



Will California's Environmental Legislation Cause the Demise of California's GA Airports?

Changes are coming folks. Just think, as of January 2024, California residents will be unable to buy a gasoline powered lawnmower, weed eater, chainsaw, leaf blower, etc. And gasoline powered automobiles will be banned in 2035. And these are just two pieces of legislation that will affect you, the consumer.

This article isn't about what is right or wrong when it comes to the issues of California's environment. Many of us remember "smog alerts" back in the 60's and 70's and we saw how environmental legislation cleared the air. And we all know that most of us do not have the time and energy to spend on these issues.

While the actual answer to whether the future environmental legislation will cause the demise of general aviation (GA) airports is unknown, with all the proposed environmental legislation that has been going through the halls of the California State Capitol, what is known is that these new laws will make it much more difficult for general aviation (GA) airports.

For many years, aviation has avoided many of the environmental issues that have been imposed on other moving vehicles. In 2017, the California Air Resources Board's (CARB) greenhouse gas (GHG) estimates for aviation in California amounted to 1.1% of all the GHG within the State. And given the small contribution to the overall state GHG emissions, California aviation was not considered as an area to focus the State's emission efforts on.

This all changed in 2022. Since 2017, California has set a goal of being "carbon neutral" by 2045. And due to this goal, CARB called for the State's aviation fuel demand to be met by a 20% zero-emission technology namely in the form of sustainable aviation fuel (SAF). CCB has been aware of SAF and has discussed implementing a system to deliver such fuel within the next few years. Unfortunately, carbon neutral 100LL, known as 100VLL (very low lead), fuel is not abundantly available, and it is more expensive. In trying to locate the costs of 100VLL fuel, we couldn't find a single California airport that sells 100VLL. We did find airports that sell Swift94UL which is another fuel replacement for 100LL. The prices for this fuel were just over \$2.00 a gallon more expensive. The main concern for CCB is the costs the Airport will incur to implement this new fuel, the fuel's availability, and its demand.

Changes in the types of fuel are not the only environmental legislation that is coming our way. California politicians are currently considering Senate Bill 720. This bill imposes reporting requirements on California airports regarding the efforts they are implementing to reduce GHG. Though the bill is just beginning to work its course through Sacramento, in its initial form, it is recommending adopting regulations to address any deficiencies in an Airport's plan including imposing penalties on "less than full" flights which are defined as flights that have less than 50% capacity. It will be interesting to see how this bill plays out and how the legislature proposes having the airports police the legislation. We will let you know when we know more.

Spotted at CCB:

Robert "Bob" Cable

Up and about within a matter days after having both knees replaced



Sikorsky UH-60 Blackhawk
U.S. Army





EAA Chapter 448 – April Events

VMC Club

Wednesday, May 10th
7 pm

IMC Club

Thursday, May 11th
7 pm

EAA VMC Club Question of the Month

What is a Special VFR (SVFR) clearance, and under what conditions can a pilot get one?

(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 online 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, May 10th** at 7 p.m.

Join us the following day (**Thursday, May 11th**) online for **IMC Club**. Be sure to subscribe to our mailing list for links and further details.



EAA VMC Club Question of the Month – Answer

In controlled airspace, the minimum conditions for VFR flight include a 1,000-foot ceiling and 3 miles visibility. If conditions are lower, a pilot can ask for a Special VFR clearance. To use a SVFR clearance, the visibility must be at least one mile, and the pilot must remain clear of clouds.

An SVFR clearance can be granted from sunrise to sunset for both instrument and non-instrument rated pilots. Instrument rated pilots may be given an SVFR clearance at night if flying an aircraft that is IFR equipped. Pilots should contact ATC (typically the tower) to request a SVFR clearance, although not all facilities will allow SVFR. For uncontrolled airspace, pilots should request an SVFR clearance from Flight Services.

Reference: FAR 91.157

We would like to hear from you...

Do you have stories and photos that you would like to share with the Cable community via the Cable Gram and the Cable website? Or do you have an idea for a story? If so, contact Annette at aguthrie@cableairport.com and tell us what you have. We are always looking for fun items to share with our family here at Cable Airport!



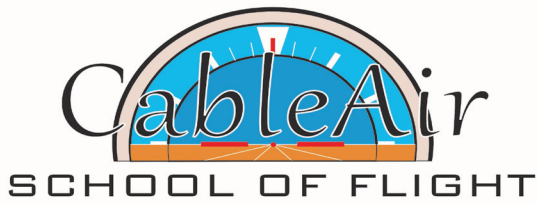
Vince Josephson
Commercial Pilot Rating
Natalie Codd, CFII
April 11, 2023



Grant Cherry, CFII
Multi-engine Rating
April 23, 2023



Davis Peyton
Instrument Rating
Kaitlin Mitchell, CFII
April 19, 2023



Congratulations to our CableAir Members!



Efren Gutierrez Gonzalez
Private Pilot
CFI Robert Blount



Kaylee Colbert
1st Solo
CFII Danny Morris



Matthew Simpson
1st Solo
CFI Brandon Moles



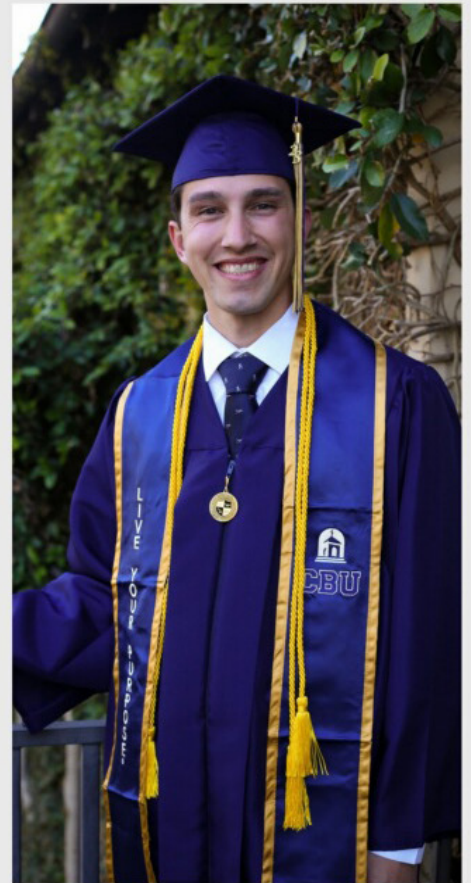
Ibrahim Choudhry
Instrument Rating
CFII Danny Morris



CLASS OF 2023

SETH GUTHRIE GRADUATED FROM CALIFORNIA BAPTIST UNIVERSITY, RIVERSIDE, ON APRIL 25, 2023. HE GRADUATED WITH A BACHELOR OF SCIENCE DEGREE IN AVIATION FLIGHT WITH A CONCENTRATION IN COMMERCIAL FLIGHT. THE GRADUATE WILL BE PURSUING HIS CFI CERTIFICATION IMMEDIATELY FOLLOWING GRADUATION.

WE ARE SO INCREDIBLY PROUD OF HIM AND CAN'T WAIT TO SEE WHAT EXCITING OPPORTUNITIES THE FUTURE HOLDS FOR HIM.



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

Emergency Service	9 1 1
Cable Aircraft Sales.....	(909) 322-6914
Cable Airport Office	(909) 982-6021
CableAir Paint	(951) 496-2210
CableAir School of Flight.....	(909) 254-6507
Aviator Flight Training.....	(714) 423-4440
AWOS: Frequency.....	119.525
Telephone.....	(909) 985-4731
Civil Air Patrol	(909) 294-6081
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