



May/June 2012

Serving Pilots Of California With Pride

Ventura County Extends Runway at Oxnard Airport

By Scott Malta

At 7:00 a.m. on October 27, 2011, Oxnard Airport opened with a new landing distance of 5,500 feet. This new distance, an increase of 924 feet over the previous landing distance, is important for the airport because it maximizes the available runway pavement for landing, enhances safety and brings the airport into compliance with FAA standards, all

while minimizing any negative impacts to the community surrounding the airport.

Prior to an obstruction survey being completed in 1968, the airport utilized the full 5,953 foot runway for landings on Runway 25 (aircraft landing to the west), and has always utilized the full runway for take offs. The 1968 obstruction survey showed the

steeple of the Santa Clara Church was an obstruction to the approach end of Runway 25, resulting in a displaced threshold of approximately 1,377 feet, leaving only 4,576 feet of landing distance for Runway 25.

In 1971 the steeple was damaged during the Sylmar earthquake.

(See Ventura Continued on page 7)

Airport Land Use Commissions Threatened

There is a movement in Sacramento, most likely driven by the Governor, to reduce budgetary charges, which has landed the Airport Land Use Commission/Plans (CSM-4507) on a list of commissions *to be eliminated* (it actually changes the ALUC language from mandatory to optional, which will mean the demise of this critical function).

This is surprising to us since aviation pays its own way in the form of numerous annual aviation taxes, and is by no means a

drain on the General Fund.

Our information is that in the past, two SOCAL ALUC's submitted combined expenses of over a million dollars, and this ill-advised action is the state's solution to eliminate future liabilities from ALUC's.

First, that amount sounds excessive to us, and Second - we can't help but wonder why a detailed audit wasn't accomplished as opposed to a denial of the ALUC claims, and then choosing a worst case scenario shut down all ALUC's.

While we recognize the state's financial issues, eliminating the Airport Land Use Commissions/Plans function is truly a penny wise and dollar foolish action. ALUC's were created to provide the community with a safety factor and to reduce the noise associated with airport operations.

Evidence abounds, in the form of closed airports and encroachments, indicating some airport sponsors have made questionable decisions regarding incompatible development around airports. Imagine what could happen

(See ALUC Continued on page 11)

Inside this issue:

Presidents Corner	2
McClellan-Palomar Airport	2
Blythe Airport ALUC	3
Watsonville Airport	3
Letter to Governor Brown	4
Hayward Airport Get Hangars	5
Poll- Americans Get Airport Value	5
Oceanside Airport Ready to Take Off	6
Oxnard Airport	7
Oceanside	8
Palomar	9
CalPilots Board Contact List	10
CalPilots PAC	11
Update on ALUC's	6

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

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Presidents Corner by Ed Rosiak

THE CONFUSION REGARDING AN AIRPORT'S MISSION is one shared by most general aviation airports.

Most airport sponsors (city or county) as well as the non-flying community have little appreciation, and perceive that airports are simply parking lots for airplanes. Those of us in aviation know that just isn't true.

When treated as a business entity, versus a parking lot and/or playground for the supposed rich, our airports can, and have become regional economic engines. That of course, means, reasonable services are required.

It is not really different than one would expect when stopping at a gas station on the interstate. When we stop on

the interstate what do we look for? The best option for fuel, food, services etc. Are airports any different when planning flights and travel?

Airports are an important part of the state's transportation infrastructure as well as emergency hubs, used for medical as well as firefighting capabilities. The fact is that aviation transport is preferred to expedite treatment critically injured community members, especially in rural areas.

South Lake Tahoe faced an identity issue over the past several years, where the airport sponsor (City Council) was less than enthusiastic about their airport. That is, until a major fire was raging out of control and firefighting aircraft were brought in sav-

ing the community.

The South Lake Tahoe Airport sponsor, the City Council as well as the rest of the community, now understand the importance of the airport, and now fund it appropriately.

Many airports are fighting to provide the very services we are discussing here. Fuel is another issue that they face.

The term "jet fuel" is really a misnomer. It enlists visions of Southwest Jets lined up to land as well as noisy business jets disturbing the community. Don't laugh that argument has been used – no, I am not making it up.

