mailed to the Registry.
- Two months before expiration, a second notice will be sent to owners of registered aircraft for which the Registry has not yet received an application for re-registration.
- Upon expiration of registration the owner of an unregistered aircraft will be sent notice of the scheduled cancellation of the N-number and their option to reserve the N-number. Once canceled, the N-number will not be available for assignment or reservation for the next five years.
- Notices will not be sent to addresses from which mail has been returned as undeliverable.
- *Renewal follows the same process.*

Mysterious East Valley Farm's Lawsuits Ground Nearly All Local Hot Air Balloons

(Continued from page 2) Balloons

“Gilliland said he may also be able to help balloonists who've already dropped out of the lawsuit and signed agreements not to fly over JCM's property.

“I wish I would have known about this and could have gotten involved sooner,” he said.”

Palm Desert balloonist Steve Wilkinson — one of the few balloonists still fighting JCM's suit — choked up when he learned of Gilliland's offer. He said he plans to take Gilliland up on it.

“It's been so hard, standing up in court, filing our own documents,” Wilkinson said. “We didn't know what to do, and we didn't have an attorney to tell us what to do.”

JCM Farming Inc. of Solana Beach has sued 15 balloonists or balloon companies who operate in the eastern Coachella Valley, alleging they create a nuisance and safety hazard by flying too low over the company's 80-acre olive farm known as Oasis Ranch.

The lawsuits began in 2009. One balloon company owner said the legal bills forced him into bankruptcy; most of the other defend-

ants have either stopped flying or moved out of the area.

The ranch is in an unincorporated area of Riverside County south of Indio off Avenue 54 between Monroe and Jackson streets.

The olive farm's lawsuits have stopped virtually all low overflights of JCM property, which has been described in court documents as “a fortress-like structure” complete with 24-foot-high, 4-foot-thick security walls with what appear to be guard turrets and an encrypted security gate that warns that trespassers will be met with “armed response, guard dogs and no exit.” An earlier lawsuit filed by JCM said the ranch “is intended to provide a secure meeting place and retreat for VIPs, dignitary (sic) and other notable individuals and/or the companies they represent,” as well as unspecified “research and development of a highly confidential nature.”

The Federal Aviation Administration twice in 2009 investigated JCM's claims of low overflights, found no supporting evidence and closed the matter. JCM is now also suing the FAA in federal court.

Gilliland said he may also be able to help balloonists who've already dropped out of the lawsuit and signed agreements not to fly over JCM's property.

“I wish I would have known about this and could have gotten involved sooner,” he said.

By Keith Matheny is an investigative reporter for The Desert Sun. He can be reached at keith.matheny@thedesertsun.com Reprinted from Articles from The Desert Sun

Save Santa Monica Airport!



Keeping this historical and beautiful airport open is a battle worth fighting.

By Pia Bergqvist / Published:
Mar 15, 2011

Last week, the Los Angeles Times reported that two members of the Los Angeles City Council suggested the closure of all flight schools at Santa Monica airport. This is just another scheme in a continuing battle that has been fought for decades and one that has bothered me ever since I first started flying at Santa Monica.

The article claims that the closures are necessary to "stop "dangerous maneuvers" by student pilots over densely populated areas and to reduce noise as well as air pollution in residential neighborhoods." But what's truly frustrating is that their argument has nothing to do with safety. What the council

members are doing is using scare tactics to silence residents complaining of airport noise.

The article states that, in the past 30 years, there have been eight minor accidents at the airport involving flight training, none of which caused serious injuries or fatalities. That's impressive considering there is a lot of flight training activity going on out of the six flight schools at the airport every day. And it's a testament to how safe flight training really is.

Councilman Rosendahl admits in the article that this is part of a political scheme to close the airport by 2015, though the City is technically obligated to keep it open until 2023 due to federal grants accepted for the airport. But I still have high hopes that Santa Monica Airport will live on.

There are so many reasons to keep this airport alive and thriving. In addition to the six flight schools, there are many businesses and jobs that would be lost should the airport close. There are three restaurants, several aircraft mechanics, avionics shops, and of course the control tower, just to name a few. The airport was there nearly 100 years ago — decades before any of the homes in the area were built and many, many decades before those who complain about the noise it produces moved in.

It would be a true shame to lose what I consider the most beautiful airport in the United States and a large piece of aviation history. The airport

See Santa Monica Airport (Continued on page 9)

"Councilman Rosendahl admits in the article that this is part of a political scheme to close the airport by 2015, though the City is technically obligated to keep it open until 2023 due to federal grants accepted for the airport. "

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AIRPORT ADVOCATE

Printed by Folger Graphics
www.folgergraphics.com

Published by
California Pilots Association
P. O. Box 6868, San Carlos, CA 94070-6868
(800) 319-5286
www.calpilots.org

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

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San Carlos, CA 94070-6868**

Or send by email: editor@calpilots.org or peter.albiez@calpilot.org

FAA Interim Through-The-Fence Policy

"SUMMARY: This action adopts an interim policy amending and clarifying FAA policy concerning through-the-fence access to a federally-obligated airport from an adjacent or nearby property, when that property is used as a residence, and permits continuation of existing access subject to certain standards."



SUMMARY: This action adopts an interim policy amending and clarifying FAA policy concerning through-the-fence access to a federally-obligated airport from an adjacent or nearby property, when that property is used as a residence, and permits continuation of existing access subject to certain standards. This action also modifies sponsor grant assurance 5, Preserving Rights and Powers, to prohibit new residential through-the-fence access to a federally-obligated airport from an off-airport residence. Owners of properties used both as a residence and for the storage of personal aircraft, sometimes called "hangar homes," had urged the agency to permit an exception to the through-the-fence policy for residents who own aircraft.

