



## Chapter 736 Newsletter for December 2009



### **Report: FAA lags in morale, diversity**

The FAA may have trouble attracting and keeping tech-savvy workers due to low morale and ineffective diversity efforts, according to a report from the Government Accountability Office. With 38% of "critical" employees eligible for retirement by 2013, the agency must do more to fix morale problems, the report suggested. In a 2009 survey of the best places to work in the federal government, the FAA ranked 214th out of 216 agencies.

### **Futuristic flying cars could debut in 2011**

At least a dozen firms in the U.S. are building prototypes of flying cars, but none have entered production yet. However, Massachusetts startup Terrafugia expects to deliver its Transition flying car to customers by 2011. The cost of first-run models may range from \$100,000 to \$200,000, and operators will be required to obtain a sport pilot's license.

### **AOPA seeks to expand changes to FAR Part 61**

While the FAA is proposing 16 changes to FAR Part 61, AOPA is working to ensure that the changes do not negatively affect pilot training or certification and is recommending additional changes that could benefit the GA community.

“The FAA’s proposed changes could impact operations at flight schools, the way pilots train for future certificates and ratings, and proficiency requirements for those members who own or are considering purchasing a single-pilot turbine aircraft,” said Rob Hackman, AOPA senior director of regulatory affairs. “AOPA will continue to work to

ensure any changes to Part 61 will not have a negative impact on the general aviation community.”

Several of the proposed changes pertain to complex aircraft. The FAA is recommending that the definition of a complex aircraft be modified to include aircraft equipped with full authority digital engine control (FADEC) systems. Other proposals call for the requirement of 10 hours of complex time for the commercial pilot certificate, single- and multi-engine class ratings, to be replaced with 10 hours of advanced instrument training.

AOPA supports the change to the definition of a complex aircraft and the removal of the complex time requirement for the commercial certificate. The association has recommended that the requirement for an instructor’s endorsement for complex aircraft be removed altogether from the regulations and that the practical test standards for the commercial and flight instructor certificates no longer require a complex aircraft.

Instead of requiring 10 hours of advanced instrument training for the commercial certificate, AOPA has recommended that the FAA meet with flight training providers to determine what other areas of training would be better suited for the commercial. The association pointed out that the instrument requirement would be extreme for those pursuing the commercial certificate for VFR-only operations.

Other changes that AOPA supports include allowing foreign pilot licenses to be converted to U.S. pilot certificates through “Implementation Procedures for Licensing,” permitting airplanes with a throwover control wheel to be used for flight training; and allowing student pilots to earn their private pilot certificate and instrument rating simultaneously. However, the association has made it clear to the FAA that the agency should not require private pilots to also earn the instrument rating concurrently.

In addition to its comments on the FAA’s 16 proposed changes, AOPA also recommended an additional change to eliminate the expiration of flight instructor certificates. Under AOPA’s proposal, the certificate would not expire, but the CFI would need to complete currency or renewal training every 24 month in order to exercise the privileges of the certificate. The association also proposed changing the timeframe in which CFIs can attend a flight instructor refresher clinic.

“AOPA is concerned that a large number of flight instructors and former flight instructors perceive the FAA regulatory requirements for certificate expiration and reinstatement as being a significant disincentive to renewing an expired flight instructor certificate,” Hackman wrote. “This has substantially reduced the number of otherwise qualified and experienced part-time flight instructors available to teach and promote general aviation.”

The FAA’s proposed changes and AOPA’s additional recommendations have the potential to streamline the training process and introduce cost savings to pilots, but a final decision on the proposals could take years.

“All of these are just proposed changes; the FAA must now evaluate the comments they have received to this notice of proposed rulemaking and determine if and how they will be addressed in a final rule, and that could take years,” Hackman said, counseling pilots that “these proposals should not be confused with actual changes to the regulations. AOPA will continue to work through the years-long process with the FAA.”

## **No more polished frost, says FAA**

The [FAA has published a final rule](#) that changes preflight procedures for flights in wintry conditions. Effective Feb. 1, 2010, pilots of large general aviation aircraft, air taxis, and on-demand operations may no longer polish frost accumulations before takeoff. Frost-polishing is accomplished by scraping or buffing frost accumulations so as to obtain a smooth surface.

Currently, polishing of frost is permitted under FAR Part 91, subpart F (pertaining to large and turbine-powered multiengine airplanes, and fractional ownership aircraft), and under FAR parts 125 (airplanes having 20 or more seats and/or payloads of 6,000 pounds or greater) and 135 (air taxi and on-demand operations). The FAA final rule cites 12 accidents where airplanes with polished frost crashed shortly after takeoff. A 2004 United Kingdom recommendation to the FAA first urged that polishing of frost be banned following an accident in Birmingham, England. In 2006, an NTSB safety recommendation stressed that rules allowing frost polishing should be reversed.

Don't forget to make sure your airplane is frost-, snow-, and ice-free before taking off this winter.

## **Next Meeting**

Our next meeting will be a pot luck Christmas dinner at Bruce Patten's home on Tuesday, December 15. The get together will begin at 6:00 pm. Everyone bring something for the occasion.

Bruce's address is: 1161 E. Pond Rd, Smithfield, ME

Here are directions to Bruce's house

From Waterville, go out Rt. 137 (left at the Rt. 95 off ramp by the Weathervane Restaurant) through Oakland. After the Corner Store and last street light go exactly 5 miles on Rt. 137. Turn right just before D&L Market onto East Pond Road. Bruce is exactly 5 miles down this road on the right. It is a round house with his name on my mail box.