The facts are that many single engine aircraft now require kerosene and are much

See Presidents Corner Continued on page 6)



"When treated as a business entity, versus a parking lot and/or playground for the supposed rich, our airports can, and have become regional economic engines."

McClellan-Palomar Airport Land Use Compatibility

CARLSBAD - At a recent City Council meeting, a unanimous passing vote was cast approving a General Plan amendment for McClellan-Palomar Airport's land use compatibility.

Corey Funk, associate planner for the city of Carlsbad, made the presentation. Although the current Compatibility Plan was adopted in 2010, and is in effect already, certain language and state law requires local jurisdiction to amend the General Plan, so it is consistent with the new updated Airport Land Use Com-

patibility Plan.

Funk reminded the council that its previous Compatibility Plan, adopted in 1994, was the reason for the reference updates in the General Plan. "Outside of certain exceptions, for each airport, state law requires the establishment of an Airport Land Use Commission (ALUC) and the creation of an Airport Land Use Compatibility Plan (ALUCP)," said Funk, noting that the ALUCP is also referred to as the Compatibility Plan.

The Compatibility Plan,

Funk said, contains policies that place limitations on development in the nearby vicinity of the airport. The four primary factors include noise, safety, airspace protection and over-flight.

"These are the same compatibility factors that were used in the previous compatibility plan in 1994," he said.

For the most part, the policies remain the same, but it's the boundaries that are slightly different based on the new data staff received.

McClellan -Palomar (Continued on page 9)

" State law requires the establishment of an Airport Land Use Commission (ALUC) and the creation of an Airport Land Use Compatibility Plan"



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Blythe Airport ALUC Seeks CalPilots Help

By Bob Eppers CalPilots VP Region 5

In case you weren't aware, the Blythe Airport already encroached by a power plant situated on final a mile east for runway 26, is under another threat.

Blythe Airport is being further threatened by another power plant effort proposing setting up a Photovoltaic field, or a field of glass mirrors designed to absorb sunlight located adjacent to the airport.

The Blythe Airport Land Use Commission requested assistance from the California Pilots Association in addressing

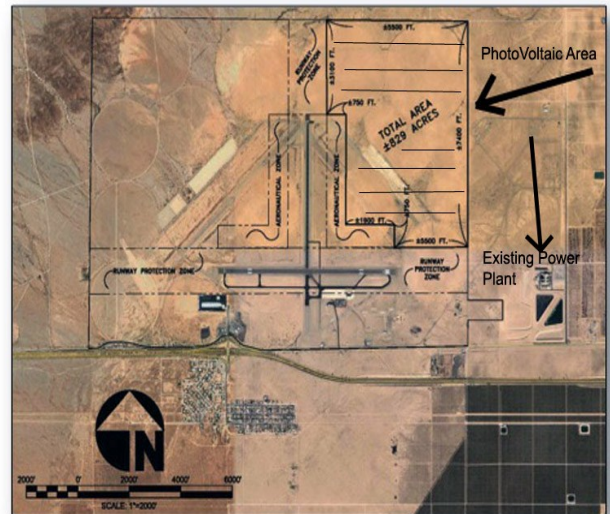
this inappropriate land use proposal. We are currently working with the Blythe ALUC to defeat this proposal and maintain the viability of the Blythe Airport.

It would seem that power plant companies are targeting our state airports because they can save millions in start-up costs since the infrastructure (sewer, water, electrical, roads) are already in place.

While the California Pilots Association is not against power plant operations, we are against any installation, which threatens airport op-

erations and viability.

A review of the picture below shows the unacceptable proposed location for these Photovoltaic mirrors. Down arrow shows exiting power plant.



Watsonville Airport

With the ink barely dry on an agreement to complete a \$100,000 revamp to the airport's restaurant for a new tenant, a veteran business is preparing to break ground for a 14,500-square-foot hangar.

United Flight Services general manager Laura Mohler said the estimated \$600,000 hangar will replace the trailer the business is using as an office and enable mechanics to work on aircraft with a roof over

their heads.

"Getting the hangar built will be a huge advantage to us," Mohler said.

Not only will it improve the working conditions for mechanics but it could attract more business. Many pilots prefer to see their planes locked inside at night, Mohler said.

