



September/October 2011

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Serving Pilots Of California With Pride

Watsonville-New Realities, General Plans and our Airport

Santa Cruz County, the city of Watsonville and the Watsonville Pilots Association should have the same goal: to keep Watsonville Airport fully functional and safe. Most people don't realize that the county has jurisdiction around two-thirds of the airport. This goal conforms with contracts regarding the airport between the federal government and the city. So how did a long and expensive lawsuit occur over Watsonville's General Plan 2030

and will general plan updates reflect new realities?

In 2002 Measure U was passed by 60 percent of the registered Watsonville voters. It proposed areas for development and established an urban limit line. Forming a ULL sounds good because it supposedly limits city growth, preserves farmland and maintains the rural character of the valley. But the measure, loosely written, allowed

"interpretation," giving the green light to seemingly build anything anywhere. It provided for development on prime farmland and ignored resource constraints, shoving development where it legally should not occur.

The measure writers were provided with an airport land use compatibility plan and related state laws, but voter infor-

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North Valley Aviation Association Summer Flight Academy Program

One of the main interests of North Valley Aviation Association (NVAA) is to sponsor Chico area high school students for participation in the Summer Flight Academy (SFA) program.

Each year four local high school students are given the opportunity to participate in a two week course that includes ground school and 10 hours of flight in the left seat of a general aviation airplane.

In June 2011 NVAA SFA completed its sixth year with a total of 24 students having graduated from the pro-

gram; three of whom have completed flight training and have succeeded in earning their private pilot's license.

The idea of the SFA was originally developed by Dick Perkins and is continued by NVAA Board members John Patrick, Tom Alyward and Floyd Sanderson who have successfully executed the 2011 program as Mr. Perkins transitioned into retirement.

The selection process starts with meetings with area high school vocational counselors, posting fliers and giving a presentation to interested students. The application process

involves completing a form and essay for the interview.

This year's panel interviewed 13 students as conducted by NVAA members John Patrick, Tom Alyward, Floyd Sanderson, Charles Mueller, Amy Orr and Dick Perkins. The selection is based upon the student's desire, interest in aviation, a positive attitude not only as it relates to the program but toward their families, fellow students, their school, and their city.

The flight school, Air Carriage, LLC once again agreed to provide the aircraft, instructors and

See North Valley Continued on page 9)

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Presidents Corner by Ed Rosiak

Keep the Faith

I was sitting at home thinking about which aviation publications to renew, when it struck me. Even though times are difficult and aviation activity is down, as aviators we need to continue our support of the important general aviation institutions.

For example, I allowed my subscription to Flying Magazine to expire long ago. The fact is that I am not the target market – I won't be buying a single pilot business jet anytime soon.

On the other hand, I intend to continue my support of General Aviation News (GAN) because GAN has always been, and continues to be, an unwavering general aviation supporter.

I am also maintaining my AOPA membership, in place since 1970, despite recent internet web site based criticisms that AOPA has become a bit bloated and lost its focus to revenue rising programs. I disagree with that notion. I indeed understand this issue as part of CalPilots, which faces similar issues that every volunteer support organization does – maintaining membership and revenue to continue focus on its mission.

Each and every one of us must have the vision and wisdom to continue to support our aviation institutions. When it comes to general aviation, this is not

the time to be penny wise and dollar foolish.

I belong to CalPilots, AOPA, EAA, as well as my local chapter of the EAA, and will continue to do so. This is one of the methods I use to support general aviation - in addition to my work with CalPilots.

Even though the economy is suffering, the reoccurring problems facing airports and general aviation still exist. To confirm this, all you need to do is to visit our web site and read the numerous articles on aviation/airport issues.

Developers continue to try to influence planning around airports to improve their profit margins, and our government officials and politicians continue



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

See Presidents Corner Continued on page 11)

The Evolution of an Event – an Airport Event SMO



On July 16th I saw an article through AOPA on Wei Chen's flight around the world and especially regarding the ground-breaking five stops in China. For a country that is just slowly opening its vast geography to private aviation – this was a landmark event.

