

HALF MOON BAY airport pilots association

May 2014

The Association has a new Treasurer...most of you who read this probably already know Mark Reed, but for those of you who don't, here is a brief introduction.



Mark came to the coastside at age 3 and has been here ever since. When he was growing up his father, Dave, owned an Ercoupe and a Cessna 172, and he himself now owns a Scottish Aviation Bulldog which lives in Ron Reed's hangar at the north end. (Ron is his uncle.) Godfrey Watson taught him to fly 6 years ago and he has logged about 250 hours. Mark is a Deputy Sheriff and is based on the coastside.



March meeting on the ramp at the 30 Cafe

From The Editor

Gretchen Kelly, the Airport Manager, has received several inquiries about the FAA Waiver for the Dream Machines event. I was hoping to get this newsletter posted earlier but the Waiver was only finalized a few days ago. I hope you are able to read it before the Dream Machines event on Sunday April 26th. In the following pages:

- A letter from Airport Manager Gretchen Kelly to the tenants.
- The FAA Waiver
- A letter from Corl Leach, the president of the California Pilots Association.

Dave Williams

Letter From the Airport Manager to the Tenants

Dear Half Moon Bay Airport Tenants

On Sunday, April 26th, 2015, the Coastside Adult Day Health Center will be hosting the 25th Annual Pacific Coast Dream Machines event at the Half Moon Bay Airport.

Beginning on Thursday, there will be taxiway closures at the south end of the airport. The main gate will be closed and locked on Thursday and Friday of this week. Please use South Sylvestri Road and North Sylvestri Road to access your hangars on Thursday and Friday.

If you plan to fly on the day of the event, please call Airport Staff at 573-3700 to make arrangements for moving your aircraft out of your hangar on the morning of the event. Airport Staff can move your aircraft to the south-staging area at 8:00am on Sunday, then move it back to your hangar after 5:00pm. Alternatively, you can arrange for an available tiedown north of the Terminal and move your aircraft to the tiedown on Saturday.

Like last year, the south hangars will be fenced-off from the event. Tenants should enter the Airport via the South Sylvestri or Highway 1 vehicle gate. Tenant vehicle parking will be along the Highway 1 fence line, inside the fence, adjacent to the south hangars. Please see the attached map.

As in years past, the Airport will have a temporary air traffic control (ATC) tower to manage the high volume of air traffic during the event. Please remember to check NOTAMs and listen to the AWOS regarding ATC hours of operation and temporary frequencies in use during the event. We expect to use 121.05 for ground and 126.4 for tower frequency again this year.

Please note: the airport will be closed from 11:00am until 11:30am and 1:00pm until 2:00pm on Sunday, April 26th. These closures have been approved by the FAA. The event has been issued a *Certificate of Waiver* from the FAA for the 2015 event which includes approval for the airport closure, aircraft fly-by's, remote controlled aircraft demonstrations and motorized activities at the south-end of the airport.

Please feel free to contact me with any questions at 573-3700 or gkelly@smcgov.org. I will be on-site at HAF Thursday, Friday, Saturday and Sunday. Please feel free to speak with me directly if you have any questions about hangar access or this year's event.

