

MIDWEST FLYER

MAGAZINE

DECEMBER 2010/JANUARY 2011



Published For & By The Midwest Aviation Community Since 1978

midwestflyer.com



THE STATE OF MINNESOTA PROVIDES THIS TECHNICAL BULLETIN IN THE INTEREST OF AVIATION SAFETY
AND TO PROMOTE AERONAUTICAL PROGRESS IN THE STATE AND THE NATION

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A New Year's Resolution To Benefit Aviation

by Christopher Roy
Director

The year has just about ended and we are in the middle of winter's grasp. With the New Year upon us, the possibilities for exciting things to happen are great! We, in the Minnesota Office of Aeronautics, look forward to working with you throughout 2011 to continue to keep aviation safe, successful, and growing in Minnesota.



Christopher Roy

We appreciate you, our customers and friends. Your input and support are an important part of our success. Information provided by you is often the "heads-up" we need to help make things happen or not happen, as you, the system user, may need. But we need your continued efforts directly and indirectly to help assure we have a strong and vibrant aviation industry



Mankato Regional Airport-Sohler Field, Mankato, Minnesota

Gary Chambers

throughout the state.

Please make New Year resolutions to actively participate in local, regional, and national aviation groups and organizations. Include in your resolutions the efforts to speak publicly for aviation. Get active at your local airport whether it is through an *adopt-an-airport* program, the "EAA Young Eagles" program, or just

planting some flowers by the airport sign. It is important to be involved and informed about your local airport.

We want everyone to have a safe and happy holiday season, and an even safer and better new year. On behalf of everyone here in your Minnesota Office of Aeronautics, I wish you a safe and happy holiday season, and a *Happy New Year!* □

A New Way To Fly

by Dan McDowell

The holidays and winter travel season are in full swing, and once again there are changes to procedures at the airline ticket counter and security clearing points at the airport. But there are also changes in what *airline* passengers are now required to do well before their planned flight.

According to the Transportation Security Administration's (TSA) website, the following information is effective as of *November 01, 2010*:

Secure Flight, the Transportation Security Administration's (TSA) behind-the-scenes watch list matching program, fulfills a key recommendation of the 9/11 Commission by assuming responsibility of watch list matching from individual airlines. By establishing a consistent watch list

matching system, Secure Flight enhances aviation security and more effectively facilitates air travel for passengers.

Secure Flight requires airlines to collect a passenger's full name (as it appears on government-issued ID), date of birth, gender and Redress Number (if applicable)*.

By providing complete information, passengers can significantly decrease the likelihood of watch list misidentification. Secure

Flight watch list matching takes a matter of seconds to complete, and providing this data enables passengers to print their boarding passes at home or at an airline kiosk.

For airlines, November 1, 2010, marks the end of the year-long grace period to clear out their systems of older reservations made before Secure Flight requirements took effect in October 2009. **After November 1, 2010, Secure Flight will not conduct watch list matching or approve the issuance of a boarding pass by an airline if complete passenger data is not submitted.**

The above raises the question; can anyone make reservations within a 72-hour window? The answer is “Yes” according to the TSA:

TSA’s Secure Flight program can conduct watch list matching for passengers up until the time of the flight. Passengers will be prompted to provide Secure Flight information when booking travel. For reservations booked on short notice, or within 72 hours of the scheduled flight departure time, airlines must submit the required passenger information as soon as the reservation is made.

One more very important point to pay close attention to is that your name and all information given

must match the name on your ticket, boarding pass, reservation, and government ID that you will use while traveling via the airlines. In TSA’s own words:

Due to a difference in boarding pass systems, boarding passes may not always display the exact name you provided when booking your travel. The name you provide when booking your travel is used to perform the watch list matching before a boarding pass is ever issued, so small differences should not impact your travel. You should ensure that the name provided when booking your travel matches the government ID that you will use when traveling. Small differences between the passenger’s ID, the passenger’s reservation information, and the boarding pass (such as the use of a middle initial instead of a full middle name or no middle name/initial at all, hyphens or apostrophes) should not cause a problem for the passenger.

It is important to avoid using nicknames. For instance, if your name is Catherine, don’t use Cath or Cat, or Kitty for the name submitted to the airlines. If your name does not match the name on your government ID (like a drivers license, or passport), it could cause you to be delayed as extra time

may then be required to verify your identity.

And by the way, if you were recently married or changed your name for instance, you should be sure to make your reservations under the same name that is listed on your passport or driver’s license that you plan to use for travel ID. Also verify that your name is spelled correctly on your ticket. If it isn’t, you should contact the airline and get it corrected.

Checkout the TSA information on their website and verify what items can and cannot be taken onboard an airliner. Also verify what amounts can be carried aboard as well. If you prepare and plan well before you leave your home, your trip through security will very likely be smooth and reasonably fast.

This article is not meant to cover everything the TSA might want you to know, so you are urged to go to the TSA website and thoroughly review the information they provide for everyone at: http://www.tsa.gov/what_we_do/layers/secureflight/

Information in this article was taken directly from the TSA website. The **bold** items are bold ONLY for emphasis to readers, and were made bold by this author’s choice. □

Preparing For Winter’s Grasp!

