



The Leader In Recreational Aviation

Chapter 736 Newsletter for March 2008

Special Meeting Notice

This month's newsletter is being issued earlier than usual to announce a special monthly meeting date and place. Details are listed in the last section of this missive.

FAA Issues Final Rule On Airmen Certificate Replacements

The FAA issued a final rule that will require all pilots to replace their paper airmen certificate with a counterfeit-resistant plastic certificate by March 31, 2010. After that date paper pilot certificates may no longer be used to exercise piloting privileges. Three years after this date, certain other paper airmen certificates, such as those for flight engineers and mechanics, may no longer be used to exercise the privileges authorized by those certificates. Student pilot certificates, temporary certificates, and authorizations are not affected under this rule.

These changes are in response to concerns raised in the FAA Drug Enforcement Assistance Act. The purpose of this rule is to upgrade the quality of data and documents to assist federal, state, and local agencies to enforce the nation's drug laws.

To make the replacement process as quick and easy as possible, the FAA has set up a system that allows certificate holders to request a replacement online at:

<https://amsrvs.registry.faa.gov/amsrvs/Logon.asp>.

FAA Places Moratorium on New Additions to 51 Percent Approved List

The FAA today issued the [final report](#) of the Aviation Rulemaking Committee (ARC) that it appointed more than 18 months ago to investigate and make recommendations regarding the interpretation and enforcement of the amateur-building "51 percent Rule." Concurrently, the FAA also placed [a moratorium](#) on its customary practice of providing to aircraft kit manufacturers and builders courtesy evaluations of new kits' compliance with the 51 percent requirement.

The moratorium means FAA has temporarily suspended amateur-built aircraft kit evaluations. No new kits will appear on the "[51 percent approved list](#)" until the FAA has completed its new process revision for determining the major portion (51 percent). The new policies will be printed in a future *Federal Register* notice. EAA estimates that notice will be published in the April-May

time frame. That notice will provide the public an opportunity to comment on the various changes.

“We understand the logic behind the FAA’s suspending advance evaluations and approvals until after it has announced exactly how it will interpret and enforce the rule going forward,” EAA’s Earl Lawrence said. “However, we also understand that manufacturers and customers may have difficulty in making decisions until the FAA makes its policy clear. Accordingly, we’re stressing to the FAA that this ‘limbo period’ should be as brief as possible.”

The ARC’s report

The ARC, co-chaired by Lawrence, Van’s Aircraft’s Dick VanGrunsven, and FAA’s Frank Paskiewicz, was formed during EAA AirVenture Oshkosh 2006. It was comprised of representatives from the kit industry, organizations, and FAA. The ARC’s charge was to develop and present to the FAA its thoughts and ideas on what the original intent of the regulation was; how it is being applied today; and what impact the growing commercial assistance centers are having on the industry.

“EAA continues to advocate the preservation of amateur-builders’ privileges and the exploration of alternative regulatory avenues allowing for different levels of participation in aircraft building and flying activities,” Lawrence stressed.

The FAA stated that it is in general agreement with the proposed changes to FAA Orders, Advisory Circulars, and Forms put forth in the ARC’s [final report](#). The FAA will make all documents available for review and comment prior to publication.

The full committee, FAA and industry members, agreed:

- FAA directive and advisory language for the airworthiness certification of amateur-built aircraft does not adequately address the issue of commercial assistance in excess of that allowed under the regulations.
- The forms used in determining the amateur-built status of the aircraft need to be updated to more accurately reflect who actually performed the fabrication and assembly of the aircraft.
- The aircraft kit evaluation process is not standardized. The public, industry, the FAA, and individuals within those groups, have different opinions about what level of fabrication and assembly constitutes “major portion.” In other words, it is not clear how to determine if the amateur builder fabricates and assembles the major portion of aircraft solely for their own education or recreation.
- Aviation Safety Inspectors and Designated Airworthiness Representatives may need additional training to fully understand the FAA’s expectations when determining an aircraft’s eligibility for an amateur-built certificate.

The industry and FAA members of the ARC could not come to an agreement on how to define major portion when evaluating aircraft kits, either in kit form at the manufacturers or when an aircraft is fully assembled.

The FAA will develop the final method of calculating major portion. This method will be made available for review and comment prior to publication. The FAA will consider petitions for rulemaking by ARC members or any other interested party or person.

EAA's New Online Calendar of Events Designed With the Pilot in Mind

There is now one comprehensive listing of aviation activities that is designed with the pilot in mind: EAA's new online calendar of events - the world's largest - featuring more than 1,000 events from throughout the aviation community. This calendar, open to all aviation events and available at www.eaa.org/calendar, features everything from EAA chapter meetings, pancake breakfasts and Young Eagles rallies, to local fly-ins, safety seminars and airport open houses.

EAA members and staff worked together to create an online calendar that also has many powerful search functions found no place else, including:

- Search by distance from your home airport or zip code;
- Find listings arranged by date, mileage range, type of event, location or event name;
- Instantly link to EAA Flight Planner and maps to plan your journey;
- Get detailed information on individual events through web and e-mail links.

EAA also welcomes aviation events of all types to be included, with event submissions accepted through the handy link provided on the calendar site.

Give it a try today at www.eaa.org/calendar.

Aircraft registration proposal hints at cost-based user fees

In an effort to bring the U.S. aircraft registry up to date, the FAA is proposing a [three-year aircraft "re-registration" requirement](#) that would replace the current triennial registration report. Seems harmless at the surface. But AOPA has found that the proposal includes a discussion about the FAA's ill-fated [user fee proposal](#) and the potential for large increases in the registration fee.

