



*The Leader In Recreational Aviation*

## **Chapter 736 Newsletter for May 2009**

### **It's That Time of Year Again**

Annual dues in the amount of \$20.00 are now payable. Please send your payment to Ed Roy or bring your payment to this month's meeting.

### **Received from EAA National**

May 5, 2009

Michael Watson, President  
EAA Chapter 736, Inc.

Dear Michael,

I am writing today to share with you the latest information on the controversial TSA Security Directive (1542-08F). The directive, which has a June 1 implementation date, applies to airports where general aviation operations coexist with scheduled airline service, even where the airline service is minimal.

Details of this TSA directive started coming to light late last year, as airport officials began advising airport users to prepare for security changes. Since then, EAA has partnered with AOPA, NBAA, GAMA and others to voice concern and raise awareness on The Hill.

We believe the measures are unnecessary, don't enhance national security, are costly, impractical, and threaten general aviation activity.

We all have objected to the way TSA is handling this situation. TSA packaged the new requirements as a security directive (think of it as a secret internal memo) to airport managers instead of allowing public input and comment.

Because of this secretive approach, we don't have all the details of the program. However, enough of the pieces have come together and we have a feel for the major provisions. If adopted in full by the beginning of next month, the directive would:

- apply only to airports that have commercial airline service, even those with minimal airline operations and those where commercial and general aviation operations are already well-segregated;

institute background checks and require I.D. badges for all aircraft operators, passengers and related personnel based at these airports, including general aviation airport users;  
require anyone who does not have an airport-issued I.D. to have an authorized escort, even at airports that are sparsely staffed; and  
leave specific implementation methods and details to each respective airport, resulting in a lack of standardization of airport-security policies, procedures, and protocols.

EAA government affairs representatives continue to press the aviation community's concerns with the TSA, with Department of Homeland Security Secretary Napolitano, and with key legislative contacts in influential Capitol Hill committees.

Our objections to the directive include:

**It's redundant.** FAA already has extensive information of general aviation aircraft owners and operators.

**It's inflexible.** The major directive requirements apply similar requirements at small, remote airports and much busier, high-traffic airports, even though the security needs are likely very different. It appears that the directive would also treat the security sensitivity of different areas of the airport uniformly, even though these areas may have quite different security considerations.

**Its required practices are not standardized.** Whereas the major requirements discussed above are too inflexible, at the other end of the spectrum the details regarding how to implement these provisions are at the discretion of each individual airport. The burden will lie with owners and operators to track the differences. (TSA indicates, however, that the background checks and badge requirements would not apply to transient aircraft.)

Our goal is to convince the TSA to explore alternatives that would address their objectives without suppressing general aviation activity and your access to general aviation airports.

We have provided this information to keep you and your fellow Chapter members informed on this issue. EAA, along with other aviation groups, continue to work to preserve airport access and the future of general aviation.

If you or your members have additional questions about this issue or other government-related issues facing aviation, please visit our web site at [www.eaa.org/govt](http://www.eaa.org/govt).

Sincerely,

Steve Buss  
Manager, EAA Chapters

### **New 406 ELT Rule in Canada Put on Hold**

The upcoming transition to a new rule in Canada requiring 406 MHz emergency locator transmitters in nearly all general aviation aircraft operating in that country was put on hold this week by officials arguing that the rule as written was not workable.

One of the alternatives is approval of 406 MHz PLBs (personal locator beacons) or tracking devices instead of the significantly more expensive installed ELTs.

[EAA reported in December 2008](#) that Transport Canada was moving forward with its rule to require 406 MHz units on board within two years of February 1, 2009. Exemptions to allow for a transition period were in the works.

Because the FAA does not plan to adopt the 406 MHz ICAO standard in the U.S., EAA feels most American aircraft owners will likely choose not to spend the estimated \$1,000 (plus installation) to equip their aircraft, resulting in a sharp decline in tourism and business flights by U.S.-registered aircraft into Canada. From May 2007 to May 2008, the Canada Border Services Agency processed more than 63,000 foreign private aircraft, roughly 90 percent U.S.-registered.

### **AirVenture NOTAM Now Online**

With just three months to go until AirVenture 2009, it's time to begin preparing for that unforgettable flight to Oshkosh. The first step for any pilot planning to fly to the Oshkosh area for the event is studying FAA's Oshkosh NOTAM, which covers air traffic procedures for the period surrounding and during EAA AirVenture. **THIS IS ESSENTIAL READING!** While the overall procedure is similar to previous years, there are changes on 29 of the 32 NOTAM pages - so don't rely on previous years' versions or your memory to carry you through.

Just a few of the changes:

- The NOTAM is effective longer this year - until Noon on August 3, the day after AirVenture.

- There are changes to the Volk Field Military Operations Area (MOA) times and also active military aircraft (including the Thunderbirds) around Milwaukee.

- The parking area at Appleton is relocated.

- There are new descriptions of the VFR arrivals to Oshkosh and Fond du Lac.

- Some of the IFR routings and altitudes are changed.

You can download this year's NOTAM [here in PDF format](#) (about 3 MB download). Printed copies in booklet form will be available soon, and you can [order yours free of charge](#) from EAA here or by calling 800-564-6322.

### **Confirmed: FAA budget, user fees for 2011**

As federal agencies roll out more details of the president's budget for next year, the threat of aviation user fees is becoming more defined.

In an FAA budget brief released by the [Department of Transportation](#) May 7, the Obama Administration calls for the air traffic control system to be paid for by user fees: "Starting in 2011, the budget assumes that the air traffic control system will be funded with direct charges levied on users of the system."

The DOT summary goes further than information released by the White House earlier in the day that left open the possibility of user fees for 2011, recommending a repeal of the longstanding prohibition of the fees.

*FAA Reauthorization: The Vision 100—Century of Aviation Reauthorization Act, as extended by Congress, expires on September 30, 2009. Starting in 2011, the Budget assumes that the air traffic control system will be funded with direct charges levied on users of the system. The FAA’s current excise tax system is largely based on taxes that depend on the price of customers’ airline tickets, not FAA’s cost for moving flights through the system. The Administration believes that the FAA should move toward a model whereby FAA’s funding is related to its costs, the financing burden is distributed more equitably, and funds are used to pay directly for services the users need. The Administration recognizes that there are alternative ways to achieve these objectives. Accordingly, the Administration will work with stakeholders and the Congress to enact legislation that moves toward such a system.*

Changing the time-tested system of aviation taxes to a new user fee system—\$7 billion in fees—would shift more of the burden onto general aviation and could potentially cripple the industry.

### **Next Meeting**

Our next meeting will be held at OWK on Tuesday, May 19. **We will be starting early, 6:00 p.m.**, in order to move our library materials out of the terminal and into the clubhouse.