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
Subject: Re: [MU-2 list] West Coast Operations

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:
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.

Tom Johnson
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