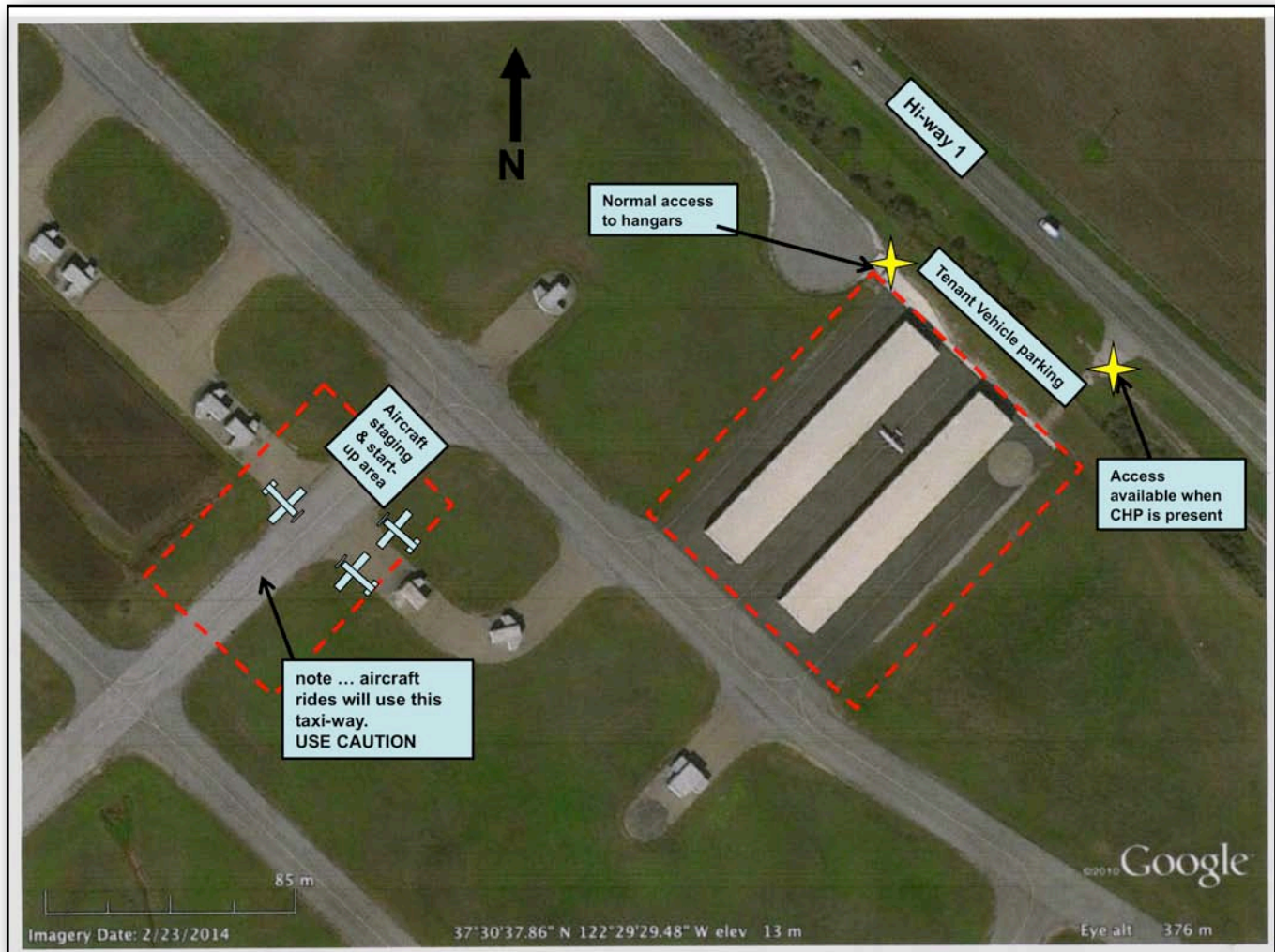
Thank you,
Gretchen

Gretchen Kelly
Airports Division Manager

[San Mateo County Airports](#)
620 Airport Way, Suite 10
San Carlos, CA 94070
650.573.3700
[San Carlos Airport](#)
[Half Moon Bay Airport](#)

(see map on following page)