It's one more piece of good news for the airport, said Rayvon Williams, who was named the airport's general manager in November and oversaw the search for restaurant tenant. Props, as the aviation-themed eatery will be known, is expected to open this spring.

Williams was host to a ten-

ant appreciation party Saturday.

The hangar project has been two years in the making, but environmental studies and the discovery of historic fuel contamination of soil slowed work, Mohler said. Construction is set to start in June, and Mohler hopes it will be complete by the end of the year.

"We're picking up speed now and getting back on track," she said.

In addition to 10,000 feet of inside work space, the hangar will feature six offices. United Flight Services will use one and lease the

others. Aviation-related businesses will get first crack at renting the spaces, Mohler said.

United Flight Services offers a range of aviation services, including aircraft inspections and maintenance, plane rental and flight instruction. Its fleet includes four single-engine Cessnas.

"Getting the hangar built will be a huge advantage to us," Mohler said.



Governor Brown - Do not eliminate our ALUC's

March 28, 2012

Governor Edmund G. Brown
c/o State Capitol, Suite 1173
Sacramento, CA 95814

Re: Elimination of Airport
Land Use Commission/Plans
(CSM-4507)

The California Pilots Association a statewide non-profit volunteer airport/aviator advocate organization founded in 1949 has recently discovered the proposed California Department of Finance action adding the Airport Land Use Commission/Plans (CSM-4507) to a budget reduction act, thereby eliminating this critical function.

Frankly, we are concerned that some arbitrary process may have led to the inclusion of ALUC's into this budget reduction Act. Whatever the reason is, it is a mistake.

The Airport Land Use Commission (ALUC's) function was specifically created to maintain safety and eliminate noise issues for communities with airports. To quote the Division of Aeronautics California Airport Land Use Handbook "ALUCs protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses"

While we recognize the budgetary issues facing the state,

the proposed elimination of the ALUC's is surprising, because the developer seeking approval, not the general fund, supports ALUC actions. We would question any large ALUC claims and suggest that any be audited closely. This begs the question, why is the ALUC function included in a budget reduction process?

It is also important to point out that, according to our information, **the state collects \$400+ million in aviation specific taxes annually; yet - the state returns less than 2%** to aviation related expenses or operations. The remainder is allocated as follows: by law 72% to the local municipality/schools, and 26% deposited into the General Fund. Surely *any* ALUC expenses can be funded out of the very revenue generated by aviation.

Further, excluding Los Angeles and San Diego from this Act substantiates the value and importance of ALUC's. It is our position that all 246 public access airports in California are important. We question why Los Angeles and San Diego are excluded.

Over the years, we have witnessed many of the state's airports closed due to encroachment, usually a result of airport sponsor's inappropriate development decisions. There are numerous examples of state airports now threatened with closure due to encroachment; Santa Monica Airport is but one recent high visibility example.

ALUC's are airports' first line of defense against inappropriate

development. When authoritatively involved, they can save airport sponsors time and money from probable legal and community actions.

The state's ALUC's are also critical in slowing the growing trend of developer influence on incompatible development around airports.

We would like to point out that all of our state airports are economic engines, generating revenue and jobs, both important to the state's economy. Our airports are also significant components in the state's transportation infrastructure, not to mention their ability to provide emergency medical access and fire-fighting capabilities.

In closing it is important to note that aviation more than pays its own way in the state. On behalf of California's 60,000 active pilots, and the California Pilots Association Board, we cannot stress enough that our ALUC's are a critical part of airport sustainability. We are **firmly against** the elimination of and/or modification of the ALUC as it currently functions. We stand ready to take appropriate steps and actions with other aviation organizations to insure their continued operation.

Thank you for your time and attention to this matter. Please do not hesitate to contact me if I can be of further assistance in this important decision.

Sincerely,

Edward Rosiak
President - California Pilots Association



"the state collects \$400+ million in aviation specific taxes annually; yet - the state returns less than 2%"

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Hayward Airport Gets New Hangars

"there's a 70-strong waiting list for existing hangar space"

It's tough for pilots to find a sheltered place to park their airplanes in the Bay Area, and a developer is adding to the stock of hangars available at the Hayward Executive Airport.

Jim Altschul of Hayward Hangars said he first heard of the possible opportunity to pick up a ground lease at the airport in 2003.

