



Chapter 736 Newsletter for January 2014

Aviation groups alarmed over FAA action on GA flight simulators

From AVWEB

The Society of Aviation and Flight Educators (SAFE) has criticized the FAA's Jan 2, 2014 Notice Of Policy Change that restricts the use of flight simulators as an action that will adversely affect flight safety. As of Jan. 1, 2015, a maximum of 10 hours of simulator time will be allowed toward an instrument rating. Currently, pilots working on an instrument rating may log as much 20 hours in FAA-approved flight simulators known as Personal Computer Aviation Training Devices (PCATD), Flight Training Devices (FTD) level 1-3, Basic Aviation Training Devices (BATD and Advanced Aviation Training Devices (AATD) under currently issued Letters of Authorization for those devices. "The FAA should be encouraging better pilot training, not discouraging it," said Doug Stewart, SAFE executive director. "The extra simulator training hours allowed by those LOAs is invaluable."

The policy change will eliminate all simulator LOAs issued prior to Aug. 23, 2013—requiring most manufacturers to reapply for an LOA. No new LOAs will allow more than 10 hours of simulator time to be credited towards an instrument rating. SAFE's Stewart went on to say, "FAA officials, understanding the value of simulators in flight training, have been issuing these LOAs since 1980. The proposed policy change will take away much of the incentive for pilots to improve their skills in a better classroom than a noisy cockpit." The use of simulators has long been recognized to improve flight safety and has cut down on training accidents, as it is far safer to practice certain emergencies in a simulator than in an airplane.

Maine Aviation Forum

Save the Date

What: Maine Aviation Forum

Where: Owl's Head Transportation Museum

When: Saturday February 22nd (WX alternate Sunday February 23rd)

Registration: 09:30

Forum Starts: 10:00

NTSB Issues Five New GA Safety Alerts

The National Transportation Safety Board issued five safety alerts for GA before the end of 2013 in hopes of further mitigating accidents by pinpointing hazards and offering practical remedies to address them. The alerts focus on proper ELT use and installation, carb ice awareness, self-locking fiber/nylon nuts, ensuring restraints are working and used, and securing loose items in the cockpit.

"At a time when many people are putting together their list of resolutions for the coming year, these [five safety alerts](#) remind pilots, mechanics, and passengers of basic safety precautions to add to their checklists to ensure a safe flight for all on board," said NTSB Chairman Deborah A.P. Hersman. "Knowing these accidents, which sometimes include entire families, can be prevented is why general aviation safety is on our most wanted list of transportation safety improvements."

Here is the list of new GA safety alerts:

- ['Armed' for Safety: Emergency Locator Transmitters](#)
- [Engine Power Loss Due to Carburetor Icing](#)
- [Proper Use of Fiber or Nylon Self-Locking Nuts](#)
- [Check Your Restraints](#)
- [All Secure, All Clear](#)

FAA apologizes for delay on medical petition

Administrator Michael Huerta has formally responded to an AOPA request for an update on the status of the association's third-class medical petition, but it remains unclear when the agency will make a final decision.

In the Dec. 26 letter, Huerta apologized for the delay in taking action on the petition, saying it was important to "ensure that such an unprecedented change will not result in any adverse impact that could lead to degradation in safety."

The administrator also acknowledged the importance of the issue to pilots, referring to the more than 16,000 comments submitted on the petition.

The letter was sent following a meeting with AOPA President Mark Baker that included discussion of the third-class medical issue.

"We appreciate the administrator's willingness to discuss this issue and the FAA's concern for safety—that's always our highest priority," said Baker. "But we do feel pilots have waited long enough for an answer, so we will keep vigorously pursuing both our petition and legislative options to expand the use of the driver's license medical standard."

It has been almost two years since AOPA and EAA submitted a joint petition that would expand the use of the driver's license medical standard. In the face of FAA inaction and

strong interest from the pilot community, Congress has recently taken matters into its own hands.

On Dec. 11, 2013, Rep. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) introduced the General Aviation Pilot Protection Act. By the time Congress returned to work following the Christmas holiday, the measure had attracted 16 co-sponsors.

The legislation would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats as well as some twins. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

Next Meeting

Our next meeting will be held at the Weathervane Restaurant in Waterville on Monday, January 20th. Please arrive at the restaurant by 6:00 pm if you plan to have dinner so that the regular meeting can begin at 7:30.