



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for August 2005

### **Everything That Flies Fly-In**

This year's Fly-In is history and from preliminary observations it was a very successful event. An estimated 200 planes and 2000 people attended.

Further details will follow next month after Ed has a chance to tally up the results.

Thanks to all who took part.

### **FAA plans to end position-and-hold procedures unless towers provide justification**

Responding to an increase in high-profile runway incursion incidents at several major airports this year, the FAA told all its control towers that come October 1, 'taxi into position and hold' instructions will no longer be permissible. Control towers will have to apply for a waiver describing why the procedure is necessary to the airport's operation if that airport is to continue issuing the instruction to pilots. The National Air Traffic Controllers Association said the move is illogical and will only lead to greater delays at many airports. The FAA said the move is meant to force tower controllers to review operations procedures at their airports to determine whether the instruction is really needed. Position-and-hold allows a plane to taxi onto an active runway and stop before takeoff when there is other arriving or departing traffic near the runway. It is unclear whether the FAA's mandate will apply to the many contract air traffic control towers operated across the nation.

### **Satellite support of 121.5 MHz ELTs to end in 2009**

In a NOTAM released Wednesday, the FAA said it would stop processing 121.5 MHz emergency locator transmitter signals through satellites in 2009, in an effort to comply with the ICAO's endorsement of next-generation 406 Mhz ELTs. Such ELTs use the Cospas-Sarsat satellite network, and provide searchers with much more precise, GPS-derived position information and contact information for the pilot, making it easier to pinpoint the location of a downed aircraft. Cospas-Sarsat-compliant ELTs are more expensive, though (over \$1000, according to AOPA), the main reason why AOPA opposes the move. The organization would rather see a transition period under which both old and new transmitter signals would be processed by satellite. As it stands, 121.5 MHz signals would continue to be received by ground-based stations in the United States,

but the signals will not be as easily detected that way, particularly in mountainous regions. Seemingly bolstering the FAA's justification for the switch, an errant ELT in Bigfork, Montana this weekend ended up being nothing more than a false alarm. Such false alarms are common across the nation: in this case, a pilot accidentally triggered his ELT while working on his aircraft in his garage. Thirty-seven hours later, and after pulling out at least one helicopter and scores of personnel, searchers triangulated the source of the signal, after first scouring nearby rivers and a lake.

## **FAA Safety Briefings**

	<b>"Weather"</b>
<b>Topic</b>	Weather
<b>Date and Time</b>	<b>Tuesday, August 30, 2005, starting at 6:00 pm</b>
<b>Speaker(s)</b>	To be determined
<b>Brief Description</b>	Review weather systems and weather data sources.
<b>Location of Event</b>	<b>Twin Cities Air Service</b> 81 Airport Drive Auburn, ME 04210
<b>Directions to Venue</b>	Take the Maine Turnpike to Exit 12. Turn right onto Washington Street. First right onto Kittyhawk Drive. Go approx. 1 mile and turn right onto Flight Line Drive. Follow to stop sign. Take a right to large blue hangar.
<b>Seating</b>	70 seats at the facility, 51 remaining for online registration. To register online go to: <a href="https://www.FAAsafety.gov/SPANS/event_registration.aspx?eid=7067">https://www.FAAsafety.gov/SPANS/event_registration.aspx?eid=7067</a>
<b>Sponsoring Division</b>	Portland FSDO
<b>Contact Information</b>	Twin Cities Air Service Phone: 207-782-3882 <a href="mailto:info@flycharter.com">info@flycharter.com</a>
<b>Full Description</b>	Weather affects every flight. Even on calm, clear days we need to consider the weather in our flight planning activities and monitor it during flight. On less than stellar days it can become a source of concern and angst. And weather continues to occupy a top position as a leading causal factor in many aircraft accidents. Join us for a review of weather systems and weather data sources. Sponsored by Twin Cities Air Service.

## **Next Meeting**

Our next meeting will be held at OWK, Tuesday, **Sept. 20** at 7:30 p.m.