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FAA Delays Tower Closures

Citing safety and logistical concerns, the FAA announced it will delay until June 15 closure of 149 federal contract air traffic control towers. The FAA previously decided to begin tower closures on April 7, and to carry them out over a four-week period. According to transportation secretary Ray LaHood, "We will use this additional time to make sure communities and pilots understand the changes at their local airports." Complications resulting from the announced

closures include lawsuits brought against the FAA by local authorities and, separately, requests to maintain open towers with non-FAA funding. The delay brought positive responses from AOPA, the American Association of Airport Executives (AAAE) and the U.S. Contract Tower Association (USCTA).

Since the closures were announced, some 50 airport authorities have indicated to

the FAA a desire to fund their own tower operations through the non-Federal Contract Tower program. The FAA says that delaying tower closures "will allow the FAA to help facilitate that transition." AOPA responded to the delay saying, "We applaud the decision" for allowing the aviation community and the FAA time to "properly assess this proposed budgetary action." AAAE and USCTA issued a

See Towers Continued on page 7)

AIRCRAFT INSURANCE "GOTCHAS"

Within the aviation community there is a frequently heard comment: "The first page of an insurance policy provides coverage, the remaining pages take it away". That was recently validated in a U.S. Court case.

A privately owned business jet ran off the end of a runway. There were no injuries but the nose landing gear was damaged. The jet owner filed a claim with the insurance company that insured the aircraft. The claim was denied.

The insurance policy contained a provision requiring pilots of the jet to have received simulator training. The pilot of this jet had received the appropriated training. Although the copilot was 45 years old and had 15,000 hours of flight time, he had not received the simulator training. There was no evidence that the copilot was flying the aircraft at the time of the incident. Nevertheless the claim was denied. The owner sued the insurance company and lost. Other frequent gotchas include:

"We don't pay for betterment". That comes into play after an aircraft engine has been disassembled following a sudden engine stoppage. Although the engine would have performed well for many hours with existing parts, certain parts are usually out of tolerance by FAA standards for reinstallation. That means the owner must pay out-of-pocket for new parts. The insurance company may reimburse the aircraft owner an undetermined amount. The rationale is that insurance covers damage, not betterment.

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Presidents Corner by Ed Rosiak

Sequestration Means Some Control Towers Are Going Away

Apparently, playing Russian roulette with aviation safety is not beneath the governance of this country, and that is a sad testament.

The recent political warfare sequester includes aviation, and is very discouraging. There is plenty of blame to go around here, and it is inappropriate to assign it solely to the current Administration. Let's just say that the President and all of Congress own this ugly partisan issue.

It has become clear that the dysfunction in Washington DC is worse than ever. Craig Fuller, CEO of AOPA, verified this notion, in a talk he gave at the Northwest Aviation Tradeshow that I attended in February. It

was the bravest remark I have heard from AOPA, which normally remains as neutral as possible.

The truth is there may be some ATC Towers that can no longer be justified, but let's not draw an arbitrary line without adequate due diligence. Are you listening FAA?

If control towers are eliminated, aviators need to be ready by preparing for the possibility. Make sure you brush up on non-tower procedures to insure that we maintain the same level of safety, even without ATC to hold our hands.

I remember the disappointment and concern when the South Lake Tahoe Airport Tower (TVL) was closed several years ago - even after multiple last minute attempts to save it.

The good news is that TVL continues to operate successfully and safely without the control tower, which is a testament to the users being ready, especially considering its location and the terrain.

Based upon the ongoing Washington rhetoric, we need to prepare ourselves for the continuing vilification of aviation, including GA, by lumping all of aviation in with the very rich. It's sad that Washington is more concerned with politics than moving the country forward, but that's the way it currently is.

So what do we do? It's time to push back. How? We continue to support our national aviation organizations - they are key here, and we also need to push back hard on our congressmen and women to send a message to stop the attack on aviation in the country that created it - before the brain trust in Washington fatally



"Apparently, playing Russian roulette with aviation safety is not beneath the governance of this country, and that is a sad testament."



