
Subject: West Coast Operations
Posted by [Rocky Schwartz](#) on Sun, 16 Feb 2014 15:40:37 GMT
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For those of you that regularly operate in CA ...
In the near future, I have business meetings scheduled in downtown LA, downtown San Francisco, and downtown Berkley ...
Any suggestions as to which general aviation airports that I should use ... Considering ease of IFR operations, travel to downtown, cost of fuel, etc ???
Thanks ...

Subject: West Coast Operations
Posted by [Charles Robertson](#) on Sun, 16 Feb 2014 15:46:09 GMT
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OAK gets high marks for ease/cost of GA ops as well as easy access to mass transit and

On Sun, Feb 16, 2014 at 10:40 AM, Rocky Schwartz <rschwartz@whitakerchalk.com> wrote:
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Posted by [joncarlson](#) on Sun, 16 Feb 2014 15:47:54 GMT
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For downtown San Francisco and Berkeley, you probably would like Oakland best (KOAK). Easy in/out, good approaches, plenty of runway, and you can get the FBO to drop you off at the BART station to get downtown or to Berkeley. I haven't checked on fuel pricing, and it's been quite a while since I was there, but I don't think it's too bad.

-Jon C.

Subject: West Coast Operations
Posted by [Joe Timmons](#) on Sun, 16 Feb 2014 17:00:41 GMT
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Northern California would be Oakland-KOAK
Southern California would be Van Nuys- KVNY

Both are easy in and out

Subject: West Coast Operations
Posted by [Anonymous](#) on Sun, 16 Feb 2014 18:15:57 GMT
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Both smo and vny are quite expensive for LA area, bur is a great one with good fuel prices and minimal fees...you have to watch the fees in the LA basin. Last stop by vny was \$175 ramp fee waived if I bought a bunch of fuel at \$7/gal! For SF definitely oak. On Feb 16, 2014 7:40 AM, "Rocky Schwartz" <rschwartz@whitakerchalk.com (rschwartz@whitakerchalk.com)> wrote:[quote] For those of you that regularly operate in CA ...
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Subject: West Coast Operations
Posted by [Howard Fields](#) on Sun, 16 Feb 2014 18:42:23 GMT
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Oakland International North Field (28R & 28L) is best and KaiserAir for the FBO. I keep my Solitaire there and they are MU2 educated. Fuel prices are good.

transportation to both Berkeley and SF is better than landing SFO which is \$\$\$.

Howard Fields
N12HF

Sent from HJF's iPad

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Subject: West Coast Operations

Posted by [Howard Fields](#) on Sun, 16 Feb 2014 18:45:43 GMT

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I fly into LA often and Burbank Millionaire is preferred over VNY or SMO. No ramp fee or landing fee and fair fuel prices. They are also MU2 educated. Hawthorne KHHR is convenient but expensive fuel and they are not prone to making deals even with reoccurring customers.

Howard Fields
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Subject: West Coast Operations
Posted by [Ted Price](#) on Sun, 16 Feb 2014 18:52:31 GMT
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We are based at Oxnard KOXR, which is about 1hr - 1:10 from downtown LA. However, there is very little traffic at our airport, It has an ILS, and fuel is relatively inexpensive. If you don't mind the drive (it's beautiful down the PCH) through Malibu, I would suggest looking into it. We also have a couple extra hangers, so maybe we could work something out with you keeping your plane there, depending on your timeframe.

On Feb 16, 2014, at 13:45, Howard Fields <howard@hfainternational.com> (howard@hfainternational.com)> wrote:

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Subject: West Coast Operations

Posted by [Jack Sinton](#) on Sun, 16 Feb 2014 19:04:35 GMT

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Santa Monica is \$50 at American Flyers. I park there, and call ahead for rental car or cab. Don't go to Atlantic unless you want to pay Gulfstream prices. I will try Burbank next time, but many times have to go to Marina Del Rey, which is only 8 miles from SMO.

Jack Sinton
N324GM

From: Ted N Price III <tnpriceiii@gmail.com (tnpriceiii@gmail.com)>
Reply-To: MU-2 Mailing List <mu2list@mailman.mu-2aopa.com (mu2list@mailman.mu-2aopa.com)>
Date: Sun, 16 Feb 2014 13:52:20 -0500
To: MU-2 Mailing List <mu2list@mailman.mu-2aopa.com (mu2list@mailman.mu-2aopa.com)>
Cc: MU-2 Mailing List <mu2list@mailman.mu-2aopa.com (mu2list@mailman.mu-2aopa.com)>
Subject: Re: [MU-2 list] West Coast Operations

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Subject: West Coast Operations

Posted by [Anonymous](#) on Sun, 16 Feb 2014 19:08:47 GMT

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Thats funny...thats the only place who ever left my tip cap loose, had fuell streaming out on departure and had to land livermore. My fault for not checking though:-/ On Feb 16, 2014 10:42 AM, "Howard Fields" <howard@hfainternational.com (howard@hfainternational.com)>

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Posted by [Terry Cunningham](#) on Sun, 16 Feb 2014 21:01:43 GMT

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I agree. OAK is the place. Go to Landmark and tell them I sent you. . Actually all kidding aside the arrival / approach into oak is the easiest in the Bay Area. ILS as well as RNAV approaches. 121 operators are on the south side out of the way.