It was finalized, and he secured needed permits in 2007, but the flagging economy grounded the project until last year.

The foundation is being laid for two buildings that will

contain a total of 30 hangars, the first of which Altschul expects to be ready by the end of Summer.

Altschul called the Bay Area "one of the best places" to build hangars, and he said Hayward is especially plum because of its central location and favorable wind conditions.

About 450 planes are based in Hayward, and there's a 70-strong waiting list for existing hangar space, said airport manager Doug McNeeley. He said it's been that way for at least 20 years, and other airports in the area have a similar wait.

While some companies have

large hangars housing multiple aircraft, the bulk of planes housed in Hayward are in traditional T-shaped constructions designed to accommodate the most airplanes in the least space possible. Of the 207 city-owned hangars, 192 are T-shaped.

Altschul said he's putting in larger spaces than the traditional hangars because they are more profitable, and people like having additional space for storage, or a couch, or other amenities.

"People are moving away from T-hangars," said David Flory of Flory Construction, who has been involved in

See Hayward (Continued on page 9)

Poll: Americans See Airports' Value to Local Economy



WASHINGTON, D.C. — Americans love their local airports, but they're still not sure how they work, according to a new national survey commissioned by Airports Council International-North America.

A majority (61%) recognized the importance of airports to the economy, with 33% saying they are "extremely important" to their local economy, a finding that is consistent with a recent ACI-NA report that attributed 10.5 million jobs and \$1.2 trillion in spending to the nation's commercial airports.

"Americans know that airports are hubs of economic activity and job creation for the communities they sup-

port," Greg Principato, president of ACI-NA, said.

More than two-thirds of respondents (67%) expressed favorable views about the airport in their community, putting this vital infrastructure ahead of the U.S. Congress (21%), Transportation Security Administration (35%), major airlines (38%), major car companies (49%), local government (50%) and public schools (61%).

Despite widespread public support, however, only one in four Americans were aware that the federal government has the power to limit how airport improvement funds are spent at the

local level. Even fewer people (16%) know that general tax revenues are rarely used to fund commercial airports.

"This is important information because infrastructure investments are crucial to the ability of commercial airports to continue to meet increasing demands for passenger and cargo flights, both of which are expected to double over the next two decades," Principato said. "Spending decisions should be made at the local level, not in Washington."

The survey shows that Americans also recognize

See ACI (Continued on page 7)

President's Corner

(Continued from page 2)

quieter than previous generations of aircraft. That also applies to most new series business jets.

Like anyone else, pilots that do require kerosene will simply move on to the next more service orientated facility which will thankfully accept the revenue. By the way, that can also mean less tourist revenue too.

The aviation community has a long way to go to educate airport sponsors, our politicians (read about the threat to ALUC's in this issue), as

well as the surrounding community. As the economy picks up so will aviation and the issues we face. Do your part to educate your airport sponsor, politicians, and the surrounding community. The airports need your help.

The aviation community has a long way to go to educate airport sponsors, our politicians (read about the threat to ALUC's in this issue), as well as the surrounding community.

Thank you to all of you who responded to our "Call to Action" regarding the elimination of the Airport Land Use Commission/Plans. As of this writing, we still have more work to do, however, the sub-committee that reviewed ALUC's voted against eliminating them *very likely* due to all of your letters and calls to the sub-committee's head. It is also likely it wouldn't have gone to committee if we hadn't *all* spoken up. Next step will more than likely require calling the Governor's Office to voice our concern over this ill-advised penny-wise, dollar foolish budget action..... Ed

Oceanside Airport Ready to Take Off

By Nathan Scharn The San Diego (CA) Union-Tribune

OCEANSIDE — Though there is still much work to be done, the Oceanside Municipal Airport is on its way to becoming a top-notch general aviation airfield, airport managers told the City Council this week.

Though several of the airfield's hangars are dilapidated, with roofs sagging and sometimes falling apart, several grants totaling hundreds of thousands of dollars are moving the facility along the path to becoming a respectable airport for small planes.

"It really is a jewel in the North County ... and we really are positive and continue to be positive about its future," said Lydia Kennard, a principal at Airport Proper-

ty Ventures, which runs the city-owned airport.

