



## Chapter 736 Newsletter for December 2014



### Next Meeting

**There will be no meeting this month.**

Everyone, have a Merry Christmas and Happy Holiday season. We'll get back to our regular schedule in January 2015.

### Rulemaking Adjusts Training Device Credit for Pilot Certification

On Wednesday, December 3, 2014, the FAA issued a direct to final rule that will increase the allowed use of aviation training devices (ATDs) for instrument training. The rule will double the allowances under 14 CFR section 61.65(i) to 20 hours for credit in an ATD and allows flight schools operating under part 141 Appendix C to have a 40 percent training credit in an ATD for the instrument (IFR) rating. Previous allowances for ATD use were capped at 10 hours under part 61 and 10 percent under 141. The rule also removes the requirement to use a view-limiting device in the ATD. The comment period for the direct final rule will close Friday, January 2, 2015. The rule will become effective Tuesday, January 20, 2015, if no adverse comments are received.

In concert with this rule change is an update to [Advisory Circular 61-136A, FAA Approval of Aviation Training Devices and Their Use for Training and Experience](#),

which has been revised to improve guidance for the application and approval of these training devices. The AC also provides additional guidance on ATD use for training and how to properly log the time.

Finally, it looks like the FAA is coming around to agreeing with what we CFIs have known for years. The airborne cockpit environment is a horrible classroom in which to teach. It's noisy, full of distractions, occasionally unpredictable and, if the airplane is not tied down with the engine shut off, it is constantly moving through space-time. Frankly, any sane human being is scared of it, at first, though few would admit to it.

Students may not know it (they are often aching so badly for flight time that the thought of being in an ATD turns their stomachs) but flight simulation by computer is truly an extension of all the good things that ground school imparts to students. Doubling up on the ATD time, especially for IFR students, can easily shorten training time, sometimes cutting it in half, because it is easy for the instructor to program the ATD to quickly set up for repetition.

Cutting training time, however, is just one benefit of the ATD. The other is its cost. Most FBO-owned ATDs cost less to operate than an aircraft. That cost savings is passed to the student, who can save from one third to one half what it would cost to perform the same lesson in an aircraft.

This time the FAA knows what it is doing and has the stats to back up the decision. So make sure you get on the Federal Register site and let the FAA know if you like the new ATD regulation. Do it before January 2!

Here is the link:

<https://www.federalregister.gov/articles/2014/12/03/2014-28485/aviation-training-device-credit-for-pilot-certification>

### **AOPA Calls for Tough Penalties Against UAV Pilots**

AOPA is urging the FAA to take steps to address the safety risks of small recreational UAVs, including stipulating penalties for pilots who operate them recklessly.

The association made the recommendation yesterday in prepared comments at a **House aviation subcommittee hearing on UAV operations**. AOPA told the subcommittee that an increasing number of incidents involving recreational unmanned aerial systems pose a potential threat to aviation.

"It is clear that many of the people flying UAS have little or no knowledge of the rules under which other airspace users operate," AOPA wrote in its statement. "It is also clear from online videos that operators are flying near airports, in the clouds and in congested airspace."

AOPA told lawmakers it wants the FAA to provide clear **guidance** and improve educational outreach for recreational UAV fliers, while establishing penalties for reckless operations. Part of that effort should include guidance for pilots on how to file reports with the FAA on dangerous encounters with UAVs.

"Radio controlled model aircraft have been around for decades. The difference — and the challenge — now is the proliferation of low-cost, multi-rotor 'drone' aircraft that take little or no training to operate and are often flown beyond line of sight using 'point of view' systems," said George Perry, Air Safety Institute senior vice president, according to [an AOPA article](#). "Technology moves fast, and government bureaucracies like the FAA do not. It's clear to anyone who has been following 'the rise of the drone' that there are several safety concerns and the FAA is struggling with how best to deal with those."

### **FAA Funding Secured**

The FAA has funding security for nine months after the Senate passed the so-called "Cromnibus" spending bill that approves appropriations for most government departments through September 2015. The vote was held late Saturday. The \$1.3 trillion spending bill also rejects an administration user fee proposal and gives the FAA more money than the White House wanted it to have. The FAA gets \$15.72 billion, about \$440 million more than the administration proposed, and it includes money for NextGen implementation. The National Air Transportation Association (NATA) stayed up late Saturday night to follow the legislative process and said the relative stability is welcome.

Taking such action funds important priorities such as NextGen and removes the budgetary uncertainty the agency faces when operating under short-term funding bills. The FAA was among 11 government departments that got their full funding in the bill. The Transportation Security Agency only got three months, a position with which the FAA is familiar. It functioned on such temporary authorizations for several years until last year.