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MONITORING YOUR AIRPORT'S AIRSPACE

We would like to offer two recent examples to illustrate the importance of awareness when it comes to potential obstructions of your airport's airspace. This message applies not only to airport managers but to other airport users and interests as well.

In the first instance, we received calls from pilots based at the Redlands Municipal Airport concerning large piles of dirt dumped to the east of the airport's east-west oriented runway, which, the pilots said, posed a hazard to aircraft landing at the airport. In researching the situation, we found the dirt was the excavation from a project to build a reservoir on County-owned property just east of the City-owned airport. Additionally, we found the contractor had properly filed a

Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA, and the FAA had provided guidance stipulating maximum allowable heights for the dirt piles. However, based on photographs provided by the pilots, it appeared the dirt had been placed closer to the extended runway center-line than planned. California Department of Transportation, Division of Aeronautics staff, Patrick Miles, worked with representatives of the City, County, and the contractor to survey the actual location and elevation of the dirt. It was established that the dirt did penetrate the airport's Federal Aviation Regulation (FAR) Part 77 Approach Surface. The contractor cooperated further by expeditiously removing the dirt to below the airport's imag-

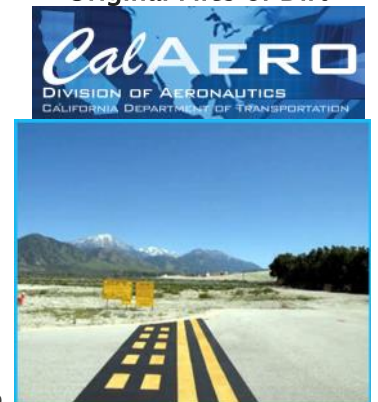
inary surfaces. This resolved the issue.

In the second case, Division of Aeronautics staff received an automated email from the FAA's Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) system that included information on the Circularization of an Airspace Case at Lompoc Airport. In circularizing this case, the FAA was asking for public comment on 18 wind turbines out of a proposed 24 turbine farm. The proponent had already agreed to lower the height of each of these 18 turbines by 60 feet, and the impact varied by individual turbine height and location. However, the greatest effects would require raising the Instrument Approach Minimums by almost 1,000 feet (more than doubling the Minimum Descent Altitude, in

See Monitoring (Continued on page 3)



Original Piles of Dirt



Lowered Piles of Dirt

MONITORING YOUR AIRPORT'S AIRSPACE



Reprinted from the
CalTrans Division of
Aeronautics
CalAero Newsletter
April 2013

the worst case, from 780 feet MSL to 1,700 feet MSL), making an approach step down fix “not applicable,” requiring a new minimum climb requirement, and penetrating the Obstacle Clearance Surface to make the Visual Approach Slope Indicator unusable. When Caltrans Division of Aeronautics staff, Dan Gargas, contact-

ed the airport manager, he found the manager had not been informed of this project and was unaware of the potential impact on the airport. The outcome of this case is unknown, as the circularization comment period closed just prior to publication of this newsletter.

What can possibly be learned from these cases? Here are some thoughts:

If you are not familiar with the FAA’s OE/AAA website, we recommend you take the time to look at it at <https://oaaaa.faa.gov/oaaaa/external/portal.jsp>. Although the primary purpose of the website is to enable sponsors to electronically file FAA Form 7460-1 for their projects, this is a public website that allows you to obtain information about filed airspace cases. There are tools (see the left border of the web page) that allow you to search for determined, interim, proposed, and circularized airspace cases,

See Monitoring (Continued on page 11)



REDLANDS AIRPORT AND THE MOUND OF DIRT



“Dennis Brown and Lloyd Jensen were instrumental in getting the CalTrans Division of Aeronautics and the FAA to inquire into the dirt mound. .”