Being on the Board of Friends of Santa Monica Airport ('FOSMO'), an airport under constant attack the city that owns it, I thought that we might be able to use Wei Chen's flight to the airport's advantage. We could organize a welcoming event for him and, along with his trip, the Santa Monica Airport would get positive PR! Furthermore, as the first round-the-world flight, that of the 1924 Douglas "World Cruiser" flight originated at SMO, this would be easy!

How does one make this happen when there are only five days between light bulb and alighting on the runway? It's really not that difficult. Anyone at any airport in California can do it.

First, you get in touch with the 'star' – in this case: Wei Chen. I used two routes: AOPA and Wei's brother, John, in Memphis (an easy Google). John replied first and got things rolling. From then on I was "connected", first to Jason Zhang, who immediately recognized the confluence of objectives between Wei's trip and Santa Monica Airport's continued operations. Wei was in Northern China then; but by the time he had flown over Russia and landed at Anchorage I was in touch with him by email and by phone.

Second, you start arrangements and mobilize the troops – in this case: FOSMO, CalPilots, AOPA, and – don't forget 'em – all your friends! We also had the magnificent help of Montgomery Day Company, the professional PR firm that had lent its time and expertise to Wei. I contacted Tricia Montgomery and we became close email buddies. We also

need to acknowledge the FOSMO and CalPilots webmasters, Craig Fuller and Bill Dunn at AOPA.

Third, you begin the mobilization of the press. Ken Fuller, a FOSMO Board Member, ASN Rep drafted a press release. After several iterations, we had that out just in time for use by press resources on Thursday the 21st – just before the Friday arrival.

Fourth, we all know that our airports benefit local businesses! And those of you who have visited Santa Monica Airport know that the Typhoon Restaurant has top-notch oriental. The Typhoon's owner, Brian Vidor, then helped with the airport management to set up the so that Wei's aircraft was parked just outside the restaurant – in a prime spot in full sight of everyone inside. Crowd control was easily handled behind the railing in a limited area on the tarmac around the aircraft for pictures.

See SMO (Continued on page 7)



Wei Chen welcomed at SMO

"Being on the Board of Friends of Santa Monica Airport ('FOSMO'), an airport under constant attack the city that owns it, I thought that we might be able to use Wei Chen's flight to the airport's advantage."

Governor's Executive Order Restricts Travel



"Executive Order restricts travel by State employees to mission critical purposes, including enforcement responsibilities and functions required by statute, contract or executive directive."

On April 26, 2011, in a continued effort to address the California State budget deficit and control operational expenses, Governor Brown issued Executive Order B-06-11. This Executive Order restricts travel by State employees to mission critical purposes, including enforcement responsibilities and functions required by statute, contract or executive directive. Conferences, networking opportunities, and non-essential meetings that can be conducted by phone or video conference, were specifically cited as travel that was not mission critical. Travel has also been limited to the minimum number of travelers necessary to accomplish

the mission-critical objective.

What this means to what is likely our core constituency, airport and heliport owners and managers/operators, is that we will continue to travel for airport/ heliport permitting and permit/5010 inspections, and school and State building site evaluations. However, as those who asked about our absence from the FAA Airports Conference in early June are aware, we're closely scrutinizing all travel relative to the requirements of Executive Order B-06-11. We ask for your patience as we adjust to this new guidance. Please contact your Aero representative if you have questions or con-

cerns about the support you're receiving. We hope to continue to participate and provide assistance in the fullest manner possible. Reprinted from CalAero Newsletter July 2011

<http://www.dot.ca.gov/hq/planning/aeronaut/document/AeroNewsletterJuly2011.pdf>

The July/August Newsletter had an article on the latest Cessna Seat Rail AD. In the article we said that it could add \$395 to an individual owner's tab. One of our members correctly pointed out that it should have read: \$395 per seat rail, and even more for the 177 series. Editor

LAX Airspace Change a Band-Aid Approach



"An FAA proposal to create two areas of Class D airspace north and south of Los Angeles International Airport is not the right tool for the job of containing aircraft executing missed instrument approaches at the airport."

