



May/June 2008

Airport Advocate

01 ----- Official Publication of the ----- 28

CALIFORNIA PILOTS ASSOCIATION
Supporting and Serving Aviation Statewide

Volunteers Promoting and Preserving California's Airports

CALPILOTS

AIRPORTS - MISUNDERSTOOD COMMUNITY ASSETS

The fact that the majority of the state's (and the country's) population is unaware of how important airports are, is troublesome. We can blame ourselves here, because as a community, aviation must insure the education of the general population, especially our elected officials, of airport importance. There are various means to accomplish this; including pushing the various aviation organizations we belong to, as well as ourselves, to make a greater effort. The California Pilots Association is already increasing its efforts to achieve this worthy goal.

Historically, we know that city and county councils, or whatever the governing agency is, have little or no aviation knowledge or understanding. Therefore, it shouldn't be a surprise when they view their airport negatively as added work to an already over-loaded list of objectives.

Since most elected officials lack aviation experience it is appropriate that the airport manager becomes the knowledge base for decisions and/or in some cases, someone known to them who has aviation experience, or both.

Any airport manager worth his/her salt will seek to improve the airport they are responsible for, and we all know that means budget, and that in turn means a battle for precious financial resources. Since budget remains an issue in this state, the airport manager continually faces an uphill battle just to do his/her job. That is, keep the airports safe, viable and self supporting. Unfortunately, we also know that many airport managers are ignored since they do seek money to do their jobs well, as well as the issue that some governing agencies and developer relationships are too cozy.

continued page 8

YOUR AIRPORT AS A DISASTER RECOVERY HUB

*Jay White, General Counsel-
California Pilots Association*



In case you didn't realize it, your airport is not only an economic engine; it is a disaster relief hub. Most municipalities don't appreciate, or understand the disaster relief value of their airport until it's too late; after it is needed or closed. The Bay Area earthquake and the Northridge earthquake in L.A. are both examples of major disasters where local airports played an invaluable role in the recovery of the area.

Make sure you create an emergency plan and then 'formally' present it to your airport sponsor (municipality). Organize your emergency team, appoint people to the jobs and go through the trial run process. The following is a brief explanation of roles which will be required.

AIRPORT EARTHQUAKE PLAN

By planning in advance, volunteers can serve quickly and effectively as first responders after an earthquake. These emergency job description guidelines apply to both provider and receiver airports.

Airport Coordinator:

Coordinates the entire operation; ground vehicle movement; aircraft movement; airport delivery and emergency supplies staging area; safety of volunteers

Communications Coordinator:

Creates and maintains a current list of volunteer aircraft owners; Establishes communications with a coordinator at a receiver or provider airport; Uses cell phones; land lines;

E-mail; (Small hand held two-way radios for local use among airport volunteers) to insure communication is received.

Emergency Resources Coordinator

Determines the needs of distant airport, or local airport community;

Examples of types of emergency requirements: Food, Drink, First Aid, Doctors, Nurses, Bedding, Clothing, Electrical Equipment; Tools; Flashlights; Batteries. Also interfaces with emergency resources suppliers, e.g., Second Harvest; Red Cross; medical facilities; aircraft fuel supplier.

Loadmaster

The Loadmaster is in charge of loading emergency supplies equipment into aircraft, and must observe all safety precautions.

Load sheet: Complete a load sheet listing all items and approximate weight

Secure cargo: Tie it down to prevent shifting in flight.

Flight Dispatcher

Briefs pilots: Weather, traffic, radio frequencies, condition of receiver airport. Coordinate Air Traffic Control: Advise Air Traffic Controllers of airlift. Track flights to destination and return: Log departure time and arrival time at both departure and destination airports.

Receiving Airport Coordinator

Directs arrival aircraft, and coordinates unloading and delivery of emergency supplies to local agency for distribution.

LEGAL NOTE: Participating aircraft owners are to provide this humanitarian service with no expectation of compensation; they should not agree to receive free fuel, money or anything of value in exchange. That precaution is to assure the aircraft owner's insurance will remain in effect and there will be no violation of FAR 91.

