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**MAY 2015** **HAPPY MOTHER'S DAY!!!** **EDITOR C. ROBINSON**



## WHAT'S UP? RUNWAY SAFETY

The annual LGB Runway Safety Action Team meeting was held April 30. Reduction of Runway Incursions and Surface Incidents is one of the FAA's top priorities, and, therefore, RSAT meetings are conducted at individual airports. RSAT meetings provide a forum for airport stakeholders to have an open discussion on how to improve runway safety; those recommendations are then compiled into a site-specific Runway Safety Action Plan and then tracked to completion.

There are three types of runway incursions: operational incidents (involve Air Traffic Control), pilot deviations (an action that violates an FAR) and vehicle/pedestrian deviations (involve actions contrary to or without ATC permission).

In 2014 in the FAA's western region, operational incidents comprised 14.68% of runway incursions, pilot deviations 66.73%, and vehicle/pedestrian deviations 18.59%.

At LGB, there were eight runway incursions last year, four were operational incidents and four were pilot deviations. There were no vehicle/pedestrian deviations, but there was a huge one in 2013:

*Vehicle travelling northwest on Taxiway Delta crossed the Runway 25L/Runway 34R hold short markings. C152 was holding in position on Runway 25L at Taxiway Delta when the vehicle crossed behind it. The vehicle then turned right and continued across Runway 30 and proceeded to the Gulfstream Ramp via Taxiway Juliet. There were no aircraft operating on Runway 30. The vehicle operator was never in communication with ATC.*

The incursion was caused by a limousine driver who had erroneously turned up on the Aeroplex ramp. When it became evident that the correct location was Gulfstream (literally pointed out by a person on the ramp), the vehicle drove straight from his present position in the direction indicated. By the way, the C152 was from LBFC.

There are four categories of runway incursions:

- Category A is a serious incident in which a collision was narrowly avoided.
- Category B is an incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision.
- Category C is an incident characterized by ample time and/or distance to avoid a collision.
- Category D is an incident that meets the definition of runway incursion such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft but with no immediate safety consequences.

All LGB runway incursions last year were Category D except one pilot deviation that was Category C. The primary causes of runway incursions are:

- Breakdown in communications
- Lack of airport familiarity
- Loss of situational awareness
- Complacency
- Normalization of deviance from process, procedures, regulations (accepting non-compliance without consequences).

The real difference in runway incursion categories is ... timing. The difference between a Category A incursion and a Category D incursion is that next time there might be another airplane or vehicle involved. Never let your guard down ...

### GUEST EDITORIAL Submitted by JOHN S. RINGEL, Captain, B757/767 United Airlines, Private Aircraft Owner

I am a Captain for United Airlines, a GA pilot who owns a single engine aircraft based at KLGB, and a member of the Southern California Airspace Users Group. [www.scauwg.org](http://www.scauwg.org). Our voluntary group is a committee of professionals from all segments of the Southern California aviation industry determined to effectively interact with each other, to resolve airspace-related problems, and improve aviation safety, utility, and efficiency in the region. We are the voice of airspace users in the Los Angeles basin.

When I was alerted to this action by the FAA, I mentioned this during a meeting of our group. Not one person knew about this issue. This includes the chairman of our group who is a DPE. Not once during our meetings in the past has any FAA representative mentioned this issue to our group. As important as this is, can the FAA explain the perceived secrecy? As a matter of record, the FAA has done research on this issue, and has had similar 45 day comment periods. The FAA mandated a 45 day comment period for the last and final push to an NPRM. This is completely unacceptable. "In the context of notice-and-comment rulemaking, or informal rulemaking, the Administrative Procedure Act (APA) requires agencies to specify certain information in the NPRM, such as the type of rule involved, the timing of public comments, and how the comments are to be filed. E.O. 12866 states that most rulemakings should include a comment period of 60 days, and most agencies do provide a 60 day or longer comment period for complex or controversial rules." Why is the FAA not conforming to at least a 60 day comment period? The FAA should allow at least a 60 day comment period on this proposed massive change to the NAS.

