



The Leader In Recreational Aviation

Chapter 736 Newsletter for November 2008

EAAers Urged to Respond to TSA's Ominous Proposal

The U.S. Transportation Security Administration (TSA) has proposed sweeping security rules for the operation of aircraft that weigh more than 12,500 pounds. The proposed regulation, titled the Large Aircraft Security Program, would require owners of those aircraft to obtain permission from TSA to operate their own personal aircraft every time they carry passengers. Additionally, all flight crews would be required to undergo fingerprinting and a background check, all passengers would have to be vetted against the government's terrorist watch lists, and numerous security requirements would be imposed on airports serving these "large" aircraft. EAA adamantly opposes this regulation and urges all members to respond to TSA.

In early November, the TSA did extend the comment period on the proposal, as EAA and other aviation groups had requested. Instead of the original comment deadline of December 29, 2008, TSA extended the comment period until February 27, 2009. EAA had asked for a 90-day extension, but was nonetheless pleased with TSA's prompt action.

This proposal would be an unprecedented restriction on the freedom of movement for private U.S. citizens. It would also, for the first time, require governmental review and authority before a person could operate his/her own personal transportation conveyance.

To comment - refer to Docket No. TSA-2008-0021, "Large Aircraft Security Program, Other Aircraft Operator Security Program, and Airport Operator Security Program."

By Mail, In Person or Fax to the Docket Management Facility, U.S. Dept. of Transportation, 1200 New Jersey Ave SE, West Building Ground Floor, Room W12-140, Washington DC 20590-0001. Fax 202-493-2251.

To comment electronically - access the Federal eRulemaking portal at www.Regulations.gov. Follow the online instructions for submitting comments.

You can review all the public comments to the TSA security proposal at the docket site on www.Regulations.gov.

Permanent D.C. ADIZ a bad precedent for GA

In a final attempt to prevent the Washington, D.C., Air Defense Identification Zone (ADIZ) from becoming permanent, AOPA met with the Office of Management Budget (OMB) on Nov. 10. The OMB, which is currently reviewing the FAA's proposal to make the airspace permanent, is one of the last hurdles a proposal must clear before being implemented as a final rule.

AOPA is expecting the Department of Transportation to publish the final rule just days before President-elect Barack Obama takes office.

AOPA proposed two alternatives to the permanent ADIZ, alternatives that it has advocated for years. The first would allow an ADIZ to be established by notam anytime security needed to be heightened. Another alternative would shrink the ADIZ to a 20-nm radius.

Either action would improve general aviation health in the region, AOPA told OMB officials, explaining that airports are under increased pressure to close, pilots no longer regularly fly into the D.C. metro area for business or personal travel, and many aircraft owners relocated their airplanes to airports outside the ADIZ or stopped flying.

AOPA commissioned an economic study in 2005 to better understand the impact the flight restrictions had on airports in the area.

Ten general aviation airports inside the Washington, D.C., Air Defense Identification Zone (ADIZ) that are dependent on providing services to pilots of light aircraft are losing nearly \$43 million per year in wages, revenue, taxes, and local spending, [AOPA reported Nov. 1, 2005](#). The study was based on 13 airports impacted by the ADIZ.

AOPA also reminded OMB officials that the government has never presented a specific, intelligence-based threat assessment to justify the ADIZ, nor has the government provided evidence or analysis demonstrating that the ADIZ results in any measurable increase in security.

Upcoming FAA Safety Briefings

Title	"Defensive Airport Navigation!"
Topic	Airport Signage and Markings
Date & Time	Thursday, November 20, 2008 starting at 6:00 p.m.
Speaker(s)	John Wood
Brief Description	The single largest loss of life in an aviation accident occurred during a runway incursion. Not surprisingly, runway safety continues to be at the top of the FAA's agenda. Runway incursions continue to occur at an alarming rate! Don't miss a critical briefing on this very important topic. We will review airport signage and markings and highlight recent runway incursion incidents. Learn how to avoid becoming the next statistic!
Location of Event	Owls Head Transportation Museum 117 Museum Street Owls Head, ME 04854
Fly-in Event?	Yes RKD
Seating	60 seats at the facility, 46 remaining for online registration. Click here to register online now!
Sponsoring Division	FAAsteam, Portland FSDO

**Contact
Information**

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**Additional Event
Information &
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Reducing the potential for runway incursions and runway collisions is a top priority for the Federal Aviation Administration (FAA). Runway safety management is a dynamic process that involves analyzing runway incursions, understanding the factors that contribute to runway collision risks, and taking actions to reduce these risks.

Improving runway safety requires a collection of initiatives, each providing incremental benefit. Throughout the FAA, a variety of strategies have been employed to systematically reduce exposure to risk. There are multiple examples of advances through technology, infrastructure, tools, and training/safety promotion that demonstrate the concerted and wide-spread efforts to improve runway safety.

Safe and efficient operations depend on clear communication and smooth coordination among approximately 15,000 air traffic controllers, approximately 600,000 pilots, and a wide variety of airport vehicle operators. This shared responsibility is reinforced by a system of checks and balances including:

- Operational procedures, such as pilot readbacks of controller clearances
 - Airport infrastructure, such as airfield signs, pavement markings, surface surveillance systems, and other safety technology
 - Air traffic management, such as the coordination between ground and local control
- Training and awareness for the safe conduct of airport movement operations

Runway safety is a shared responsibility among pilots, controllers, and vehicle operators, all of whom constantly interact on the airport surface via radio communication, coordination, movement, and procedures. Technology, training, safety promotion, and situational awareness are key to reducing the severity and frequency of runway incursions.

Directions: Rte 1 to Rte 73 in Rockland. On Rte 73 follow signs for museum.

Sponsored by the Owls Head Transportation Museum.

Next Meeting

Our next meeting will be held at the Waterville Airport on Tuesday, Nov. 18 at 7:30 p.m. We will be discussing first flights in your aircraft and the EAA Flight Advisor program.