



*The Leader In Recreational Aviation*

## **Chapter 736 Newsletter for May 2010**

### **EPA Issues ANPRM on Leaded Avgas Issue**

"The continued use of lead in avgas by piston-engine aircraft is a significant source of current lead emissions to the environment," said the Environmental Protection Agency. The EPA issued an Advanced Notice of Proposed Rulemaking (ANPRM) addressing leaded avgas and how to balance its threat to the environment with the practicality of phasing it out of use — particularly in older aircraft engines. Some possibilities include setting standards for new engines only. An EPA statement read, in part, "Converting in-use aircraft engines to operate on unleaded aviation gasoline would be a significant logistical challenge, and in some cases a technical challenge as well." The EPA further said any phase-out plan for leaded avgas would require careful cooperation with the FAA. The EPA is soliciting comments on how best to consider any phase-out plan — both from technical and logistical grounds (storage and distribution of mixed leaded and unleaded fuels, for example). For example, the agency said it would not consider solutions that increased noise output or compromised safety.

EPA will accept public comment on the ANPRM until June 28, 2010. To view the ANPRM and to provide comments, go to [www.regulations.gov](http://www.regulations.gov) and search Docket ID: [EPA-HQ-OAR-2007-0294](http://www.regulations.gov).

### **It's Dues Time Again**

For those who may not have received the dues notification from Al Yarberry, his letter is reprinted here.

Hello EAA 736 Members

About two years ago the chapter changed the date that the dues were to be collected from the month of February to May.

This email is a friendly reminder that the chapter dues can be paid this month.

Checks can be made payable to: EAA Chapter 736.

Checks can be mailed to my address here in Waterville

Al Yarberry

36 Violette Ave

Waterville, Me. 04901

Or to:

Mike Watson

P.O. Box 6354

China Village, Me. 04926

Thank you and hope to see you at the next meeting.

Al Yarberry  
Membership Coordinator

PS – Dues are \$20.00

### **A New Hazard To Watch For: Met Towers**

Landowners in search of a wind-power site first install meteorological towers, or met towers, to collect wind data, and these towers may be a hazard to pilots, the FAA said this week. The towers can be up to 260 feet tall, and **no lighting is required if they are less than 200 feet high**. They can be erected very quickly and may remain on the site for just a few days, but most will stay for a year or longer. "At this time there is no standardized notification system in place to indicate when and where these towers are erected," the FAA said. They are not posted in any Airport Facility Directory or notams unless they interfere with airport operations.

Most of the towers have guy wires that extend up to 200 feet from the base of the tower. Not only are the towers difficult to see, **the guy wires are nearly invisible**.

Because of the lighting requirement, most of the towers are just under 200 feet AGL.

So, if you're on a special-use mission, flying below 500 ft AGL, **keep heads-up in order to see all towers and wind turbine generators**.

Pilots who routinely fly low-level missions can get more information from a team of pilots who work for the Department of the Interior, who have been gathering data on low-level hazards, including met towers. John Selkirk (BLM, NM State Aviation Manager), Al Sandoval (BLM, NM Fire GIS Specialist), and Dale Guenther (R6-FS, Fire & Aviation Management System Analyst), have been gathering data on all FAA and DoD hazard and flight restrictions, including wind turbine generators and MET tower locations, nationwide. Give them a call if you have any questions on how to find towers in your area. Their phone numbers are:

John Selkirk 505-438-7431

Al Sandoval 505-438-7453

Dale Guenther 503-808-2188

### **Juneau ADS-B sets stage for final rule**

The FAA has completed the final steps needed to move forward with requiring Automatic Dependent Surveillance-Broadcast (ADS-B) Out in cockpits by 2020.

The agency declared initial operating capability for the use of ADS-B at Anchorage Center for air traffic separation services in Juneau, Alaska, April 28, shortly after it achieved the same capability in Philadelphia. Juneau was the last key piece of ground infrastructure the FAA had to complete before issuing its final rule mandating ADS-B Out in all airspace where a transponder is required today.

ADS-B has the capability to expand surveillance services to areas not currently covered by radar. Philadelphia and Anchorage were the last of four pioneer sites for the rollout of ADS-B technology as part of the transition to satellite-based surveillance and navigation in the NextGen air transportation system. In its [involvement in modernization planning](#), AOPA has worked to ensure that the necessary infrastructure is put in place for general aviation pilots to benefit from new technologies. The association continues to work closely with the FAA to ensure that pilots will be able to easily identify benefits of ADS-B and equip with affordable avionics.

Before Philadelphia and Juneau, the FAA rolled out ADS-B in Louisville, Ky., and [the Gulf of Mexico](#). Philadelphia was chosen as one of four demonstration sites because of the presence of UPS, which has some 100 aircraft equipped with the avionics needed to take advantage of ADS-B. US Airways, the dominant airline at [Philadelphia International Airport](#), also is equipping some of its airplanes, according to the FAA. Philadelphia is considered a key test of the system because of its busy East Coast location.

With those four areas now taking advantage of ADS-B, the FAA is expected to move forward with the final rule in the coming weeks. It is expected to set a 2020 deadline for all aircraft flying above 10,000 feet or in Class B or C airspace (all airspace where a transponder is now required) to transmit ADS-B signals.

### **Next meeting**

Our next meeting will be held at the Weathervane Restaurant in Waterville on Tuesday, May 18. As is our usual custom, if you plan to have dinner please arrive around 6:00 pm so that the regular meeting can begin at 7:30.