Regarding the proposed cancellation of VOR and NDB SAIP's set forth under Docket No.: FAA-2015-0783; Notice No. 15-02] RIN 2120-AA65, I would like to make several comments.

I have the ability to view this NPRM from two different types of flying, that being professional and recreational. While modern technology is ever advancing with the use of GPS, we cannot forget our roots. The basic instrument approaches are rooted in land based signals to our aircraft. With the advent of GPS came RNAV/GPS approaches. These approaches are still considered non-precision approaches with minimums similar to VOR and NDB approaches. In some cases, where the terrain is not an issue, these MDA's can be as low as a precision approach.

As a Captain, I still use VOR approaches. We have these approaches in our database on the aircraft I fly. In some cases, DME is required for its use. Some of those approaches proposed for cancellation are on this first list for cancellation. What the FAA is proposing is the removal of backup tools in my toolbox. Real world circumstances show that mechanical devices malfunction and become unusable. Case in point, approaching KSFO, several years ago, I had a complete computer failure on my B757. I had no access to my flight plan/ waypoint sequencing. I had no access to RNAV approaches. This is something the modern airline flight deck crew doesn't normally have to do. If it weren't for the VOR system and the VOR approach we used, we would have had to divert. This would have cost my airline real money and customer inconvenience. If the FAA eliminates the VOR system and approaches,

***The FAA has published a list of 736 redundant or underutilized VOR and NDB standard instrument approach procedures that it proposes to eliminate due to the "complexity and cost" of maintaining the existing approach infrastructure.***

**CONGRATULATIONS!**

**ACCOMPLISHMENTS**

LETTY DOAN	First Solo	C-152	CFIs HAROON/GARNETT
RAIMONDO RICCI	First Solo	C-152	CFI JOHN CAMPBELL
DMYTRO BOROVKOV	Instrument	C-152	CFI HAROON HAFEEZ
KIT DONATO	Instrument	C-152	CFI LORENZO BOLOGNESI
RANJEET RAJAN	Instrument	C-172SP	CFI JOE DEL RIO
RYSKY YUSREN	Instrument	C-152	CFI BRIAN HERSHER

**CONGRATS** to HAROON HAFEEZ, top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and JOHN CAMPBELL!

**TOP GUN AWARD** goes to TAEKYUNG LEE for logging the most flight hours in club aircraft in April. Runners up were KIT DONATO and LETTY DOAN!!

**NOTAM:** Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated!

**NOTAM:** If your airport AOA badge is yellow, it is obsolete. The blue badges went into effect 5/1/15.

**NEW & REJOINED CLUB PILOTS! WELCOME!**



- FRANKLIN CASTILLO
- JONGCHAN CHANG
- CRISTOPHER DIAZ
- ARMANDO GARCIA
- DOUGLAS MCINTOSH
- JEFFREY MOORE
- JOSEPH NGABO
- ROGER SCHILLING
- MAXWELL SCHNELLER
- DAI VU
- ARIEF WICAKSONO

(from page 1) what is the redundant backup? Yes, I have GPS and the ability to do RNAV approaches. GPS receivers on transport aircraft have been known to fail. Without access to the computers, I was not able to use GPS. The VOR approach into KSFO allowed us to operate on time. To this day, my company is still instructing the use of VOR approaches as the preferred redundant system.

As a general aviation pilot, my aircraft is equipped with a GPS, used for reference only, and the standard dual ILS/VOR receivers. I do not have a \$15,000 to \$20,000 GPS system in my aircraft so I can use approved RNAV approaches. I still use VOR's as my primary mode of navigation and approaches. When it comes to conducting approaches at KLGB, the preference is the ILS. If the localizer is out of service, all I have left is the VOR approach. This VOR approach to KLGB is that extra tool in my toolbox. It is this redundancy that instrument rated pilots of all skill levels rely on to complete their missions. I was told recently by an FAA official close to this subject that if I didn't have the necessary "expensive equipment" to do an RNAV approach into KLGB that I would have to divert to an airport that could support my aircraft's approach needs. With the size of the Los Angeles airspace area, this could mean finding an airport that could be as much as 40 miles away. This is totally unacceptable.

