



Chapter 736 Newsletter for January 2008



EAA Files Exemption for E-LSA Conversion Process

Backlog indicates more time is needed

On behalf of EAA members who are still trying to meet the upcoming deadline, EAA submitted an exemption request that, if approved by the FAA, would allow owners of two-place, or "fat", ultralights the opportunity to complete the airworthiness certification process of their vehicles to the experimental-light-sport aircraft (E-LSA) category after the January 31, 2008 deadline. In the request, EAA asks that owners who have submitted their aircraft registration (N-number) application to the FAA Aircraft Registration Branch and it has been entered into the FAA system on or before January 31, 2008, be allowed to complete the process, including issuance of an airworthiness certificate, beyond the deadline.

The FAA has repeatedly stated that the conversion deadline will not be extended, but this exemption request seeks to address the large backlog of applicants awaiting airworthiness inspections for their aircraft. The latest figures (as of November 30, 2007) show that there were 4,273 E-LSA registered but not yet certificated, compared to 3,870 already-certificated aircraft.

The backlog has outpaced the ability of FAA inspectors and designated airworthiness representatives (DARs) to perform inspections before the January deadline.

"We've been closely monitoring the situation, especially during the second half of 2007 with the approaching January 2008 deadline," said EAA's Joe Norris, who is also a DAR. "We were hoping that the backlog would start to shrink as we got into the fall, but that has not been the case. An exemption would provide more time for FAA inspectors and DARs to deal with the volume."

If approved, the exemption request would not only provide additional time for those already registered but awaiting inspection, but would also provide relief for those facing certification issues beyond their control (i.e., severe weather preventing DAR travel, shortage of critical flight safety components from manufacturers, etc.) to complete the certification process beyond the deadline.

FAA makes local notams available online

Pilots will soon be able to get all notams for a given flight from electronic sources, thanks to a change in the status of "local" notams.

Beginning Jan. 28, 2008, all new local, or L, notams will be reclassified as D notams and added to the national notam system. In addition, each new D notam will be preceded by a keyword that indicates the area affected, such as navigation lighting, runway, ramp, or airspace.

That means for the first time pilots will be able to get all relevant notams, including those that affect only their destination airport, without calling flight service.

Although new local notams will become part of the national system at 0500 UTC on Jan. 28, existing notams will be entered into the system as FSS is able to validate, reclassify, and publish them. While there is no formal timeline for completing this transition, most L notams should have been reclassified within four months. Existing D notams that have not expired or been updated to include a keyword will then be reissued within the next 30 days.

The change marks the first stage of a three-part plan for updating the notam system. Over the coming years, the FAA also plans to merge the Department of Defense notam system with the civilian system and to fully digitize all notam information to include graphics. The final phases of the projects will not be completed before 2010.

Upcoming FAA Safety Briefing

Title	"Afraid of the Dark?"
Topic	Night Flying
Date and Time	Thursday, January 24, 2008, starting at 6:00 pm
Speaker(s)	John Wood
Brief Description	Night visual illusions and reduced visibility can be threats to spatial orientation, navigation, weather avoidance, obstacle clearance, takeoff & climb and approach & landing operations, as well as airport ground operations. The featured speaker for this briefing is John Wood, FAA Safety Team Program Manager; he'll provide the tools and training necessary for us to safely mitigate these night flying hazards.
Location of Event	Falmouth Middle School 52 Woodville Road Room 52/53 Falmouth, ME 04105
Sponsoring Division	FAASTeam, Portland FSDO
Contact Information	Lucky D'Ascanio Phone: 207-781-5253 x313 ldascanio@town.falmouth.me.us

**Additional Event
Information &
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Night flying can be safe and fun, but it poses its own unique challenges. Visual illusions and reduced visibility can be threats to spatial orientation, navigation, weather avoidance, obstacle clearance, takeoff & climb and approach & landing operations, and airport ground operations. Proper planning and setting personal minimums are key factors in keeping night flights from becoming dreadfully interesting. Join us for an in-depth discussion about how to deal with night flight operations. Flight instructors are encouraged to attend with their students.

Taxes, user fees still up in air for 2008

Congress passed and President Bush signed on Dec. 20 a \$14.6 billion appropriations bill for the FAA for fiscal year 2008. But that doesn't mean the FAA funding battle is over. Far from it.

That's because the Senate has yet to pass an FAA authorization bill that would set aviation taxes – and possibly user fees—for the next four years. The way things sit right now, the government's authority to collect aviation taxes—and spend from the aviation trust fund—will expire at the end of February. And even though Congress appropriated \$3.5 billion for the Airport Improvement Program, it did not give the FAA the authority to issue new contracts to actually spend any of that money on airports.

The FAA appropriations bill was rolled into the so-called omnibus funding bill for all federal agencies. Congress resorted to the omnibus bill because of disputes with the White House over the size of the budgets for various agencies, and funding for the wars in Iraq and Afghanistan.

As part of the omnibus appropriations bill, Congress extended the existing FAA authorization until Feb. 29, 2008. If Congress doesn't act by then, the federal government would have to stop collecting aviation fuel taxes and passenger ticket taxes. No new money would flow into the aviation trust fund. The FAA wouldn't shut down, but would likely have to scale back to its core functions

Next Meeting

Our next meeting will be held at the **Waterville Airport Terminal Building** on Tuesday, Jan. 15, 2008 at 7:30 p.m.

Ray Maheu will do a show and tell about his fiberglass nose project using a foam mold in its construction.