



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for October 2008

### **FAA Seeks More Input on ADS-B**

The FAA has reopened the proposed ADS-B implementation comment period through November 3, 2008, to allow the public to weigh in on recommendations from an Aviation Rulemaking Committee (ARC) that was charged with reviewing the Automatic Dependent Surveillance – Broadcast (ADS-B) process.

EAA broadly supports the 36 ARC recommendations but emphasizes its strong support for the following:

- Reducing the initial costs associated with purchasing and installing ADS-B components on general aviation aircraft
- Reducing ADS-B 1090 MHz frequency congestion and/or interference, especially in high-density airspace
- Supporting FAA-developed procedures that would enable general aviation over flights of Canadian and Mexican airspace, and routes to Puerto Rico and the U.S. Virgin Islands
- Requiring the FAA to conduct an urgent study (to be completed by January 2009) to confirm proposed NextGen equipment life cycles; ensure air-to-air applications for ranges of 20nm, 45nm, 60nm, and 90nm; and conduct a cost-benefit analysis to determine benefits and alternatives for general aviation
- Improved equipment transition (eliminating transponders, ELTs, etc.)
- Improved services to incentivize ADS-B equipage by aircraft that operate in the ADS-B Out environment
- Incentives to encourage voluntary equipage prior to the 2020 deadline
- ADS-B service expansion to provide service to non-radar airspace and airports that have at least one FAA-approved instrument approach and to airports that have at least one runway longer than 3,000 feet
- Ensure that enhanced search and rescue services are incorporated into the ADS-B capabilities (eliminating the need for 121.5/406 MHz ELTs)
- Ensure enhanced Flight Service Station airborne services are provided to all GA aircraft and provide a means to automatically close flight plans upon arrival at an airport, helipad or other destination point
- Ensure ADS-B ground stations are located in a manner that supports high-risk emergency medical flights (low-flying helicopters, remote accident sites located in uncontrolled airspace, etc.).

Send comments, identified by Docket Number FAA-2007-29305, through the following methods:

**Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

**Mail:** Send comments to Docket Operations, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, West Building Ground Floor, Room W12-140, Washington, DC 20590.

### **More than 60 New ‘Hints for Homebuilders’ on the Way**

With some 50 new videos shot during AirVenture and another 13 taped over the past weekend, EAA’s wildly popular *Hints for Homebuilders* series is well-stocked with fresh episodes into the foreseeable future. Charlie Becker, EAA director of member programs, reports that EAA captured 13 new hints with Brian Carpenter of Rainbow Aviation Services this past weekend at the EAA aviation center. EAA is hosting for Rainbow Aviation’s 120-hour Light-Sport Repairman Maintenance training course.

Some of the areas Carpenter touches on include bending and flaring aluminum tubing; engine compression testing; composite prop repair; and Aeroquip hose end installation. Since their introduction in March 2008, EAA’s Hints for Homebuilders have been among the most-viewed features on EAA’s video player with NUMBER downloads.

To view the Hints for Homebuilders, visit [www.EAA.org/video/](http://www.EAA.org/video/) then click on the Hints for Homebuilders player link on the right.

### **FAA needs to break down hurdles to ADIZ training**

With the FAA’s mandate that all pilots who might fly within a 60-nautical-mile radius of the Washington, D.C., VOR/DME take awareness training for the area’s Air Defense Identification Zone, one would think the agency would make it easy to take. Not so.

Instead, the agency’s online course, *Navigating the New DC ADIZ*, is buried behind multiple layers, including a registration section, making it difficult for pilots to even find the course.

On top of that, the FAA has said that pilots who had already taken the course, or its predecessor, *Navigating the DC ADIZ, TFRs, and Special Use Airspace*, did not need to take the course again.

However, the agency wants pilots to be able to prove that they’ve taken the course if they are stopped by the FAA, NTSB, Transportation Security Administration, or federal, state, or local law enforcement officers.

That presents a problem for pilots who don't have a certificate of completion printed. Pilots who took one of the courses more than a year ago cannot back into the course and print a certificate. The FAA also said it would keep a back record of those who had taken the course, but that doesn't apply to those who had taken it more than a year ago either.

Pilots who plan to fly within 60 nm of the Washington, D.C., VOR/DME must complete the training by Feb. 9, 2009.

### **Upcoming FAA Safety Briefing – at OWK**

<b>Title</b>	<b>"How the Grinch Stole Winter Flying!"</b>
<b>Topic</b>	<b>Winter Flight Operations</b>
<b>Date and Time</b>	<b>Thursday, Nov. 6, 2008 Starting at 6:00 p.m.</b>
<b>Speaker(s)</b>	John Wood
<b>Brief Description</b>	Does the thought of snow, ice, freezing precipitation, contaminated slippery runways, obscured airport signage and markings, short days, cold engines and airframes, fewer emergency landing spots, cold weather survival considerations, snow plows on runways, etc., put a knot in your stomach? If so, the Grinch has stolen your winter flying. Join FAA Safety Team Program Manager John Wood for an informative presentation on winter flight safety. Flight instructors are encouraged to attend with their students.
<b>Location of Event</b>	<b>Airport Building</b> 601 Airport Road Norridgewock, ME 04957
<b>Seating</b>	30 seats at the facility, 25 remaining for online registration. <b><u><a href="#">Click here to register online now!</a></u></b>
<b>Sponsoring Division</b>	FAAS Team, Portland ME FSDO
<b>Contact Information</b>	Ken Morgan Phone: 207-634-2917 <a href="mailto:aviation@tds.com">aviation@tds.com</a>
<b>Additional Event Information &amp; Acknowledgement of Industry Sponsor(s)</b>	Winter flying in most parts of the United States can adversely affect flight operations. Poor weather conditions with fast moving fronts, strong and gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects. Operation in this environment requires special

winter operating procedures.

This seminar is designed to refresh the pilot's memory in cold weather operations. Pilots should assure themselves that they have obtained adequate cold weather knowledge appropriate to the aircraft used and the geographical and weather environment. Winter flying is not particularly hazardous if the pilot will use a little extra caution and exercise good judgment in analyzing weather situations. Don't miss this important briefing!

From downtown Norridgewock, take Rte 2 approx. 2 – 3 miles to Airport Road (on right). Follow Airport Road to large blue airport maintenance building on left.

Sponsored by the Central Maine Regional Flying Club.

FMB-G-1-06 68

**Credit  
Applicability**



1.00 WINGS

**Next meeting**

Our next meeting will be held in Norridgewock at KOWK on Tues., Oct. 21 at 7:30 p.m.