PRESIDENT'S CORNER

REID HILLVIEW- THE SEQUEL

Ed Rosiak



Those who remember the fight to keep Reid Hillview Airport (in San Jose, CA.) open in the 90's, as well as every other pilot in the state, should know that it is in jeopardy again.

Due to the never ending California fiscal crisis, a Santa Clara County Board Supervisor has suggested that the county review the "current land use of the airport", versus the possibility of selling it off. Translation: Like their predecessors, the Santa Clara County Board Supervisors (SCBS) have continued to over spend and are looking for an easy—but obvious to anyone with a big picture mentality, temporary—way out. Taking the easier path of least resistance, instead of addressing the actual long term problems, is not the answer.

It is probable that the supervisor was misinformed by a known anti-airport colleague that the airport is unimportant, unsafe, and the home to only 600 aircraft. It is also likely that he did not understand that it is a reliever to San Jose International Airport, and has been the recipient of millions of dollars in grants over the past few years. Nor did he understand its importance to the Bay Area as a Financial Hub and a Disaster Recovery Portal.

A little History: In the early 90's a County Supervisor, who is still a sitting Supervisor, made it her personal goal (some might call it a vendetta) to close the airport. She was narrowly defeated after spending (wasting?) well over a million dollars, (that's \$1,000,000 which could be used now) on the required multiple land usage reports, which all concluded that the

airport was the best and safest use of the land. Note: There was no accountability for wasting this huge amount of money.

This brings us to the next iteration to close Reid Hillview Airport. While it's doubtful that the name of the anti-airport Supervisor is anywhere on the documentation leading to the latest idea, it doesn't take much imagination to recognize that her fingerprints are all over this latest effort.

Anyone in Santa Clara County who can read knows the facts behind the financial problems, but it appears that like their predecessors SCBS doesn't want to address them. It is hard work. Government isn't compelled to downsize, and address out of control long term costs like the private sector. Raising taxes has always been the government solution. Times are changing though, and raising taxes isn't so easy anymore. It is time to face up to the real issues.

There is no question that our elected officials are intelligent hard working people. The question is, after working so hard to get elected to *serve* their community, why don't they do the job they were elected to do? Difficult or not, that is why they are there. Short term solutions like selling off important assets are not the answer. The answer is deal with the tough problems, not avoid them.

This is important to everyone because we need to be prepared to fight against other ill advised "easy way out asset sell off" attempts by elected officials. Fiscal issues are not confined to Santa Clara Valley. We all need to be diligent and stay in front of bad ideas.

As you will read later in this newsletter, your California Pilots Association has responded to all Santa Clara County Supervisors regarding this latest ill advised attempt pointing out the facts presented here.

A WIN FOR AVIATION AT WATSONVILLE

The Santa Cruz County Superior Court ruled in favor of Watsonville Pilots Association, the Friends of Buena Vista (a neighborhood group) and the local chapter of the Sierra Club in litigation against the City of Watsonville. Also involved was Caltrans Division of Aeronautics.

The decision affirmed the laws requiring responsible airport land use planning around an airport to prevent the creation on new noise and safety problems. In addition, Judge Paul Burdick ruled on the California Environmental Qualities Act (CEQA) that Watsonville Airport did not have “an insignificant impact” on the areas off the end of runways.

Is there any airport on the planet Earth that does not have a significant impact on its surroundings? These decisions leave the City with two options—rewrite the General Plan 2030 and its EIR—or appeal. The Council has yet to decide.

The Watsonville Pilots Association participated in the City’s planning process starting in 2002. However, all input regarding protecting Watsonville Airport from development encroachment, including off the end of runways, was ignored.

In 1996 an airport land use plan was rejected, again in 2002 a compatibility plan was turned down; all testimony at Council meetings was ignored. Letters from Caltrans were ignored. On May 23, 2005 downtown city staff urged

the Council to approve the General Plan update. City actions indicated that this was a done deal long before the Council’s 6 to 1 decision. The next day, on May 24th, the City was notified that they would be sued. Note: any time a person speaks before Council or Board of Supervisors, a written statement should be submitted for the record. This case contained a total of 11,000 items in the record.