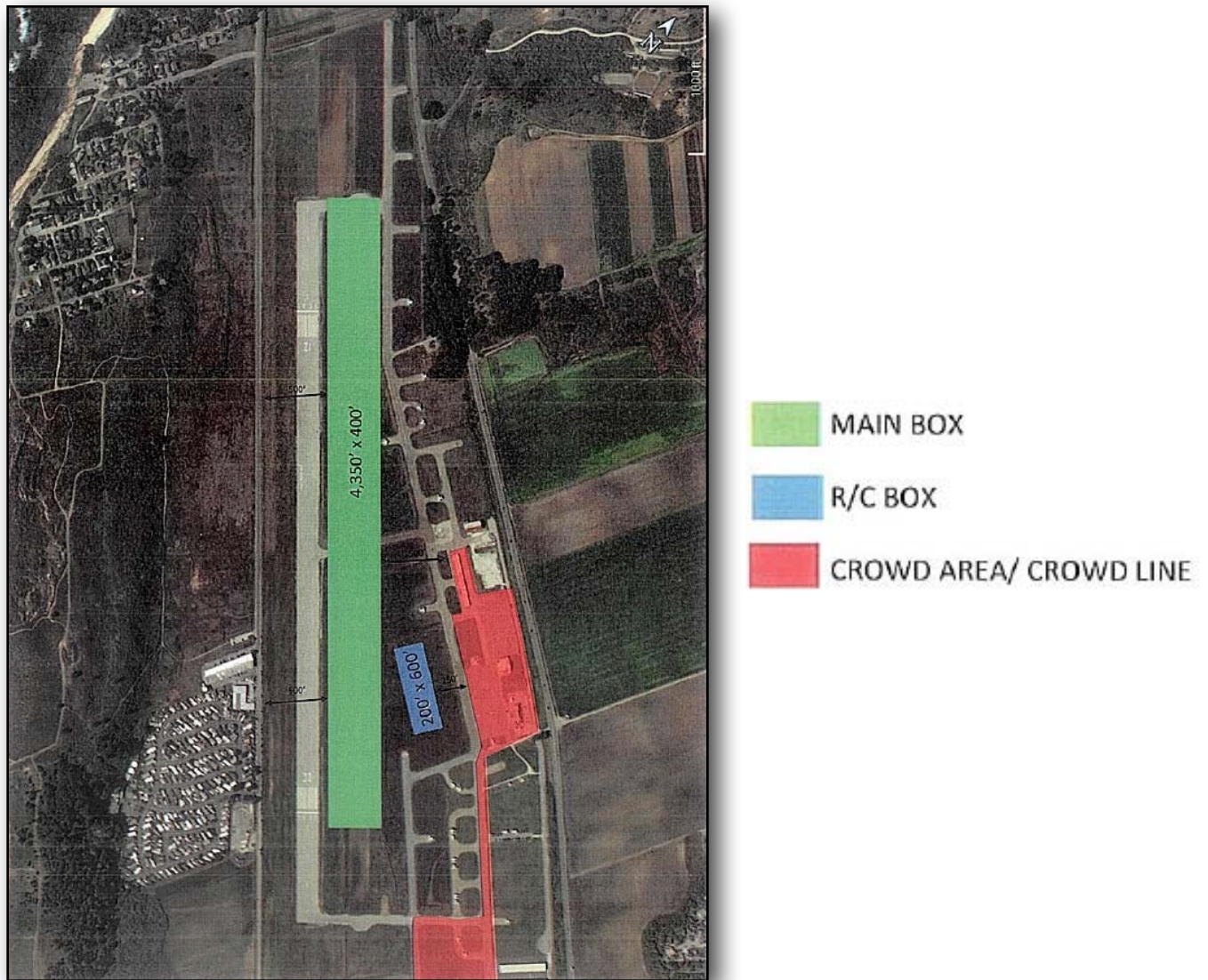
2015 Tenant Access & Staging Area Layout



Thanks to Tom Clifford for the map

Like last year, the south hangars will be fenced-off from the event. Tenants should enter the Airport via the South Sylvestri or Highway 1 vehicle gate. Tenant vehicle parking will be along the Highway 1 fence line, inside the fence, adjacent to the south hangars.

FAA Waiver



This year the FAA has issued a waiver for the Dream Machines event allowing fly-bys below 1000 feet, at speeds greater than 200 knots, within 2000 feet of an open air assembly of people. [FAR 91.117(a), aircraft speed; 91.119(b)(c), minimum safe altitudes; 91.126, operating on or in the vicinity of an airport in class G airspace; and 91.127, operating on or in the vicinity of an airport in class E airspace]. The graphic above shows the waived airspace and the following pages are the full text of the Certificate of Waiver.

(continued)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER ~~OR AUTHORIZATION~~

ISSUED TO

Pacific Coast Dream Machines - Gretchen Kelly - 650-573-3700

ADDRESS

620 Airport Way, Suite 10, San Carlos, CA 94070

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

The planned aerial events include: High Speed Warbird type aircraft low altitude fly-bys. (No Aerobatics) (A specific performance box/operating area will be in place for the fly-bys and required crowd lines will be maintained)
The event also includes many static displays and a remote controlled aircraft demonstration.