Visit Caltrans Division of Aeronautics Website for a lot of good information.
<http://www.dot.ca.gov/hq/planning/aeronaut/>
Cal Trans Link to newsletters :
<http://www.dot.ca.gov/hq/planning/aeronaut/AeroNewsletter2010.html>

Redlands Airport (REI) is just east and in the shadow of the old Norton AFB – now San Bernardino Int'l. It is not that big an airport (4500' runway) and it seems to have gone through a recent experience of being treated as though of no importance. It all seems to have started with an excavation just to the southeast of the threshold for runway 26. The excavation grew into a long dirt mound that became an obstruction, 79 ft. above the R/W touchdown point and, pilots say, within 40' of the end of their wing.

Over the months, local pilots and personnel have been trying to find out what was going on and how to keep their airport safe from the growing accumulation of dirt near the extended R/W centerline. Dennis Brown and Lloyd Jensen were instrumental in getting the CalTrans Division of Aeronautics and the

FAA to inquire into the dirt mound. It was looking like the dirt mound entered into the airport's 20:1 runway slope requirements. Having this brought to their attention, the aviation authorities have directed that the dirt mound had to be cut back and it has, subsequently, been trimmed to meet aviation requirements.

A big part of this issue is that the project, which appears to be some kind of water district storage pond, seems to have been begun without any communication with the airport management or the airport's users. And there are questions about the pond. An important one is whether there was consideration of the fact that the pond can be expected to attract waterfowl. When finished, the pond will be at a location that would be within

the traffic pattern except for the fact that the pattern for R/W 26 is a right hand pattern (to avoid overflying the city). We all know that running into anything more than a very small bird can be very messy.

And there are still questions as to whether the dirt mound might be intruding into the clearway and whether there should be an obstruction light on the mound. The airport's users are keeping an eye on what is happening there.



OBar11 Charter Enterprises

In a world full of “idea people,” Rex Smith is a “doer.” During an April 2012 online conversation among California pilots regarding favorite fly-in airports, Rex learned that his home of Little River [LLR] could be a popular Mendocino Coast destination if only it had reliable, reasonably priced transportation to town and area lodging options. Being a pilot and aircraft owner, he understood the dilemma; few airports are destinations unto themselves.

By the end of May, Rex filed an application with the California Public Utilities Commission, the state entity that regulates public transportation businesses. The Pilot Community cheered the effort and waited. Understanding that a

government approval process was required, it came as no surprise when he posted on June 30 that the CPUC had “just started” looking at his forms. Finally, on July 28, 2012 “O Bar 11 Enterprises Charter Service” announced Open for Business!

“O Bar 11” is licensed as a Charter Company and operates under rules that are distinct from taxis. Of particular note is that a Charter Co. cannot simply pick someone up at the curb; a reservation has to be made in advance. (Yes, calling 30 seconds ahead of your pick up IS a reservation!) Additionally, taxis require fare meters and lights on the roof, either of which would destroy the appearance of the beautiful 7-passenger Dodge Grand Caravan van employed in the service

There are countless activities on the Mendocino Coast. Of most importance to central valley dwellers though may be the significantly cooler climate during the summer. Make plans now to visit Little River and support your general aviation airports and the communities that support them. Of course, be sure to call Rex for transportation!

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Author: Corl Leach,
VP Region 1



“O Bar 11” is licensed as a Charter Company and operates under rules that are distinct from taxis. Of particular note is that a Charter Co. cannot simply pick someone up at the curb; a reservation has to be made in advance.”

Salinas Tower to Close Due to Sequester

Last month’s decision by the FAA to close 149 airport control towers, Salinas included, has caused a flurry of lawsuits nationwide. Is the FAA risking air safety? The most critical part of flying is take-offs and landings. Wouldn't FAA be violating safety provisions in federal law because of federal budget cuts?