Right now, the one-time aircraft registration fee is \$5. While the re-registration proposal applies the \$5 fee to its recurrent renewal, the agency has made it clear that it wants to increase the fee. That could be a \$130 initial registration fee and a \$130 renewal fee every three years.

Aircraft re-registration hasn't been required for three decades. From 1970 to 1978, the FAA had an annual aircraft re-registration cycle. Because the registry was up to date at the end of that period, the FAA lifted the mandate and a few years later adopted the triennial report. However, poor triennial completion rates have caused the registry to languish. Now, nearly one third of the 343,000 U.S. aircraft registrations are possibly invalid.

How would it be implemented?

If the proposal became a rule as is, and you purchased a Cessna 172 after it went into effect, you'd need to send in the bill of sale and aircraft registration, along with a fee. Then you'd receive a registration certificate with an expiration date for 36 calendar months later.

The FAA says that it would send you a renewal notice with a three-month window when it's time for you to re-register the airplane. If your registration information did not change within those three years, you could simply renew it and pay the fee online.

But the compliance process would change if you already owned an aircraft when the rule took effect.

Let's say you owned a Cirrus SR22 when the rule went into effect. The FAA would assign you a three-month window, based on your initial aircraft registration, in which you could re-register. But you couldn't do it ahead of time, and if you did it late, you couldn't fly your airplane until it was re-registered. After your first re-registration, the certificate would have a 36-calendar-month expiration limit.

Here's a calendar of the FAA's proposed phase-in plan for those who would already own their aircraft at the time the rule would take effect.

IF THE CERTIFICATE WAS ISSUED IN	THEN, YOU MUST RE-REGISTER BETWEEN
January	10/1/2008 and 12/31/2008
February	1/1/2009 and 3/31/2009
March	4/1/2009 and 6/30/2009
April	7/1/2009 and 9/30/2009
May	10/1/2009 and 12/31/2009
June	1/1/2010 and 3/31/2010
July	4/1/2010 and 6/30/2010
August	7/1/2010 and 9/30/2010
September	10/1/2010 and 12/31/2010
October	1/1/2011 and 3/31/2011
November	4/1/2011 and 6/30/2011
December	7/1/2011 and 9/30/2011

Possible penalty for failing to comply

According to the proposal, pilots flying an aircraft with expired registration could be denied access to the National Airspace System, under the FAA Strategic Operations Security program.

“An aircraft seeking to operated in U.S. airspace will have its identification checked. If the information found is sufficiently inconsistent with the profile of a properly registered aircraft, a pilot deviation will be filed on the operator, and the operator may be denied access to the national airspace,” according to the re-registration proposal.

The FAA is seeking comments on its proposal by May 28. AOPA will continue to sort through the proposed rule and will solicit member input in the coming months. Right now, members should also take a look at the proposal and think about how it could affect their current or future aircraft ownership plans.

Next Meeting

Our next meeting will be held on **Saturday, March 15** as part of the Gathering of Eagles session to be held at the Owl's Head Transportation Museum. See details following:

Greeting Fellow Maine Aviators,

Several months ago, a group from EAA Chapters 1434 (Belfast) and 736 (Norridgewock) met to discuss the idea of rejuvenating the Gathering of Eagles Forum which last occurred in 2001. For those of you who are not familiar with the forum, the idea was to annually pull together all of the various Maine based aviation organizations in one place to share notes and ideas as well as to coordinate calendars for the year's upcoming aviation events. One eventual goal for this new forum is to try and provide an ongoing single source clearing house for aviation information in the state of Maine.

We have scheduled the use of the conference room at the **Owl's Head Transportation Museum** for **Saturday, March 15 from 1000-1400** with a back up date of March 29, 2008. The tentative agenda would be:

0930-1000 Registration

1000-1015 Introduction

1015-1145 General Session

1145-1200 Conclusion

1200-1300 Lunch

1300-1400 Tour of Aircraft Restoration Shop or Museum visit

Like the meeting of the past, in the general session, each organization would have the opportunity to make a short presentation on items such as; what you have planned for the year (fly-in, air show, educational outreach, etc.), what concerns you feel need to be addressed in regards to Maine aviation, or to update everyone on information you feel is important.

After lunch we are fortunate in having Karl Erickson of the Aircraft Restoration Shop at the Museum give us a behind the scenes tour of this creative facility or you may chose to visit the Museum exhibits with a private tour guide which the Museum has graciously agreed to provide.

We would like at least one member from your organization to attend. If you or a representative can't attend but would like to provide some information that could be read, we would be happy to do that. We do need to know how many are coming so **please** reply to this e-mail with the name(s) of the individual(s) attending, and the organization being represented. Please include both e-mail and phone contact information. Attendance is free but there will be a \$5 contribution for lunch, which will be provided by EAA Chapter 736 Norridgewock.

Those of you who wish to fly in to Rockland to attend the forum are welcome to do so but this is not a "fly-in". The Museum has liability concerns and we need to respect them. Weather and ramp conditions permitting, planes can be parked on the apron area well off the north side of Rwy 21 on the museum ramp outside, but as close as they can get to, the fence that is across the paved display area. If anyone flies in and parks on the RKD ramp, they can call the museum number - 594-4418 - and they will have a taxi service set up to go get and then return attending pilots.

Thank you for your attention and hopefully for your attendance