



### The Airport and General Plan 2030

As many of you know, the City of Watsonville is updating their General Plan, calling it General Plan 2030. The City Development Department has included plans for building in the runway protection zones off the end of runway 26 and approach end of runway 8, in the Buena Vista area. Long-range plans are for 2250 homes in that area, in addition to apartment buildings, a school, an assisted living care center, and a small business center. Developers are chipping in as much as \$500,000 (according to City memos) and they are getting their moneys worth.

The planning "process" included a draft General Plan and a draft environmental impact report (DEIR). The DEIR rubber-stamped all lack of airport land use planning in the draft General Plan, which dismissed safety and noise problems. The word "mitigation" use to mean "lessen the effects of" – now it means, "say or do anything to allow any development anywhere". The Watsonville Pilots Association responded to the DEIR, pointing out problems and violations of state laws.

So how will the Development Department respond to responses to the DEIR? At an Action Pajaro Valley (APV) meeting, Dan Chauvet (WPA representative to APV's Committee) asked Development Director John Doughty, "How will you respond in the General Plan to state laws that prohibit creating noise and safety problems?" His answer was, "I interpret state laws differently." So don't expect much in the way of responsible airport land use planning in the General Plan. The new Plan is suppose to be available this month, in mid-January. Certainly its implementation of high-density development will cause another Reid-Hillview situation here. Closure of runway 8-26 would result (too dangerous). The whole airport would be in jeopardy.

At the urging of the Development Director, four City Council members, voted to designate runway 8-26 a "low use runway" (less than 2000 operations per year) and strips the Airport Master Plan of safety criteria. The Development Director thinks that designation allows bypassing airport land use planning. As we know, runway 26 is the second most-used runway at Watsonville and overflies the Buena Vista area. Estimated used on 26 is 10,000 operations per year and runway 8, 3000 per year. So designating the east-west pavement "low use" is a "deceptive misrepresentation."

The 4 councilpersons who voted for this are: Ana Ventura-Phares (then-mayor), Manuel Bersamin, Antonio Rivas, and Oscar Rios (the other 3 councilpersons voted – no). The idea, held by these four people, is that when a person becomes a City Council member they represent only the people in their city district (they know what's good for them). They reject the idea that they represent everybody in the whole City, the County, the State, and North America who travel in and out of the Airport (or those who might need it in an emergency). The vote to jeopardize the Airport, part of the nations transportation system, demonstrates narrow thinking. This limited thinking is new here. Past City Councils have demonstrated that they understood the many values of an airport.

Hundreds of local pilots are supporting, and need to support, action to prevent bad planning from becoming reality.

**Dan Chauvet**

### FAROS-FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (AKA FLASHING PAPI LIGHTS)

Exciting news!!! Within the next several months the FAA will be conducting an operational evaluation of the FAROS light system on Runway 30 at Long Beach Airport. During the evaluation, a special set of PAPI lights installed on Runway 30 will flash when an aircraft or vehicle is on the runway, thereby warning a pilot on approach that the runway is not clear.

The evaluation may last up to one year. During this time, the FAA will solicit pilot input on the value of the system. Over the next month, the Airport and FAA will be distributing educational materials on how the system works, what actions the pilot should take upon seeing the lights flash, and how to register your opinion and thoughts about the efficacy of the system. If the results are positive this simple, relatively low cost system could be implemented at airports nationwide.

**By Christine Edwards, Airport Bureau**

### FAA ESTABLISHES 300-NM TFR ON SOUTHERN U.S. BORDER

The FAA has established a "temporary" flight restriction (TFR) along the U.S.-Mexico border in Arizona and New Mexico. The TFR is in effect from 12,000 to 14,000 feet and is active from 5 p.m. until 7 a.m. daily. What makes it so ominous is its size and duration. The 300-nm-long corridor, 17-nm wide in most places, is to prevent U.S. Customs and Border Patrol unmanned surveillance aircraft (UAVs) from colliding with other civilian aircraft. But this TFR hardly seems "temporary."