Salinas airport is busy with Ag aircraft almost every day. The airport doesn't have airlines coming in or going out, but it does accommodate general aviation as well as Ag aircraft. The Ag pilots have a big job to do covering all the 210,000 acres of mostly vegetables and some fruit that need to be sprayed. The pilots are well experienced and can do their flying with or without a control tower, but having an extra pair of eyes helping as they approach or depart the airport is always welcome. The Salinas airport tower

supports a \$4 billion fresh produce industry in the Salinas Valley. Of the hundreds of thousands of farmland acres responsible for our nation's fresh produce over 60 percent has lettuce and spinach, and over 70 percent of the nation's strawberries. Other vegetables such as broccoli, cauliflower, celery, onions, asparagus, kale, artichokes and so much more come from the Salinas area. The FAA has jurisdiction over the tower, but the City of Salinas operates the airport. The City has recently constructed 40 additional T-hangars and expects an increase in newly based aircraft. According to the City, approximately 96% of all aircraft owners who keep their aircraft at Salinas are from Monterey, Watsonville and of course, the Salinas areas. The FAA was scheduled to start a four week shut down of air control towers beginning April 7th and Salinas was to close on that date. With all the noise coming

from Patco (Professional Air Traffic Controller's Organization) and the many lawsuits against the FAA coming from all directions of the nation, Salinas and many other towers have been granted a postponement until June 15, 2013. Hopefully, FAA will be able to talk the federal government into leaving the airport tower controllers alone to do their jobs without the extra stress of how they will feed and take care of their families which may be on their minds even now as they work

As it stands, Salinas air traffic tower is open and welcomes you to stop in, relax, have lunch, look around and have no stress when landing or taking off. You have that extra set of eyes watching your traffic, at least for the time being.

By: Rosemarie Schoening
CalPilots Airport Rep for Salinas

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CALIFORNIA DREAMIN'

OCTOBER 18-19

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Friday Night: Aviation Speaker, Wine Tasting, Balloon Glow, Stearman Rides, Beach Burger Fry & Dance under the stars to San Luis Jazz Band.

Saturday: AOPAs Bill Dunn, John Kounis Pilot Getaways Magazine, CalPilots Annual Meeting.

Enjoy Our Tourist Attractions: Wine Country, Hearst Castle, Pismo Beach and more.

Hotel/rental car reservations via San Luis Jet Center.

California Dreamin' October 18-19, 2013

We are very excited to invite you to our CalPilots Annual Meeting/Fly-In, California Dreamin'. California Dreamin' will be graciously hosted by The San Luis Jet Center at McChesney Field [SBP] in beautiful San Luis Obispo on October 18th and

19th. ACI San Luis Jet Center owner Bill Borgsmiller and general manager Andrew Robillard are very generous supporters of general aviation and they have graciously opened their entire facility to us.

Friday evening, October 18th, starts off with some great wine tasting from a local internationally famous winery. This will be followed by our Beach Burger Fry and Dance [\$15] with a great BBQ from our own Central Coast Smokers. The evening will continue with a wonderful aviation speaker, followed by dancing under the stars to The San

Luis Jazz Band

www.sanluisjazzband.com featuring CalPilots Region 3 VP Mitch Latting.

Shane Wallace, one of our local balloon pilots, will be providing a Twilight Balloon Glow



JR Smith will have his 1943 Super Stearman available on Friday evening in case you would like to purchase a ride in this historic airplane. You will not want to miss this night!

Saturday

morning, October 19th, we will begin with our CalPilots Annual Meeting. All are invited and encouraged to attend. We will follow the Annual Meeting with a wonderful presentation by George and John Kounis from Pilot Getaways Magazine. Next up will be AOPAs Vice President, Airport Advocacy, Bill Dunn. Santa Maria style-BBQ will be pro-

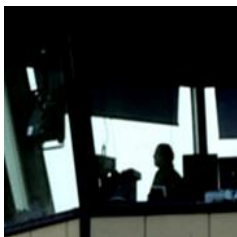
vided by Central Coast Smokers [\$10] will take place in the early afternoon. And again, Banner Airways <http://bannerairways.net/> pilot JR Smith will be offering rides in his 1943 Super Stearman.