It appears at times that Minnesota and Wisconsin have inordinately long winters. But most inhabitants of this region either love it or fly south for the cold season. Those who stay seem to revel in the crystal clear, yet often frigid days when breathing outside air is almost painful! They look forward to being outside and enjoying the snow, ice and cold. They see some of the beauty that abounds, but sadly, too many miss the exquisite beauty of winter from the vantage-point of flight.

Flying in the winter does require knowledge and use of some different skill sets, like the proper methods of preheating and deicing aircraft,

or taxiing on ice or snow-packed taxiways and runways, for instance. The few extra elements added to the preparation for a winter flight, however, are minimal compared to the beauty and pleasure that flight will bring to you. But, one might ask, is that all I need to do to be prepared?

The answer is a resounding no! There really is no excuse for failing to properly prepare yourself and your aircraft for flight, and tailoring those preparations to meet the environmental conditions you may, or will face.

You have a complete checklist for your aircraft, but too few people make or use a personal checklist. If you think about where you are flying, the season and the expected weather conditions you will or could

encounter, it should bring to mind a number of items you should plan to take with you, for that “just-in-case” potentiality.

Think about what you would do in the following scenarios.

What if your aircraft heater fails 100 miles from your intended destination? What if you lose electrical power to your panel? What if your engine quits and you have to make an emergency landing miles from the nearest airport or town? What would you need to have with you to survive?

Allowing the assumption that you landed the aircraft safely and no one was hurt, besides the trauma of the emergency itself, you are now faced with a significant survival situation.

Assume also that just before landing you spotted a farm house about 1 mile from your location. Do you have adequate footgear to protect you from the cold? Are your gloves dry and will they protect you properly for the 1-mile trek to the farm house? Do you have a compass so you can take a bearing on that house?

If you have to walk through a wooded area, is it level? What if you step into a stream or pond that was covered with snow and ice and you couldn't see it? Do you have a quality

flashlight with fresh batteries? Do you have water, food, or any type of temporary shelter? Are you carrying waterproof matches? Did you bring a first aid kit?

Clearly, this article is not meant to tell you what to do, but rather to provoke your thoughts for survival preparation for winter flying (and driving). Bear in mind that the longest mile you may ever walk will be that one in the dead of winter when you have an emergency that you were not prepared to handle.

There are a number of excellent books available today about survival preparations and techniques. Get several and read them thoroughly. Develop a personal checklist. Build and carry in your car and aircraft a seasonally adjusted and inspected survival pack. You never know when it might make the difference between a large inconvenience and a serious nightmare. Then if you are caught in the grasp of winter, you'll be prepared to survive and continue to enjoy the beauty that winter has to offer! □

IMPORTANT News Update For Travelers

The new MacBook Air 11-inch electronic notebook, can remain in a passenger's bag when going through airport security, according to a Transportation Security Administration (TSA) spokesperson.

iPad owners were surprised when the TSA indicated that the iPad

tablet did not need special attention from TSA workers. Other E-readers, like the Kindle, iReX, and Nook for instance, can also remain in carry-on baggage. If the screener can see a clear image of the device, there will probably not be a need to remove it for inspection.

Be aware that airlines still forbid opening and operating an e-book, computer device, and phones during takeoff and landing, without regard to

the size of the device. For additional information and updates, and a complete list of prohibited items, go to: www.tsa.gov.

**The inclusion of a brand name in this update in no way implies endorsement of any kind. It is included for reader information in reference to air travel via airlines during this travel season, only. For additional information and updates, go to: www.tsa.gov.* □

ADS-B-Out & In Update!

Excerpt from an article recently posted on AvWeb, Volume 16, #40b, 07 October 2010:

"The FAA said recently that ADS-B will be fully operational in the U.S. by 2013. By 2020, aircraft operating in controlled airspace will be required to have ADS-B-out

capability to announce their position and identification. Optional ADS-B-in will provide cockpit displays of traffic and weather." □

Fly Your Face In Space

by Larry E. Nazimek

Want to have your picture flown into space aboard the Space Shuttle? *It's absolutely free!* (I thought I'd answer your first question before you asked.)

NASA is giving you an opportunity to have your photo flown on your choice of the last two Space Shuttle missions.

To start, go to <http://faceinspace.nasa.gov/> and follow the instructions. After you upload a photo, you will be required to crop it, because the final product will have your face in the left front window of the Shuttle. Therefore, there is no point in selecting a photo on the basis of what you may be doing in the photo or whom you are doing it with. Family

portraits are appropriate for displaying on your mantle piece or scrapbook, but not here.

Once you complete the process, you will have a confirmation statement to print for your records.

Following the mission, you can download and print a commemorative "flight certificate" signed by the mission commander.

If you do not have a photo to upload, but still want to participate, you can still submit your name without a photo, and you will still get the flight certificate, since your name will be onboard the Space

Shuttle.

As this article goes to press, the launch of STS-133 is on hold due to a maintenance problem, and will launch not earlier than December 3, 2010. STS-134, the last Space Shuttle mission, is tentatively slated for launch February 27, 2011. □