It's scheduled to be in effect until December 31 and will likely be renewed next year. "Even though the TFR is limited to 12,000 to 14,000 feet and evening and night hours, AOPA believes that the use of 'temporary' large-scale flight restrictions for yearlong UAV operations is not appropriate," said Andy Cebula, AOPA executive vice president of government affairs. "We are appealing to the FAA and security officials for less restrictive alternatives for these types of operations." AOPA staff met with FAA and security officials last Friday to find alternatives to the current use of large TFRs to protect UAV flights.

**Source: AOPA ePilot**

### Mineta's Speech to the Aero Club- User Fees!

Although user fees have been rejected by Congress and the general aviation community on an almost-yearly basis over the past decade, EAA officials are extremely concerned following U.S Secretary of Transportation Norman Mineta's speech to the Aero Club of Washington (D.C.) on Tuesday, Jan. 24, in which he seemed to float the idea once again. Secretary Mineta told the audience **"I expect that we are going to see a cost-based plan that creates a more direct relationship between revenue collected and services provided."** Although the Secretary did not offer specifics of the plan, he noted that it reflected a "stable and predictable" source of revenue for FAA's capital improvements.

"While the exact form of the plan was not outlined by the Secretary, it sure sounded like an oblique reference to user fees," said Doug Macnair, EAA's vice president of government relations. "EAA has been loud and consistent on this point: We are categorically opposed to user fees for general aviation, especially since the FAA has not shown effective cost controls or accountability for the capital improvement programs it wants to undertake." Because the National Airspace System benefits every citizen of the nation whether they fly or not, Congress has long held that FAA and the upkeep of the infrastructure should be paid from the nation's general fund. In addition, general aviation pilots pay a fuel tax to the Aviation Trust Fund, which is supposedly earmarked for modernization and infrastructure improvements. However, FAA has been funding its operations budget from the trust fund, draining it of the revenue needed for capital improvements and modernization. "The major airlines and commercial operators favor user fees because they hope to offload many of the costs for operations and services on to general aviation, even though the nation's air traffic system is truly designed to serve the air carriers not general aviation," Macnair said. "If the FAA operations budget were properly funded from the general fund as intended, and capital improvements covered by the Aviation Trust Fund, the issue would be resolved."

In addition, Macnair expressed concern when Mineta spoke of the progress within DOT's Next Generation initiative, including a system that would allow the federal official's to track all aircraft operations. While Secretary Mineta again did not mention specifics of the plan, the so-called NextGen program has the potential to burden aircraft owners and pilots with expensive mandatory equipment requirements and/or regulations.

"It is ironic that such a proposal, which could add considerable cost and complexity for GA pilots, could be brought forward while the FAA and DOT have presented the new sport pilot/light sport aircraft rule as a way to promote an economical way to fly," Macnair said. "The general aviation community must have a voice regarding such a plan, because it will be the individual pilot and aircraft owner who will be directly affected and older non-electrically equipped aircraft potentially barred from the nation's airspace. This prospect is patently unacceptable to EAA."

EAA will continue to engage with federal and elected officials and ardently defend its members against burdensome costs or regulations.

**Source: EAA Hotline**

**Editor's Note:** Obviously something changed, because Mineta has said in the past that the fee structure would not change!

**WPA meeting minutes of January 25, 2006**

John Cowan called the meeting to order at 7:10 PM

**General Announcements**

- ◆ Mike McIntyre started by presenting a much-deserved plaque of appreciation to Richard Lippi in recognition for his hard work and leadership as our last WPA president. Richard gratefully accepted the award and thanked everyone.

**Minutes**

- ◆ The October meeting minutes were accepted as published in the November newsletter.

**Treasures Report**

- ◆ Sarah Chauvet reported that funds are sufficient for business.

**New Business**

- ◆ John Cowan suggested that the WPA have an impromptu dinner sometime next December. This might serve as a way to help stay connected over the Holidays. December is a long way off but it's just an idea to think about for now.
- ◆ John Cowan posed the question, "Should we have more social functions?" It seems that many other groups like the WPA do have organized weekend type flying outings. It would be fun and it could help our cause. If you have any opinions about this please let John know. He would appreciate your input.

