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October 18, 2012

Mr. Greg Garrett
City Manager
City of Tehachapi
155 S. Robinson St.
Tehachapi, CA 93561

Dear Mr. Garrett:

The Aircraft Owners and Pilots Association (AOPA) represents the interests of over 400,000 members nationwide with 50,000 members in the State of California. AOPA is committed to ensuring that general aviation airports continue to play a vital role in our nation's and state's aviation transportation system. AOPA works to ensure that these airports continue to operate in a safe and efficient manner without creation of hazards to safety within the airport environment.

We are writing to express our serious concern and strong opposition to recent actions by the City of Tehachapi's Planning Commission. The Commission recently approved project APN No. 223-560-17, a project that will allow construction of a Motel 6 facility in close proximity to the northwest of Tehachapi Municipal Airport (TSP). We based our opposition on a review of the Airport Land Use Compatibility Plan (ALUCP), prepared for the County of Kern with an original adoption date of 1996 with amendments in 2011. The Individual Airport Policies and Compatibility Map for Tehachapi Municipal Airport, shown on page 175 of the ALUCP seem to indicate that the proposed site of this project sits at least partially within the "B1" zone. Page 177 of this same document indicates "B1" as Commercial/Industrial where high-density developments are prohibited. Copies are attached herein. Additionally, in the event that you do not have copies of this vital planning document, it may be found at this link - <http://www.co.kern.ca.us/planning/pdfs/ALUCP2011.pdf>

The County of Kern has received a waiver from the State of California Public Utilities Code 21670 requirements relating to establishment of County sponsored Airport Land Use Commissions. Rather, planning responsibilities have been delegated to local cities within the county. These local planning activities still must follow the County's ALUCP.

We would like to suggest that the city staff carefully review a recent Court of Appeals of the State of California, Sixth Appellate District ruling. The case was brought by the Watsonville Pilots Association against the City of Watsonville regarding safety zones and development surrounding the Watsonville Municipal Airport. Case H033097 (Santa Cruz County), Super.Ct. No. CV154571. We believe this case is applicable to the City of Tehachapi regarding safety

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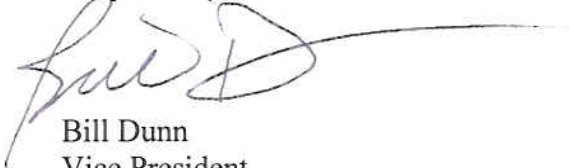
zones surrounding the airport as defined in the State of California Airport Planning Land Use Handbook – which was the fundamental planning document used by the county in creating the ALUCP.

We are also aware that there currently exists a Holiday Inn Express in the same immediate area. It would appear that this project sits in Zone B1 and should not have been approved. Regardless though, having approved one project in the B1 zone should not be a basis for approving another apparent non-compliant project.

We have been advised that during the Planning Commission review process, a County generated GIS map was produced and used for discussion. The GIS map is not an element in the Airport Land Use planning document and therefore should not be the sole decision making element used in granting approval. In fact, the GIS map includes a significant disclaimer as to the accuracy and uses of the map data. Instead, the maps included in the ALUCP should be the source used.

We are asking you to withdraw approval and conduct an in-depth review of the project request to ensure that the airport continues to be protected from inappropriate development which is non-compliant with the County of Kern approved Airport Land Use Compatibility Plan.

Respectfully,

A handwritten signature in black ink, appearing to read 'Bill Dunn', with a long horizontal flourish extending to the right.