The ins and outs of the Court’s decision are yet to be assessed. Attorneys for the plaintiffs feel a significant favorable decision was attained. But the Watsonville Pilots Association must remain vigilant. The City seems determined to build in open areas adjacent to the Airport, including off the ends of runways.

Litigation is expensive for both parties. Contributors from Oregon, California, and Arizona supported this case. There were many substantial donations plus

major contributors supported the litigation. California Pilots Association contributed and urged state-wide support to protect Watsonville Airport. Members of the pilot community associated with Watsonville voted their support with their checkbooks, not once but numerous times. And so did various members of the general community in Santa Cruz County. It takes collective action to keep airports safe and viable.



Watsonville Airport SE View

Dan Chauvet
Member, Watsonville Pilots Association



SAN JOSE MERCURY NEWS AGREES REID HILLVIEW AIRPORT IS IMPORTANT AS DISASTER RECOVERY HUB

The San Jose Mercury News and the California Pilots Association's are in agreement stating that Reid-Hillview Airport will become an extremely important "disaster recovery hub" for the community when, not if, the next disaster strikes.

Editorial: Fate of Reid-Hill-View matters to all of us in earthquake country

Mercury News Editorial

Article Launched: 03/21/2008 01:32:31 AM PDT

A study of Reid-Hillview Airport is probably inevitable once a decade, given the annoyance of small planes buzzing around East San Jose and the exploding value of that prime acreage near Eastridge mall. This week, Santa Clara County ordered another look at the feasibility of closing the airport and developing the land. For the county, it's about the money. Besieged with budget deficits, it is struggling, understandably, to maintain its core health and human services. The complication with Reid is that closing it would mean repaying millions of dollars in grant money to the Federal Aviation Administration.

There's also a broader issue: What becomes of general aviation? Where would the 600 planes that now use Reid go? Mineta San Jose International Airport doesn't want them mingling with the big jets. Smaller county airports at Palo Alto and San Martin can't handle them, and earlier studies failed to turn up an acceptable site for a replacement for Reid-Hillview.

Pilots argue the airport is a significant economic generator for the region, a calculation some dispute. **What's indisputable is the value of multiple air strips in the region in case of disaster.** If major airports are damaged in the next big quake, smaller ones would be our lifeline for supplies and medical airlifts.

People never want airports nearby until they need one; this growing region should be wary of losing one it's already got. But it can't be just a county government question. Cities and other interests in the region between the Hayward and San Andreas faults should be weighing in.

Editor's Note: Before the Mercury News dismisses the business value of Reid Hillview Airport it may want to do a little research of the report on Watsonville's Airport: "An economic impact study for Watsonville Airport was prepared by AMBAG (Association of Monterey Bay Area Governments).

Volunteers Needed

As a non-profit volunteer organization, we are always looking for help to promote and preserve our airports. We are currently seeking the individuals for the following volunteer positions:

- VP- Region 1 and Director-at-Large Region 1
- Newsletter Editor
- Web Site Guru

Please contact us at editor.calpilots.org if you can fill one of these important roles.

SANTA MONICA AIRPORT (SMO) – AN OLD FACILITY IN A METRO LOCATION

Jack Kenton VP Region 4



The airport goes back quite a ways. In WW II the Douglas Aircraft Co. was building DC-3/C-47 transports there. The local cities allowed house construction close by because “it was wartime”. Today the airport is an important connection for moving corporate executives and other VIP’s, in addition to the private pilots that fly from the airport. At the same time, however, those that live in the nearby houses have been complaining about airport noise and fumes from aircraft engines. The complaints resulted, until 1970, in a restriction on jets. When the courts put an end to that restriction, a noise monitoring system was mandated. More recently, the state legislature has addressed the issue of engine exhaust fumes. Luckily, that proposal did not go forward as initially proposed.

