

THE RITE FLYER

MARTIN AIRFIELD

ADAPTING to ADS-B How Non-Equipped Operators Can Request Access to ADS-B Rule Airspace

by Tom Hoffmann, FAA Safety Briefing Managing Editor

Coming Up ...

Meeting :

Monday, March 9th, 7:00 p.m. at Martin Field

Program: EAA Chapter Video

Board of Directors

April 12th, 7:00 pm

Next Meeting:

April 13th, Martin Field 7:00 pm

Chapter Website:

chapters.eaa.org/ea604

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Got ADS-B? If you're based in, or frequently transit airspace that requires a transponder, there's a good chance you had your aircraft outfitted with Automatic Dependent Surveillance–Broadcast Out technology to comply with the January 1, 2020 mandate. However, for some aircraft owners on the outer fringe of ADS-B Out rule airspace, or in more remote areas with predominantly Class G airspace, the decision to equip was not quite as clear-cut. The question that comes up now for those who did not equip with ADS-B Out is — can I still access “rule” airspace as defined in 14 CFR 91.225? The answer is ... it depends.

The FAA anticipated the need to allow some operators not equipped with ADS-B Out, or those with systems that don't meet the performance requirements, to access rule airspace on a case-by-case basis. The agency outlined the parameters for this deviation capability in April 2019 with a Federal Register policy statement (go.usa.gov/xpdEG). According to the policy statement, ATC will continue to provide air traffic services to aircraft operating within its airspace, including those aircraft not equipped with ADS-B Out. However, a non-equipped operator will be responsible for ensuring compliance with the regulations and for obtaining authorization before flying.

To request a preflight authorization for aircraft that do not meet the performance or equipment requirements for ADS-B Out, pilots can access the new ADS-B Deviation Authorization Preflight Tool (ADAPT) online at faa.gov/go/adapt.

Before you use the ADAPT tool, though, here are a few important factors to consider:

- Aircraft must be equipped with an operational transponder and operational altitude encoder (e.g., Mode C).
- Requests must be submitted no earlier than 24 hours before your intended departure time.

Continued page 2

Calendar Items to share

Week Days Coffee Club, Martin Field Pilot's Lounge, 10:00 a.m.— come see who is there

Mar 22 EAA 219 Saturday Breakfast, Pendleton, OR. 8:30-10:00 a.m.

Mar 29 EAA 1639 Last Saturday Breakfast, Hermiston, OR. 8:00-11:00 a.m.



ADAPTING *continued*

- Requests must be submitted no later than one hour before your intended departure time.

You must use the online ADAPT tool to request an authorization. Requests made via telephone or while in-flight will not be considered.

The steps needed to submit preflight authorization into rule airspace using ADAPT are below.

Keep in mind that several factors determine whether a request will be accommodated. These include Air Traffic Control (ATC) workload, runway configurations, weather, and operations into capacity-constrained airports (i.e., airports operating at (85-percent capacity or greater). You should never assume that the agency can, or will, grant authorization to operate, even for operations outside a capacity-constrained area. The only way to ensure seamless access to ADS-B rule airspace is to equip with the appropriate ADS-B Out equipment.

Step 1: Access the ADAPT Website.

Submit your authorization request no earlier than 24 hours before, and no later than one hour before, your intended departure time

Step 2: Enter Flight Details using the Flight Information Entry Form.

This step checks for alternate surveillance availability based upon your proposed route of flight and aircraft avionics equipment configuration. Please note this step does not constitute filing a flight plan.

Step 3: Enter the Deviation Request and Additional Flight Details.

Provide additional details describing the nature of your deviation request. You must verify your information is correct and accurate by selecting the verification check-box or the request cannot be submitted.

Step 4: Receive Request Status.

After submitting a request, you will receive an immediate automated response via the ADAPT website indicating the status of the request (Approved, Denied, Pending) followed by an official FAA email response. When you receive an official email approval, you are authorized to conduct your flight.

For more information on ADAPT, including an ADAPT tutorial video and frequently asked questions, please go to faa.gov/go/adapt. You can also send questions to adapthelp@faa.gov

Aircraft Tire Pressure – Back to Basics

by: Shawn Benson

Aircraft tires are another one of the items that are routinely neglected during pre-flights and aircraft maintenance in general aviation. Major fatal accidents over the years have been a result of improper preflight / maintenance of aircraft tires, specifically in regard to proper tire pressure.

We all get complacent with inspecting and maintaining aircraft tires. On some aircraft, wheel pants prevent easy access to the tire. Sometimes access is easy if we get down on our hands and knees under the wing but, the prospect of getting ourselves back up is not so pretty.

Some airplanes are currently in hibernation and still need the tire pressure checked. Any aircraft tire that has leaked down to less than 90% of specified pressure should be removed if the airplane was moved with an under inflated tire. If tire pressure is below 80%, even if the airplane was not moved, the tire should be removed. If you operate a larger aircraft with dual wheels, the mate tire must also be changed. Damage to the tire due to sidewall deflection has most likely occurred.