Several operators will offer rides during the event. (No rides will occur during the waiver period)
A temporary tower will be in place during the event.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

Title 14 CFR Part 91, 91.117(a), 91.119(b)(c) 91.126 and 91.127

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached to and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

NOTE---This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions Nos. 1 to 33 inclusive, are set forth on the reverse side hereof. "See Attached" ☒

This certificate is effective from 4/26/2015 @1300 to 4/26/2015 @1400, inclusive, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

WESTERN PACIFIC
(Region)

04/20/2015
(Date)

David M. Binder for DAB
(Signature)

DAVID M. BINDER-MANAGER-OAK FSDO
(Title)



OAKLAND FLIGHT STANDARDS

DISTRICT OFFICE

SPECIAL PROVISIONS

Pacific Coast Dream Machines
Half Moon Bay Airport

April 26, 2015

**The following Special Provisions apply to all aircraft, airman,
and participants in the airshow:**

Failure to comply with any standard or special provision is a violation of the terms of this Certificate of Waiver (CoW) and justification for cancellation of this Certificate and constitutes a violation of Title 49 of the United States Code Section(s) 44711(a)(2)(B) and/or 44711(a)(5).

1. The FAA has the authority to cancel or delay any or all acts or events if the safety of persons or property on the ground, water or in the air, are in jeopardy or there is a violation of the terms of the Certificate of Waiver (CoW)
2. The responsible person—Gretchen Kelly or Air Boss—Gale Rawitzer will ensure that notification is made to the Lockheed Martin Flight Service Station (AFSS) 1-877-487-6867 of the date, time, place, demonstration areas, altitudes, nature of the activity, and duration of the operation and request that a Notice to Airmen (NOTAM D) be issued.
 - a. Such notice shall be accomplished by providing the controlling flight service station (FSS) with a copy of the CoW, at least 48 hours before the event and no more than 72 hours before the event.
 - b. A NOTAM D is not required, when a TFR NOTAM is issued in accordance with §91.145 for the entire aviation event. TFR verification is required.
3. The responsible person Gretchen Kelly named in Item 2 on FAA Form 7711-2 must ensure that participants are thoroughly briefed on special field rules, the established demonstration area, flying display area, and aerobatic box (other defined areas within the waived/authorized airspace), manner and order of events, and special provisions of the CoW, before beginning the activities each day.
 - a. No person may participate in any event listed on the CoW unless that person has signed a statement stating that they have received a briefing on the provisions of the CoW.
 - b. For team performances, only the team leader is required; however, a delegate may represent the team leader, provided the person is a pilot member of the team.
 - c. Ms. Kelly has designated Mr. Gale Rawitzer as the Air Boss for Pacific Dream Machines-2015.

4. All civil aircraft and pilots participating in the aviation event shall provide the requested data to establish qualifications and airworthiness to the event organizer and if required be available for FAA inspection at the time and place agreed upon by the responsible person, Gretchen Kelly and the FAA IIC.

NOTE: CoW special provisions never supersede aircraft airworthiness operating limitations. Pilots should review their aircraft operating limitations prior to participating in an aviation event to ensure they are familiar and can comply with the requirements as specified.

5. For civil and military aircraft, only required flight crewmembers by type design, safety pilots as listed in FAA Order 8900.1, Volume 3, Chapter 6, or those persons required to participate in the demonstration (wing walkers, stunt persons, participants integral to the performance, and those conducting safety related functions) will be carried on any aircraft engaged in demonstrations authorized by this CoW. Additional crewmembers or essential personnel may not participate without specific approval by the responsible person or air boss, and the IIC.

6. No demonstrations shall be authorized or scheduled when a suspension of airport traffic or diversion of other aircraft traffic would cause a hardship to scheduled air carrier operations.

7. A control point shall be established where the certificate holder or responsible person or air boss as designated by the responsible person shall direct the demonstration. This person, Gretchen Kelly shall be continuously available to the FAA IIC or designated representative and is the person designated as responsible for the overall safety of the event.

8. Adequate communication capability (electronic and visual) must be provided to maintain a safe operation, to control spectators, and to advise participants that the aerial demonstration has been halted or canceled.

9. A crowd line consisting of a physical barrier and/or adequate policing shall be provided to confine the spectators to designated areas. The spectator areas shall have well-defined lateral boundaries.