Today there is another issue at the airport. That issue is SAFETY! The airport was designed as a B2 airport. The city has said that there are airplanes that are using the airport that exceed that design limit. If you are unfamiliar with the airport category designation, you aren’t the only one. If one goes to the FAA’s Advisory Circular on airport design (AC150/5300-13), however, you can find therein that airplanes are categorized by “design groups” (ADG) and by airplane approach speeds (the Vref speed which is the cat A, B, C, D that you see on instrument approach charts). So, if one goes to these two categories, you get the information that the airport is supposedly designed for airplanes with a wingspan of less than 79 ft and an approach of less than 121 kts.

Somewhere in all of this has come a great concern about airport safety. NTSB reports show

that, over the last 20 years, five airplanes have run off of the end of runway 21 (none off of RWY 03). These accidents were mostly small planes that landed long and couldn’t stop on the remain-

ing runway. One was a takeoff accident in which the pilot had failed to remove his gust lock and aborted too late. SMO management believes that, while there have been no accidents of larger and/or jet airplanes, they need to take action to provide all of the airport safety features that are delineated in the AC on Airport Design. Foremost in these features is that of a Runway Safety Area (RSA). An RSA is different from a RPZ in that the RSA protects the airplane while the RPZ protects people and property at the runway ends.

The RSA and RPZ issue is complicated, and let me be one of the first to say that I don’t really understand it all. Many runways have structures within the RPZ areas. These are typically small, metropolitan area airports like SMO. So what is the requirement for the RSA? Is it really an insurance/liability issue? The FAA is reported to have offered to subsidize the installation of EMASS pavement at the end of RWY 21 – this would slow and stop airplanes as the wheels of the plane sink into the material. SMO wants the RSA to be at each end. The FAA’s Airports Division does not want to see useful runway removed.

What will be the result? The Santa Monica City Council has voted, as of several weeks ago, to ensure public safety by adopting an ordinance requiring aircraft operations at the airport to conform to FAA design standards for Category A and B aircraft. The FAA has since issued an “Order to Show Cause”, requiring the city to justify and legitimize its runway safety program. The city reports that it has responded with a 40-page brief and hundreds of exhibits.

BURBANK OFFICIALS PROPOSE NIGHTTIME TRAFFIC SOLUTION

The Los Angeles Times reports after an eight-year, \$6 million study, the airport's operator has proposed a solution: Ban all operations at Bob Hope (BUR) between 10pm and 6:59am, which would have the effect of shifting about 16 jet flights per night to Van Nuys Airport, already the busiest general aviation airport in the world.

The proposal is out for its 45-day public comment period. As you might imagine, residents near Van Nuys are not happy, and a NIMBY-versus-NIMBY legal battle appears imminent.

The Glendale-Burbank-Pasadena Airport Authority, which operates Bob Hope Airport, says it's done its homework. Time will tell -- the FAA says existing noise mitigation procedures are effective, and the airport has a considerable burden to prove an outright curfew is required, in addition to facing cost/benefit analysis.

The authority responds that its consultants found the nighttime ban would cost commercial airlines, passengers and cargo carriers \$55 million, but save up to 67-million elsewhere,

including reduced need for government-subsidized soundproofing of nearby homes.

If sheer community size matters, Van Nuys may be at a disadvantage. Burbank officials say their airport has 1,545 homes situated in noisiest areas near Bob Hope, while Van Nuys has only 54 homes facing similar aircraft noise levels.

Van Nuys airport officials are already considering their own new rules to offload some of their traffic. The Times reports environmental studies for that plan are expected to be released this summer.

Congressman Brad Sherman, a democrat from Sherman Oaks, may have the only idea that would satisfy homeowners near both airports. "Eventually what we need is identical curfews at both Valley airports," he said.

We should have word by the end of the year on whether the Burbank ban happens. Once the public comment period wraps up, airport officials want to get it submitted to the FAA this summer, and the agency will then have six months to make a decision.

(Editor's Note: Someone ought to be very embarrassed with this solution).

ATTENTION CALPILOTS AIRPORT REPS:

Please update your information for CalPilots Airport Representative database. The most efficient, cost effective method of communication is via e-mail. We do not solicit via e-mail, telephone or FAX. Our database is confidential; we do not sell, share, or give-away any information. Please send updates to cpa@calpilots.org:

Name, Address, City, State ZIP, Airport Represented, Home Phone, FAX Number, Cell Phone, and e-mail address.

