



Chapter 736 Newsletter for June 2008

FAA Mandates More Precise Taxi Instructions

Under new **FAA procedures** that took effect in May 2008, air traffic controllers must provide specific taxi routes to pilots, instead of simply OK'ing them to proceed to a stated destination. Controllers now must name the taxiways the aircraft should follow at each step along its route. FAA safety officials developed the new procedure as part of an effort to reduce runway incursions. A panel of risk-management experts and aviation user groups analyzed risk factors associated with the new procedures, such as longer periods of communication between controllers and pilots, and the increased chance of miscommunication. They concluded that the new procedure was safe.

The panel also is reviewing recommendations for changes in takeoff and landing clearance procedures.

Aircraft Registration Changes Proposed

In an effort to increase and maintain the accuracy of aircraft registration in the U.S., the FAA issued a **notice of proposed rule making (NPRM)** titled "Re-Registration and Renewal of Aircraft Registration." This NPRM would replace the current non-expiring aircraft registration with a registration that is only good for three years. If the registration expires the N-number would also be canceled. To stay legal, owners would have to renew their aircraft registration before it expires. Also, owners of currently registered aircraft would have to re-register their aircraft to the new expiring registration.

Major criticism of the new procedure is being drawn from groups such as AOPA and the NBAA. Although they both support the FAA's intentions to clean up the system, they do not agree with the FAA's procedures. The NBAA feels that the FAA's proposal would be expensive to administer and problematic for aircraft operators. AOPA is in favor of modifications to the FAA's plan. Some alterations involve the renewal process. AOPA feels the registration shouldn't be canceled, but should have to be verified through an online system. If the owner fails to do so the aircraft registration becomes inactive instead of canceled. This would also protect the aircraft's N-number from being canceled.

AOPA's plan would not require re-registration but instead registration verification every three years. The verification could be completed online through the FAA's aircraft registry database. Aircraft registration would not expire, but would instead become "inactive."

Because AOPA’s plan would utilize the FAA’s current infrastructure for the Triennial Aircraft Registry Report, it could be implemented without imposing any additional fees or fee increases on aircraft owners.

AOPA objects to aircraft owners bearing the burden of correcting a system that has deteriorated over time and has recommended an alternative plan that balances the stated needs of the FAA with the concerns of its members.

Comparison chart

FAA PROPOSAL	AOPA PROPOSAL
Aircraft registration expires after three years.	Aircraft registration does not expire.
Renew registration every three years.	No registration renewal, simply verify the registration online.
Lose N number if aircraft registration not renewed.	Aircraft would be considered “inactive” if registration wasn’t verified every three years, would not lose N number.
\$5 fee for initial and recurrent re-registration fees, option for increased fees.	No fee increase, no additional fees.

FAA to chart contact frequencies for MOAs, restricted areas

Instead of feeling compelled to fly around charted military operations areas (MOAs) and restricted areas, soon you’ll be able to gather real-time status information in the air to determine if you can safely fly through the airspace.

The Air Force and Air National Guard have worked with the FAA to provide contact frequencies for an FAA center controller, military air traffic controller, or range control officer for each MOA and restricted area so that pilots can make radio calls to see if the airspace is active, and if it is, at what altitudes.

The frequencies will appear with new charting cycles and be completed by the August cycle.

Often, when MOAs are active, the military is using a higher floor than what is printed on the chart. In these cases, pilots can find out the floor and decide whether they can safely fly under it.

Some contact frequencies will be printed adjacent to the special-use airspace on the sectional chart, while others will appear on the side tab of the chart or along the bottom in the special-use airspace table.

Largest airports get 30-hour TAFs

Just when you were getting comfortable with the coding of terminal area forecasts (TAFs), there is new date and time coding coming for extended 30-hour forecasts.

The extended forecasts will be provided for 32 of the nation's largest airports starting Nov. 5.

To comply with international standards, the forecasts for those cities will change from 24-hour predictions to 30-hour predictions, requiring a new method to show when part of the forecast falls on the following day.

It's currently the top news on the government's [Aviation Weather Center](http://aviationweather.gov) on the Internet. There is training available at <http://aviationweather.gov/notice/taf30.php> to help you read the new coding (see below for sample). The site also contains the background behind the decision and a list of the cities involved.

Format Change for Terminal Aerodrome Forecasts (TAFs) From 24 Hour Format to 30 Hour Format: Effective November 5 2008.

New TAF Format
Effective 1800 UTC 5 November 2008

Valid date of TAF

24th at 1800 UTC through 25th at 2400 UTC

Date of PROB30 Group

25th at 0400 UTC through 25th at 0600 UTC

TAF
KXXX 241732Z **2418/2524** 11006KT 4SM -SHRA BKN030
FM**242300** 22006KT 3SM -SHRA OVC030 PROB30 **2504/2506** VRB20G35KT
1SM TSRA BKN015CB
FM 250600 250010KT 4SM -SHRA OVC050
TEMPO **2508/2511** 2SM -SHRA OVC030=

Date of FM group

24th at 2300 UTC

Date of TEMPO Group

25th at 0800 UTC through 25th at 1100 UTC

The new TAF format will include a date with every time group. This will meet the new international standard. The NWS will produce 30-hour TAFs for [these high-impact airports](#).

Upcoming FAA Safety Briefings

Title	"Maneuvering Flight - Hazardous To Your Health?"
Date and Time	Saturday, June 28, 2008, starting at 10:00 am
Speaker(s)	David Widmer
Brief Description	More than one-quarter (26 percent) of all fatal accidents in the last ten years occurred during maneuvering flight, which includes buzzing, formation flying, aerial work, stalls/spins, canyon flying, aerobatics, and normal flight operations. We will discuss the reasons for maneuvering flight accidents and give you the tools to help keep you from becoming a statistic!
Location of Event	Ocean Point Aviation Hangar 96 Chewonki Neck Road Wiscasset, ME 04578
Directions to Venue	U.S. Rte 1 in Wiscasset to Rte 144. On Rt 144, turn right after RR tracks. Follow signs to airport. Go to the tan admin bldg/hangar on ramp.
Sponsoring Division	FAASTeam, Portland FSDO
Contact Information	David Widmer Phone: 207-725-7691 dnwidmer@gwi.net
Additional Event Information & Acknowledgement of Industry Sponsor(s)	More than one-quarter (26.6 percent) of all fatal accidents in the last 10 years occurred during maneuvering flight, which includes buzzing, formation flying, aerial work, stalls/spins, canyon flying, aerobatics, and normal flight operation. Basically, any type of flying performed close to the ground – the traffic pattern, for example – or involving steep turns and aerobatics is considered maneuvering.

Any discussion of maneuvering involves *airmanship*. This may be defined as the physical handling of the aircraft and the ability to put the machine just where you want it. Pilots lacking in airmanship, either because they are rusty or never learned, cause many accidents that can be avoided with appropriate training. Recurrent training is the foundation for safe aviation operations!

Sponsored by the Flight Time Flying Club and Ocean Point Aviation.

Cookout held following the seminar.

Next Meeting

Our next meeting will be held on Tuesday, June 17 at 7:30 p.m. at OWK (yes, back at the old homestead).