An FAA proposal to create two areas of Class D airspace north and south of Los Angeles International Airport is not the right tool for the job of containing aircraft executing missed instrument approaches at the airport, AOPA said in formal comments on a proposed Los-Angeles-area airspace redesign.

Calling for a better solution, AOPA pointed out that the proposed Class D areas would not solve all containment issues at Los Angeles International, would not reduce pilot or controller workload, and amounts to a Band-Aid approach that should be deferred in favor of the broader overhaul that is needed in the complicated airspace of

the Los Angeles basin.

The FAA has not presented data on any excursions from Class B airspace that would warrant the imposition of Class D airspace, nor has it discussed any efforts to modify existing published missed approach procedures—both steps which should precede any new rulemaking proposal, said Tom Kramer, AOPA manager of air traffic services, in formal comments filed July 19.

"The proposed Class D airspace is a temporary solution. AOPA questions the prudence in completing a rulemaking process that will be supplanted in a few short months or years by a full-scale Class B review and modification, which

is already under way," he said.

AOPA objects to the current proposal's potential for setting a precedent allowing future circumvention of prescribed procedures for the FAA to follow when modifying other Class B airspace areas, he said.

The association urged that the notice of proposed rulemaking be withdrawn "in favor of non-rulemaking options," until the Los Angeles Class B airspace is reviewed.

By Dan Namowitz
Reprinted from AOPA Online

Watsonville-New realities, General Plans and our Airport

(Continued from page 1) □atsonville

mation and Measure U text did not inform people that state laws prevent creating safety and noise problems around airports. After years of expensive litigation, the courts have ruled that the state aeronautics laws must be complied with, which require legitimate airport land use planning. The save-the-airport lawsuit cost Watsonville city taxpayers around \$1.3 million. Other costs (consultants and staff time) pushed the total amount to about \$2 million.

Since Measure U was written in 2002, there is a whole "new normal." It was largely unforeseen. First, there is new information about the Pajaro Valley water shortage situation and the over-draft of the aquifer.

Second, since 2002, state legislation intended to limit urban sprawl was enacted. The intent is to reduce air pollution from auto emissions and lessen traffic gridlock.

Third, the current recession and credit bubble burst has created strange new economic concepts such as austerity, living within your means, balanced budgets and rebuilding net worth. This is squeezing consumer spending and affecting many businesses.

Fourth, infrastructure costs for utilities, roads and highway are increasingly formidable and there may be no redevelopment money to pay for them.

All these changes make Measure U not relevant into the foreseeable future. What's good about Measure U is that it describes

how the urban limit line can be easily brought in without the fuss of an election. Deletion of the Buena Vista plans would eliminate airport compatibility and other problems, minimizing the chances of further litigation. The court rulings, along with everything else, let those who feel somehow obligated to Measure U off the hook.

Now, six years later, general plans need updating. Yet with inordinate persistence a faction clings to Measure U, their Holy Grail, to support old general plan content. The amount of influence to include Buena Vista seems inappropriate. Why? The old plan supports a developer's financial interests. To justify their opposition to airport land use planning, a few are forced to pooh-pooh the creation of risk, even in light of the tragic history at other airports and recent events at ours.

Looking forward, general plan content has to be approved by the court. The pertinent parts must adopt criteria in the California Airport Land Use Planning Handbook. To facilitate the handbook's application, a document, "General Plan Details and Specifics," was produced in 2010 by four local, knowledgeable aviation people. They spent six months producing the document and had it edited by an attorney. The document is based on the handbook's criteria and local conditions around Watsonville Airport. It's also intended for the county general plan, because county jurisdiction surrounds two-thirds of the airport.

