



Chapter 736 Newsletter for October 2013

Despite Outcry, FAA Registry Remains Closed By Stephen Pope

As the partial government shutdown drags on into its third week, aircraft manufacturers, brokers and dealers are still being hamstrung by the closure of the FAA registration office in Oklahoma City, which is **preventing hundreds of millions of dollars worth of aircraft sales** transactions from closing.

Aviation leaders, exasperated by Washington's inaction to remedy the situation, held a rally last week on Capitol Hill to urge lawmakers to allow "vital aviation services" to resume by reopening the FAA Registry.

"Imagine if no citizen of the United States could buy or sell a car, purchase or re-finance a home, or if the sale of any other critical goods came to a complete and grinding halt," said National Business Aviation Association president Ed Bolen. "That's what has basically happened in business aviation," which is far more regulated than other industries and therefore has been hit harder.

NBAA and other aviation industry leaders also sent a letter to Transportation Secretary Anthony Foxx urging him to reopen the FAA registration office. The shutdown, the letter said, has meant that aircraft cannot be purchased, sold, imported, exported, and in some cases, flown in the United States.

So far, no matter how loudly aviation lobbyists decry the shutdown or who they talk with, the situation stays exactly the same.

"The many small and midsize companies that rely on the Registry to be open and accessible are hurting, and the shutdown is harming the industry in a host of other ways as well," Bolen said. "Simply put, until government leaders can get the FAA reopened, an essential American industry remains on an indefinite layover. The general aviation community wants the opportunity to, once again, be an engine that propels this economy. Give us this chance."

House and Senate leaders have been working to find a way to reopen the government and avoid defaulting on America's debt, but contentious negotiations that began on October 1 have not resulted in a deal. NBAA warns that if the shutdown continues through the end of this month, more than \$1 billion worth of aircraft deals will be affected.

Fatal Accidents Drop for Experimentals

Fiscal year 2013 was less unlucky than 2012 for fatal accidents among the experimental category. There were 55 accidents involving fatalities this year, compared with 73 last year, a 25 percent decrease. The accidents resulted in 70 deaths, down 18 percent from the 85 who lost their lives in 2012.

EAA also reports that the FAA sets "not to exceed" limits as guidelines for safety performance, as part of its 10-year plan to reduce all accidents. The agency's goal for this year was 69, so the actual total of 55 beat the FAA's projections by 14.

The "experimental" category represents several factions besides amateur-built aircraft, including warbirds, developmental aircraft prototypes and others. Among experimental amateur-builts (E-ABs), the accident rate improved from 50 in 2012 to 35 in 2013, a decrease of 30 percent. Meanwhile, figures on fatal accidents among the overall general aviation fleet remained essentially flat for the same time period, supporting the contention that the improvement for experimentals was not based on people flying fewer hours.

I wonder if We'll Ever See This in Maine

A team of researchers from Iowa State has been given a Federal Aviation Administration grant for their research on making snow- and ice-free airport pavements.

Halil Ceylan, associate professor in civil, construction and environmental engineering and part of the ISU research team, said that the grant is very prestigious, considering it is from a federal administration.

“Hopefully this will be getting our feet in the door; hopefully it will open up more opportunities and more collaboration with the FAA,” Ceylan said.

The research is being conducted under the Partnership to Enhance General Aviation Safety, Accessibility and Sustainability, a center of excellence for general aviation.

The team at Iowa State is collaborating on this project with a team of researchers from Purdue University.

Part of the project is meant to create an innovative pavement coating that will prevent snow and ice from sticking to the pavement. This coating is called a superhydrophobic coating.

“The basic problem we are trying to solve is the idea of heating pavements so they don't have to spend so much on snow blowing,” said Peter Taylor, associate director for the Institute of Transportation at Iowa State.

Ceylan stated that creating and applying overlay along with electrical currents would work well to use on existing pavements, instead of having to tear them apart and work

underneath the pavement. Their research will prove if this overlay will work and solve the problem.

“The FAA has asked us not to look initially at the runway,” Taylor said. “The issue is where they park the aircraft at the gate.”

Safety and sustainability is one of the main goals the team is working toward in this project.

Ceylan stated that they submitted their proposal in June. However, Ceylan and a graduate student from Iowa State started working on the project in January 2013.

“The full contract only started a month ago,” Taylor said.

The start of the contract was when the FAA began releasing funds and giving their approval.

There are three subtasks for this project, and Iowa State is working on two of them, Ceylan said.

For the past couple of weeks, the team has been collecting research data regarding snow trends at a number of airports.

“We are interested in airports with 45 inches or above of snow,” Ceylan said.

The tests will not only take place at large commercial airports, but at smaller airports as well.

“They wanted some of them to be commercial airports and others to be basically general aviation airports,” Taylor said.

Another part of the project is doing cost analysis on how much money is spent on de-icing products and snow removal, and what problems airports typically encounter during the winter months.

“Which is cheaper? To do what they are doing now or to do the things that we want to do?” Taylor said.

The team has a two-year contract with the FAA for the funding of the project.

Next Meeting

Our next meeting will be held on Monday, October 21st at the Weathervane Restaurant in Waterville. If you plan to have dinner, please arrive around 6:00 so that the meeting can begin at its usual 7:30 start time.