



The Leader In Recreational Aviation

Chapter 736 Newsletter for October 2009

It's On The Move

Ed Roy's plane is on the move from Waterville to Norridgewock. See this month's meeting announcement for more details.



WAM: New technology hits GA

A new surveillance system introduced in Colorado allows air traffic controllers to track aircraft in areas not covered by radar.

The new system, called Wide-Area Multilateration (WAM), requires no new equipment for aircraft and uses a network of relatively small sensors on the ground to pinpoint the

location of aircraft in remote, mountainous regions. The sensors send out signals that are received and sent back by aircraft transponders.

Surveillance in nonradar areas can improve the safety and efficiency of flights in the near term while the FAA transitions to satellite-based surveillance in the NextGen air transportation system. AOPA has been involved in many NextGen planning groups and has worked to ensure that aircraft have access to airspace not covered by radar and can make the best use of existing technologies.

The FAA plans to use WAM in the near-term as a bridge to Automatic Dependent Surveillance–Broadcast (ADS-B), the surveillance system that will be the backbone of the satellite-based NextGen air transportation system. WAM will then serve as a backup to ADS-B in the event of a GPS outage and provide an additional source of traffic broadcast, according to an FAA press release.

WAM triangulates the signals returned by Mode C and Mode S transponders and displays aircraft locations on controllers' screens, allowing the controllers to see all aircraft from the ground up and route traffic more efficiently and safely.

The system was deployed in Colorado under a joint cost-sharing agreement between the Colorado Department of Transportation and the FAA. The FAA will monitor how the system works at the four Colorado airports over the next year to determine further deployment; future locations planned for the system include Juneau, Alaska, and runway monitoring in Detroit, Mich.

New Bill Aims to Curb DHS's 'Absolute Power'

Several House members supportive of general aviation introduced a bill Wednesday, September 30, that would reign in the Department of Homeland Security's (DHS) "absolute power" to issue security directives that severely impact aviation. [House Bill 3678 \(H.R. 3678\)](#) was introduced by John Mica (R-Fla.), Allen Boyd (D-Fla.), Sam Graves (R-Mo.), Vernon Ehlers (R-Mich.), and Thomas Petri (R-Wis.).

An example of the DHS exercising unchecked authority is Security Directive (SD) 1542-04-08F issued in December last year and modified in June. That directive requires commercial airports to revamp their GA ramp security procedures to include background checks, ID badges, and personal escorts to and from aircraft. The SD was issued without input from the general aviation community and appeared despite the lack of an imminent security threat. Unlike the color-coded [Homeland Security Advisory System](#), which adjusts security threat levels based specific concerns, SD 1542-04-08F applies a "one-size-fits-all" response to a transportation sector - general aviation - even in the absence of a credible or immediate threat. It forces an immediate, long-term, and unfunded security mandate on general aviation.

H.R. 3678 would continue to allow DHS to issue security directives, but only when responding to an imminent threat, and only for a finite duration of no more than 180 days. When DHS determines that long-term security processes need to be implemented or an existing security directive needs to be extended past 180 days, the agency would be required to use the public rulemaking process that is applicable to all other federal agencies.

The importance of using the rulemaking process for security regulations is underscored by the recent experience with the TSA's proposed Large Aircraft Security Program (LASP), which came under massive protest by the GA community with broad support by members of Congress. The result is that TSA is significantly modifying the original proposal and will be reissuing the LASP as a supplemental notice of proposed rulemaking for further public comment.

The security directive process does not afford this opportunity for public input and has been referred to by many as abusive of the Administrative Procedures Act, which is designed to give the public notice of proposed regulatory or policy changes and the opportunity to shape the outcome, or stop it all together.

Preflight RAIM checks for non-WAAS GPS receivers

As of Sept. 28, pilots utilizing non-WAAS-equipped IFR GPS units under instrument flight rules (IFR) must perform a Receiver Autonomous Integrity Monitoring (RAIM) check as part of their preflight requirements prior to flying certain routes and procedures.

The routes and procedures affected include:

- T routes (RNAV routes below 18,000 feet msl)
- RNAV Obstacle Departure Procedures (ODPs)
- RNAV Departure Procedures (DPs)
- RNAV Standard Terminal Arrival Routes (STARs)
- Q routes (RNAV routes above 18,000 feet msl)

Loss of GPS RNAV instrument approach procedures are not affected by this change because IFR GPS units automatically perform a RAIM check before beginning an approach.

WAAS-equipped GPS receivers do not require a preflight RAIM check. However, pilots must still check WAAS notams to learn of any predicted outages. These notams are not included in a standard briefing and must be requested.

NACO gets new name

The National Aeronautical Charting Office (NACO) will be known under a new name on Oct. 11.

The FAA will combine NACO and the National Flight Procedures Office (NFPO) into one organization, the National Aeronautical Navigation Services, or “AeroNav Services.”

By combining the two organizations, the FAA intends to eliminate redundant processes and improve the quality of aeronautical navigation data.

According to the FAA, the overall plan will make the process of charting more effective and save more than \$1 million a year. Pilots may start to see the new name and a new look on the cover of sectional charts as they are updated beginning in 2010.

Next Meeting

Our next meeting will be held at a **special place a special, time Oct 13th**, one week earlier than normal and is necessitated by the fact that our chief “snowbird”, Ed Roy, will be back down south at our regular meeting time. Ed’s plane will be the principal focus of this month’s session.

Ed’s Davis will be on display in **Bruce Patten’s hangar at OWK from 5:00 – 6:15 pm**. We will then proceed to Mary and Jack West’s house for a chili supper at 6:30 pm. Our regular meeting will be in Jack’s hangar (on his property) and begin at 7:30pm.

For those who will not be able to attend the early session at OWK, directions to Jack’s house follow.

Going towards Farmington on Rt. 2, go left on Wilder Hill Rd., the first road on the left after passing Airport Rd. (only a few yards away) in Norridgewock. Coming from Farmington, turn right just before reaching Airport Rd. After approximately 2 miles, follow the road straight, rather than take the right curve, onto Ross Hill Rd. Jack’s hangar will be in view once you’re on Ross Hill Rd.