For safety and noise reasons the handbook provides for zones.

Zoning changes will actually affect few property owners. The largest zone around the airport (not associated with runways) has practically no restrictions, except for high obstacles. In zones aligned with runways, only new additional development is restricted; retention of most remaining open space will improve safety.

The public has legal rights. That includes people, both on the ground and those traveling by aircraft, protection of their health, safety and welfare. Zone changes will benefit the welfare and quality of life of people living in the Pajaro Valley (water availability, traffic gridlock restriction, and maintain farming). Developers espouse property rights, but a general plan update must include recognition of other's rights and interests.

Jobs depend on business. Many businesses need the airport for transportation. A possible increase in business aircraft use here and nationally offers a glimmer of hope of an improving economy. A good general plan insures a regional airport, available in fire, flood, earthquake, and injury/health emergencies, and it has an educational and career-building function.

The common goal: a general plan that reflects current realities, including having a safe and a fully functional airport.

Dan Chauvet is a local pilot and a board member of the Watsonville Pilots' Association. This column was written before the July 7 accident that claimed the lives of four people.

Written by Dan Chauvet - Register Pajaronian.com

"The common goal: a general plan that reflects current realities, including having a safe and a fully functional airport."

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"Intent on making immediate progress on the issues concerning general aviation pilot training breakout groups formed at the event were tasked with creating specific ideas for reform proposals."

On May 4, 2011, more than 150 experts in the flight education community assembled in Atlanta to tackle the issue of how to improve today's flight training experience. Hosted by the Society of Aviation and Flight Educators (SAFE), the two-day General Aviation Pilot Training Reform Symposium provided attendees an opportunity to discuss and explore the problems that currently challenge the flight education industry and brainstorm on ways to move forward with concrete improvements. Intent on making immediate progress on the issues concerning general aviation pilot training breakout groups formed at the event were tasked with creating specific ideas

for reform proposals. Deliverables on these ideas did not take long. Within two weeks of the symposium, and responding to a recommendation proposed by the Aviation Educators breakout group, Aviation Supplies & Academics (ASA) began offering free PDF versions of its syllabi for download from its Web site. The PDFs include two Private Pilot syllabi and one syllabus each for Instrument, Commercial, and Helicopter.

SAFE is currently compiling the recommendations of the other groups and will post them on www.pilottrainingreform.org

Among those attending the symposium was FAA Administrator Randy Babbitt, who was eager to see how changes in flight training and education

could assist with development of the FAA's five-year strategy for transforming general aviation safety.

"We don't have all the answers," said Babbitt. "We need your help to reduce GA accidents." Stay tuned for more updates on this effort to help secure a more robust future for general aviation.

Reprinted FAA Safety Briefing July/August 2011



Merced Regional & Visalia Airports Could Lose Subsidy



"The two San Joaquin Valley airports are among four in California, and among 110 nationwide, slated to lose subsidies if the Essential Air Service program ends in October 2013, as the bill proposes"

WASHINGTON -- Federal subsidies would be phased out for airports in Merced and Visalia, saving taxpayer dollars but alarming some rural air travel proponents, under a House bill set for approval this week. The two San Joaquin Valley airports are among four in California, and among 110 nationwide, slated to lose subsidies if the Essential Air Service program ends in October 2013, as the bill proposes.

"I'd hate to see it go away," Ron Elliott, manager of the Merced Regional Airport, said Tuesday. "I see it as a huge economic development tool, for a county that's hurting." Other subsidy beneficiaries, though, suggest that they can live with the legislation due for a House vote Thursday.

"It's been very useful to us ... it's been a lifeline for us to build our service," Visalia Municipal Airport manager Mario Cifuentez

II said, "but we don't want to be subsidized forever."

