

Attachment 9

to Operations Group Factual Report

DCA06MA064

“PLANE TALK” ISSUE

PLANE TALK

UPCOMING EVENTS

- Tuesday, March 30, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Averaft, Inc. Hangar, Municipal Airport, Columbus, Nebraska
- Wednesday, March 31, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Administration Building Conference Room, Municipal Airport, O'Neill, Nebraska
- Thursday, April 1, 2004 - Pilot Safety Meeting, 7-9:30 p.m., New Courthouse Meeting Room, 365 North Main Street, Valentine, Nebraska
- Tuesday, April 6, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Falls City Aero Service, Benner Field Falls City, Nebraska
- Wednesday, April 7, 2004 - Certified Flight Instructor/Ground Instructor Meeting, 7-9 p.m., W. A. Thompson Alumni Center, UNO, 67th & Dodge, Omaha, Nebraska
- Thursday, April 8, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Terminal Building, Municipal Airport, Hastings, Nebraska
- Tuesday, April 13, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Terminal Building, Searle Field, Ogallala, Nebraska
- Wednesday, April 14, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Kimball Air Service Hangar, Kimball Municipal Airport, Kimball, Nebraska
- Thursday, April 15, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Heartland Aviation, Alliance Municipal Airport, Alliance, Nebraska
- Tuesday, April 20, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Flight Nebraska Group Hangar, Municipal Airport, Plattsmouth, NE
- Thursday, April 22, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Southeast Community College, 8800 O Street, Room B-7, Lincoln, NE
- Tuesday, April 27, 2004 - Pilot Safety Meeting, 7-9:30 p.m., Central Nebraska Aeromotive Hangar, Municipal Airport, Central City, NE

FAA, Flight Standards District Office, 3431 Aviation Road, Suite 120, Lincoln, NE 68524, 402 475-1738, FAX 402 474-7013
<http://www.faa.gov/fsdo/lincoln>

CHANGE OF ADDRESS

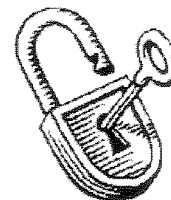
If you change your address or do not want to continue to receive PLANE TALK, please let us know so we can change our address listing.

FAA AVIATION NEWS

For more FAA information, you can subscribe to the **FAA AVIATION NEWS** magazine by calling the Government Printing Office (GPO) at (202) 512-1800. GPO's code for the magazine is FAN. You can also call the FSDO, (402) 475-1738, and ask for a copy of the magazine and use the subscription form included in the magazine. We only get a few extra copies of the magazine for each edition, but we will put your name on a waiting list and send you one when we get it. Cost of the magazine is \$21.00 per year.

SECURITY

As we reported in our last newsletter, because of increased security at FAA offices, we must keep our office locked; therefore, no one will be allowed in the office without an appointment. **Also, when entering our facility, you may not have any items in your possession that are not fully exposed and easily viewed. Briefcases, purses and backpacks are not allowed. REMEMBER: PLEASE CALL FOR AN APPOINTMENT BEFORE YOU MAKE A TRIP TO OUR OFFICE.**



WINGS PROGRAM PARTICIPANTS



Congratulations to the following pilots for having successfully participated in the Pilot Proficiency Award (WINGS) Program:

PHASE I: Steven A. Bartels, James E. O'Leary

PHASE II: Bradley Krumel

PHASE III: Robert Cartwright, Rodney Matlock, Amy McNaught, Warder Shires

PHASE IV: Roger L. Bartels, Wilmer D. Brauer, Mauro Giacomet, Ernest V. Pence, Rodney Wells

PHASE V: Mark G. Cockson, Mark Kruger, Douglas W. Pollock, Kevin M.

Ryan, Clark Thorsen

PHASE VI: Dallas E. Baker, John E. Drap, Jr., William J. Greiner, Paul A. Higgins, David Morris, Duane V. R. Reese

PHASE VII: Robert F. Johnson, Barton Kreider, Chuck Stokes, Steve Treinen

PHASE X: Kenneth Maughan

PHASE XIV: John T. Rooney

PHASE XV: James Lalumendre, Jacob E. Wilson



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NOTAM SYSTEM

NOTAM information is classified into three categories. NOTAM (D) or distant, NOTAM (L) or local, and Flight Data Center (FDC).

The Notices to Airmen System (NOTAM) has been an area of confusion for many pilots. This is largely due to the cumbersome system that we all have to deal with in getting all of the pertinent information for a flight. FAR 91.103 lays out the rules for preflight action. It states in part that "each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight."

NOTAM information is classified into three categories. These are NOTAM (D) or distant, NOTAM (L) or local, and Flight Data Center (FDC) NOTAMs. NOTAMs provide pilots with essential information that could affect a pilot's decision to make a flight. You may find critical information such as runway closures, navigational aid (NAVAID) status or Temporary Flight Restrictions (TFRs).

All Flight Service Stations (FSS) have distant NOTAMs for all NAVAIDs that are a part of the National Airspace System and all public use airports that are listed in the Airport/Facility Directory (A/FD). Distant NOTAMs remain on the FSS computer system (service A or "the circuit") for the duration of their validity or until published.

