

CABLE



GRAM

January 2024

www.cableairport.com

Volume 57, Number 1

Happy New Year
2024

Capital Improvement Projects

Every year, Cable Airport (CCB) submits to the Federal Aviation Administration (FAA) a five-year rolling Airport Capital Improvement Plan. This allows the FAA to plan how they will be spending their future Airport Improvement Plan (AIP) budgets. CCB is one of only fourteen privately-owned airports in the United States that qualifies for these funds namely because of our proximity to Ontario Airport.

CCB is guaranteed \$150,000 per year in AIP funds and, if not used, these funds will roll over into the following year. CCB is also eligible for federal funds earmarked for airport infrastructure. As of this month, CCB has \$887,000 in total federal funds available to use with an anticipated amount of \$292,000 being allocated in 2024.

These federal funds allocated can only be used for Airport infrastructure and safety measures. They cannot be used to build new buildings unless the purpose of the building is for offering commercial flights to the public such as a new passenger terminal at a larger airport.

On the down side, these funds are not easy to use as access to the funds requires CCB to adhere to federal standards. These standards take a lot of effort to comply with and all this effort comes at a cost. CCB estimates the cost for a typical federal project is easily double of what CCB could do the same project for if we bore the entire cost. In fact, if CCB wanted to use their own funds to do an infrastructure project, it could do so without much, if any, input from the FAA. However, for a typical federal project, the FAA picks up 90% of the cost which is difficult to bypass.

If a project costs more than what has been allocated, then CCB is allowed to request "discretionary" funds which are funds the FAA has allocated to other airports that are unable to use their funds in the immediate future. While CCB has had success in the past accessing these funds, their availability is not guaranteed. It all depends on how much discretionary funds are available and what airports are asking for them.

The last federal project CCB undertook was the repaving and grading of the pad for the proposed large hangar to the east of the terminal building (Rehabilitation of Apron, Phase I). The total cost of that project was just over \$1.7 million. Roughly one-half of those funds came from discretionary funds.

CCB is also allowed to work arrangements with other airports that may not be able to use their allocated funds in the near future. These airports would allow CCB to use their allocation with an understanding they will be repaid with future allocations.

Projects that will appear on our next ACIP include:

An Airport Pavement Management System. This will be the next project CCB undertakes. Much of the pavement around CCB is in very bad condition. This study will identify the condition of the pavement in various areas (which we all know is poor) and provide a recommended plan to systematically improve the pavement over time. The next major pavement project planned will be the second phase of the project mentioned above: Rehabilitation of Apron, Phase II.

(Continued to the next page)

Capital Improvement Projects *(continued)*

As of now, the plan for Phase II is to include repaving the apron from the last project west to the seven-side building, adding pavement to the proposed parking area of the new hangar being planned, and repaving the Airport's main parking lot. The estimated cost of this project is currently \$2.6 million. And like Phase I, the actual cost will only be determined once the Airport goes out to bid. Most likely, part of the Phase II project will be put into a third phase.

Also appearing on CCB's ACIP will be a Precision Approach Path Indicator (PAPI). The current estimate for the PAPI system is \$1.7 million which includes costs for design, purchasing and installing the system, and the removal of the Visual Approach Slope Indicator (VASI) system.

As many of you know, our VASI was off-line for about two and a half years. It came back on-line earlier this years. The VASI is owned and maintained by the FAA and when it went down, like many things, it got caught up with all the mess that was going on with COVID. Additionally, CCB's VASI needed special baffling due to the obstructions identified by the FAA on the approach end of Runway 24. CCB found out the hard way that the FAA only had one employee that was certified to manufacture that baffling which only made matters worse. And because the VASI is owned and maintained by the FAA, only FAA personnel are allowed to work on this system including simply changing a light bulb.

In lieu of the VASI, CCB can install a PAPI. The biggest difference is the PAPI would be owned and maintained by CCB not the FAA. This fact, itself, will allow our approach indicators be active and remain active.

Another project that appears on the ACIP includes the Rehabilitation of the Runway Lighting System. This project will replace our current runway lights with LED lights at ground level. Periodically, pilots hit the existing runway lights because they are above ground. Parts for CCB's system are becoming harder to find and acquire. The new runway lights will eliminate this problem.

The rehabilitation of the runway lighting system has been pushed down in priority on our ACIP primarily due to the estimated cost. Initially, this project was estimated to cost over \$800,000. This estimated has been reduced to \$680,000.

And finally, other projects appearing on the list will be the rehabilitation of the runway and the removal of the shade hangars. These projects will keep CCB busy for years to come in hopes of continuing to make this Airport the place to be.



EAA Chapter 448 – January Events

VMC Club
Wednesday, January 10th
7 pm

IMC Club
Thursday, January 11th
7 pm

Question of the Month

Is it legal to log PIC time when acting as a safety pilot flying an airplane for which both pilot and safety pilot are qualified as PIC when in VFR conditions and the pilot manipulating the controls is under the hood? *(Keep reading for the answer below!)*

Help us keep the Spirit of Aviation alive by joining us at our chapter events right here at Cable Airport in the EAA Chapter 448 clubhouse on the north side of the airport. In addition to our in-person events, we provide an on-line option for those who cannot make it in person. Everyone interested in aviation is welcome at our events.

Contact us at contact@eaachapter448.org to subscribe to our mailing list and receive meeting links and further information for our events.

