



The Leader In Recreational Aviation

Chapter 736 Newsletter for January 2007

Reminder: Passport required to enter United States

There's a new item to add to your preflight checklist when flying outside the United States: Passport on board? Starting January 23, you'll need a passport to reenter the United States, even from Canada and Mexico.

The [Western Hemisphere Travel Initiative](#), set forth by an act of Congress in 2004, requires everyone - including children - who travels by air to Canada, Mexico, Central and South America, the Caribbean, and Bermuda to have a passport to reenter the United States.

The passport requirement can be [waived under certain circumstances](#).

- Personal emergency situations
- Reasons of humanitarian or national interest
- Lost or stolen passport (while overseas)

But if you just don't have a passport or forgot it, you will be delayed and have to go through extra screening. The Customs and Border Protection officials will use what proof of ID and citizenship you have to verify your information against its databases.

Plastic pilot certificate likely to become mandatory

You can keep your paper pilot certificate forever, but if you want to continue flying sooner or later you'll have to get one of the new, tamper-resistant, plastic certificates.

The FAA issued a notice of proposed rulemaking (NPRM) that, if adopted, would require pilots and other airmen to get a plastic certificate within two years after the regulation is finalized in order to continue exercising their airmen privileges. The rule would also require aircraft owners to notify the FAA within five days after the sale or transfer of ownership of their aircraft.

The FAA has been issuing plastic certificates since 2003, after the 9/11 attacks prompted the agency to act on a proposal published in the late 1980s but never finalized.

All pilots can voluntarily request a plastic airmen certificate [online](#), and they can keep their old paper certificate. Ordering a new certificate costs \$2, but if you want the FAA to

remove your social security number from the certificate or its records, you can get a [plastic certificate for no cost](#).

The FAA also said it would issue an NPRM "in the near future" to include a photograph on pilots' certificates.

AOPA's second annual general aviation photo contest

After its popular debut in 2006, AOPA is announcing the [AOPA Pilot 2007 General Aviation Photography Contest](#). All **amateur photographers** are encouraged to submit digital photos that capture the beauty and spirit of general aviation.

You can enter photos taken since January 1, 2003, in the following five categories (one per category per month): general aviation aircraft, airports, pilots, aerials, and altered images.

Each month between January and August, *AOPA ePilot* subscribers will be invited to go online and select a photo of the month. Those photographs will be published each month in *AOPA Pilot*.

Once the contest ends on September 4, 2007, AOPA members and a panel of AOPA judges will select three winners in each of the five categories and an overall grand award winner. All of the top photos in each category will be published in the December 2007 issue of *AOPA Pilot*.

The first place winner in each category will receive \$1,000. The second place winner in each category will receive \$500. The third place winner in each category will receive \$200. A grand prize of an additional \$1,000 will be awarded to an entrant selected by the judges from among the first place winners in each category.

Winter weather safety

Whether you've been pounded with snow, drenched with rain, or enjoyed spring-like weather so far this winter, the changing weather conditions associated with this season are nothing to take lightly.

Check out the AOPA Pilot Information Center's new [Winter Weather Safety section](#) in the winter flying subject report. The section includes information from the AOPA Air Safety Foundation on wing contamination and aircraft icing. Plus read articles from *AOPA Pilot* and *AOPA Flight Training* about whiteouts, icing, and cold weather operations

Random security checks at air carrier airports include GA points of entry

The Transportation Security Administration has adopted a new security screening program to catch explosives, incendiaries, weapons, and other prohibited items at direct access points to air carrier airports, including general aviation access points.

The program is called Aviation Direct Access Screening, and it involves random checks aimed at finding prohibited items intended to be smuggled on board commercial aircraft. Some of the larger air carrier airports have been doing random screening checks since October, but all air carrier airports will do so in the near future.

TSA inspectors understand that GA operates differently than the airlines. The TSA will not prevent GA pilots from carrying items in their aircraft that may be prohibited on airline flights — they are just attempting to ensure that those items do not end up on commercial aircraft.

Next Meeting

Our next meeting will be held at OWK on Tuesday, Jan 16, 2007 at 7:30 p.m. Bruce Patten will be presenting a demonstration of hot wire carving of an airfoil using Styrofoam.