Initiated in 1978 as a supposedly temporary boost after airline deregulation, the Essential Air Service program funds airlines that serve specific airports. Last year, supported in part through airline fees, the program cost \$200 million.

The Visalia and Merced airports are served by Great Lakes Airlines, which provides subsidized air service to Southern California. Cifuentez said it's been a goal of his airport to eventually get by without the subsidy.

The annual subsidy for the Visalia and Merced airports amounts to about \$1.5 million a year, according to Transportation Department records.

"It's a great thing for our community," Elliott said.

On March 28, Great Lakes announced it would resume flights from Merced to Los Angeles International Airport in mid-May. A

similar announcement will soon take place concerning the Visalia airport, Cifuentez said.

But in a sign of Capitol Hill fights still to come, House Democrats are casting the bill as draconian. After 2013, the bill would retain the rural air subsidy program only for airports in Hawaii and Alaska.

"(It) effectively contemplates a policy of two Americas — one wealthy enough to support scheduled air service, and the other increasingly isolated and unable to afford full access to our national aviation system," declared Rep. Nick Rahall, D-W.Va.

The Senate's version of the bill that passed last month shrinks the air subsidy but does not eliminate it.

By Michael Doyle - Bee Washington Bureau Merced Bee Washington Bureau reporter Michael Doyle can be reached at mdoyle@mcclatchydc.com or 202-383-0006.

GA Groups File Protests Over LightSquared

AOPA, GAMA, and Garmin added their comments to a roster of more than 2,700 on Monday to protest FCC plans that would allow LightSquared to broadcast over frequencies that would interfere with GPS signals. Garmin said the "laws of physics prevent the results LightSquared desires," adding that "no workable filters currently exist" that would eliminate the problems with LightSquared interference. AOPA and the General Aviation Manufacturers Association issued a joint commentary, strongly urging the FCC to rescind the condi-

tional waiver it granted to LightSquared. "The evidence is clear: LightSquared's proposal puts the entire GPS system at risk," said AOPA President Craig Fuller in a news release. A recent FAA report also showed that the LightSquared plan would cost the aviation sector \$70 billion over the next 10 years, and would "severely impact" NextGen.

The FAA assessment, according to The Wall Street Journal, also said LightSquared's plan could hurt U.S. leadership in inter-

national aviation by eroding confidence in commitments made to ICAO to maintain the GPS system's safety and availability. "Study after study has shown that LightSquared's plan is simply 'incompatible' with GPS," said AOPA's Fuller. "At the same time, the company's proposed solutions rely heavily on technology that doesn't exist. That's why we are joining with GAMA to ask the FCC to revoke LightSquared's waiver immediately, and to begin a rulemaking process that will protect the integrity of the GPS system into the future."

See LightSquared (Continued on page 11)



"LightSquared's proposal puts the entire GPS system at risk," said AOPA President Craig Fuller in a news release. ."



House GA Caucus to leadership: No tax hike on GA aircraft

Twenty-two members of Congress, all members of the House General Aviation Caucus, are urging House leaders to reject a tax proposal that could hinder one of the few manufacturing industries that provide a trade surplus for the U.S.

As lawmakers continue with debt-ceiling negotiations, the House members [urged key players in the negotiations](#) not to sacrifice aircraft depreciation deductions in the tax code, which spur "investment, domestic manufacturing, and economic growth." They reminded House Speaker John Boehner, Minority Leader Nancy Pelosi, Majority Leader Eric Cantor, and Minority Whip Steny Hoyer of the important role of the general aviation industry and GA aircraft depreciation to the country's economic recovery and well being.

Congressmen Graves and Barrow, co-chairs of the House GA Caucus, led the effort by requesting that any proposal which would increase taxes on the general aviation industry be rejected.

"While we support reasonable measures to confront our fiscal challenges, arbitrarily increasing taxes on a single industry is a mistake," the members of Congress wrote. "Simply put, removing sound and effective tax policies that incentivize investment in our economy will not help the private sector to lead us out of our economic recession."

