



Chapter 736 Newsletter for January 2018

2018 Maine Aviation Forum

Maine Aviators,

The 11th annual Maine Aviation Forum will be held in the auditorium of the Owls Head Transportation Museum located at 117 Museum Street Owls Head, Maine 04854 adjacent to the Knox County Airport (KRKD) in Owl's Head, Maine on Saturday February 23rd (weather alternate is the 24th).

Registration starts at 9:30 and the Forum runs from 10-4.

For those of you who haven't attended, this one day Forum, recognized by the Aero Club of New England for its commitment to promoting General Aviation in Maine, gathers the leadership of the various Maine based aviation organizations together to share ideas, concerns, and information and to coordinate activities for the coming year.

In case of bad weather I will send an e-mail out by 1200 noon on Friday the 22nd. If you will be traveling, unattached to your e-mail or are unsure of the Forum's status please call my cell at 207-323-0616.

There will be coffee and pastries in the morning and also lunch will be provided at no charge but of course donations are appreciated.

As in the past, PLEASE LET ME KNOW HOW MANY ARE COMING AT LEAST 2 WEEKS AHEAD OF TIME TO PLAN FOR THE FOOD. We will need some help with lunch so please contact Lori Plourd at <piperpilot2003@yahoo.com> for details if you can help.

If you represent an aviation organization, business, or interest and would like a few minutes to make a brief (10-15 minutes max.) presentation, let me know, no later than February 4th, so I can put you on the Speakers List.

Also new this year, if you have a video presentation, you will need to send those to Andy Rowe at <andyrowe@me.com>. He will put those on his laptop, which he informs me is a Mac so compatibility would be nice but if you have any questions email or call him at : 207-837-9155.

All are invited, spread the word.

Last ADS-B satellites deployed

Aireon reports a successful eighth and final launch and deployment of the Iridium NEXT satellite constellation hosting the space-based Automatic Dependent Surveillance-Broadcast (ADS-B) payloads.

On Jan. 11, 2019, a SpaceX Falcon 9 rocket lifted off from Vandenberg Air Force Base in California and placed the final 10 Iridium NEXT satellites into low earth orbit.

This launch brought the total number of Aireon satellites in orbit to 75 — (66 operational payloads and nine spares).

“Today we passed a major milestone on our journey to revolutionize air traffic surveillance and are just weeks away from a fully operational system,” said Don Thoma, CEO of Aireon. “Now that the launches are complete, final integration and testing of the recently launched payloads can commence, after which the world’s first, real-time, truly global view of air traffic will be a reality.”

So far, the system is processing more than 13 billion ADS-B messages a month, with that number expected to grow upon full deployment, according to company officials.

FAA SLIMMING DOWN 'NOTICES TO AIRMEN PUBLICATION'

The FAA has started to streamline one of its core flight information publications in response to safety-minded recommendations from the aviation community.

Beginning with the Feb. 28, 2019, edition, the **Notices to Airmen Publication** (NTAP)—repository of copious quantities of critical and permanent air traffic system and airport-specific notams—will become a pared-down volume with the elimination of its Part 1, a listing of hundreds of flight data center (FDC) notams.

The slimming down of the NTAP, which is reissued every 28 days, will continue in succeeding issues, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security. Duke represented AOPA in the NTAP review that the FAA initiated to examine the publication's role in the era of expanding digital information resources.

The FAA publicized the impending change in a foreword to the Jan. 3, 2019, edition of the NTAP, noting, “Part 1, FDC NOTAMs, will be removed from the Notices to Airmen Publication effective February 28, 2019. These NOTAMs will still be considered on request items when obtaining a briefing from Flight Service Stations (FSS).”

To illustrate the effect of streamlining the NTAP, the 477-page current edition would have only been 152 pages without Part 1.

The change will not delete any NTAP information not available through other FAA sources.

The outcome in summary is that redundant and outdated information is being removed and there is now a more effective quality assurance system in place.

Guidance on using the NTAP and on notams in general will soon be published in the Aeronautical Information Manual.

Efforts mitigate danger of aircraft bird strikes

During a typical day on the job, Carla Dove heads to the mail room of the Smithsonian Institution Feather Identification Lab in the National Museum of Natural History to examine the latest dead birds she's received.

Sometimes Dove, the program manager for the lab, is fortunate to receive whole birds or partial carcasses. That's when her job identifying the bird type is easiest. Other times, she receives nothing more than a bloody fragment of a single feather, pulled off an engine blade of a jet aircraft.

In those cases, the 620,000 feathers housed at the Feather Identification Lab might come in handy. So might DNA analysis or a technique developed by the Smithsonian more than 50 years ago whereby scientists scrutinize microscopic features of the feather's downy base.

"It's really like a puzzle," Dove said. "Every case is different."

Dove and her team at the Smithsonian are one piece of a little-known but well-organized effort also involving the federal government and airports across the U.S. to reduce the risk to aviation of bird strikes.

It's an effort that was well underway before U.S. Airways Flight 1549 flew into a flock of Canada geese just moments after takeoff 10 years ago, on Jan. 15, 2009, causing both of the Airbus A320's engines to fail. But it's also an effort that has benefited from what came to be known as the Miracle on the Hudson, when Capt. Chesley "Sully" Sullenberger chose to land Flight 1549 on the Hudson River.

Between 2008, the year before the Miracle on the Hudson, and 2017, the number of reported bird strikes by commercial and private U.S. aircraft jumped from approximately 7,000 to just shy of 14,000. The lion's share of those reports are for commercial flights. The leap, officials have said, is due to increased reporting rather than a surge in actual bird strikes.

Though the number of strikes sounds exceptionally high, most don't damage aircraft and that only about 5% of bird strikes make enough impact on planes to cause a significant problem, such as damage or an aborted takeoff.

Crashes are exceptionally rare. The most recent fatal bird strike over U.S. skies occurred in November 2017 when a medical transport helicopter crashed after flying through a flock of snow geese over Southern Arkansas. Three people died.

The strike database dates to 1990 and now contains almost 210,000 records of bird and other wildlife strikes though bird strikes account for 97% of them.

When possible, the database includes a great deal of detailed information about each strike, including the phase of the flight at which it occurred, the altitude at which it occurred, the bird species involved and much more.

For example, the data shows that in a typical year, somewhere around 75% of strikes occur below 1,500 feet, in what would be the early ascent or late landing phase of a commercial flight. The data also shows analysts what species most frequently cause damaging strikes at specific airports.

Airport wildlife biologists then use that information to develop location-specific plans to reduce bird populations on and around airfields.

The Smithsonian Channel will debut a special on bird strikes and aviation, "Bird v. Plane: Miracle on the Hudson," .