Local NOTAMs includes information such as taxiway closures, personnel and equipment near or crossing runways and airport lighting aids that do not affect instrument approach criteria such as a Visual Approach Slope Indicator (VASI). Local NOTAMs are not attached to the hourly weather reports. FSSs maintain local NOTAMs for only the facilities in their area and this is where information seems to fall through the cracks.

Say, for example, that we obtained a weather briefing from a FSS for a flight from York, Nebraska, to Council Bluffs, Iowa. Columbus FSS would be able to provide us with the local NOTAMs for York and all of the distant NOTAMs for the route. Enroute we would have to call the Ft. Dodge FSS to obtain the local NOTAMs for Council Bluffs. We know that Ft.

Dodge FSS has the jurisdiction for Council Bluffs because we were able to find this information in the A/FD. As you can see, two FSSs are needed to provide all of the information for this short route.

Flight Data Center (FDC) NOTAMs are regulatory in nature. These contain information such as amendments to published Instrument Approach Procedures, aeronautical charts, and Temporary Flight Restrictions (TFRs). FDC NOTAMs are transmitted only once via Service A and are kept on file at the FSS until published or canceled. FSSs are responsible for maintaining a file of current, **unpublished** FDC NOTAMs concerning conditions within 400 miles of their facilities. FDC information concerning conditions that are more than 400 miles from the FSS, or that is already published, is given to a pilot only upon request.

Where do you find the published NOTAMs? Well, there is a publication titled NOTICES TO AIRMEN that is published every four weeks. It is available on a subscription basis or on the Internet at <http://www.faa.gov/NTAP>. Once published, NOTAMs are dropped off of the Service A. This is to reduce congestion on the telecommunications circuit. The FSS will not give you these NOTAMs during a standard weather briefing unless specifically requested by the pilot. All information in the published NOTAMs will be carried until the information expires, is canceled, or in the case of permanent conditions, is published in other publications, such as the A/FD.

So how do we collect all of this information for a typical cross-country flight? First, I would look in the A/FD to see which FSSs have jurisdiction over my route. I would then contact the FSS for my departure point and get a standard weather briefing. The briefer will provide you with all of the distant, FDC and local NOTAMs for their area. If I do not have a subscription to the published NOTAMs or Internet access, I would ask the briefer for the published NOTAMs. You will sometimes hear grum-

NOTAM SYSTEM (Continued)

bling with this request, but most briefers are happy to oblige. If you have trouble picturing any of the TFRs, you may look at a pictorial view of them on the FAA website at <http://www.faa.gov> and click on the TFR link. While in flight, if I cross into another FSS area, I will contact FSS and request the local NOTAMs for any airports that I may land. Also, since TFRs seem to pop up at a moment's notice and in the case of the President are a constantly moving NOTAM, I will ask about any TFRs.

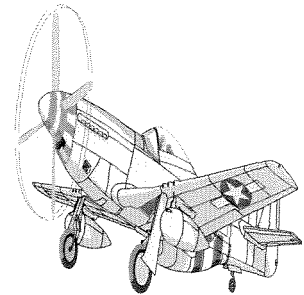
This is just a brief overview of the NOTAM system. You may find out more detailed information in the Aeronautical Information Manual (AIM), chapter five, section one. The AIM also contains a listing of the most commonly used contractions that you may find useful in deciphering the plethora of NOTAMs.

Well, I never said this was going to be easy. Protect yourselves by getting all of the information for your flight. Have a good flight. Dan Petersen, ASI

AIR SHOWS AND FLY-INS

The air show and fly-in breakfast season is fast approaching. If your airport is planning on having an air show with aerobatics, this will require much advance planning with the FSDO, and will involve airspace waivers, crowd control, etc. So, don't wait until the last minute, start your

planning now. If your airport is going to have a fly-in, now is the time to be thinking about crowd control, aircraft parking, car parking, medical facilities, etc. Advance planning is the name of the game.



SUN 'n FUN 2004

The Sun 'n Fun 2004 EAA Fly-In in Lakeland, Florida, is April 13-19, 2004. Detailed information on the event, can be found at www.sun-n-fun.org/content. The site includes activities, maps, entrance fees, membership data, driving directions, nearby airports, camping and some lodg-

ing and transportation information. The March/April 2004 issue of FAA Aviation News contains several pages of information. If you need a copy, we have a small supply. This is the 30th Anniversary of the Spring Celebration of Flight!

APPLICATION TO CONDUCT OPERATIONS OVER A CONGESTED AREA - FAR 137.51

As the aerial application season gets in full swing, many Nebraska operators will be getting requests to spray villages and towns for insect control. As a reminder, FAR 91 prohibits restricted category aircraft from operating over a densely populated area. However, FAR 137 allows an aircraft to be operated over a congested area at altitudes required for the proper accomplishment of the agricultural aircraft

operation if the operation is conducted (1) with the maximum safety to persons and property on the surface consistent with the operation; and (2) in accordance with a plan originated by you, the operator, and approved by this office. Without a plan, flying over a congested area, including doing turn-arounds, is prohibited. Call the FSDO, 402 475-1738 for details.