10. The demonstration shall be halted for any reason that is in the interest of safety. It shall also be halted when unauthorized aircraft enter the demonstration area, or when unauthorized persons, vessels or vehicles enter the area underlying the flying display area/aerobatic box.

a. Only the minimum number of essential personnel necessary to support operations will be authorized in the flying display areas/aerobatic box.

b. The holder of the CoW and responsible person assumes responsibility for the security of areas where unauthorized personnel and aircraft are not authorized access and for compliance with the aviation event security plan.

c. The IIC has the responsibility to make the CoW responsible person and air boss aware of any identified safety concerns and if necessary has the authority for canceling or delaying any or all acts if it is deemed necessary in the interest of safety.

11. Aircraft engines shall not be started and aircraft shall not be taxied in designated spectator areas or static display areas unless adequate measures are taken to protect the spectators;
 - a. Areas where engines and propellers will be turning must be at least 100 feet from the spectator area and areas where rotors are turning must be at least 200 feet from the spectator area.
 - b. Barriers protected or guarded by wing-walkers, marshalls, AND crowd control monitors that prevent entry by unauthorized personnel into areas where engines are running and/or propellers are turning, must be 50 feet from the spectator area.
12. To alert non-participating aircraft, a closed field signal in the form of a large "X," readily visible from 3,000 feet AGL, must be displayed on a prominent part of the airport when the aerial demonstration is in progress. Ensure the "X" is placed where it will not be a hazard to aircraft operating on the surface. [This closed field signal is necessary at most uncontrolled airports and airports which have only a non-Federal control tower, but is usually not required at airports which have a Federal control tower].
13. The responsible person, Gretchen Kelly will ensure that roads and buildings under the specified flying display area/aerobatic box are devoid of vehicular and pedestrian traffic and/or persons in accordance with security plan –Section III (a) (11)
14. The following facilities shall be provided and readily available in accordance with the submitted emergency response plan at the demonstration site; Physician, Ambulance, Coastside Fire Truck and Stanford Life Flight Helicopter.
15. Participating crash, fire and rescue vehicles must be parked or moored in an area where, in the event of an incident, accident or occurrence the response vehicles will be able to proceed to the aircraft involved in the most expeditious manner and not be impeded by the crowd and/or other barriers while responding to a situation.
16. Aircraft equipped with operable ejection seats, ballistic parachutes, ballistic seat belts, on-board pyro techniques, or jettisoned tanks must be identified as such to the event organizer and on-site crash rescue services. Information describing how to extricate each performer shall be provided to the on-site crash rescue services prior to the first performance.
17. Persons or aircraft not appearing on the CoW application and subsequently added to the CoW may not participate without specific approval by responsible person, Gretchen Kelly or Air Boss Gale Rawitzer and the IIC. Proof of appropriate qualifications for crewmember(s), and an airworthy aircraft is required before the performance can be conducted at that event site. If applicable, the appropriate category show line must be established for that aircraft before the performance can be conducted at that event site.
18. Unmanned Aerial Systems (UAS) Demonstrations are not authorized under this CoW.
19. Rocket Demonstrations are not authorized under this CoW.
20. Parachute Demonstrations are not authorized under this CoW.

21. Civilian pilots who wish to conduct non-aerobatic formation flight in waived airspace must possess a valid industry formation training and evaluation credential acceptable to the FAA.

22. A fly-by can be performed by a single aircraft, by aircraft in formation, or by aircraft in trail, along show lines at a minimum horizontal distance of not less than 500 feet from spectator area(s), congested areas, or occupied buildings; and in accordance with the following conditions:

- a. By Category I airplanes— no abrupt maneuvers between the corner markers, and no lower than 100 feet AGL when less than 1,000 feet from a designated spectator area, unless the pilot possesses a current surface level SAC card for the make and model of airplane being flown.
- b. By all airplanes—using a bank angle of no more than 60 degrees, a pitch angle of no more than 30 degrees, and a maximum indicated airspeed of no more than 300 knots, regardless of the show line category.
- c. By formation flights—no lower than 200 feet AGL, using a bank angle of no more than 60 degrees, a pitch angle of no more than 30 degrees and a maximum indicated airspeed of no more than 250 knots, regardless of the show line category.
- d. Corner markers must be highly visible landmarks or contrasting markers easily visible from 200 feet AGL at 200 KIAS that identify the crowd line 500-foot lateral separation (corner) points left and right of the primary spectator area.

