



The Leader In Recreational Aviation

Chapter 736 Newsletter for August 2020

Next Meeting

We're planning a meeting and general get together for this coming Thursday, August 20 at 5:30 pm at Curtis Air in Pittsfield.

We'll get some food for the gang so bring a few bucks to throw into the pot for whatever the group decides they want to eat.

Also, bring along this year's dues payment (\$20.00).

A discussion of the possible plans for the Dover fly-in is expected.

EPA PROPOSES AIRCRAFT EMISSIONS REGULATION

Meanwhile, the U.S. Environmental Protection Agency issued a notice of proposed rulemaking in July that would limit allowable greenhouse gas emissions from many turbine aircraft. The rulemaking was triggered by a provision of the Clean Air Act, as amended in 2016: The EPA found that jet engines emit high concentrations of six key greenhouse gases that are associated with climate change, including carbon dioxide, methane, nitrous oxide, and various fluorocarbons. The EPA's proposed rule primarily affects transport aircraft: The EPA determined that aircraft subject to the proposed regulation, with a maximum takeoff weight of at least 12,566 pounds, account for 10 percent of all greenhouse gas emissions from global transportation sources, and 3 percent of the worldwide total.

The EPA-FAA collaboration to develop the proposed rule would affect some aircraft in the GA fleet. The proposed rule that resulted balances environmental concerns with the economic burden placed on aviation (broadly) and GA in particular, where some aircraft will be affected. The EPA lists examples, including the Cessna Citation CJ3+, that would be subject to new emissions standards. The existing fleet, however, would be exempt from the proposed rule.

“The proposed GHG standards would apply to new type design airplanes on or after January 1, 2020 and to in-production airplanes on or after January 1, 2028,” the EPA notes in a fact sheet. “They would not apply to already manufactured airplanes that are currently in-use.” The agency further explained that the new standards would apply only to new type certificate designs, and aircraft with type certificates issued prior to January 1, 2020, can still be produced and sold until 2028.

PCHS Aviation licenses first pilot

When Phil Campbell High School first began offering aviation classes in fall 2019, everyone involved still had several questions about what the program would be able to accomplish.

Less than one year later, the program is reaching a monumental milestone as its first student receives his pilot license.

“It is surreal thinking we came up with the concept less than a year ago, and now we have a student that is going to make a career out of it,” said instructor Jason Evans.

Rilan Garrison received his pilot’s license July 17 and will be continuing his studies in aviation to become a commercial pilot at Auburn in the fall.

“Whenever I was going into my senior year of high school, I had no idea what I wanted to do as a career,” Garrison said. “It wasn’t until I started this program that I decided this was what I want to do with my life.”

Garrison said he had never even been in a plane before the class at Phil Campbell but quickly fell in love with it.

“I was really surprised by how much easier the actual flying part was than I thought it would be,” Garrison said. “It was just kind of like driving a car, just 3,000 feet off the ground and going 200 miles per hour.”

Garrison now has his private pilot’s license and is working toward a commercial license so he can fly for large companies.

“I think the goal is to one day be a pilot for Delta Airlines, since they are out of Atlanta,” Garrison said.

Garrison said even if he does not become a commercial pilot, other career paths are also open to him with a pilot’s license.

Evans said several students who began flying last year are working toward their pilot’s license, but Garrison was the only one eligible to receive his pilot’s license, because of age.

“His success is really going to shed some positive light on this program and encourage even more students to join,” Evans said.

Evans said the success of Phil Campbell’s program has already encouraged other districts to look at adding an aviation program, as well. Conversely, some students are coming to Phil Campbell from outside of the area just to take classes in aviation.

Evans said the hope is to expand the program to the remaining Franklin County schools as soon as possible, but logistics are still being worked out.

“We are just excited to have a student come through this program and be able to show other students what they are able to do,” Evans said. “He is off to do great things, and we are just happy we were able to be a part of that.”

737 MAX: FAA Prelim Summary Released, NPRM Imminent

The latest chapter in the Boeing 737 MAX saga debuted today, with the FAA releasing a [“preliminary summary”](#) of its formal review of the tasks required to return the airliner to service. The Notice of Proposed Rulemaking (NPRM) outlining compliance measures is due to be published this week; it contains a 45-day comment period that opens upon publication. Boeing and the FAA recently completed compliance flight checks in Washington state.

“During its evaluation of Boeing’s proposed modifications, the FAA has retained all compliance findings and approvals associated with the design changes related to MCAS,” says the agency, reinforcing that it has not allowed Boeing to self-certify at this stage. “This thorough review has taken more than 18 months and included the full-time work of more than 40 engineers, inspectors, pilots, and technical support staff. The effort represents more than 60,000 FAA hours of review, certification testing, and evaluation of pertinent documents. This has so far included approximately 50 hours of FAA flight or simulator tests and FAA analysis of more than 4,000 hours of company flight and simulator testing.”

The changes have been telegraphed almost from the beginning and boil down to fundamental changes in the way the Maneuvering Characteristics Augmentation System (MCAS) functions. The FAA will require several changes, including reliance on both angle-of-attack sensors (not the one, as previously configured), elimination of MCAS’s ability to provide multiple nose-down commands and a limit on the total amount of nose-down trim the system can apply, and making the “AOA Disagree” annunciation, which had been an option on some aircraft, standard across the board. The FAA is also requiring changes to the flight-control computers to detect other stabilizer-trim failure modes. There are also changes in training and maintenance of the AOA sensors.

During the MAX crisis, the FAA and Boeing have faced increased scrutiny from civil aviation authorities (CAA) around the world, with many threatening to demand fixes beyond what the FAA might propose in order to clear the MAX in other countries. “This Preliminary Summary is part of FAA’s extensive outreach to technical experts from CAAs around the globe to keep them apprised of the agency’s progress and address their concerns about the aircraft,” the agency said. “The FAA is also actively supporting concurrent validation activities of the aircraft by the CAAs of other States of Design of large transport airplanes. Each authority will make its own assessment of the FAA’s process and findings, as well as Boeing’s actions to address the findings.”

The 737 MAX is expected to be cleared for revenue service in October, with aircraft returning to a decimated travel market some weeks after that.

