



# SPEED'S NEWS



JANUARY 1989

SPEED HOLMAN CHAPTER-54  
ST. PAUL, MINNESOTA

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Hello Chapter 54 Members and Friends:

Arrangements are complete for our nineteenth annual banquet, to be held Saturday, February 18th at Awada's. See the enclosed flyer for additional details.

## PETITION FOR BUFFER AIRSPACE

An EAA petition filed with FAA proposes to revise final rules, scheduled to take effect July 1, to authorize aircraft without Mode C transponders to "gain safe access on a non-conflict basis" to specified public-use airports by flying under the floors of Terminal Control Areas and outside a one-mile lateral and 500 vertical foot buffer area from the TCA boundaries. The joint petition was filed by the EAA, the AOPA, and the Helicopter Association International. Groups say that without the revision, 24% of public-use airports - 1,191 facilities - will be restricted by equipment requirements when all 32 TCAs are in place. EAA believes that FAA's Mode C "veil" rule unjustifiably denies legitimate safe access to non-conflicting aircraft in airspace at low altitudes where air traffic control separation services frequently cannot be provided due to inherent radar limitations and where airline aircraft do not operate. By establishing an adequate altitude reporting buffer area around the nation's TCAs, the public traveling on air carrier aircraft will be protected, without restricting general aviation access to 24% of U.S. public-use airports. The petition says that, despite a 30-nautical-mile veil rule for Mode C transponders in terminal airspaces, vertical ATC radar service close to the surface at that range is not available in most areas and that airline aircraft do not operate at or near the surface out to such a distance. The petition does say that useful radar coverage often does extend well beyond the lateral boundaries of TCAs so aircraft operating under TCA floors are detectable on both primary and secondary radar. "Therefore, with the application of our proposals for a one-mile lateral and the



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500-foot verticle buffer area around TCAs, there will be sufficient monitoring by air traffic controllers to ensure separation between controlled and uncontrolled aircraft," the petition said. The petition also states that because the termination date for manufacture of Mode A transponders is so far ahead of the availability of Mode S services due to delays in the National Airspace System Plan, "unnecessary pressure is exerted on owners to cease installation of Mode A transponders and to purchase Mode S transponders. The dates now established for manufacture of both Mode S and Mode A transponders should be adjusted to more closely reflect real-world ATC service and technological availability and to allow the owners of the potential 90,000 non-equipped aircraft to make a realistic transition between Mode A and Mode S." The petition requests that the date for ceasing Mode A transponder production be set back from December 1989 to January 1, 1994, and that installation be permitted until the Mode A transponder shelf stock is exhausted. The three groups also asked FAA to raise the 10,000-foot mean sea level Mode C requirement adopted in the final rule to 10,500 feet because the new rule eliminates two westbound VFR altitudes -10,500 feet and 12,500 feet, and one eastbound VFR altitude, 11,500 feet-for non-Mode C equipped aircraft. "Because of this severe reduction and limitation on cruising altitude, we believe that the final rule should be amended to 10,500 feet, which would provide an appropriate altitude for westbound VFR traffic which matches the utility and capability of the aircraft."

## RESEARCH BILL

President Reagan has sign into law, legislation to strengthen FAA's research in several areas, including human factors, aircraft structures, cabin flammability and computer simulation of the airspace system. The Agency is also directed to research the consequences of automation on the air traffic control system and controller performance.

## NEXT MEETING

...is Monday, January 9th, 7:30 pm at Lake Elmo. Please come prepared to pay dues if you haven't already done so.

# «« EAA CHAPTER 54 BANQUET »»

NINETEENTH ANNUAL  
FEBRUARY 18, 1989



## AWADA'S

199 EAST PLATO BLVD  
ST. PAUL

### TIME:

Cocktails \*---\* 6-7 pm      Cash Bar  
Dinner \*-----\* 7-9 pm

\*CERTIFICATES OF APPRECIATION\*  
\*SPEAKER\*  
\*FILMS\*

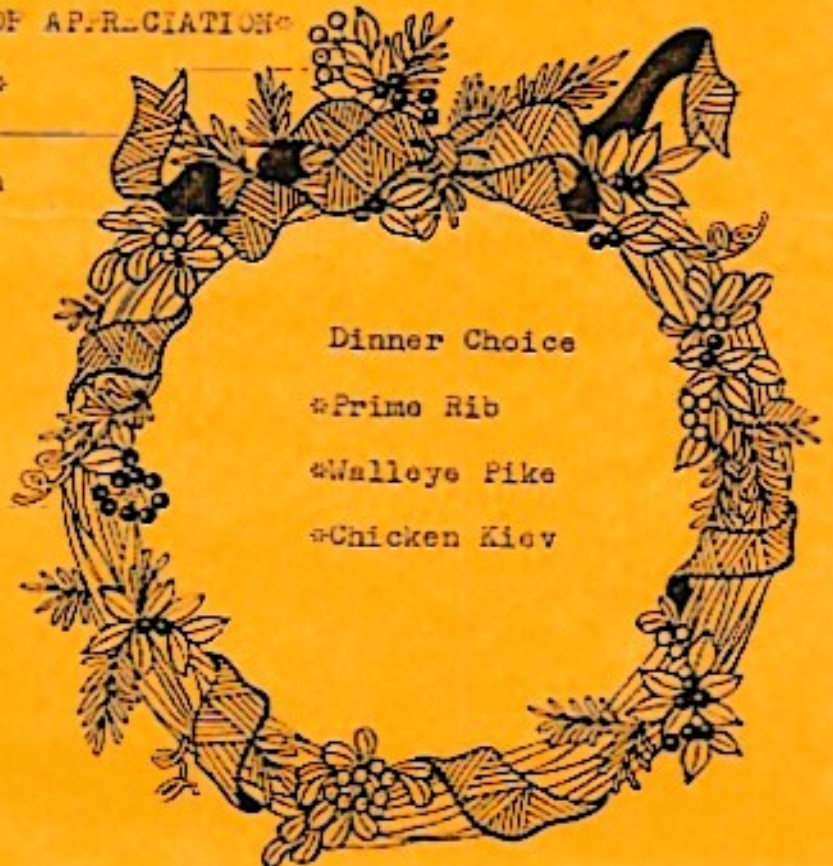
### COST:

\$20.00 per Person

### RESERVATIONS:

Call Rosemary

-451-6167 H  
-228-5246 W



Dinner Choice

\*Prime Rib

\*Walleye Pike

\*Chicken Kiev