At this time, the FAA is adopting an interim policy. The policy review conducted

in 2010 highlighted a number of differences among the airports identified as having residential through-the-fence arrangements. As a result, the FAA believes it will take more time and more detailed information to better understand these arrangements and how they impact each airport sponsor's ability to comply with its grant assurances. However, the agency also acknowledges that interested stakeholders have a more immediate need for resolution. The goal of the interim policy is to strike a careful balance by accommodating residential through-the-fence access where it already exists.

To date, the FAA has not been able to clearly define the specific criteria or requirements that would allow airport sponsors to enter into new residential through-the-fence arrangements while ensuring ongoing compliance with their grant obligations. Therefore, the interim policy requires airports with existing residential through-the-fence arrangements to develop access plans outlining

how the airport sponsor meets certain standards for control of airport operations and development and for self-sustaining and nondiscriminatory airport rates.

In adopting this interim policy, the FAA is announcing its intent to initiate another policy review of residential through-the-fence access to federally-obligated airports in 2014. This timeframe will give the FAA the experience it needs in reviewing residential through-the-fence arrangements via the access plans and understanding how to mitigate the real and potential adverse effects of these arrangements. Additionally, it will allow the agency to complete a separate, ongoing general aviation airport study that is analyzing the federally assisted general aviation airport system.

The interim policy adopts the changes proposed to sponsor grant assurance 5, Preserving Rights and Powers, to prohibit new residential through-the-fence access to a federally-obligated airport. However, it is the agency's intent to reconsider this change as part of the policy re-

See Through the Fence (Continued on page 11)

SAVE SANTA MONICA AIRPORT

(Continued from page 8) Santa Monica

"The homes built near the airport were built to support the large employee base at Douglas Aircraft — as many as 44,000 at one point."

grounds at Santa Monica Airport were first officially used in 1919. Donald Douglas started Douglas Aircraft Company there in 1922 and the company built 10,724 aircraft over 50 years in Santa Monica. Howard Hughes learned to fly at Santa Monica Airport in the 20s and continued to fly there for the next 40 years. The first women's air race the "Powder Puff Derby" was flown out of the airport in 1929 with famous aviatrixes

such as Amelia Earhart, Pancho Barnes and Louise Thaden.

The homes built near the airport were built to support the large employee base at Douglas Aircraft — as many as 44,000 at one point. I could understand residents complaining of noise when the "noisemaker" moved into the neighborhood after they did. But in this case, this is clearly not the case. Many limitations have been applied to the airport to minimize its effect on the neighborhood. A few examples are departure curfews, alternate departure routes and maximum noise levels that essentially prohibit

certain aircraft from using the airport. Get over it, commuters! Let the airport stay, and continue its good work in employing people and serving the community's aviation needs.

If the day comes when large X's are dug into the runway at Santa Monica, like Mayor Daley did with another beautiful, historical airport — Meigs Field in Chicago, it will be a very dark day for general aviation .

Pia Bergqvist is a member of Friends of Santa Monica Airport. A link to their website is below. www.FOSMO.org

CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

Name: _____ ¹ Home Airport: _____

Address: _____ City _____ State : _____ ² Zip: _____

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

Email: _____ Aircraft _____ N# _____

Membership Options Please Circle One New Renewal Individual: \$35 Pilot Organization: \$50
 Aviation Business: \$50 Business Partnership: \$250 Lifetime: \$500 Additional Donation \$ _____

Please send your check with the application, or fill out credit card information. MasterCard ___ or VISA ___

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Signature _____ Date _____

CALPILOTS is a 501(c)(3) organization — membership dues and donations are tax deductible.

Donation \$ _____ ³ PAC Donation \$ _____ (Political Action Committee- not tax deductible)

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Employer _____

1. Required
2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known)
3. For Political Action Committee (PAC) donations over \$100, above information required by law

Renewals or New Memberships only please mail to:

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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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

Pat Forbes Chairman

Contributions can be made to payable to
CALIFORNIA PILOT PAC

PAC contributions are not tax deductible.

CALIFORNIA PILOT PAC

279 Catalpa Dr.

Atherton, CA 94027-2002

California ID 811653



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Phone (202) 366-4000
Dot.gov.comments@ost.dot.gov

FAA Administrator J. Randolph Babbitt

Federal Aviation Administration
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Web Form: boxer.senate.gov/en/contact/

Senator Diane Feinstein

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Congressman Mike Honda 15th District

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

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gary.cathey@dot.ca.gov

For Cal Senate and Assembly contacts

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

(Continued from page 9) Through-the-Fence

view that will be conducted in 2014. In the interest of obtaining all available information relevant to the review, the FAA invites any person who would be interested in a specific approval of new residential through-the-fence access at a federally-obligated airport to contact the FAA Airport Compliance Division to discuss the particular circumstances so this can be considered in our 2014 review.

(Continued from page 1) GPS

to build filters that will block the LightSquared signals but they would be cost-prohibitive. Myers said that because the transmitters are ground-based, the biggest impact on GPS will occur in critical phases of flight like approach. She also noted that there are millions of

marine and auto GPS units that could be affected. LightSquared says Garmin's tests are suspect because it didn't use the actual equipment that will be installed on the broadband towers. Real-world testing is expected to begin this month.

Reprinted from the AVweb

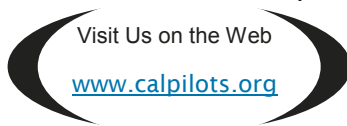


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