If you are not an Airport Representative and would like to help promote and preserve your airport, please volunteer to do so with above information to cpa@calpilots.org. Thank you.

Airports continued from pg 1

It is a vicious cycle since elected officials don't understand airports, and subsequently have a complete lack of understanding of what an important asset their airport actually is. Instead, they tend to see it for what the obvious surface facts are: There are "x amount of aircraft based" there, along with a number of small businesses, and the fact that the airport requires budget attention every year.

This tunnel vision is one of the reasons that elected officials may not view airports as assets. The facts that they are missing however, are very important. For example, every state airport has the potential to provide accessibility in case of a local disaster, be it fire, earthquake, flood or others. Why is it that the major cities in our state typically do not include their airport(s) when they do disaster planning? There are many documented cases, such as the Loma Prieta Earthquake in the San Francisco Bay area, where private individuals organized on their own and then used their own aircraft to bring relief to other areas in need. Last year's wild fire season is another example of airports providing a base of operations for fire fighting aircraft. How much more of the Lake Tahoe community, and other areas in the state, would have burned had their airport not been there?

Another unidentified fact the airport's governing agency is missing is the business it

brings to the community in the form of transient business visits. The revenue in this example can be dramatic as was revealed in the study on the Monterey area completed by AMBAG (Association of Monterey Bay Area Governments): "An economic impact study for Watsonville Airport was prepared by AMBAG (Association of Monterey Bay Area Governments) a few years ago. The study found that 18 million dollars and 329 jobs are tied directly to the Airport. Further, 1030 jobs are related indirectly to Watsonville Airport and \$627,343,000 in annual economic activity is an indirect result of the Airport. "This study shows that all the airports in the area have a positive economic impact on their respective communities" reports an AMBAG representative". The report can be found at www.ambag.org.

Aviation must change the mindset of the general public and our elected officials through education and persistence. Until then, airports will continue to be viewed as the playgrounds of the rich, instead of what they actually are – valuable and irreplaceable community assets. Until then, they will remain targets and under attack. You can help by giving your local governing agency this newsletter to start the process.

AIRPORT ADVOCATE
Printed by FolgerGraphics
CA 94070-68686 www.folgergraphics.com

Published by the
California Pilots Association
P. O. Box 6868, San Carlos,
(800) 319-5286

www.calpilots.org

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

MEMBERS and non-members are invited to submit articles of interest. *California Pilot* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope. Sources of the items must be provided for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to:

California Pilots Association
P. O. Box 6868
San Carlos, CA 94070-68686

CALPILOTS MEMBERSHIP APPLICATION

Name.....Home Airport.....
 Address.....City..... State.....*Zip.....
 Home Phone..... Work.....Fax.....Cell.....
 Email Address..... Aircraft.....N#.....
 *(4 Digit ZIP Extension required for newsletter delivery, please provide if known)

Membership: New Renewal Individual \$35 Lifetime \$500 Chapter \$50
 Pilot Organization \$50 Aviation Business \$50 Business Partnership \$250
 Additional Donation:\$_____ (Tax Deductible-CALPILOTS is a 501 (c) (3) Organization)

Pilot PAC: \$_____ (Not Tax Deductible, For a PAC Contribution of \$100 or more, please complete the lines below-required by law)
 Occupation_____ Employer_____

Payment Method: ___ Check ___ VISA ___ MasterCard
 Card # _____ Expiration Date _____
 Signature _____ Date _____
 Referred by _____ Member # _____