After luncheon, we invite you to become a tourist here on the beautiful Central Coast of California. Hearst Castle at San Simeon <http://hearstcastle.org/tour-hearst-castle/daily-tours/> is just a short 40-minute drive up breathtaking Highway One. On the way up to the Castle, stop and visit "one of America's prettiest towns" Cambria <http://www.cambriachamber.org/>. After the Castle Tour, continue up Highway One, just seven miles North of the Castle and enjoy the magnificent Elephant Seal Rookery <http://www.elephantseal.org/> at Piedras Blancas Beach. These amazing elephant seals are something you really do not want to miss either!

AIRCRAFT INSURANCE "GOTCHAS"

(Continued from page 1) Towers

"Since the closures were announced, some 50 airport authorities have indicated to the FAA a desire to fund their own tower operations through the non-Federal Contract Tower program."



joint statement saying they "appreciate" the delay and they "remain hopeful that DOT and FAA will find a way forward" and find a solution to budgetary issues that is less impactful to contract towers. Meanwhile, multiple lawsuits have been both threatened and filed by multiple airport authorities contesting the FAA's decision to halt tower operations on their fields.

Reprinted from the AVweb April 8, 2013

(Continued from page 1) Insurance

Pilot Liability Insurance: There is frequently confusion between a pilot's qualifications to fly an aircraft, for the purpose of the aircraft owner's insurance coverage, and the pilot's personal liability for damage to the aircraft or injury to third persons. If a pilot has an accident or incident while flying an aircraft owned by someone else, the owner may be covered by insurance. But, the insurance company may file a subrogation lawsuit against the pilot to recoup the amount paid to the aircraft owner. That risk can be alleviated by having "Renter's Insurance", as it is frequently characterized, or by

obtaining an endorsement on the owner's policy.

Comment: Insurance cost is supposed to be based on degree of risk that is assumed by the insurance company. Costs are kept relatively low by limiting the risk through conditions, limitations, restrictions and warranties on pages following the policy first page. Many aircraft owners and pilots are not aware of these limitations unless and until a loss or accident occurs.

Jay White
CalPilots
General
Counsel



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Contra Costa County looks for clarity on adding lights as part of tighter rules for meteorological (MET) towers

MARTINEZ -- Following the state's lead, Contra Costa County is poised to tighten its rules for marking meteorological towers that might prove hazardous to aircraft.

However, county planning commissioners postponed taking action this week, asking for more information about adding aviation light beacons atop towers 150 feet and taller.

The item will be brought back to the planning commission at its April 23 meeting.

The state approved legislation last fall in response to the January 2011 fatal crash of agricultural pilot Stephen Allen after his airplane struck a 198-foot tower on Webb Tract that he likely did not see. The tower was erected in 2009.

The county's proposed ordinance, which incorporates the state law, also would include requirements that all meteorological towers 50 to 200 feet tall be marked with thick, alternating stripes of orange and white paint, orange tracking balls attached to each support wire and a clear marking on the

ground where the wires are anchored, including sleeves at each anchor point.

The state law kicked in this year.

The galvanized towers are usually about 12 inches thick, with coloring that "is hard to see against the skyline," county planner Telma Moreira said. Moreira told commissioners Tuesday that the county ordinance is a "little more conservative" than the state law, allowing for more restrictions on tower locations than just those on agricultural land, including permitting procedures and restrictions on how far it can be from property boundaries. Towers also will not be restricted for county districts zoned for residential and water recreational uses.

Commissioners Don Snyder and Doug Stewart asked for lights to be considered.

"I have a problem (with approving it) without the lights on top. I think they are a must," Stewart said.

