



The Leader In Recreational Aviation

Chapter 736 Newsletter for December 2005

HAPPY
HOLIDAYS



ADIZs everywhere goal of 9/11 Commission?

Does the 9/11 Commission want ADIZs everywhere? Perhaps. In the commission's latest "report card," it gives the government a B- for homeland airspace defense. The commission notes that there is "no overarching plan to secure airspace outside the National Capital region."

"That's most ominous," said Andy Cebula, AOPA senior vice president of government and technical affairs, "because what 'secures' the National Capital region is the Washington, D.C., Air Defense Identification Zone (ADIZ)!"

"I'm not sure which is more distressing — that the commission thinks the Washington, D.C., ADIZ works, or that they think the model should be applied elsewhere," said Cebula.

Which makes it all the more critical that pilots tell the government that they don't want the Washington, D.C., ADIZ to continue, and they definitely don't want an ADIZ in their airspace.

In its original report, the 9/11 Commission said that NORAD — the North American Aerospace Defense Command — focused only on threats from outside the United States, even though terrorists might "use planes as missiles."

The report card, issued Monday, adds that "no single agency currently leads the interagency response to airspace violations."

"What we have seen before with these kind of reports is a knee-jerk reaction to do something — anything — to prove that you're doing something," said Cebula. "And the easiest thing for them to do would be to create more ADIZs."

But ADIZs would be the wrong thing to do, according to AOPA. The one-size-fits-all approach unfairly penalizes general aviation, damages small businesses, increases transportation inefficiencies, and adds additional non-safety-related burdens upon already over-tasked air traffic controllers.

Latest Safety Hot Spot: Aircraft icing

With colder weather settling in for much of the country, ice becomes an issue. In its latest [Safety Hot Spot](#), the AOPA Air Safety Foundation is offering one-click access to a host of resources covering all facets of aircraft icing. You'll find links to an aircraft icing safety checkup written by Air Safety Foundation staff pilots, AOPA and Air Safety Foundation publications, three videos, two Sporty's quizzes, the SkySpotter online course, accident data, and related content on other Web sites. You can also browse the Safety Hot Spot archive for previous topics.

Contract talks between NATCA, FAA stalled over pay raises, workday issues

FAA Administrator Marion Blakey last week called for a mediator to help in contract negotiations with the National Air Traffic Controllers Association, which both sides said have made little progress since talks started in July. NATCA has said a mediator is unnecessary, and unless the union agrees to mediation, one cannot be brought into the talks, the Associated Press reported. The controllers' union wants 5.6-percent annual raises over the next five years, totaling \$2.6 billion. The FAA has said it cannot afford such pay rates, as it is also trying to push forward with technological improvements and hiring 12,500 controllers in the next ten years. But those justifications have not been satisfactory for NATCA, which is also pushing for 7-hour workdays with paid lunch breaks. The FAA's offer to the union includes stopping automatic pay raises, but continuing annual merit-based raises for current controllers, while implementing a new pay scale for new controllers. The FAA is continuing to push for a resolution and new contract by Christmas, a deadline that NATCA spokesman Doug Church has repeatedly called arbitrary and unnecessary. But if differences aren't resolved, the FAA could call the talks at an impasse, sending the matter to Congress to be resolved. The most likely outcome if that happened would be the mandatory enactment of the FAA's last offer to the union, with no further negotiations.

Next Meeting: Note Special Date and Place

With the holidays rapidly coming upon us this month's meeting has been moved up to Tuesday, December 13 at 7:30 p.m. Mike Watson has made arrangements for the meeting to be held at Jeff Young's workshop in Albion. Jeff is in the early construction of a Pietenpol.

Directions and map to Jeff's shop.

From Augusta – Take Route 202 all the way to the head of China Lake. The Landing ice cream stand and Lakeside Country Store will be on your left. Turn right onto Pleasant View Ridge Road and go approximately 1/2 mile. At the Y, turn left onto Danforth Road and go approximately 9/10 mile. Jeff’s house will be on the left, Box # 177.

From Winslow – Take Route 137 to the blinking light in China. Continue straight through light (don’t turn left), heading toward China Lake, now on Route 202. At the head of China Lake, Lakeside Country Store and The Landing ice cream stand will be on your right. Turn left onto Pleasant View Ridge Road and go approximately 1/2 mile. At the Y, turn left onto Danforth Road and go approximately 9/10 mile. Jeff’s house will be on the left, Box # 177.

If you still get lost, Mike’s cell phone number is 557-1306.