NOTE: Per § 91.117(d), if the minimum safe airspeed for any particular operation is greater than the maximum speed required by § 91.117(a through c), the aircraft may be operated at that speed.

23. The following aircraft attitudes will be considered aerobatic flight:

- a. For all solo aircraft: when the pitch angle exceeds a positive or negative 60° angle from the horizon, and/or when the bank angle exceeds 75°.
- b. For formation flights: when the pitch angle exceeds a positive or negative 45° angle from the horizon, and/or when the bank diverges from level flight in excess of 60°.

NOTE: Aerobatic flight is not-authorized on this Certificate of Waiver

24. Repositioning Turns.

- a. Holders of an endorsement for pitch and bank angles up to 90 degrees are permitted to perform repositioning turns to those limits above 500 feet AGL when not over designated spectator areas or congested areas.

25. A show line (man-made or natural) that is clearly visible to the performers/pilots shall be provided to assist them in compliance with the approved distances from the spectator area(s). The show line will include a clearly visible (from 200 feet AGL at 200 KIAS) show center marker and corner markers that are 500 feet beyond the spectator areas along the crowd line to provide reference to pilots entering or leaving the flying display area.

26. Except when authorized during takeoff or landing, aircraft that operate at speeds of 156 knots or less and certain other Category III aircraft shall perform no closer than 500 feet horizontally from the spectator area(s). Any single engine reciprocating airplane, regardless of speed, with a maximum certificated gross weight of no more than 2,250 lbs. is also a Category III aircraft.

27. Except when authorized during takeoff or landing, aircraft that operate at speeds of 156 knots or less and certain other Category III aircraft shall perform no closer than 500 feet horizontally from the spectator area[s]. Any single reciprocating-engine airplane, regardless of speed, with a maximum certificated gross weight of no more than 2,250 lbs. is also a Category III aircraft.

28. Except when authorized during takeoff or landing, aircraft that operate at speeds of more than 156 knots but 245 knots or less shall perform aerobatic maneuvers no closer than 1,000 feet horizontally from a single spectator area. If two spectator areas are used, the show lines may be no less than 800 feet from one spectator area and no less than 1,000 feet from any other designated spectator area.

29. Except when authorized during takeoff or landing, aircraft that operate at speeds of more than 245 knots shall perform aerobatic maneuvers no closer than 1,500 feet horizontally from a single spectator area. If two spectator areas are used, the show line may be no less than 1,200 feet from one of the designated spectator areas, and no less than 1,500 feet from any other designated spectator area. Single Category I airplanes or the center of formation flights of Category I airplanes must be centered on this show line.

NOTE: Applicable to Category I, II, and III showlines: For reciprocating engine powered airplanes, these distances are predicated on true airspeed in straight and level flight at 75 percent power at standard temperature and pressure (15°C/sea level) and maximum certificated gross weight. For turbine engine powered airplanes, the distances are based on 85 percent of the maximum continuous powered straight and level flight true airspeed at standard temperature, pressure, and maximum certificated gross weight. Any turbine engine powered airplane for which valid performance data acceptable to the FAA is not available will be required to perform on or beyond the Category I show line.

30. Flight demonstrations shall not be conducted during the day unless the ceiling is at least 1,500 feet, and the visibility is at least 3 statute miles at the time of the demonstration. The FAA IIC may adjust the minimum ceiling and visibility requirements at his/her discretion, but no less than 1,000 feet and 3 statute miles if:

- a. Except for North American military performers, aerobatic maneuvers are conducted by Category III aircraft only within an operations area having a diameter of no more than 2 statute miles, and;
- b. Originally scheduled aerobatic maneuvers are not modified or conducted in close proximity to the surface as a result of the reduced weather conditions.
- c. If 14 CFR Section 91.155 is waived the cloud separation may be reduced to "Clear of Clouds" by the FAA IIC.
- d. No other reductions in weather requirements shall be made.

