



The Leader In Recreational Aviation

Chapter 736 Newsletter for August 2008

ADIZ training requirement fraught with problems

Any pilot who flies VFR within 60 nautical miles of the Washington, D.C., VOR/DME must complete the FAA's one-time special awareness training online course or seminar by Feb. 9, 2009. The FAA's mandate for training stems from an effort to reduce the number of Washington, D.C., Air Defense Identification Zone (ADIZ) incursions.

The FAA decided to make the awareness training area coincide with the 60-nm speed ring surrounding the ADIZ. The area actually extends 30 nm beyond the ADIZ. While the training area does not yet appear on sectional charts, the FAA has said that it will chart the airspace, along with a notation explaining that the training is needed to fly in that area.

Pilots can complete the training by taking a one-and-a-half-hour online course ("Navigating the New DC ADIZ"). Those who have already taken the course do not need to complete it again. Please note that an earlier version of the course was under a different title, "Navigating the DC ADIZ, TFRs, and Special Use Airspace," which will suffice for completion.

Pilots must keep proof that they've taken the course. A certificate of completion can be printed online for recordkeeping purposes.

The pilot will not need to carry the certificate in the aircraft but must be able to produce it within a reasonable amount of time if asked by a local law enforcement officer, FAA inspector, or Transportation Security Administration agent.

Pilots also could complete the training by attending an FAA Safety Program seminar offered by local flight standards district offices (FSDOs).

AOPA had pushed to exempt pilots flying IFR who cancel to land VFR and pilots who operate from the Flight Restricted Zone in the heart of the ADIZ. Pilots who operate in the FRZ have already completed special training and passed background checks. However, the FAA still requires that these pilots receive the training.

EAA, NAFI Submit Comments to Proposed Sport Pilot Rule Changes

EAA and NAFI (National Association of Flight Instructors) jointly submitted comments this week to the FAA's Notice of Proposed Rulemaking (NPRM) on the Sport Pilot Rule with the goal of maintaining the original intent of the rule: continuing to reduce recreational aviation's cost and regulatory barriers.

The NPRM (Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft rule, [docket no. FAA-2007-29015](#) contains 22 proposed changes, making this the first major upgrade of the rule since it was implemented in 2004. While EAA and NAFI concur with the majority of the changes, which largely focus on flight training, they submitted several recommendations on those they oppose.

For example, EAA and NAFI are in general agreement with the proposed implementation of aircraft category and class ratings on all pilot certificates, including sport pilots. But they recommend the FAA allow the public to participate in the logbook-to-sport pilot certificate conversion instead of totally relying on the FAA Airmen Certification Branch database, a database that the FAA acknowledges in the NPRM does not contain current pilot information. A similar public approach was done in 2004 and 2005 when experimental exhibition aircraft operator Letters of Authorization (LOA) were converted into experimental aircraft authorizations on pilot certificates. That conversion process was highly successful, with a zero error rate.

In another example, EAA and NAFI oppose a requirement that would allow only FAA designated pilot examiners (DPEs) to administer new LSA category and class ratings through practical tests. Doing so would create gridlock, as there are not sufficient numbers of DPEs to adequately handle the demand.

Instead, the EAA/NAFI recommendation is to upgrade the existing sport pilot instructor training program to include IACRA program training, and making them Sport Pilot Proficiency Examiners (SPPEs). EAA and NAFI also offered to provide training space for this initiative.

During the review of the FAA proposal to move Sport Pilot Instructors into FAR 91, Subpart H from Subpart K, EAA and NAFI discovered cause to question the move. Subpart H flight instructors must wait a full two-years before they can train other flight instructors – a restriction that does not currently exist in Subpart K. EAA and NAFI determined this restriction would place an unwarranted burden on the growing sport pilot industry and therefore recommend an alternative that would allow instructors to train another instructor if one of the three following prerequisites are met:

- Endorse at least five applicants for practical tests with a pass rate meeting or exceeding 80 percent; or
- Give at least 50 hours of dual flight instruction; or

- Be certified as a sport pilot instructor for a period greater than 12 calendar months.

EAA and NAFI oppose the requirement for an authorized instructor to be in a powered parachute when providing flight instruction to a student pilot. The organizations feel that a structured professional training program for powered parachutes benefits from including supervised solo instruction with an authorized instructor observing from the ground using established radio communications.

Lastly, EAA and NAFI recommend adding gyroplanes to the proposal to revise the minimum safe-altitude requirements for powered parachutes, weight-shift-control aircraft, and balloons since the flight and public safety characteristics noted in the NPRM also apply to gyroplanes.

More Time Provided for Comments on 51% Proposed Policy

The FAA granted EAA's request to extend the deadline through September 30, 2008 for comments on the newly proposed FAA policy for administering and enforcing the 51 percent rule. EAA encourages its members to review [the policy](#) and submit their comments to the FAA. EAA also asks that a copy of submitted comments be sent to govt@eaa.org.

To submit comments:

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Next Meeting

As is our usual practice, there will be no meeting this month. Our next meeting will be held on Sept 16th at a location to be determined. Check next month's newsletter for particulars.