Fog burns off early depending on time of year. I have been commuting into OAK every week for the last few years and have always been able to land.

Landmark is great with fair prices. Norm is the general manager and is a class act. They have a MU2 towbar but sometimes can't find it. They will drop you off and pick you up from the BART station. (5 mins away)

All round great experience

Terry
N696CM

On Feb 16, 2014, at 8:47 AM, Jon Carlson <jon@carlsonhome.com> wrote:

[quote]For downtown San Francisco and Berkeley, you probably would like Oakland best (KOAK). Easy in/out, good approaches, plenty of runway, and you can get the FBO to drop you off at the BART station to get downtown or to Berkeley. I haven't checked on fuel pricing, and it's been quite a while since I was there, but I don't think it's too bad.

-Jon C.

Subject: West Coast Operations
Posted by [Howard Fields](#) on Sun, 16 Feb 2014 21:21:07 GMT
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I absolutely concur that if you have to go to SMO park at American Flyers – The Go Car Rental company based at Atlantic actually brings me a rental car across the field to American Flyers.

Always keep in mind there are curfews at SMO for early departures and late landings!

Howard Fields
N12HF

From: Mu2list [<mailto:mu2list-bounces@mailman.mu-2aopa.com>] On Behalf Of Jack Sinton
Sent: Sunday, February 16, 2014 11:04 AM
To: MU-2 Mailing List
Subject: Re: [MU-2 list] West Coast Operations

Santa Monica is \$50 at American Flyers. I park there, and call ahead for rental car or cab. Don't go to Atlantic unless you want to pay Gulfstream prices. I will try Burbank next time, but many times have to go to Marina Del Rey, which is only 8 miles from SMO.

Jack Sinton

N324GM

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Reply-To: MU-2 Mailing List <mu2list@mailman.mu-2aopa.com (mu2list@mailman.mu-2aopa.com)>
Date: Sun, 16 Feb 2014 13:52:20 -0500
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Cc: MU-2 Mailing List <mu2list@mailman.mu-2aopa.com (mu2list@mailman.mu-2aopa.com)>
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Posted by [Gregory Kanaga](#) on Sun, 16 Feb 2014 21:34:41 GMT

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San Carlos Airport is about 20 miles south of SF on the peninsula. Cab fare is around \$60 to \$70 one-way. Or you could arrange a limo service. No landing fees. Jet A and I think \$20 a night for tie-down. The Airport Ops number. 650-573-3700. They'll be more than happy to answer any

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Posted by [Anonymous](#) on Sun, 16 Feb 2014 22:04:37 GMT
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You also have to call and make sure they have parking available at american flyers at smo. On Feb 16, 2014 1:21 PM, "Howard Fields" <howard@hfainternational.com> (howard@hfainternational.com)> wrote:[quote]
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Subject: West Coast Operations
Posted by [TjYak50](#) on Tue, 18 Feb 2014 21:11:46 GMT
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KBUR is real easy. In and out for SOCAL.

Last time we went to San Fran we flew into Concord, KCCR.
Rented a car and it was an easy drive in.
Getting in / out IFR from KCCR was a snap.

But I've found ATC in all those areas like LA and SF to be very efficient.

Subject: West Coast Operations
Posted by [Anonymous](#) on Tue, 18 Feb 2014 21:21:33 GMT
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I just flew into ccr and it was a breeze with cheap fuel and no ramp fees. It is a little bit of a haul to sf from there however. On Feb 18, 2014 1:11 PM, "tjyak50" <tomjohnson@cox.net (tomjohnson@cox.net)> wrote:[quote] KBUR is real easy. In and out for SOCAL.

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Tom Johnson
Aviation Insurance Broker / Mu2 Owner (349SA)
Airpower Insurance, LLC
www.airpowerinsurance.com

Subject: West Coast Operations
Posted by [Ken Andrews](#) on Wed, 19 Feb 2014 03:29:17 GMT
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I agree on CCR – good stop for the most part. Only beef I had previously was the large amount of pilot training AND ATC training all happening at the same time. Student pilots couldn't understand what the tower was saying, the trainee in the tower was confused in general and I sat for close to 30 minutes waiting to be worked into the mix while also being shuffled back and forth on the ramp between runways. They handled the chaos fairly well and did apologize profusely but

I was glad to get the heck out of there and safely with all the confusion. I've been there several times and not all were as bad as this experience. As far as pricing and ease of access goes I couldn't have been more happy.

Ken

From: Mu2list [mailto:mu2list-bounces@mailman.mu-2aopa.com] On Behalf Of ken murphy
Sent: Tuesday, February 18, 2014 4:22 PM
To: MU-2 Mailing List
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