Our VMC Club coordinator, Doug Fieri, is hosting this month's **VMC Club** on **Wednesday, January 10th** at **7 pm**.

Then join us on **Thursday, January 11th** at **7 pm** for **IMC Club**. Be sure to subscribe to our mailing list for links and further details.

Question of the Month – Answer

For this operation, the safety pilot is a required crew member and may log the time as PIC.
Source: FAR 61.51 (e) (1) (iii)





Matthew Simpson
Private Pilot
Brandon Moles, CFII
December 2, 2023

Evan McDowell
Commercial Rating
Danny Morris, CFII
November 28, 2023



Nathan Hopper
Certified Flight Instructor
Sean Melodia, CFII
December 12, 2023

Ryan Rogers
1st Solo
Conner Houck, CFII
December 16, 2023



Come Get Your Cable Long-Sleeve Shirt!!

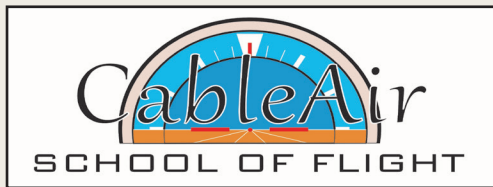
\$20

Sizes available are Medium, Large and Extra Large.

Come let everyone know you are part of a special club! Hats and T-shirts are now available in the Airport office. Stop by, grab some for your family and friends and show your support for the one of the greatest airports around.



Tyler Blanchard
1st Solo
CFI Jeff Ang



Congratulations to CableAir Members!!!!



CableAir wishing everyone a Happy New Year 2024!!!!



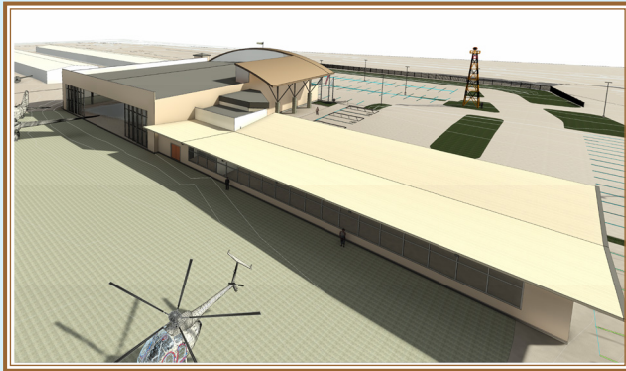
Joshua Ibarra
1st Solo
CFI Gavin Fraser



Cable Airport's Hangar Project is One Step Closer

As many of you know, nothing moves very fast when it comes to improvements at the Airport. This statement certainly applies to the new hangar that has been planned for years. Well, even as I state this, there is good news; or, we can say, an early Christmas present.

On December 18th, the Federal Aviation Administration (FAA) approved the elevations of the proposed hangar. This approval was necessary due to the hangar's proximity to the runway and was required before we can proceed with getting plans approved by the City of Upland to build the facility. Now with the FAA approval in hand, CCB's architect will be submitting plans to the City of Upland the first week of January. With some luck, the Airport may very well have the approval to begin construction some time in the second quarter of 2024. To achieve this will still require some extraordinary coordination with the FAA because the Airport is planning to utilize Airport Improvement Program grant funds to assist with installing some of the infrastructure needed for this facility. Progress, even as small as this, is still progress. Stay tuned...



Club Meetings / Events

Civil Air Patrol Squadron 25 – Meets every Thursday in the CAP HQ, 6:30pm to 9:00pm. For more info: 909-982-4014

Cable EAA Chapter 448 – Chapter 448 is meeting in-person with COVID precautions and on-line, 2nd & 4th Wednesday at 7pm. For information about the chapter or to join the EAA Chapter 448 email list to get meeting notices & details of on line meetings, send an email: contact@eaachapter448.org

We are also available at 909-295-2284 cell/text/voicemail

EAA Young Eagles – For info, visit www.YoungEagles.org.

Veterans of Foreign Wars Post 10489 – Meets second Wednesday, 7pm to 9pm, at the seven-sided building, for more info: 909-224-3259

Antique Aircraft Display Weekend – Meets first full weekend of the month. Park in any transit area. Check-in at the Foothill Flying Club beginning at 8am. For more info: call the Airport Office at 909-982-6021

Exotic Car Show – Meets second Sunday, 8am to 10:30am. For more info: Dan McGuire at 909-238-9227

Important Numbers

Cable Aircraft Sales..... (909) 322-6914
 Cable Airport Office (909) 982-6021
 CableAir Paint(951) 496-2210
 CableAir School of Flight..... (909) 254-6507
 AWOS: Frequency.....119.525
 Telephone..... (909) 985-4731
 Civil Air Patrol (909) 294-6081
 DC Flight Simulation.....(909) 284-8900
 EAA Chapter 448 (909) 295-2284
 Falcon Insurance (909) 949-4993

Foothill Aircraft Service (909) 985-1977
 Foothill Flying Club (909) 229-7990
 Leading Edge Avionics (855) 955-6151
 Maniac-Mikes Café (909) 982-9886
 Safety Management, Security..... (909) 208-4777
 SoCAL Tracon (858) 537-5800
 SoCAL Tracon, IFR clearance..... (800) 448-3724
 FSS (800) 992-7433
 Riverside FSDO (951) 276-6701
 Western Aviation(909) 210-2203