



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for August 2007

### **E-LSA CONVERSION DEADLINE REMINDER**

#### **FIRST MILESTONE APPROACHING**

The deadline for completing the E-LSA registration, airworthiness inspection, and certification process to convert “fat” and two-place ultralight trainers to experimental light-sport aircraft (E-LSA) is January 31, 2008. The FAA set August 15, 2007 (next Wednesday) as a milestone for submitting the registration forms. The FAA established this milestone date out of concern that if everyone waited until “the last minute” to start the process, it could not handle the workload and then people would miss the deadline.

If you fail to get the ball rolling by the August 15 deadline, that does not mean you’ll be unable to make 1/31/08. “The final deadline is what is important,” said Charlie Becker, Director of EAA Aviation Services. “Unless you make multiple errors or have an unusual situation, you should be able to complete the whole process in four months. The key is to get started now and do it correctly the first time.”

To make things easier, EAA’s E-LSA conversion kit and *Step-by-Step Conversion Guide* has all the necessary forms and clear instructions to complete the process. To order the kit, call 800-843-3612, or do so online through the [EAA website](#).

The first step, registration of the aircraft, takes about four weeks if the paperwork is correct. An error will cause about a four-week delay, so it’s very important that you closely follow the instructions in conversion guide.

Once the registration process is complete, the airworthiness inspection takes from 4-6 weeks to schedule and complete. Therefore, you should be able to complete the whole process in four months. EAA is ready to help you through the process, so if you have any questions, call 877-359-1232.

The FAA established the following milestones to ensure that your registration and certification packet will be reviewed and your E-LSA aircraft inspected in sufficient time to meet the January 2008 deadline:

By August 15, 2007, you submit your aircraft registration (N-number) request to the Aircraft Registration office, and;

By October 1, 2007, you call your local E-LSA DAR to schedule your E-LSA airworthiness inspection, and;

By November 30, 2007, you submit your aircraft airworthiness certification request packet to either an FAA FSDO, an FAA MIDO, or your local E-LSA DAR. Ask your local E-LSA DAR which office should receive this packet.

If you need assistance to convert your aircraft to an E-LSA, contact EAA at 877-359-1232

### **FAA to modify Washington, D.C., ADIZ**

The FAA is taking steps to create more sensible security measures in and around the nation's capital. The FAA announced on July 26 changes to the Washington Air Defense Identification Zone (ADIZ).

Instead of a "Mickey Mouse" pattern around Washington and Baltimore, which is difficult to navigate and enforce, the ADIZ will become a 30-nautical-mile radius circle around the DCA VOR/DME. This will free up four public-use general aviation airports and 1,800 square miles of airspace. That leaves 15 public-use airports covered by the ADIZ restrictions. Of these, three are in the Flight Restricted Zone (FRZ), closer to the city, and will still be under heavy restrictions. In addition, there will be VFR speed restrictions inside and immediately surrounding the ADIZ airspace. **The changes become effective August 30.** Current charts will be valid until that date, and new charts will be revised accordingly.

In February 2003, the ADIZ was created with no public comment via the notam process. Federal officials have been looking at making the ADIZ permanent through the rulemaking process.

Thanks to the more than 22,000 pilots who filed comments in opposition to the proposal and testified at four public meetings about the hardships the restrictions have caused, federal officials have begun to scale back the ADIZ.

AOPA staff leveraged the outpouring of support from pilots in its ongoing efforts to lobby for ADIZ reform in meetings with security officials and Congress. AOPA had numerous meetings in the past year with representatives from the Department of Homeland Security, FAA, Department of Defense, and White House.

To ease operations and communications, four new controller positions will be added at the Potomac Tracon.

## **Fly LSAs safely with AOPA Air Safety Foundation tips**

Sport pilots are eager to get in the air with the recent hype surrounding light sport aircraft (LSA). But LSAs bring their own set of safety concerns. The AOPA Air Safety Foundation has some helpful resources for new and experienced LSA pilots. The [GPS for VFR Operations online course](#) explains how to get the most from the GPS system. The [Sport Pilot Checkride Guide](#) is beneficial for the beginner, featuring a compact reference guide on practical test standards, eligibility requirements, flight and aeronautical experience requirements, and required endorsements. Read more about the new generation of aircraft on the AOPA [sport pilot and LSA Web page](#)

### **Next Meeting**

There will be no meeting this month since many of us were at the fly-in and that was the general consensus. Our next meeting is scheduled for Tuesday, Sept. 18. There will be a reminder in next month's newsletter.

Be sure to check out photos from this year's fly-in on the Chapter's web site.