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

Note: Please use the above address for membership applications only

PRESIDENT

Ed Rosiak
 (800) 319-5286
erosiak@comcast.net

SENIOR VP

Doug Rice
 (408) 354-5824
dougrice@juno.com

GENERAL COUNSEL

Jay White
 (800) 319-5286
jaywhite@astreet.com

TREASURER

Walt Wells
 707-785-3921
waltwells@earthlink.net

**VP – REGION 1
 OPEN**

VP – REGION 2
 Jim McKnight
 408-779-0301
jmack102ea@hotmail.com

VP – REGION 3
 Carol Ford
 650) 591-8308
carol_ford@sbcglobal.net

VP – REGION 4
 Jack Kenton
 310-322-8098
vpr4@calpilots.net

VP-Region 5
 Ron Cozad
 (760) 431-8200
cozadlaw@sbcglobal.net



DIRECTOR-at-LARGE

Rick Baker
 (760) 650-4111 X711
rbaker@calpilots.net

DIRECTOR-at-LARGE

Peter Albeiz
 818-445-2027 (Cell)
30480@msn.com

DIRECTOR-at-LARGE

Elliot Sanders
 (818) 261-0060
N5777V@aol.com

DIRECTOR-at-LARGE

Charlene Fulton
 209 521-6022
Robnchaz@sbcglobal.net

SECRETARY

Carol Hudak
 800-319-5286
carolh54@msn.com

DIRECTOR-at-LARGE

Bill Sanders
858-752-4000
m20.bill@gmail.com

CALPILOTS ACTION

County of Santa Clara Board of Supervisors

To: Supervisor Pete McHugh

Date: March 17, 2008

From: Ed Rosiak – President- California Pilots Association

Subject: BOS-08-O12 Reid Hillview Airport

Dear Supervisor McHugh,

Thank you for including the California Pilots Association as a stakeholder regarding the latest consideration of one of Santa Clara's and the state's most important transportation infrastructure assets, Reid-Hillview Airport.

The California Pilots Association is a state-wide, non-profit, volunteer organization formed in 1949 whose mission is to "Promote and Protect" the state's general aviation airports. We believe that our mission is to protect the state and its municipalities from themselves regarding the importance of all General Aviation airports, because it is our experience that most city and county councils have little or no airport expertise, or understanding of airports which makes it very difficult when it comes to making an important decision such as this one.

As an example, we do not consider the County's recently released "what-if" scenario on closing the airport valid based upon the fact that there is no calculation made on the huge amount of business that is done within the San Jose area by transit type business transactions due the use of the airport. When studies have been done, the influx of business dollars to the community due to the air-

port is always a surprise to the municipality and much larger than anticipated.

To say that we are disappointed in Santa Clara's continued playing of politics with Reid-Hillview's future would be an understatement. I would like to remind you as well as the rest of the Board of Supervisors that we have been down this road before. And, despite Mr. Kutras' statement in the Mercury News, it was long before the dot.com bust.

Further, as an organization we want to make it clear that it is well documented, and known to those familiar with Reid-Hillview Airport, that a current sitting Supervisor made it her goal to close Reid-Hillview in the mid 90's. During that time over a million dollars was wasted in study after study, done by Stanford Research Institute (SRI), which reported that the airport was the best and safest use of the land. We will not sit idly by and pretend that the results and the waste of precious resources did not happen. The County could certainly use that money now in this financial crisis.

We believe that most General Aviation airports are misunderstood and not viewed for their most important functions, which are transportation infrastructure and as a disaster recovery hub.

Make no mistake, Reid-Hillview Airport is as important to San Jose, as Highway 87 is to the downtown area. It provides a means of travel to and from the San Jose and Bay Area for many businessmen. Unfortunately, most General Aviation airports are incorrectly evaluated by how many aircraft are located there, and frankly, since many city and county councils have allowed private residences to encroach our airports, noise and safety issues continue to grow.

Reid-Hillview Airport is much more than a base for aircraft, not to mention all the jobs currently

FEDERAL AND STATE CONTACTS

President George W. Bush
The White House
1600 Pennsylvania Avenue
Washington, DC 20500
FAX (202) 456-2461
President@whitehouse

Secretary of Transportation Mary E. Peters - U. S. Department of Transportation
NW 400 7th Street SW
Washington, DC 20590
Phone (202) 366-4000
gov.dot.comments@ost.dot.gov

FAA Administrator Marion Blakey
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591
Phone (202) 366-4000

Governor Arnold Schwarzenegger
State Capitol Building 331
Sacramento, CA 95814
FAX (916) 445-4633
governor@governor.ca.gov