**Old Business**

- ◆ Monies from the Watsonville Fly-In were received last November.
- ◆ Dan Chauvet reported that the Watsonville plan makes WVI look much like the approach and departure of Reid-Hillview with its runways ends hemmed in with development. The push to develop seems to be gaining momentum. Dan asked that anyone who hasn't written his or her Supervisors yet, to please do so. It is very important to let our leaders know how we feel as pilots about aviation safety and the benefits of our airport.

**Security**

- ◆ No incidents reported.

**Taildragger Presentation by Shawn Kelly**

Shawn is the owner of Acme Aviation located at the Salinas Airport. His school teaches pilots the art and science of flying a taildragger. The presentation started with a movie. After the movie Shawn reviewed some important points and added tips and techniques that he teaches

- ✓ Directional control is very important. The biggest difference is with ground operations. In the air, a tricycle gear and a taildragger fly about the same.

- ✓ Always land into the wind. A quartering tail wind causes accidents.
  - ✓ Get the tail down.
  - ✓ Gyroscopic precession is noticeable. When the tail comes up, the plane tries to go left. This same force causes tricycle gear aircraft to have a slight right turning tendency when the nose comes up.
- Questions and opinions followed the presentation.

Minutes by **Chris Olmsted**

**Contact information for Santa Cruz County Supervisors**

**Santa Cruz Board of Supervisors**  
701 Ocean Street  
Santa Cruz, CA 95060

- Supervisor Jan Beautz**, District 1 (Live Oak, Capitola)
- Supervisor Ellen Pirie**, District 2 (Soquel, Aptos)
- Supervisor Mardi Wormhoudt**, District 3 (City of Santa Cruz, North Coast)
- Supervisor Tony Campos**, District 4 (Watsonville, South County)
- Supervisor Mark Stone**, District 5 (Scotts Vallev, San Lorenzo Valley)

**WPA Airport Legal Fund**

Please Help WVI with Your Tax Deductible Contributions. Checks should be made to "WPA" or "Watsonville Pilots Association". On the memo line note: "legal fund". Send your contribution to: 137 Falmouth CT., Aptos, CA 95003  
*Thanks for Your Support*

**Fuel Island Prices**

At the WVI Fuel Island, 100LL is **\$3.65**, 80/87 OCT is **\$3.65** and Jet A is **\$3.02** (02/14/2006)

**WPA Officers**

- Mike McIntyre, Vice President  
408-353-5969
- Charlene McIntyre, Secretary  
408-353-5969
- Sarah Chauvet, Treasurer  
831-724-8296

**Committee Heads**

- Dan Chauvet, WAAG
- Richard Lippi, Web Site
- Randy Pesce, Field Security
- Bob Olmsted, Newsletter Editor
- Chris Olmsted, News Ed./Sec.rep
- Rayvon Williams, AOPA/WINGS
- John Cowan, Public Relations
- Brian Moffet, Video & Media

**Airport Manager:** Don French

**Feedback:** rolmstud@yahoo.com

**Local Events**

- Feb 22, --** WPA regular Wed. night meeting begins at 7 PM.
- March 7, --** EAA Chapter 119's regular Tuesday night meeting starts at 7:30 PM. Regular meeting place: the WAEC Building, 60 Aviation Way, Watsonville Airport
- March 12, -** Northern CA Aerobatics Club IAC38 Chapter meeting @ 4 PM at the Livermore Airport.
- March 15, --** Monterey Bay 99s Chapter Meeting starts at 7pm at the EAA Hanger, Watsonville.
- Civil Air Patrol Squadron 13 --** meet in the National Guard Armory at Watsonville Airport every Tuesday evening, beginning at 6:30 PM

WPA Newsletter  
PO Box 135  
Brookdale, CA 95007-0135

**Next Meeting**

7:00 PM, Wednesday, **Feb. 22**  
at the EAA-WAEC Building  
60 Aviation Way, Watsonville Airport