



## Chapter 736 Newsletter for January 2010

### **Deadline approaches for plastic pilot certificate**

Paper pilot certificates will no longer be valid after March 31, 2010, so make sure you've upgraded to a plastic certificate. The FAA mandated the change because it says the plastic certificates are more counterfeit resistant. Pilots can request the plastic certificate through the [FAA's Web site](#) or by mail. The cost is \$2, but if you change your pilot certificate number from your Social Security number, the switch is free. Temporary, student, and flight instructor certificates are not impacted by the rule.

### **Time Running Out for E-LSA Trainers**

EAA is reminding owners of E-LSA aircraft used for training, regardless if they are engaging in training operations or not, to amend their aircraft's airworthiness certificate by January 31, 2010, or it will expire and cannot be reissued. The process for allowing flight training to continue under an amended certificate has stalled within the FAA; however, owners should not wait for that situation to resolve before amending their airworthiness certificate. If the deadline is missed, the aircraft will never again be eligible for an airworthiness certificate.

The amendment process is not a guarantee that an aircraft will be able to operate as previously certificated. The process will remove any allowances for flight instruction or restrictions on maintenance required for flight training operations on the airworthiness certificate. However, the new certificate will allow the aircraft to be flown after the January deadline. This will also make it eligible should a process for allowing flight training operations be issued by the FAA at a later date.

### **EAA, AOPA To Work Together For GA**

EAA and AOPA say they've entered into a new spirit of collaboration to promote general aviation. Senior staff from both organizations met recently to figure out how to play on each other's strengths for the common good of GA and members of both organizations, of which there is considerable crossover. "The majority of our nation's pilots belong to one or both of these organizations, so our members expect us to utilize these strengths in a way that addresses the long-term vitality of general aviation," EAA President Tom Poberezny said in a joint news release with AOPA issued Thursday. AOPA President

Craig Fuller said it's a natural alliance. "This is a logical collaboration that makes sense for the greater good of general aviation," Fuller said.

Among the things that got done at the meeting was the decision to jointly hold a roundtable meeting in early 2010 that brings together representatives of all facets of GA

### **The Human Element in Aviation – A GA Guide to Human Factors**

Human factors: It's a topic discussed at most aviation safety seminars, as well as a fundamental subject during pilot and mechanic training. Yet, despite widespread awareness of the importance of human factors in safety, it continues to play a key role in a majority of today's aircraft incidents and accidents.

Encompassing everything from fatigue and workload management, to integrating the latest advances in technology, the topic of human factors covers a wide spectrum. The *FAA Aviation News* team, along with staff members of the FAA's Civil Aerospace Medical Institute (CAMI) teamed up to produce an issue dedicated to this important subject.

Headlining the issue is the article, "The Importance of the Human Element," written by Dr. Thomas R. Chidester and Dr. Carla A. Hackworth. The article provides readers with a solid foundation on human factors and addresses the question several might ask: Why should I care? The article also discusses how CAMI research helps explain and pinpoint human factors that may lead to an error.

"When errors do occur, FAA experts try to understand the factors that led to those errors," the article states. "One important goal is to determine whether a given error is a one-time error or a potential pitfall for other people."

For more information on how FAA human factors research helps improve your safety, go to: [www.faa.gov/news/aviation\\_news](http://www.faa.gov/news/aviation_news).

### **Upcoming FAA Safety Briefing**

<b>Title</b>	<b>"Thinking TAA?"</b>
<b>Topic</b>	How a High-Tech Cockpit Can Change the Way You Fly!
<b>Date and Time</b>	<b>Thursday, January 21, 2010, starting at 6:00 pm</b>
<b>Speaker(s)</b>	Jeff Van West

**Brief Description**

**Aviation author, editor, CFI, and FAA Safety Team Representative Jeff Van West** will present an interesting and informative briefing on Technically Advanced Aircraft (TAA). He will share some **best practices** related to using and managing these avionics systems so they deliver the maximum utility for the pilot. Listen to ideas and examples to get more out of your GPS, autopilot, glass cockpit, and online resources.

**Location of Event**

**Falmouth Middle School**

52 Woodville Road

Falmouth, ME 04105

**Seating**

60 seats at the facility, 21 remaining for online registration.

**[Click here to register online now!](#)**

**Sponsoring Division**

FAASTeam & Portland FSDO

**Contact Information**

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**Additional Event Information & Acknowledgement of Industry Sponsor(s)**

**Directions:** I-95 to Exit 53. Left at light. At next light, take right onto Leighton Rd. Go to end and take right onto Falmouth Rd. Go past town hall and take first left onto Woodville Rd. Middle School is ahead on left.

Technologically Advanced Aircraft (TAAs) have been promising safer flying and more aircraft utility for more than a decade, yet they've only partially delivered on that promise. Attend this interesting and informative briefing where *aviation author, editor and CFI, Jeff Van West*, will look at several ways to utilize your cockpit avionics—from a simple, portable GPS to a full glass panel. How can these applications serve you better? What safety issues are involved? Some techniques may challenge the very way you get things done in the cockpit! He'll also look at how some online resources can affect options you have available later in your flight.

**Next meeting**

Our next meeting will take place on Tuesday, January 19, 2010 at the Weathervane Restaurant in Waterville. As is our usual practice when meeting here, please arrive around 6:00 pm if you plan to have dinner so that the meeting can begin at 7:30 pm.