31. Aircraft maneuvers may not direct energy toward primary spectator areas. Certain related maneuvers and procedures, however, may be authorized as outlined below:

- a. Non-aerobatic maneuvers where the aircraft is pointed at the primary spectator area are permitted as long as the aircraft is beyond the appropriate show line for category (i.e. 500 feet for CAT III; 1,000 feet and 1,200 to 1,500 for CAT I) without energy towards the crowd considerations.
- b. Aerobatic maneuvers conducted inside the aerobatic box that in the event of a catastrophic failure a part of the aircraft would contact the surface at or inside the primary spectator area between the corner markers are prohibited.
- c. Aerobatic maneuvers that do not fit the description in 40(a) or 40(b) above require AFS-800 approval.
- d. Maneuvers on an oblique line that passes 500 or 1,500 feet to either side of a spectator area as appropriate to the category of aircraft being flown during oblique aerobatic maneuvers.

32. Spectator areas may not be closer than 500 feet from any takeoff and landing runway when the approach speed (V_{ref}) of any aircraft exceeds 100 knots and/or for any aircraft that has a certificated gross weight of more than 50,000 pounds. Aircraft with both an approach speed (V_{ref}) of 100 knots or less and a certificated gross weight of 50,000 pounds or less shall be required to use a runway that is at least 300 feet from the spectator area.

- a. If ALL aircraft and ultra-lights in an air show have approach speeds of less than 60 knots, and certificated gross weight of less than 2,500 pounds, and there is no excessive maneuvering during takeoff or landing, spectators may be as close as 200 feet to the takeoff or landing runway.
- b. Comedy routines that involve excessive non-aerobatic maneuvering immediately after takeoff or just before landing must also be separated from the spectator area by at least 500 feet.
- c. These distances can be measured to the runway centerline for single aircraft operations, in which case the aircraft are expected to operate on the runway centerline. For formation takeoffs/landings, this distance shall be measured to the runway edge.

The following Special Provisions apply to the operation of ALL helicopters and helicopter pilots participating in the airshow:

33. The helicopter operator providing rides, performing aircraft, and EMS operators, will establish a comprehensive operation plan that will be briefed at the performers' briefing and include:

- a. Ingress and egress routes that do not overfly spectator areas at low altitudes and will not interfere with performers or other operations conducted during the event.
- b. Startup and shutdown areas for helicopters will be located at a minimum distance of 200 feet from the crowd or passenger waiting area.
- c. Protected by appropriate barriers and/or crowd control to prevent unauthorized persons from entering these areas.
- d. All helicopters must take off and land at a minimum distance of 200 feet from the spectator area during an aviation event. Direction of flight must be away from the spectator area for take-off. Landing approach/or ingress should be done at 45 degree angle to the spectator area.



March meeting on the ramp at the 30 Cafe

Cal Pilots requesting documentation

In an effort to keep its subordinate chapters in compliance with the state and federal regulations, Cal Pilots President Corl Leach has sent a letter to his 33 subordinate chapters requesting documentation that will allow Cal Pilots to maintain their IRS 501(c)(3) tax exempt status. Since our tax exempt status comes through Cal Pilots' group exemption letter, he is required to supervise the compliance of the subordinate chapters with Cal Pilots' IRS determination letter. The following three pages are a copy of that letter.

(continued)



CALIFORNIA PILOTS ASSOCIATION
CHAPTER ADMINISTRATION
PO Box 53, LINCOLN, CA 95648

March 20, 2015

Greetings, California's General Aviation Leaders!

Many years ago the California Pilots Association partnered with you to elevate your organization to recognition as a California Nonprofit Public Benefit Corporation, chartered by the Secretary of State. We went through the processes bringing you tax-exempt status under the state Franchise Tax Board and through inclusion in CalPilots' IRC Section 501(c)(3) "Group Exemption Letter."

Typical of Government regulations, IRS interpretations of how the central organization (CalPilots) and its subordinates (Chapters) should interact in a Group Exemption situation have evolved. Most significant is the phrasing in IRS Publication 557 that a central organization may only extend tax exemption "for subordinate organizations that are under its general supervision or control." Be assured that we have absolutely no desire to control your association; that's your job! Nonetheless, our duty is to demonstrate some measure of "general supervision" to retain our authority to possess the Group Exemption Letter and provide you this benefit.