Bill Dunn
Vice President
Airport Advocacy

Enclosure

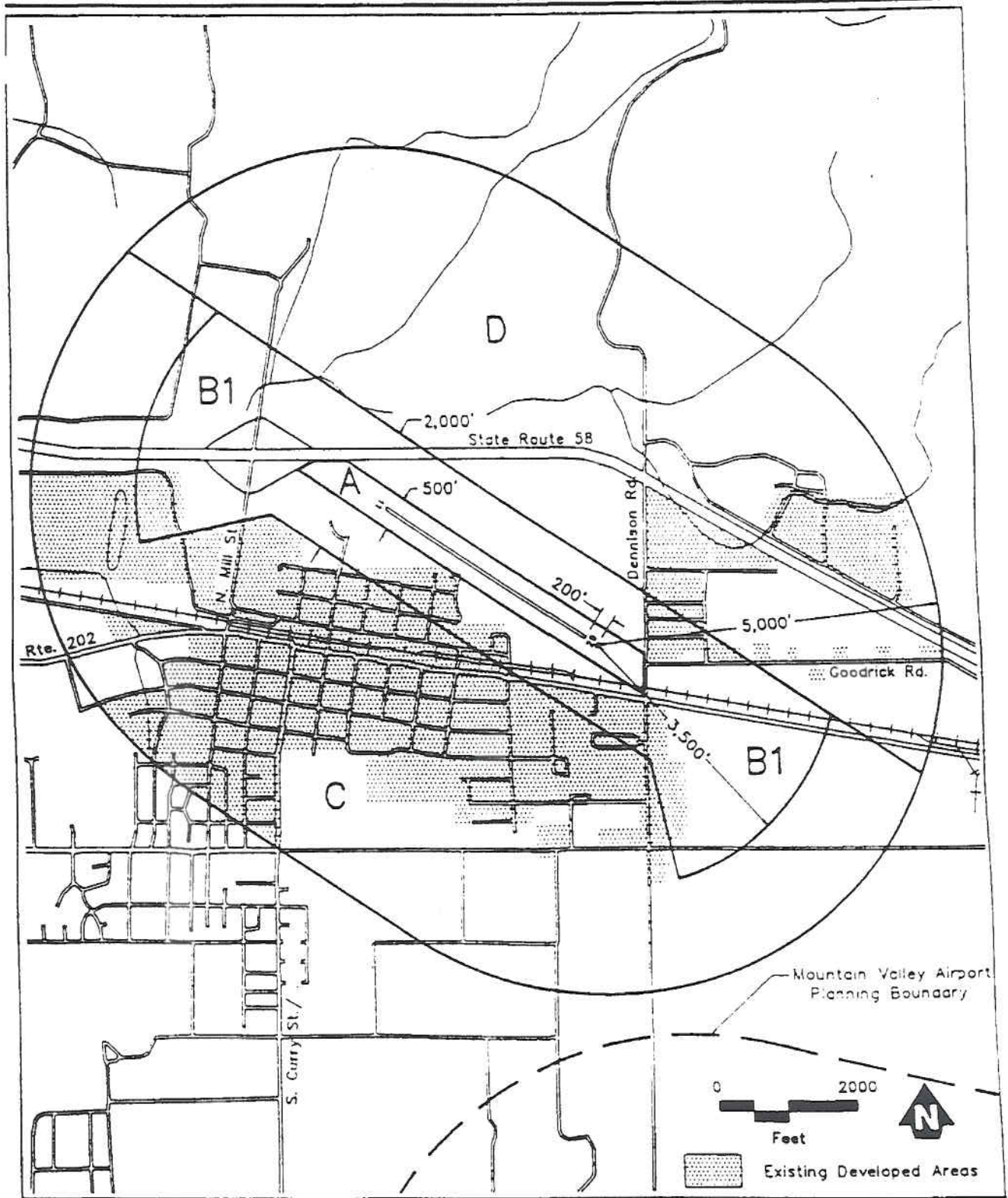


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Comprehensive Land Use Plan
Tehachapi Municipal Airport

Table 4-43

Airport Environs

Tehachapi Municipal Airport

AIRPORT LOCATION AND ACCESS

- Located 40 miles southeast of the city of Bakersfield
- Airport and approaches within the jurisdiction of the City of Tehachapi
- Access from State Highway 58 via Mill Street

EXISTING AIRPORT AREA LAND USES

General Character

- Primarily commercial/industrial and medium-density residential uses to the west and south
- Agricultural uses to southeast; mountains to north
- Several public-use facilities in the area

Runway Approaches

- *Runway 11 (northwest) Approach* — Undeveloped mountainous terrain.
- *Runway 29 (southeast) Approach* — Agriculture and open land.