As part of your preflight planning, do you consider tire pressure? For each 5°F temperature change an aircraft tire pressure will change by 1%. As temperature decreases, pressure also decreases. Seems trivial in small airplanes but it can have an impact when you land. Here is an example, you are flying from Daytona Beach, FL to Nashville, TN. In Daytona it is sunny and 80°F and Nashville it is wet and 30°F. The temperature at the landing airport is 50°F cooler, so tire pressure will be reduced by 10% (the maximum allowable amount). The airframe manufacturer requires 40 psi of tire pressure. If the tires were properly inflated at departure (40 psi), you will land at 36 psi (90% inflation). This assumes no leakage in flight etc. Now suppose during the preflight you determined that the tires “looked ok” or used an uncalibrated tire pressure gauge. For sake of discussion, let’s say the tire pressure was actually 38 psi at departure. Upon landing the tire pressure would be 34.2 psi, which is below 86% infla-

Continued page 4

EAA Chapter 604 Minutes, February 10, 2020

The meeting was called to order by President Bill Herrington at 7:07 p.m. There were no guests. The minutes were presented and discussed. There were several typographical errors which the Editor will correct. A motion was made to approve the minutes. The motion passed.

The Treasurers Report was presented by Ron Urban. We had income of \$882.54 from Young Eagle reimbursement and dues payments. There were no expenses for the month. A motion was made and seconded to approve the Treasurer's report. Motion carried.

Administration: No action this month.

Old Business: Ron reminded everyone that dues are still due. If you have not paid your dues for 2020, Ron is still accepting them. There was no report on current Chapter projects. Other projects: It was reported that Don Bais tested the engine on the Kit Fox. Troy reported that the "quick built" fuselage is in the shop. His wings are near finished. Matt reported that his wings were done and that he was going to pickup the fuselage in 2 weeks. Jim Edwards is working on his panel.

At Martin Field it was noted that the fuel pump is still only allowing a \$50 fill-up. Hopefully that will be resolved soon.

New Business: Young Eagle 2020. We have an Airport Agreement with Taragon Properties. We are having EAA Risk Management look it over for us. Susan reported that she has added the date as a Facebook Event on the Soaring Facebook site. It has also been added to the EAA Calendar and to 6 local calendars. We discussed advertising in the U-B as we get closer to the event. No action was taken. Ron Urban will take care of filing the insurance paperwork with EAA. There is a planned work day before YE. Watch the newsletter for more details. Don Gibbard will be working on Pilot Prep and paperwork. Susan will seek to fill key positions with volunteers as we get closer to June. Bill Herrington will be the Safety officer. We have secured West of the Blues and Shaved Ice again for our vendors. Side

attractions will include static displays and the pedal planes. We will be contacting area chapters to help with pilots as needed.

2020 Fly-in Event: The steering committee will be meeting and will have an update at our next meeting.

Two area Chapters are offering Saturday Breakfast/fly-in opportunities. Pendleton, Chapter 219 and Hermiston Chapter 1639 (check the calendar events on page 1).

There was no other business so we adjourned for refreshments and our program.

Respectfully submitted,
Don Gibbard, Secretary

2019 REFRESHMENTS

JANUARY	-
FEBRUARY	Skip Wade
MARCH	Matt Harris
APRIL	Charlie Miller
MAY	Ron Urban
JUNE	Del White
JULY	Dave Cheney
AUGUST	Don Gibbard
SEPTEMBER	Travis & Susan Chlarson
OCTOBER	Dave & Leah Miller
NOVEMBER	Bill Herrington
DECEMBER	CHRISTMAS PARTY



My hot air balloon crewman is also a C17 loadmaster. He is not on FB so I thought I would share this with the community. So cool.

Eliav Cohen, FATPNW

MARCH

Board of Directors Meetings

Starting March, EAA Chapter 604 will be holding it's business meetings at a separate Board of Directors meeting. The intent is to take the mundane business out of the Chapter meetings and focus on educational and social events at our monthly meetings.

A report will be made at our general meeting and any action items will be brought before the group for a vote. At our General Meetings we can talk more about projects and occasionally invite a guest speaker. As the weather improves, we can schedule time to visit projects.

If you have ideas for programs and speakers, please share them with your Board of Directors. Also, anyone is welcome to participate at a Board meeting. In the future we will announce time and place of the meetings.

Aircraft Tire Pressure *continued*

tion (below 90% replace the tire and tube).

Landing with an underinflated tire can be the start of an interesting rollout. The tire will generate additional heat very quickly. Landing on a wet surface with low tire pressure increases the chance of hydroplaning. Reduced tire pressure combined with a high load landing or heavy initial braking can cause tire separation from the wheel and in extreme cases retract gear collapse.

Remember if you are flying from a cold location to a warmer landing airport tire pressure will increase. It is important to maintain the proper tire pressure range for both the departure and destination airport. Always plan to ensure tire pressure is above 90% specified tire pressure at the destination airport. Tire over inflation is also problematic. Over inflated tires are more susceptible to Foreign Object Damage (FOD) and faster/irregular wear patterns.

It is time to get back to basics with aircraft tires. The most important and easiest thing to do to prevent tire-related events is to maintain proper inflation pressure. Below are some best practices to consider:

1. Check tire pressure before the first flight of the day with an accurate tire pressure gauge.
2. If not flying regularly, maintain tire pressure or jack the aircraft to take the weight off the tires.
3. Service tires to the highest pressure provided by the airframe manufacturer.
4. Compensate tire pressure target value for a change in ambient temperature at destination airports.