



The Leader In Recreational Aviation

Chapter 736 Newsletter for September 2009

Gone West



Webster Fox
1916 – 2009

Because of Webster's love of flying, a celebration of his life will be held at 2 p.m. Sunday, Sept. 13, at John Brier's Hangar at 2 LeFleur Road at Robert LaFleur Airport in Waterville. Friends are invited to visit from 1:30 p.m. until the time of the service. Following the service, there will be a gathering of family and friends at the family cottage at 135 Old Heritage Road in Oakland.

FAA Proposes New Set of Pilot, Instructor, and Flight School Rules

The FAA has issued a [notice of proposed rulemaking](#) (NPRM) for changes to rules governing certification of pilots, flight instructors, and pilot schools. According to the FAA, drivers of these revisions include changing aviation technologies, the latest research findings, and a rededicated focus on ensuring that pilots have adequate training and qualifications to operate safely in the National Airspace System.

The proposals include requiring pilot-in-command (PIC) proficiency checks for pilots who act as PIC of single-piloted, turbojet-powered airplanes; allowing pilot applicants to apply for a private pilot certificate and an instrument rating simultaneously; and making allowance in the rule to provide for the issuance of standard U.S. pilot certificates on the basis of an international licensing agreement between the FAA and a foreign civil aviation authority (such as in place with Canada).

The FAA is also proposing that pilot schools can utilize Internet-based training programs without requiring a physical ground training facility and to allow pilot schools and provisional pilot schools to apply for a combined private pilot certification and instrument rating course. In addition, the FAA proposes revisions to the definition of “complex airplane” to include airplanes that are equipped with a full authority digital engine control (FADEC) system consisting of a digital computer and associated accessories for controlling both the engine and propeller with a single lever control. A FADEC-equipped airplane will be considered being equivalent to one having a controllable pitch propeller. Retractable Landing Gear and flaps are still required.

Public comments must be submitted to the FAA on or before November 30, 2009. Instructions on submitting a comment are contained [within the NPRM](#).

Plastic certificates and Photo certificates - AOPA’s position

On February 28 2008, the FAA released its [final rule](#) requiring pilots and airmen to switch from their paper pilot certificates to the new counterfeit resistant plastic certificate. Pilots have until March 31, 2010, and all other airmen have until March 31, 2013, to convert their certificates in order to continue to exercise their privileges. After the 2010 and 2013 deadlines, pilots and airman who have not converted will have to request and receive a new plastic certificates before exercising their privileges.

Temporary, student, and flight instructor certificates (flight instructor certificates are already being issued as plastic) are not impacted by this rule. Pilots and airman can request the plastic certificate through the [FAA’s Web site](#). The cost is \$2. However, if you are removing your social security number from your pilot certificate, the switch is free.

Photo certificates

This final rule DOES NOT provide for the issuance of a pilot certificate with a photo of the holder as required by the Intelligence Reform and Terrorism Prevention Act (IRTPA) of 2004. Pilots are required to carry photo identification acceptable to the administrator when exercising the privileges of a pilot certificate as outlined in FAR 61.3(a). Additionally, pilots are required to present photo identification when requested by the administrator, an authorized representative of the National Transportation Safety Board (NTSB) or Transportation Security Administration (TSA), or a law enforcement officer.

AOPA supports enhancing the quality of the pilot certificate but wants to ensure that any new requirements do not impose unnecessary regulatory burden on pilots. While AOPA supports including a pilot’s photo on the pilot certificate, the association maintains that it is unrealistic to expect the FAA to provide the new certificates within the time frame allowed by law. That is why AOPA successfully petitioned the FAA in 2002 for the

current photo ID requirement. This requirement states that pilots must carry a government-issued photo ID when exercising pilot privileges.

AOPA worked with Congress to ensure that the law allows the FAA to use designees in the process of issuing a photo pilot certificate, but we remain concerned about the impact this accelerated time frame could have on our members. We are working with Congress and the FAA to ensure that the process for obtaining a photo doesn't impose an unreasonable burden on pilots.

Next Meeting

Our next meeting will be held on Tuesday, Sept. 15 at OWK. Since we have some leftover hot dogs from the Fly-In we'll have a bit of a cook out to finish off what remains. For those who care to partake of some food, please be there at 6:30 p.m. The actual meeting will begin at its usual time of 7:30 p.m.