Senator Barbara Boxer
Hart Senate Office Building
Washington, DC 20510
Phone (202) 224-3553
<http://boxer.senate.gov/>

Senator Diane Feinstein
Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/>

Congressman Mike Honda
1713 Longworth HOB
Washington, DC 20515
P:(202)225-2631
F:(202)225-269
<http://honda.house.gov/>

Mary C. Frederick, Chief
Department of Transportation,
Division of Aeronautics, MS #40
P. O. Box 942874, Sacramento,
CA 94274-0001
Phone (916) 654-5470 •
mary_frederick@dot.ca.gov

<http://www.leginfo.ca.gov/>
[yourleg.html](#) for Cal Senate and
Assembly contacts

located there. It is a hub for commerce and an emergency portal, which will be invaluable when the next major catastrophe, such as the Bay Area earthquake, happens again; and we know that it will.

The job of reducing the deficit is never easy. We understand that and know that you have to make some very difficult choices. We also know that this type of short term thinking is not the answer. Selling off important county assets will not solve the ongoing financial problems which have been growing for years and led to this situation.

We believe that Reid-Hillview deserves the county's respect and understanding, and should not be poorly treated as it has. It is an important community asset, responsible for millions in business dollars to the community annually and serving an important role as a disaster recovery hub for Santa Clara Valley.

While we do not wish to create more issues for the Santa Clara Board of Supervisors, we must respectfully advise you that we will join the efforts of the national and local aviation organizations to do whatever it takes and will enlist the assistance of the FAA to stop the closure efforts of Reid-Hillview Airport.

Thank you for your time and consideration on this critically important matter.

Sincerely,

Ed Rosiak – President – California Pilots Association

cc. Santa Clara County Supervisors

THE CALIFORNIA PILOTS' POLITICAL ACTION COMMITTEE (PAC)

can (and will) contribute to aviation friendly persons running for election, contribute to any committee, and support/oppose bills in the legislature. When needed, we have had a lobbyist in Sacramento. See the application for details in sending your contribution.

For more information email Pat Forbes at n12pf@aol.com

CALPILOTS BUSINESS PARTNERS

The aviation businesses listed below are business sponsors of CALPILOTS, and have made generous contributions, which help to ensure that your flight freedoms continue. They deserve the patronage and support of all California Pilots and Aviation Enthusiasts.

Air Petro Corporation(WJF)

Gen Wm.-J Fox Airfield
P.O. Box 2206
Lancaster, CA.
93539-2206
(800) 548-4184/
FAX (661) 945-3792
<http://www.airpetro.com>

Air San Luis(SBP)

785 Airport Drive
San Luis Obispo, CA.
93401-8369
(805) 541-1038
FAX (805) 541-8260
<http://www.airsanluis.com/>

Bud Field Aviation(LVK)

229 Rickenbacker Circle
Livermore, CA.
94551-7616
(925) 455-2300
FAX (805) 541-8260
<http://www.budfieldaviation.com/>

Gemini Flight Support (MER)

3515 Hardstand Ave.
Atwater, CA, 95301-5148
(209) 725-1455
Gemini@Elite.Net
www.GeminiFlightSupport.com

Clay Lacy Aviation(VNY)

7435 Valjean Avenue
Van Nuys, CA.
91406
(818) 989-2900/
FAX (818) 904-3450
<http://www.claylacy.com/>

NAI Aircraft Services (POC)

1805-D McKinley Ave
La Verne, CA. 91750
(909) 596-1361
email@naiaircraft.com
www.naiaircraft.com

Perris Valley Skydiving(L65)

2091 Goetz Road
Perris, CA.
92570-9315
(909) 943-9673
<http://www.skydiveperris.com/>

Precissi Flying Service(Q80)

11919 N. Lower Sacramento Rd
Lodi, CA.
95242
(209) 369-4408

Optima Publications

(Pilot's Guide to CA.)
4740 Wing Way
Paso Robles, CA.
93446-8518
(805) 226-2848
FAX (805) 226-2851
<http://www.pilotsguide.com>

Please Tell Them You're a CALPILOTS Member and Appreciate Their Support