It was built in 1963, has a 3,000-foot landing strip, 35 hangars and 72 plane tie-downs. The airport has 68 planes renting tie-downs or hangars, and averages 22 landings and takeoffs per day.

"Many of the airport's hangars are run down. The airport has 68 planes in rented tie-down spaces or hangars. "— Charlie Neuman

Airport Property Ventures in 2009 took over management of the airport. In years prior it had been a divisive political topic in Oceanside, with several council members hoping to get rid of the airport and replace it with more lucrative developments. The

airport became part of several candidates' campaign platforms in City Council elections in 2006 and 2008.

The Federal Aviation Administration told the city the airport was an important part of the national aviation system, and must remain in use indefinitely.

"The company plans to build 10 new hangars on-site by the end of the year and hopes to start work as soon as this summer on a master plan that would guide the development of the airport", said Airport Property Ventures Principal Jack Driscoll.

The airport has had its share of complications, including questions about the foundation on which the hangars are to be built and the adequacy of the airport

(Continued page 8)

Though several of the airfield's hangars are dilapidated, with roofs sagging and sometimes falling apart, several grants totaling hundreds of thousands of dollars are moving the facility along the path to becoming a respectable airport



Ventura County Extends Runway at Oxnard Airport

(Ventura continued from page 1)

Todd McNamee,
Ventura County
Director of Airports
said, "I am personally
very excited about
this project as I
believe it helps to
secure the airport's
future"

When it was rebuilt in 1973 it was rebuilt at a lower height and was no longer considered an obstruction for Runway 25. However, eliminating the displaced threshold and returning the landing distance to the full distance for Runway 25 was not pursued for many years. It was considered in 1996 and again in 2004 as part of master plan updates, but was not pursued.

In 2008, the County of Ventura Department of Airports conducted a feasibility analysis to consider alternatives for relocating the displaced threshold to different locations on the runway that would accommodate the above stated objectives of safety,

compliance and minimal community impacts. In the end, a compromise to relocate the threshold to a location that provided 5,500 feet of landing distance was agreed upon and pursued.

This compromise allowed the Instrument Landing System (ILS) to remain in its current location (resulting in cost savings), corrected the non-standard threshold crossing height, and improved safety by providing 924 additional feet of landing distance for aircraft to land. Another benefit of the relocated threshold is that it also improves the chances for the County to restore the commercial air service to the airport with regional jet and turboprop type aircraft.

The new landing distance of 5,500 feet is comparable

to that needed by regional airline fleets to operate safely at the airport. The County is hopeful that this improvement will better position Oxnard airport to be viewed as a viable location by regional and commuter airlines.

Todd McNamee, Ventura County Director of Airports said, "I am personally very excited about this project as I believe it helps to secure the airport's future. So much so that I took off from our other County owned airport (Camarillo) which is located 5nm to the east as the crow flies, just before 7:00 a.m. so I could be the first airplane to land on the "new" runway. I touched down with my Airports Manager, Jorge Rubio, at 7:03 a.m. in my Piper Archer. I landed long so as not to scuff the new threshold paint. So I say anyway."

Airports' Value to Local Economy

Continued from page 5

When asked what
would happen if
flights decreased at
their local airport,
about four in 10
respondents (44%)
said it would impact
the local community
"a great deal."

how important it is for airports to have enough flights to meet the needs of area residents and businesses. When asked what would happen if flights decreased at their local airport, about four in 10 respondents (44%) said it would impact the local community "a great deal." Only 5% said it would have no effect whatsoever.

"Airports have identified

\$80 billion in unmet infrastructure needs," Principato said. "Those are new runways, expanded terminals and other facilities that will give us better service and more flight options."

Visit www.airportsforthefuture.org to learn more about the positive contributions airports are making to communities across the United States.

Public Opinion Strategies conducted a telephone

survey of 600 registered voters in January on behalf of Airports Council International-North America. The margin of error is plus or minus 4 percentage points.

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/AeroNewsleter2010.html>

Oceanside Airport Ready to Take Off

(Continued from page 6)

pavement, Driscoll said.

"I don't think we understood, and maybe you didn't, how much had to be done at that little airport — soon to be very busy airport," Driscoll told the council Wednesday.