LA basin approaches that are targeted:

- Bob Hope VOR RWY 8,
- Chino VOR RWY 26R,
- Palomar VOR-A, El Monte VOR/DME/GPS-B, Fullerton VOR-A, LGB VOR/TACAN RWY 30, Oxnard VOR RWY 25, Brackett VOR/GPS-A, Riverside VOR RWY 09, San Bernardino NDB RWY 6, Santa Maria VOR RWY 12 and Van Nuys VOR-A.

Send comments identified by docket number FAA-2015-0783 on or before May 28, 2015; go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending electronically.

The FAA has not made any comments regarding a count of how many GA aircraft are not equipped to utilize these GPS approaches. This includes the cost to equip all GA aircraft with adequate GPS receivers. The cost mentioned above is more than a majority of aircraft owners and airspace users can afford. The FAA is discriminating against those aircraft operators who cannot afford to equip their aircraft, yet the government continues to collect use taxes used to support the VOR system in the NAS. How is this fair? The FAA mentions the "right sizing of the NAS." Who will be paying the ultimate cost for the right sizing? Is the FAA going to mandate that all GA aircraft be equipped with these expensive GPS systems? Will the FAA tell the system designers that they must bring down the cost of these systems so that all users can afford them? Then we have the safety issue. The removal of the VOR system and approaches will be a direct hit to safety. Human factors show us accident rates increase when we are taken out of our comfort zone. Cancellation of the VOR system and associated approaches will be a definite "out of comfort zone issue". The FAA needs to protect the basic needs to accurate navigation for all aviators, not just those who can afford a \$20000 GPS system. Aviation taxes provide the funding for the VOR/ NDB system. I was told that it costs approximately \$3000 to certify an SAIP. I find this a small price to pay for safety. I support research into finding ways to spend less on certifying non precision approaches scheduled for decommission. Surely there are alternatives. Has the FAA done a study on alternative navigation systems to take the place of the VOR system that users can afford?

Personally, I am wondering where all the aviation tax dollars are going. It seems to me personally that the government has no problem in overspending on everything else except the VOR/NDB system and the associated safety. I suggest the FAA find alternative ways of paying for the certification of any and all VOR approaches in the NAS. The FAA must ensure that at least one non GPS approach procedure is available at all airports that currently have a non precision approach slated for decommission. This will insure non GPS approach equipped

aircraft have the ability to efficiently use the airport of their choice. As a member of SCAUWG, I am asking the FAA to cease and desist any action on any NPRM until a time when all user groups, including local pilot groups and local airport officials in the NAS, have a chance to review and comment on this issue. This system is not the sole property of the FAA. It belongs to all of us.

**HAPPY MAY BIRTHDAYS**



- BRANDON ABREGO
- WILLIAM AZZALINO
- SUSAN BAKER
- JOHN BARBOUR
- MAXIME BIGOT
- JILL BROWN
- FRANKLIN CASTILLO
- TIM CASWELL
- SANG KWON CHOI
- PRIYAN DEVAPRIYA
- CLAYTON DRESCHER
- FABRICIO FIGUEROA
- JUAN J FLORES
- ROGAN GIRARD
- DAVID GLENDAY
- RICHARD HENDERSON
- SZE NI (CLARA) LAM
- JOE LORENZEN
- CAROLINA MARIN
- ZAHID MUHAMAD
- THERESA ODEH
- JOHN RINGEL
- ROGER SCHILLING
- CLIFF SHIGAKI
- DON TERRY
- MIGUEL TORO
- PHONG TUAN VU
- ARIEF WICAKSONO
- DAVID WILCOX
- ROBERT WILSON

**CHECKPOINTS**

May 21:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
May 21 & June 18:	LBFC's MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
May 12:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.
May 27:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!



**RAIMONDO RICCI**  
*First Solo*



**KIT DONATO**  
*Instrument Pilot*



**RANJEET RAJAN**  
*Instrument Pilot*



**RAMADHAN WIJAYA**  
*Instrument Pilot*

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2. We can send you a preprinted gift certificate for any denomination you wish -- just give us a call! We'll charge your credit card and get the gift certificate in the next out-going mail or email.
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