The GA industry provides more than 1.2 million jobs in the United States and is one of the few remaining domestic manufacturing industries that provide a trade surplus for the U.S., the lawmakers wrote.

While GA aircraft are an essential part of the American transportation system, they wrote, attacks on the use of business aircraft during the economic downturn "depress new aircraft sales and jeopardize skilled, high-paying jobs. These misguided attacks do not serve our broader goals of strengthening our economy, domestic manufacturing, or creating jobs."

"We applaud the efforts of all who signed this important letter to try and protect the 1.2 million jobs in our industry, highlighting what a key economic engine our general aviation is to our nation's economy," said AOPA Vice President of Legislative Affairs Lorraine Hower-ton.

President Barack Obama made disparaging remarks about users of business aircraft recently while criticizing [the depreciation policy for GA aircraft](#).

By AOPA ePublishing staff July 20, 2011



"While GA aircraft are an essential part of the American transportation system, they wrote, attacks on the use of business aircraft during the economic downturn "depress new aircraft sales and jeopardize skilled, high-paying jobs."



The Evolution of an Airport Event

(Continued from page 2) SMO

"Pam Choi in the SMO Tower -- about six minutes later -- 'Ed, he's on one minute final!' 'Final to BUR or SMO??!', I asked. And she said, 'Here...Santa Monica!'"

Well, there were probably a couple hundred emails, at least twenty phone calls, and at least one literally last minute heart-stopper incident. That was when an aircraft landed hard and its landing gear collapsed. No one was hurt, but wreckage was on the field for about 30 minutes the field was opened for business again. So about six to eight minutes prior to Wei's SMO ETA, there was a frantic call from Tricia that she'd gotten a text from Wei that N168CW had been diverted to Burbank! Sure enough, FlightAware, on which we'd been tracking his progress now showed his destination as BUR.

By that time we had 25-30 people including press and television (and a number of kids) waiting to greet Wei and crew at the Typhoon. Several of us worked franti-

cally to get in touch with ATC only to learn, upon reaching friend Pam Choi in the SMO Tower -- about six minutes later -- "Ed, he's on one minute final!" "Final to BUR or SMO??!", I asked. And she said, "Here... Santa Monica!"

We stepped outside the Typhoon and Wei's beautiful TBM 700 was just touching down. Wei was on the ILS to BUR when he heard transmissions related to flights using SMO and asked ATC for a reroute to his original destination of SMO. Quick thinking, quick response, and the landing occurred hardly a minute or two past the original ETA!

Granted we have some extra visibility at Santa Monica and granted this was a publicized round the world flight.

That said, this type of event -- including the arrangements for some notable to come to your airport, making it unique if it isn't already, arranging for local (and even national) press, and having

a party (as we did at the Typhoon until about 7:00 p.m.!) -- all this can be done by any of you at any of the almost 300 airports served by California Pilots Association in this great State.

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To read further on Wei Around the World, see the following links:
[Cleared to land: Beijing touchdown a first for GA in China](#)
[Globe-spanning flight to link U.S., China](#)
[Wei Around the World](#)
[FOSMO to Welcome World Aviator, Wei Chen](#)
[Friends Of Santa Monica Airport Into China: Historic GA flight a success](#)



FOSMO Welcomes Wei Chen



Wei Chen & Edward Story



"A new web site hosted by the FAA in conjunction with the Department of Defense aims to provide general aviation pilots with information about operations in military airspace."

New FAA Web Site Targets Midair Collisions

A new web site hosted by the FAA in conjunction with the Department of Defense aims to provide general aviation pilots with information about operations in military airspace. "This portal will allow users to find and link to all existing military Mid-Air Collision Avoidance (MACA) programs in a single web site, while also enjoying new access to information from military bases that did not previously have web-based content," the FAA said on Wednesday. "Our goal is

to eliminate mid-air collisions and reduce close calls through continuous flight safety and proper flight planning." The site, SeeAndAvoid.org, is designed for ease of use, with lots of Google maps and graphics. Data is included from the MACA programs of all DoD aviation installations in the continental U.S., Alaska, Hawaii, the Virgin Islands, Guam and Puerto Rico.