A meaningful yet unobtrusive way to serve a supervisory role is to maintain watch over each Chapter's administrative status. We'll be able to help you comply with your regulatory status with the goal to avoid administrative errors that resulted in the revocation of exemption for many chapters that operated autonomously in the past. As partners, we'll be more efficient and effective!

The enclosed "Chapter Administration Checklist" gives you a concise tool to provide CalPilots the information we need to "supervise." At the same time, you can use the form as a method to assure you're fully complying with the requirements of the numerous government agencies that oversee exempt organizations.

I know that few people truly enjoy the tedium of multi-layered administrative processes. However, only when we are confident our own organization's viability and sustainability are achieved can we turn our focus toward our true passion: promoting, protecting, and preserving California's general aviation community and airports. I look forward to engaging with your local association in 2015.

Aeronautically,

Corl W. Leach
corl.leach@calpilots.org
(cell) 916-276-5216

Encl: 2015Chapter Admin Checklist

2015 California Pilots Association Chapter Administration Checklist



INSTRUCTIONS

The Chapter Administration Checklist serves as a method by which the California Pilots Association demonstrates compliance with the IRS mandate to exercise "general supervision or control" with respect to the entities listed as subordinates on its IRC 501(c)3 Group Exemption Letter.

• Authorization for Inclusion on IRS Group Exemption Letter:

The California Pilots Association is prohibited from listing any entity on its Group Exemption letter for which it does not possess written permission from that entity to be included. A signature by an authorized officer or director of the Corporation fulfills this requirement.

• Chapter/Corporate Identification

Please provide the organization's current mailing address. Use of a Post Office Box is preferred. When referring to documents issued by state or federal agencies, please provide the required information exactly as printed on the original.

• List of Corporate Officers:

Please provide the name and associated information for each person filling the designated positions within your organization. If you use a different title than that provided, please indicate your designation (e.g., Financial Officer instead of Treasurer). If one person fills more than one position you do not need to repeat information provided earlier on the form.

• Checklist Items:

For each item listed, provide the date on which the listed item was submitted to the appropriate agency. Each item is required annually except for the SI-100 which may only be required every other year for some corporations.

Some entities may be required to obtain additional licenses or permits not listed. For example, Some cities/counties require business licenses. If your organization possesses other required documentation, please indicate such so we may assist you in remembering to file those reports next year!

Please return this form via U.S. Mail no later than May 31, 2015.

An original signature on the Authorization line is required. Annual renewals following the receipt of an original may be submitted via email to: "chapters@calpilots.org"

CalPilots Chapter Administration
PO Box 53
Lincoln, CA 95648

2015 California Pilots Association Chapter Administration Checklist



Authorization for Inclusion on IRS Group Exemption Letter:

I attest that this organization is affiliated with the California Pilots Association, is subject to its general supervision or control, and is not a private foundation as described in IRC 509(a). The California Pilots Association is authorized to include this organization on its group exemption letter.

X

Chapter/Corporate Identification:

Chapter Name: _____

Mailing Address: _____

Website URL (if available): _____

Federal Employer Identification Number: _____

CA Secretary of State issued Entity Number: _____

CA Attorney General issued Charity Registration Number: _____

List of Corporate Officers:

President: _____ Phone: _____

Email: _____

Vice President: _____ Phone: _____

Email: _____

Secretary: _____ Phone: _____

Email: _____

Treasurer: _____ Phone: _____

Email: _____

✓ Item (Agency)

Date Submitted

☐ Chapter Dues (California Pilots Association)

☐ SI-100 (CA Secretary of State)*

☐ RRF-1 (CA Attorney General)

☐ 199-N (CA Franchise Tax Board)

☐ 990-N (Internal Revenue Service)

☐ _____

Please list any additional administrative requirements unique to your organization.

* SI-100 may only be required every other year for some Chapters.

***If you wish to continue receiving this
newsletter please read this***

The Association now requires a paid membership to be an active member. There might be some of you who would like to receive the newsletter, but do not wish to be a member. If that is the case, please email us and we will keep you on the distribution list.

membership@hmbpilots.org

OFFICERS

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Useful links

[Half Moon Bay Pilots Association](#)

[San Carlos Airport Association](#)

[California Pilots Association](#)

[Metar for KHAF: Half Moon Bay, CA](#)

[Metar for KSQL: San Carlos, CA](#)