



WOLFE ENTERPRISES



Blythe Airport

17240 WEST HOBSONWAY • BLYTHE, CALIFORNIA 92225 • (760) 922-6125

Rec'd 11/4/05
CJA

Mr. Les Nelson
City Manager
City of Blythe
235 North Broadway
Blythe, Ca. 92225

DOCKET	
99-AFC-8C	
DATE	NOV 3 2005
RECD.	NOV 15 2005

Dear Mr. Nelson

I, Pat Wolfe, turned off the ILS, both localizer and glide slope, here at Blythe Airport at 13:30 pm. on 11/03/05. This was done because I was ordered to do so by the City of Blythe on 11/03/05. Order was signed by Les Nelson, city manager.

Pat Wolfe
Wolfe Enterprises
11/03/05

Pat Wolfe



blythe

CITY OF BLYTHE

235 North Broadway / Blythe, California 92225
Phone (760) 922-6161 / Fax (760) 922-4938

FILE COPY

November 2, 2005

Mr. Pat Wolfe
Wolfe Enterprises
Blythe Airport FBO
17240 West Hobsonway
Blythe, California 92225

HAND DELIVERED AT BLYTHE CITY HALL

Re: Instrument Landing System – Blythe Airport

Dear Mr. Wolfe:

As you are aware the Instrument Landing System at the Blythe Airport has been the subject of much discussion lately. The City now has firm instruction to de-commission that unit per the attached letter from the FAA. As the Airport Operator I am instructing you to turn the ILS equipment off that serves runway 26. You have seven (7) business days from the receipt of this letter to comply.

I know this is not good news, but the FAA position is very clear. If you have any disagreement with the position the FAA has set forth in the September 2, 2005 letter you must deal directly with the FAA. We intend to take the actions required to comply with said FAA directive. Please respond in writing to the City, with your intention to comply with this instruction.

Sincerely,

Charles Hull
Assistant City Manager

Concur:

Les Nelson, City Manager

Enc: FAA letter September 2, 2005

Cc w/o enc:

Mayor and City Council
Scott Zundol, City Attorney
Rob Fields, Riverside County EDA
William C. Withycombe, FAA
Austin Wiswell, Caltrans Aeronautics



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November 2, 2005

FILE COPY

Mr. Tom Turner
Airports Supervisor
Riverside County EDA
5555 Arlington Ave.
Riverside, California 92504

Re: Blythe Airport ILS

Dear Mr. Turner:

The City of Blythe has received your letter of October 25, 2005, wherein you request a written response relative to the removal the ILS as directed by the FAA letter of September 2, 2005. It is fully the City's intent to have our FBO tenant, Mr. Wolfe remove the ILS from service, now that we have in writing the FAA's position on this matter. However, there are still several questions yet to be answered that relate to this issue.

On October 27, 2005 I faxed a letter to Mr. Robert Fields requesting clarification on making direct contact with the FAA about the outstanding issues concerning the Blythe Energy Plant and the Blythe Airport. You'll notice all the correspondence to date from the FAA has been addressed to the County of Riverside, attention Mr. Fields. Second, who actually owns, or has title to the ILS equipment? The Lease Agreement between the City and County is silent on this matter. The radio station license that is in the building housing the ILS equipment is in the County's name. That license expired in October 1983. The Wolfe Sublease Agreement says the tenant can use and is responsible to maintain the ILS equipment, much like the hanger and office building he occupies. The bottom line question: is the ILS an asset of the airport, or is it privately owned?

Be assured the City of Blythe will seek Riverside County concurrence on all operational changes proposed for the airport as outlined in the City/County Lease Agreement. As a result of the runway safety meetings on the Blythe One Power Plant and the Blythe Two Power Plant Commission Hearings, the current thinking is to convert the standard left-hand traffic pattern to right-hand traffic for runway 26. This will move aircraft north of the runway and further away from the Mesa Verde community, Blythe One Power Plant, and the eventual Blythe Two Project, should it be permitted. Also, the calm wind runway

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Tom Turner
October 31, 2005

designation is suggested to be changed from 26 to 17. While that probably matches the prevailing local winds better, it does introduce a potential back-taxi conflict with taxiway "Charlie" not being completed to the north end of runway 17. In addition, because of the noise issue created by this change, a CEQA Initial Study will have to be done prior to this action being instituted. I assume as operator and manager of the Blythe Airport, the City of Blythe will be the lead agency in terms of the CEQA study.

Finally, the equipment for the pre-recorded announcement over the AWOS system will have to be permitted by the FCC. I am interested in the County's position relative to having the City or County as the applicant for that installation? Will it transmit on the Unicom frequency currently used by the airport, or should it totally replace the ASOS equipment that will be redundant (and 15 years old) installed by the FAA. As you can see, we still have several questions, but we are closing in on resolution. I look forward to working with you and other County staff to a satisfactory conclusion to all of the above.

Sincerely,



Charles Hull
Assistant City Manager

Cc: Mayor and City Council
Les Nelson, City Manager
Scott Zundel, City Attorney
Rob Fields, Riverside County EDA
William C. Withycombe, FAA
Austin Wiswell, Caltrans Aeronautics
Keith Hardy, FPPE

FILE COPY