Since 1978, there has been an average of 30 midair collisions in the U.S. each year, the FAA said,

resulting in an average of 75 deaths per year. There are also over 450 near-collisions reported each year. As recently as February 2006, a civilian pilot was killed when his airplane crashed after colliding with an Air Force jet. The FAA noted that some military action may not be displayed at the new site, so pilots must still be cautious when flying in airspace that might be used by military aircraft. A user's guide to the web site will be available later this summer, the FAA said.

Los Angeles Basin Airspace

There is always something that can be improved or that can, at least, be subject to an attempt at improvement. In the Los Angeles area, the Southern California Airspace Users Working Group (SCAUWG), a group of aviation interested persons, meets monthly to discuss airspace issues. Working with the FAA, they have been able to make a mark in many areas. Among the things they have done have been:

- influencing updates of the Los Angeles TAC chart.
- getting a significant revision of the area's helicopter chart.
- pursuing and obtaining authorization for collision avoidance radio frequencies in the major pilot training areas.
- working with the FAA on changes to the Long Beach Airport's airspace.
- pursuing the FAA to look at changes to increase class E airspace around Ontario Airport.

You can check them out at www.scauwg.org. But what the SCAUWG is doing doesn't cover everything that is happening. If you are based in this region, you know that BUR

will not impose the curfew that it wanted on night operations and that SMO will not be able to restrict high performance corporate jets. Last year, the airspace at LGB was the subject of a fact-finding proposal for an FAA-imposed Class C airspace designation. That airspace will once again, in the coming months, be presented for public input as the FAA shows us a new class C proposal (this time expected as an NPRM).

The main airport in the "basin", LAX, has seen sporadic visits throughout the past year by a FAA "Task Force" that is responsible for a recent NPRM creating Class D airspace on the north and south sides of that airport. That same task force is continuing to look at the airspace to try to find better ways to handle all of the LAX traffic and meld it with the many airports in the basin (which already includes three Class C airports – not including the March ARB). There are even some whispers about changing the Palm Springs TRSA into a Class C airspace. A total L.A. Airspace study/redesign would be nice, but money seems to be a problem area when any-

one suggests this.

So we go on with bits and pieces of the airspace being tweaked. We have concern with a building project at the end of the runway at WHP. But the training areas' collision-avoidance frequencies should get a small change; resulting in improved flying safety. Each of the county airports – at WJF, WHP, EMT, POM, and CPM – will soon have their own AWOS weather systems working; another safety improvement. The courthouse off the east end of CPM now has an easily seen obstruction light (a project that came from more than 10 years of complaining).

Progress? Yes, we are making some. What will happen when the ADS-B requirement hits the small airplanes is yet another topic for discussion. Will the airspace proposals now underway be made moot by the new technology?

Jack Kenton Co-Chair
SCAUWG and CalPilots Coordinator
Airport Reps

"The main airport in the 'Basin', LAX, has seen sporadic visits throughout the past year by a FAA 'task Force' that is responsible for a recent NPRM creating Class D airspace on the north and south sides of that airport."



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North Valley Aviation Association Summer Flight Academy

(Continued from page 1 North Valley)

"After the selection process, Dan Jay Aircraft Sales hosts an orientation "meet the parents" night in which students are briefed about the SFA process and provided NVAA logo polo shirts and Jeppesen flight training kits."

necessary training materials. After the selection process, Dan Jay Aircraft Sales hosts an orientation "meet the parents" night in which students are briefed about the SFA process and provided NVAA logo polo shirts and Jeppesen flight training kits.