He was once general manager of Los Angeles International Airport, among others. Kennard also served as the major airport's top administrator.

The master plan would create plans for new hangars, taxiways, a revamped apron and a new terminal that could include a restaurant or cafe if there were enough demand. It would also determine whether the airport can be resurfaced or needs to be replaced completely.

Council members were hopeful about Oceanside Municipal Airport's future and potentially taking business from the county-run McClellan-Palomar Airport in Carlsbad.

"I think there's a real opportunity here," said Oceanside Councilman Jerome Kern. "Palomar Airport is becoming more than a regional

airport. ... A lot of the general aviation people are wanting to find somewhere else to go."

Kern, who was the lone dissenting vote when the city hired Airport Property Ventures to run the airport, requested the update given at Wednesday's meeting. Kern, who cast that vote in 2008, said at the time that he preferred American Airport Corp., which was competing for the contract.

The airport is unlikely to serve aircraft other than the one or two propeller planes that take off and touch down there daily now.

Driscoll said the airport's runway will probably never be expanded.

"The activity will increase a bit, but not in a huge way," Driscoll said. "It's really a perfect little airport for people who have single prop or the smaller twin prop aircraft. ... That is its niche and that's where we would keep it, serving those aircraft and those pilots."

Agreements with residents' group Citizens for a Better Oceanside prevented enterprises from capitalizing on the airport, forcing officials there to deny a flight school and a biplane-ride business. The FAA again intervened, saying the city can't abide by the

agreement with the citizens' group. The airport managers have since reached out to businesses to potentially lure them to the site.

"Flight school will bring a lot more people down," Driscoll said. "I think it becomes more user-friendly if we can get people in there who want to take a flight around Oceanside, out by the water and around its environment. ... That will be good for us, and good for Oceanside."

There have been several accidents at or near the airport in recent years.


Three occurred on the runway and did not involve serious injuries. In January 2009 a small plane that had taken off in El Cajon crashed near the airport, leaving the pilot with severed fingers but no other serious injuries. In July 2010, San Clemente resident and retired United Airlines pilot Cecil Edward Jones crashed after apparent engine problems. The 83-year-old man died in the accident.

Other North County airports include the Fallbrook Airport, the Borrego Valley Airport, Ocotillo Airport and the Ramona Airport.

"Palomar Airport is becoming more than a regional airport. ... A lot of the general aviation people are wanting to find somewhere else to go."

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Hayward Airport Hangars

(Continued from page 5)

"If you have a 30-year-old plane, you might be indifferent to leaving it outside," - Altschul

similar projects for decades. "Rent is so low, it's hard to make any money at it. The box hangars are the current trend."

Altschul also said that sales of higher-end aircraft have held up, and owners don't want to store those planes outdoors.

"If you have a 30-year-old plane, you might be indifferent to leaving it outside," Altschul said. "But if you spend \$200,000 to \$300,000

on a new airplane, you don't want to leave it exposed to the elements."

Altschul expects the first building with 18 hangars to be ready by August, the second structure of 12 larger rooms by the end of the year.

In January, the City Council approved another developer's plans to renovate the Air National Guard site and turn it into hangars and a museum dedicated to the Tuskegee

Airmen.

The site needs considerable work, and as part of the deal, Hayward Airport Development will invest \$1.5 million for infrastructure improvements in the first phase of a five-part plan.

McNeeley said the city is still negotiating terms with the developer, but expects to see the project move forward sometime this year.



McClellan-Palomar Airport

McClellan-Palomar Airport Continued
from page 2

"the Voluntary Noise Abatement Program, which highlights the effort to minimize aircraft noise impacted communities and flight paths"

Future development, which is mainly industrial around the airport, may be affected with the updated plans.

"Business operators, owners and employees in the vicinity of the airport are going to be subject to the new regulations which will reflect the most recent strategies on dealing with airport impacts and reflect the most recent statistics on noise data and hazards," Funk said. "Those future projects would be locating areas where the impacts are minimized to the greatest extent possible and there is a benefit there."

Funk wanted people to understand that the ALUC does not own the airport and has no authority over its operations. The Compatibility Plan he presented only deals with airport impacts to surrounding land uses.

The county of San Diego is the owner and operator of the airport, he said, in terms of airport operations and future airport growth.

