



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for February 2010

### **Maine Aviation Forum**

This year's annual aviation forum will take place on Saturday, February 27 at the Owls Head Transportation museum. The meeting (registration) will begin at 9:30 am. Coffee and doughnuts and lunch will be available for nominal fee.

In the event of bad weather, the forum date will be moved to March 6.

### **FAA Revision to Sport Pilot Rule Mostly Favorable**

The FAA's long-awaited **revisions** to the five year-old Sport Pilot/Light-Sport Aircraft Rule were published Monday, February 1, in the *Federal Register*. With the changes sport pilots will be allowed to fly higher and safer in mountainous regions, find it easier to gain towered airport experience in a powered parachute or weight-shift-control aircraft, and S-LSAs can be used at Part 141 flight schools which will likely reduce training costs for all student pilots. Additionally, a key change to the aircraft maintenance rules will allow E-LSA owners whose aircraft were originally certified as an S-LSA to perform their own maintenance.

EAA and NAFI jointly submitted comments to the FAA's 22 proposed changes and after reviewing more than 150 public comments the FAA withdrew eight proposals and agreed fully or in part with EAA/NAFI recommendations on 10 others.

"The revisions to the rule will affect everyone differently. For most there will be very little change. But certain groups like E-LSA owners whose aircraft used to be certificated under S-LSA provisions should be excited since they will now be able to maintain *and* sign-off maintenance on their own aircraft." said Earl Lawrence, EAA's vice-president of Industry and Regulatory Affairs. "Obviously there were disagreements with the FAA's in other areas, and EAA will continue to fight for changes in the future such as the rules on ultralight aeronautical experience," Lawrence added.

EAA and NAFI's three primary focus points during their review of the proposals were to maintain the original intent of the rule; ensure continued growth of the technology for the pilots, instructors, and repairmen; and ensure the continued lowering of economic and regulatory barriers for participants. The revisions are set to go into effect on April 2, 2010.

## Winter sojourn

On Saturday January 23<sup>rd</sup> Mike and Al flew their ski equipped Challengers to Sanford airport to attend a seminar on winter flying. This event was very well attended; the tarmac was full of airplanes and the parking lot was loaded with people that drove in. The wonderful breakfast that was put on might have contributed to the good attendance!

The seminar consisted of a Power Point presentation on things to consider when heading out on a winter flight. Winter flying presents a few more things to think about in regarding both the plane and the pilot. The Civil Air Patrol had a representative talk about things that should be in the aircraft for winter flying and he talked about winter survival.

After the event it took us a long time to get out because of the number of people around our planes. With all the very expensive planes present we were honored to have the crowd around ours. Maybe they were just wondering who the crazy fools were that flew in with the cute little toy planes!

Al and I feel we should discuss hosting one of these events at our fly-in. From what we were told there are people around our area that are approved by the FAA to speak on a topics of interest. These people do not work for the FAA, they just do these seminars for them. They seem to bring in quite a crowd. Something to think about anyway...

Mike Watson



## User fees dropped from 2011 FAA budget

FAA's fiscal 2011 budget request signals that the Obama administration has dropped its plans to introduce aviation user fees, at least for now.

The budget proposal, released today, had no reference to funding the aviation system through user fees. This was a notable omission, as the FY2010 budget released last year included footnotes referring to a new user-fee approach. The Transportation Dept. never followed up with a detailed proposal, but the footnotes alone were enough to spark protests from user-fee opponents such as general aviation groups.

House Aviation Subcommittee Chairman Jerry Costello (D-Ill.) welcomed the dropping of the user-fee language. "I commend the President and Transportation Secretary [Ray]

LaHood for not rehashing this issue – no aviation user fees in the budget is a big step forward,” Costello said. “The House has demonstrated in no uncertain terms that user fees are unacceptable.” Costello and more than 100 other lawmakers wrote to the White House last October calling for it to not include a user fee proposal in the budget.

The Aircraft Owners and Pilots Association, meanwhile, said while it is “gratified that the Obama administration has heeded the GA community’s concerns, we remain vigilant to ensure the user fee idea remains on hold.”

The White House is recommending a total of \$16.47 billion in funding for FAA in FY2011, a slight increase from the \$15.99 billion enacted by Congress for FY2010. The bulk of the increase comes in the operations line, which receives \$9.79 billion versus the \$9.35 billion in FY2010. Facilities and equipment funding will increase from \$2.94 billion in FY2010 to \$2.97 billion in FY2011. Airports will receive \$3.5 billion in grants, the same as in FY2010. The research and development budget is essentially unchanged at \$190 million.

DOT said the portion of the budget supporting the NextGen modernization plan has increased by 32% to \$1.1 billion. The budget includes \$153 million for air-to-ground data communications, an increase of \$106 million over FY2010. Within the operations budget, \$14 million is earmarked to fund 82 additional positions to develop flight standards and provide increased aircraft certification services.

### **TSA going back to drawing board on general aviation security**

TSA is backing off strict new security measures for general aviation following thousands of complaints from pilots and airport operators. Brian Delauter, the agency's manager for general aviation, says regulations will be revised with greater input from industry stakeholders. "We're going to be ten times more successful in partnership than ... being combative back and forth to each other," he tells NPR. Officials originally wanted the rules applied to airplanes that weighed about as much as two SUVs, but Delauter says TSA now intends to raise the weight limit significantly and make pilots more responsible for ensuring security on board their aircraft.

### **FAA seeks feedback on aircraft certification overhaul**

The FAA is kicking off a review of 14 CFR Part 23 regulations with a public meeting to discuss the future of small airplane certification, maintenance, and operation.

The agency will have a two-day meeting Feb. 23 and 24 in Wichita, Kan., to discuss Part 23, the aircraft certification standard for most general aviation aircraft. The meeting, the first of at least three, will build on findings from a recent two-year study about the certification process.

With engine options, composite airframes, and lightweight digital electronics, the GA aircraft being built today are birds of a different feather from those manufactured just two decades ago; but they are still certificated under the same standards. The last thorough

review of Part 23 requirements was more than 25 years ago. The agency expects this review to affect the next 20 years of small airplane design, certification, and operations.

Before it embarked on the Part 23 review, the FAA consulted a group of industry experts. The group recommended that the certification standards be based on aircraft performance, not engine type and airplane weight as is the current standard, because of the increasing performance and complexity of small GA aircraft.

The FAA Small Airplane Directorate is hosting the meeting to discuss the group's findings with manufacturers, pilots, owners, mechanics, instructors, and anyone else with an interest in the small airplane industry.

### **Next meeting**

Our next meeting will take place on Tuesday, Feb.16 at the Weathervane Restaurant in Waterville. As is our usual practice, please arrive at 6:00 pm if you plan to have dinner so that the meeting can begin at 7:30 pm.