Traffic Pattern

- Established pattern on south side only
- Southwest primarily commercial/industrial and medium-density residential; southeast medium-density residential, schools, and some commercial uses

LOCAL LAND USE PLANS AND ZONING

- *City of Tehachapi General Plan Update-Land Use Element* — Adopted by City in May 1992 sets land use policies for airport environs

PLANNED LAND USES IN AIRPORT AREA

- Continuing infill of Tehachapi with residential and small-scale commercial/industrial uses
- Continuing infill of commercial/industrial north of airport
- Continued residential development south of the airport

ESTABLISHED APPROACH PROTECTION MEASURES

- City General Plan Land Use Element incorporates adopted airport compatibility criteria

Source: Hooges & Shutt (October 1993)

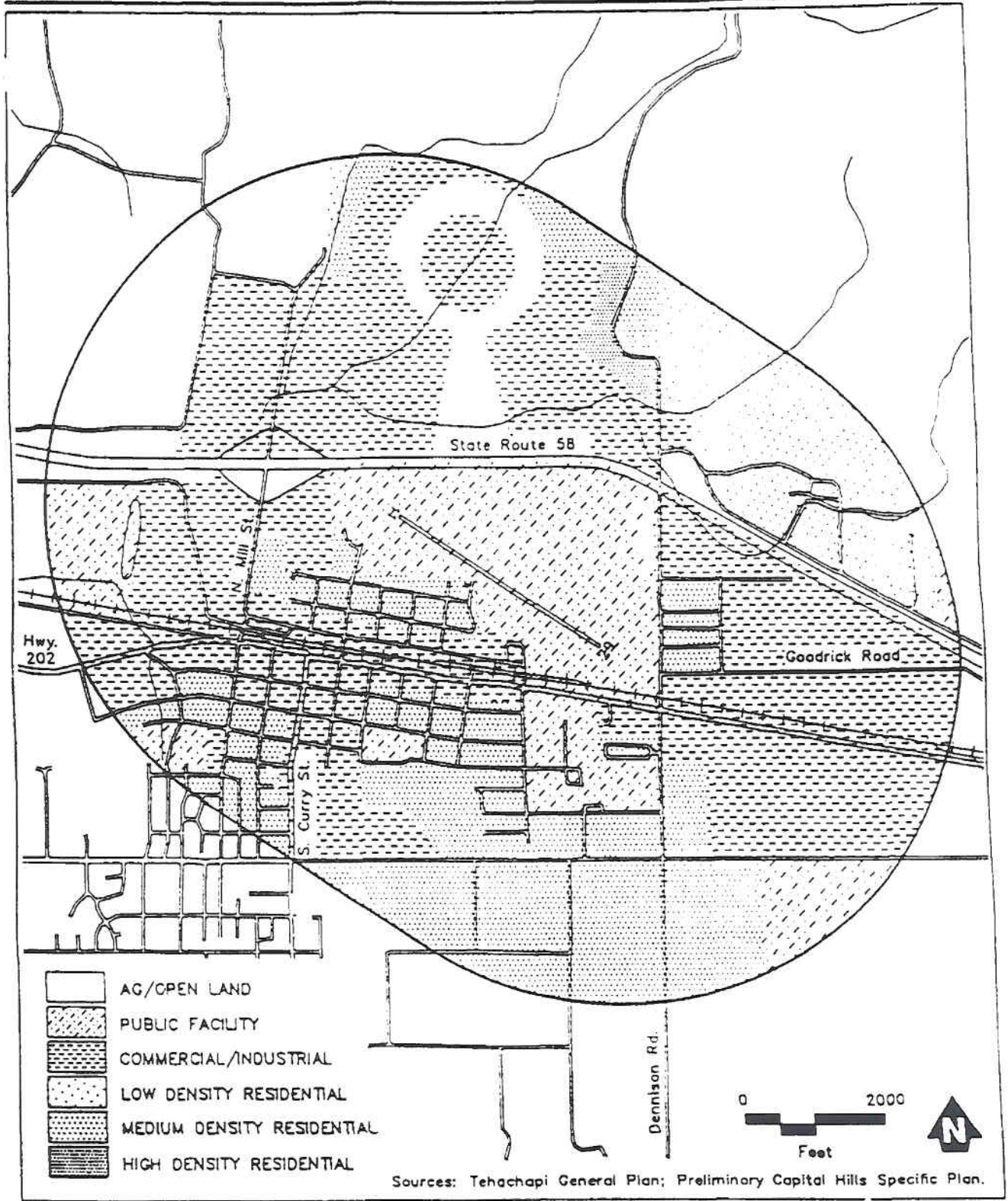


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Land Use Designations
Tehachapi Municipal Airport