Board chair Marvin Terrell said he had no problem having staff

gather more information, though he questioned if Federal Aviation Administration rules would come into play. "I'm interested in knowing more," he said.

Initial language in the state bill required that a light be placed at the highest point of each tower, but that was dropped before the final version of the law was adopted.

State law makes a tower light optional.

Federal law requires that towers 200 feet and taller be painted in bright aviation colors and lit. Towers shorter than 200 feet fall under the purview of local governments.

Wind farm developers use the meteorological towers to measure currents to find the best locations for new wind farms

Reprinted from
By Paul Bugarino
Contra Costa Timesmercurynews.com

Posted: 03/26/2013 10:04:50 PM
PDT

March 28, 2013 11:53 PM
GMTUpdated: 03/28/2013
04:53:27 PM PDT



"The state approved legislation last fall in response to the January 2011 fatal crash of agricultural pilot Stephen Allen after his airplane struck a 198-foot tower on Webb Tract that he likely did not see. The tower was erected in 2009."



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Please click the Like icon on our page and tell your aviation friends to "Like" us as well

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

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Court Decision Aids Safe Transition to Unleaded Avgas



"On March 27 the court ruled that the EPA has discretion to make endangerment findings under an important Clean Air Act provision, but cannot be forced to do so as Friends of the Earth had hoped."

A U.S. District Court for the District of Columbia ruling has freed the Environmental Protection Agency (EPA) from having to make an accelerated endangerment finding on emissions from general aviation aircraft. This ruling will help to ensure that efforts to find an unleaded replacement fuel will continue in a manner that will guarantee aviation safety. On March 27 the court ruled that the EPA has discretion to make endangerment findings under an important Clean Air Act provision, but cannot be forced to do so as Friends of the Earth had hoped. The EPA

has already begun the endangerment process and will continue its efforts on a schedule driven by facts and policy, hopefully not by more lawsuits. "AOPA and the general aviation community long ago publicly recognized the need to find a safe, acceptable alternative to leaded avgas," said AOPA President Craig Fuller. "The entire case proved to be an unnecessary diversion in the ongoing efforts to move general aviation to an unleaded fuel. We all know that the solution to an avgas alternative won't be found in a courtroom." The FAA's new fuels program

office and the GA industry are continuing coordinated efforts to evaluate fuel alternatives and to ultimately transition the existing fleet to an unleaded fuel. The recommendations include establishing a "fuels development roadmap," centralizing the testing of possible fuel alternatives, establishing standard procedures for soliciting and selecting fuels to be tested, and establishing a centralized certification office to support unleaded fuel projects. By AOPA Communications staff 3/29/2013

Aviation Events to Support



ALTURAS MUNICIPAL AIRPORT
WOULD LIKE TO INVITE
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to our 4th Annual Career Aviation Day, June 11, 2013 (8am-2pm). This is a day where the Alturas Elementary school (grades K-5) comes over to the airport to visit with pilots and their planes and learn more about aviation. Breakfast of coffee and donuts as well as Bottle Shop sandwiches for lunch will be provided by the Airport. For those needing fuel, a discount will be offered to those participating in the fieldtrip.



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CALIFORNIA PILOT PAC

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

WHY DO WE NEED A PILOT PAC?

As a tax-exempt, California public benefit corporation and a Federal 501(c)(3) nonprofit organization, CALPILOTS cannot engage in any "substantial amount" of political activity. The PAC provides an opportunity for the aviation community to support "aviation-friendly"; legislators and candidates. This includes members of city councils, county boards of supervisors and state legislators. Through the PAC the aviation community can support legislation that is favorable to aviation. The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to support or oppose. Local airport pilot representatives decide which city council or county supervisor candidates to support. Local pilots groups have found that banner towing can be a very effective means of supporting a local "aviation-friendly" candidate. For example, a banner might read "Smith for Supervisor" or "Jones for City Council" or a direct contribution to their campaign. Information for supporting a local candidate can be obtained by contacting the PAC Committee, or 1-800-319-5286.

