



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

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October 16, 2007

Mr. Brian Armstrong, Manager
Los Angeles Airports District Office
Western-Pacific Region Airports Division
15000 Aviation Boulevard, Room 3024
Lawndale, CA 90261
Via Fax (310) 725-6849

Reference: Request for release of airport property by City of Delano, CA

Dear Brian:

Thank you for responding to my messages last week relating to several issues at airports within the jurisdiction of the Los Angeles Airports District Office. Based on our exchanges, I noted that you were at both Delano Airport (DLO) and Minter Field (MIT).

When you and I had discussions at your office in August relating to Delano Airport, I understood that the city was continuing to press the Federal Aviation Administration (FAA) to approve their request for release of approximately 15 acres of airport property for non-aeronautical uses.

I am writing you to again reiterate the Association's position on the city's request.

AOPA is strongly opposed to the release of these properties and reclassification of airport property to non-aviation uses. We again urge you to reject the city's request for release. AOPA will take whatever action is necessary to prevent this loss of valuable and vital airport property. These parcels are the last pieces of airport property that can be used for aeronautical activity without significant infrastructure development needed. Additionally, it is my understanding based on previous conversations with you that the city has yet to make use of airport property previously released for non-aeronautical use by the FAA at the airport!

As I noted in my July 2007 letter to Mark McClardy, Delano Municipal Airport was conveyed to a local civil sponsor by the federal government for use as a public use airport. Unfortunately though, since that time, the sponsor has continually whittled away at airport property for non-aviation uses to the extent that only property on the west side of the airport is usable for aviation related purposes; the same property the city is asking the FAA to release to non-aviation uses.

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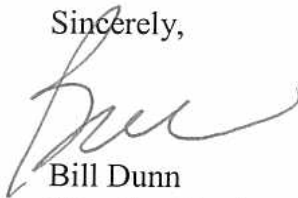
There is an abundant amount of vacant property to the east of the airport that while currently undeveloped, would be much more appropriate for non-aviation uses. Property that has the necessary infrastructure in place and development potential for aviation uses should remain encumbered to aviation and only aviation purposes. Once released, the parcels will be lost to future aviation demands. It would be much better to ensure those properties are available for future needs than for the city to be myopic and only see short term gains at the expense of the airport.

In support of the proposed release, it has been argued that there is “additional aeronautical property” capacity at other airports in the immediate area. We simply do not view such a philosophical approach to bowing to an airport sponsor’s request as an appropriate reason to dispose of airport property acquired and developed with public funding as a valid reason or “excuse” to dispose of airport property.

In closing, let me leave you with a fact from FAA records to consider. Since 2003, nearly 9,000 acres of airport property have been “released” for non-aeronautical purposes nationwide. That is the equivalent to several general aviation airports lost forever!

Please feel free to call me should you wish to discuss this matter. You may reach me at 301-695-2205 or by e-mail at Bill.Dunn@aopa.org.

Sincerely,



Bill Dunn
Vice President
Airports

cc: Mr. David Bennett, Director, FAA Airport Safety and Standards
Mr. Skip Erhard, Manager, Airports Compliance
Mark McClardy, Manager, FAA Western Pacific Airports Division
Tony Garcia, Western Pacific Airports Division Compliance Officer
Sam Kruger, AOPA ASN
John Pfeifer, AOPA California Regional Representative