

# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

## Fly the NYSFRA

-Isa Abbassi

Few flights can be as rewarding for a pilot as flying some out of town visitors up the Hudson River. It's a perspective few get to see and all will remember.

Like many things in aviation however, some of our most memorable experiences are often preceded by some level of apprehension and a homework requirement.

In this case the apprehension is unwarranted but the homework should definitely be completed.

Ask most pilots who have declined to take this trip why, and you'll probably get the same menu of responses: fear of airspace violations, getting yelled at by ATC, airspace congestion and situational awareness concerns.

Fortunately, these concerns can be reasonably addressed through the aforementioned homework. Let's look at this through the eyes of a pilot looking to do a tour up the Hudson from N51 with an immediate return to base. For the sake of simplicity, we will make this what is, in my opinion, a great entry level flight up the Hudson. Obviously, there are many variations on this that may evolve as a pilot gains experience "on the river".

Pilot Requirements (in addition to those normally required)

Must know the general requirements for operating within the SFRA as well as specific procedures for operating in the Hudson River Exclusion



photo by Ron Joffe

The NYC SFRA course should be taken at [FAASafety](#) and a certificate of completion will be issued upon successful course completion. ([Text only version of the course](#))

Aircraft Operational Requirements / Required Equipment

- Airspeed 140 KIAS Maximum while in SFRA
- Lights ON (Beacon, Strobes, Navigation & Landing Lights)
- Must Have CURRENT Terminal Area Chart and be familiar with contents
- Stay over river on "Right side of the road" (remain to the right side of the river and stay over the water - see Trump TFR next pg.)

Radio Communication Requirements

- Self-announce on 123.05 when operating in the SFRA below 1,300 MSL
- Give position reports as follows:
  - AC Type, Current Position, Direction of Flight, Altitude
    - *"River Traffic, Diamond - VZ - Northbound - 1,100"*
- Make these position reports at these REQUIRED REPORTING POINTS
  - Verrazano-Narrows Bridge, reported as *"VZ"*
  - *"Statue of Liberty"*
  - Colgate Clock, reported as *"Clock"*
  - *"Intrepid"*
  - George Washington Bridge, reported as *"GWB"*
  - Alpine Tower, reported as *"Alpine Tower"*



So, with that out of the way, let's go flying. Departing Solberg's runway 22 we fly a straight-out departure before turning east toward GRITY intersection (GPS Direct). GRITY is a great starting point in Perth Amboy where you can easily see the Outerbridge Crossing and Staten Island's east shoreline. As we approach 5nm to GRITY we make sure we are descending to below the 1,500' floor of Class B, clear of Newark's approach corridor. We can now pick up the east shoreline of Staten Island northbound at 1,100' and tune the radio to 123.05 in preparation to enter the SFRA. This is also a good time to turn on all of the aircraft lights.

As we approach the north shore of Staten island we should start a right turn over the water to give a comfortable offset before commencing a gentle left turn toward the Verrazano-Narrows Bridge, all while maintaining 1,100'.

Once established northbound with the VZ at your 12 O'clock (you should be offset to the Brooklyn side of the bridge to accommodate opposite direction traffic) make your first position report *"River Traffic, Diamond - VZ - Northbound - 1,100"* and continue northbound making all required position reports as described earlier. Remember some of your landmarks will be across the river from you (e.g. Statue of Liberty, Clock and Alpine Tower). Also, beware the Trump Tower TFR, which does intrude into the river - slightly. (GPS is your friend.)

Once passing Alpine Tower and having made the required position report we remain on the right side of the river and start a climb to 2,500 maintaining our northbound heading until the Tappan Zee Bridge. You can now reconfigure your lights and dial in your next frequency as you see fit. Once over the Tappan Zee you're free to turn westbound and navigate via your favorite route



back to N51. Easy right? And we never had to talk to ATC!

Don't forget to take a cheat sheet with you to remind you of mandatory reporting points frequencies and altitudes. A [kneeboard format sheet](#) is available at [FaaSafety.gov](http://FaaSafety.gov). Vertical planning is very important and

remember that today's flight is considered a "Transient Operation" which means - maintain a constant speed and altitude on an end to end transition of the SFRA.

Do the homework, plan the flight, fly the plan. Nothing to it. ENJOY!

**News you can use:**

**Cheap fuel**

Central Jersey	\$4.35
Sky Manor	\$4.41
Solberg	\$4.79 (Must use the Phillips card)

**Next Membership Meeting**

Feb 4th, 7:30pm.

Safety Presentation: Tom Halvorson **"Say it Right"**

**Trouble logging in to BSAA website?**

- Try the "Lost Your Password" link immediately under the login box.
- Don't forget to enter the "captcha" code: jtc.



## FAA Reauthorization

A few months ago, in a miraculous display of governance, both the legislature and the executive branch came to agreement and passed the FAA Reauthorization Bill. It's a massive document (and no, I haven't read it) that contains some tidbits for the GenAv community. Here are a few:

- Money to improve and expand the ASOS/AWOS system.
- Money to continue funding the Contract Tower network. There are still relatively few of these when compared to the total - but here are some where I'm sure you've flown [note: they cost about 1/2 as much to operate as those operated by the FAA]: KTTN, KSWF, KCXY, KIPT, KLNS, KMYV, KORH, KIAG
- Money to fund the Remote Tower Pilot Program. The bill mandates the continuation of a trial program to construct, operate, and assess this concept where the control tower is *not on site*. It makes use of cameras, radios, and sensors to provide the necessary information to control traffic (via radio) remotely. It is primarily seen as being of use for rural and small communities, but could be the way of the future. At Oshkosh this summer the FAA had a booth explaining how they work.
- The bill mandates a broad review

of GA safety and (of course) a published study

- It expands the pilots bill of rights
  - A pilot who receives a "Notification of Investigation" must be notified not just about the nature of the investigation but also the "specific activity on which the investigation is based."
- Expedited & Improved NOTAM updates. This is designed to take some of the lag out of the publication process and to no longer display redundant or outdated info - both small steps towards improving an arcane hot mess.
  - An entire review of Part 91 to be done by a task force of GenAv industry reps.
- Pilot Sharing Flight expenses. In 2014 the FAA prohibited internet ride-sharing, the new bill requires FAA to publish a clear and concise advisory guidance for cost sharing.

But perhaps the most important thing is what's *not* included in the bill: ATC PRIVATIZATION. Thanks to all who lobbied against it!

Trivia Dept: College Park Airport **KCGS**, in College Park, MD, is the world's oldest continuously operated airport, est. 1909 so Wilbur Wright could train two military officers to fly the government's first airplane - a Wright Type A biplane.



"No Fly Zone" by Ron Joffe

*"A mile of road takes you a mile. A mile of runway takes you anywhere."*