The 10 day 2 week program is quite intense; the students meet at 8:00 a.m. then after a pre-flight briefing they fly until about noon when lunch is provided at the airport Substation Deli. After lunch, the students attend ground school until 4:00 p.m.

Upon completion of the program each student will have

piloted Cessna 172 for 10 hours, 10 hours of initial observation experience and attended 30 hours of ground school. As a special bonus on the last day they are allowed to fly a new Diamond DA 20 two seat trainer.

Finally, a graduation dinner is hosted by NVAA held at The Gooney Bird Bar & Grill to honor the graduates by providing them with a certificate of completion and a framed photo of the cadets. It is traditional to have a "roast" when the cadets reflect on their experiences and have a little fun with the flight instructors.

Annual SFA costs exceed \$10,000 each year and are funded by local businesses,

individuals and proceeds from the Chico Air Show. As a 501(c)3 non-profit organization, donations made to NVAA SFA are tax deductible and can be mailed to PO Box 6856 Chico, CA 95927 or using Pay-Pal by visiting our website, www.northvalleyaviationassn.org.

Gene Kemper, NVAA 2011 president



Members of North Valley Aviation Association

WHAT'S UP? LOS ANGELES TERMINAL AREA CHART CHANGES



The new edition of the Los Angeles Terminal Area Chart became effective June 30, 2011.

On the chart legend, check changes: the symbol for TWEBS has been deleted.

On the navigation side of the chart, check the changes:

1. Warning Area W-289 has been changed to Warning Area W-289E, W-289W AND W-289S. Warning Area W-290 has been deleted, Warning Area W-292E has been added.
2. The isogonic lines have been updated by 30 minutes east.
3. The waypoint at Magic Mountain has been renamed Amusement Park.
4. Revision 62 published frequency 123.05 two places in error; corrected to 123.025.
5. Near Burbank the visual checkpoint at Macys was renamed "Shopping Center."
6. Near El Monte, an intersection was added, "ITSME."
7. A visual checkpoint was added at Knott's Berry Farm, "Amusement Park." Note: May potentially be confused with Magic Mountain.
8. Just west of Lake Mathews, an obstruction symbol has been added, 1480' MSL, 261' AGL. And southeast of the lake, an obstruction symbol at 2500' MSL has been changed to a multiple obstructions symbol and 203' AGL has been added.

On the flyways side of the chart: all changes noted for the navigation side of the chart were incorporated.

If you find any other changes on the Los Angeles Terminal Area Chart, please let us know!!! For a graphical representation of the chart changes, checkout our website, www.Lblying.com

Check your flight cases to make sure you have the most current Los Angeles terminal area chart!

By Candy Robinson, Long Beach Flying Club, She is a member of SCAUWG and the Charting Committee <http://www.scauwg.org/index.php>

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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
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PAC contributions are not tax deductible.
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Other California Congressmen

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 6) LightSquared

The full text of all comments to the FCC regarding LightSquared can be found online at the FCC web site; insert Proceeding Number 11-109 to reach the list.

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(Continued from page 2) Presidents Corner

their lack of common sense behavior trying to raise taxes (they sometimes call these fees) instead of actually living within a budget as the citizens and real world of business are forced to do. As you can see, the important general aviation institutions need your support regardless and especially during tough economic times. Please show your love of general aviation by continuing your support of it.

Thanks Russell

From time to time we receive notes from the membership. Russell Friend, of Clovis California, sent in his renewal with a (colorful) note stating he had sold his plane in 1982 – also stating "How did I know that I would live to 90"? Even though Russell had had some medical issues he managed maintained his pilot's license as well as his membership in CalPilots. That's the kind of dedication and vision we tend to see from our members – how about you?

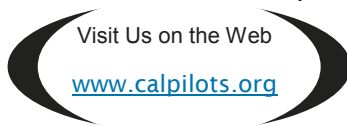


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