PAC Committee

Chairman

Contributions can be made to payable to
CALIFORNIA PILOT PAC
 P.O. Box 324, The Sea Ranch, CA 95497-0324
 PAC contributions are not tax deductible.
CALIFORNIA PILOT PAC
 California ID 811653



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Senator Barbara Boxer
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 Web Form: boxer.senate.gov/en/contact/

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 Fax: (202) 225-2699
<http://honda.house.gov/>

Other California Congressmen
http://www.house.gov/house/MemberWWW_by_State.shtml#ca
Gary Cathey, Chief Division of Aeronautics
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 CA 94274-0001
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 Fax - 916.653.9531
gary.cathey@dot.ca.gov

For Cal Senate and Assembly contacts
<http://www.leginfo.ca.gov/yourleg.html>

(Continued from page 3) Monitoring

along with supplemental notices, for both off and on airport studies. You can also search the archives. There are some screening tools for each of these searches plus the capability to perform a circle search around an airport, case, or set of coordinates to help in screening for a specific location. You can use this website to re-search filed cases

and find out more information about a project in the OE/AAA system. Once we were alerted to the piles of dirt near the Redlands Airport, this website is how we found the contractor and initial information. Additionally, you can register on the OE/AAA website and sign up

(within the "account" section after login) to be notified of FAA Airspace Cases at have been circularized, either by "State" or by specific airport(s). We learned of the circularized Airspace Case near the Lompoc Airport through an email like this one shown below.

Listed below are OE/AAA cases that are currently circularized, or recently changed from circularization status to a determined status.

ASN	Status	Date Circularized	Date Determined	City	State	Latitude	Longitude
2013-AWP-1191-OE	Circularization	03/12/2013		Los Angeles	CA	33° 55' 24.03" N	118° 17' 56.29" W
2012-WTW-3623-OE	Circularization	02/25/2013		Lompoc	CA	34° 38' 44.53" N	120° 20' 26.84" W
2012-AWP-8150-OE	Circularization	01/22/2013		Redlands	CA	34° 09' 02.74" N	117° 08' 05.71" W
2012-AWP-1708-OE	Circularization	12/12/2012		Covina	CA	33° 53' 13.80" N	117° 34' 25.10" W
2012-WTW-6074-OE	Circularization	12/07/2012		Byron	CA	37° 51' 35.50" N	121° 40' 35.00" W
2012-AWP-5764-OE	Circularization	09/19/2012		San Francisco	CA	37° 47' 09.80" N	122° 23' 31.82" W
2012-AWP-6096-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 27.30" N	118° 20' 03.10" W
2012-AWP-6095-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 27.60" N	118° 20' 03.00" W
2012-AWP-6094-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 28.70" N	118° 20' 08.60" W
2012-AWP-6093-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 28.30" N	118° 20' 08.90" W
2012-AWP-6092-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 28.40" N	118° 20' 08.30" W
2012-AWP-6073-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 27.10" N	118° 20' 01.20" W
2012-AWP-6072-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 27.10" N	118° 20' 05.90" W
2012-AWP-6071-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 27.10" N	118° 20' 06.30" W
2012-AWP-6070-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 26.60" N	118° 20' 06.30" W
2012-AWP-6069-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 26.90" N	118° 20' 05.90" W
2012-AWP-6068-OE	Circularization	06/23/2012		Hawthorne	CA	33° 55' 26.90" N	118° 20' 01.20" W
2013-AWP-8480-OE	Circularization	03/08/2013		Richie	CA	34° 08' 13.41" N	117° 38' 13.85" W

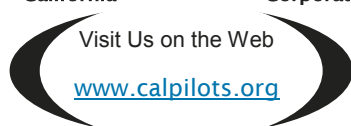


California Pilots Association

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E-mail: inquiries@calpilots.org

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