



The Leader In Recreational Aviation

Chapter 736 Newsletter for September 2011

FAA Funding Bill passes House

The House of Representatives on Tuesday quickly and unanimously passed a bill temporarily extending funding for the Federal Aviation Administration and federal Highway programs.

Funding for more than 1 million federal employees and construction jobs was set to expire by Oct. 1 if extensions were not passed. Though both parties had misgivings about the bill, no House members wanted to be tied to a big job loss

The FAA's funding through Jan. 31 comes from the 22nd consecutive extension bill since the last long-term funding bill expired in 2007. Highway programs will be funded through March.

The bill is headed to the Senate, where it is expected to pass by the end of the week. But two months ago, passage of the last FAA extension did not come easy. A stalemate over a rider that House Republicans added to the bill resulted in 4,000 FAA employees being furloughed and several stalled airport construction projects; in addition, the FAA has been unable to collect about \$350 million in taxes from airline carriers.

Some conservative groups such as the Heritage Foundation are urging Republicans to vote against the bill, arguing that the money would not be well spent.

"In particular, the six-month extension of highway funding sets funding levels significantly above those passed in the House budget earlier this year, continues to spend funds on programs that should not be funded and misses an opportunity to provide states flexibility in how they spend on transportation," wrote Dan Holler, communications director for Heritage Action for America, in a mass email responding to the bill's passage.

Although the six-month highway extension retains an 18.4-cent-per-gallon federal gas tax, the Congressional Budget Office has projected that those taxes will not give the highway trust fund enough money to pay for its projects and that the fund will be insolvent by summer or fall of next year. In recent years, Congress has dipped into the general Treasury fund to pay for what the trust could not.

The bill's sponsor, John L. Mica (R-Fla.), said he and other Republicans on the Transportation and Infrastructure Committee are committed to completing a long-term funding bill for both programs the next time around.

"This is not the time to bicker," Mica said. "This can't be another Band-Aid. We need long-term employment."

Football and TFRs!

The FAA would like to remind pilots to check for Temporary Flight Restrictions (TFRs) now that the Division I and Professional Football Seasons have gotten into full swing.

Blanket NOTAM 9/5151 is in place; however, due to the ever changing times and locations of games it is impossible to publish anything more specific. Blanket NOTAM 9/5151 addresses the requirements for a TFR to be activated for sporting events, but it is incumbent upon the pilot to know if his route of flight will be affected.

Flight Service can only refer pilots to the NOTAM since they have no way of knowing if games were delayed, in overtime, or cancelled. Air Traffic will ensure IFR flights are clear of TFR airspace, but VFR pilots are only advised on a time permitting basis, unless they ask.

This web site, Airspace.nifc.gov, gives the TFR locations on a map, among other information for pilots.

Tell FAA to count sport pilot time toward higher certificates

The FAA has opened for public comments a [petition](#) submitted by AOPA and three other associations urging that flight instruction from sport pilot instructors logged by sport pilot applicants be eligible to be counted toward higher pilot certificates.

Members are encouraged to submit comments in support of the petition that, if granted, would give sport pilots greater incentive to pursue further flight training, and recognize the cumulative value of their aeronautical experience in the spirit of the final sport pilot rule enacted in 2004.

In January, AOPA, the Experimental Aircraft Association (EAA), the General Aviation Manufacturers Association (GAMA), and the National Association of Flight Instructors (NAFI) [petitioned](#) to amend FAR 61.99 and 61.109 to clearly "permit the instruction time received in pursuit of a sport pilot certificate to be credited toward the instruction requirements of additional certificates and ratings." Pilots wishing to earn recreational or private pilot certificates would still be required to receive training from a certificated

flight instructor on all areas defined under the knowledge and flight proficiency requirements of that certificate.

The associations urged the amendments as a fix for the flaw pointed out by FAA legal staff that was preventing student sport pilots from counting their training flight hours received from sport pilot instructors toward higher certificates and thus discouraging them from pursuing additional training. A July 24, 2009, [FAA letter of interpretation](#) argued that allowing time logged with an instructor with a sport pilot rating to count toward a private pilot certificate would be “the functional equivalent of permitting that instructor to provide flight training for the issuance of the private pilot certificate.”

In response, the associations pointed out that when the FAA proposed the sport pilot rule in 2002 it signaled its intent to credit flight time earned during training with a sport pilot instructor toward the higher certificate.

The associations have been pressing the FAA to correct this situation since the letter was issued and petitioned for the rule change.

Next Meeting

Our next meeting will be held on Tuesday, Sept. 20 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.