In his presentation, Funk shared a bit about the Voluntary Noise Abatement Program, which highlights the effort to minimize aircraft noise impacted communities and flight

paths. This program is championed by the airport and the county. The Fly Friendly Program, on the other hand, is an educational program for citizens and an opportunity for pilots to share information about the Voluntary Noise Abatement Program.

"These programs are voluntary on the part of pilots because factors such as safety or weather may warrant alternate flight paths," he said.

For residents who want to report aircraft-related noise complaints or concerns, Funk invites them to call the county at (760) 431-4646 or visit sdcounty.ca.gov/dpw/airports/crqnoise.html.

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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

Contributions can be made to payable to
CALIFORNIA PILOT PAC
P.O. Box 324, The Sea Ranch, CA 95497-0324
CALIFORNIA PILOT PAC
California ID 811653

Note: PAC contributions are not tax deductible



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president@whitehouse.gov

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FAA Administrator Michael P. Huerta (Acting)

Federal Aviation Administration
800 Independence Avenue SW
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Governor Jerry Brown

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<http://www.govmail.ca.gov>

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Hart Senate Office Building
Washington, DC 20510
Phone (202) 224-3553
Web Form: boxer.senate.gov/en/contact/

Senator Diane Feinstein

Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

Congressman Mike Honda 15th District

1713 Longworth HOB
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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

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For Cal Senate and Assembly contacts

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

(ALUCs continued from page 1)

without ALUC's.

In choosing this option, the state appears to have conveniently ignored what it collects in annual aviation taxes. According to our information, the state collects approximately \$400+ million annually in aviation specific taxes (i.e., sales tax, tax on aviation fuel, aircraft registration, property tax on hangars and even the ground

aircraft are tied down on, etc.).

Unfortunately, the state *does not* reinvest the aviation monies collected back into aviation. In fact, less than 2% is returned for aviation related expenses and/or operations. The remaining money is distributed as follows: by law 72% to the local municipality/schools, and 26% to the General Fund (this is a battle for another day).

Eliminating ALUC's is unacceptable to the California Pilots Association, as it

should be to you. So what did we do?

First, we mounted an all-out communicative effort on the Governor's Office along with the Director of Finance of the California Department of Finance. It is clear that neither has any idea of what aviation means to the state.

The sub-committee rejected it, but we aren't done yet. Watch the website to stay up to date.

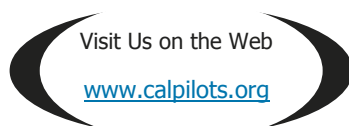


California Pilots Association

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

Tell them you are a CALPILOTS member and appreciate their support

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www.airpetro.com

Gemini Flight Support (MER)

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Atwater, CA 95301-5148
(209) 725-1455
gemini@elite.net
www.geminiflightsupport.com

Perris Valley Skydiving (L65)

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Perris, CA 92570-9315
(800) 832-8810
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CalPilots has Many other Business Partners

We urge our members to support them.
Use the link below to see the full list on our Website:

http://www.calpilots.org/index.php?option=com_civicrm&task=civicrm/pro-file&reset=1&gid=36&force=1&search=0&itemid=135

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San Luis Obispo, CA 93401-8369
(805) 541-1038
FAX (805) 541-8260
www.airsanluis.com

Clay Lacy Aviation (VNY)

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Van Nuys, CA 91406
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FAX (818) 904-3450
www.claylacy.com

Precissi Flying Service (Q80)

11919 N. Lower Sacramento Rd.
Lodi, CA 95242-9248
(209) 369-4408

Business Aviation Insurance Services, Inc.

1196 Boulevard Ave., Suite 10
Walnut Creek, CA 94595
(925) 933-1900
FAX: (925) 933-1933
www.bizavins.com

Bud Field Aviation (HWD)

Hangar Address:
22005 SkyWest Drive
Hayward, CA 94541
(510) 782-9063
FAX 510-782-9081
www.budfieldaviation.com

NAI Aircraft Services (POC)

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

Optima Publications (PRB)

(Pilots Guide to CA)
4740 Wing Way
Paso Robles, CA 93446-8518
(805) 226-2848
FAX (805) 226-2851
www.pilotsguide.com