



Chapter 736 Newsletter for April 2016

AOPA seeks input from WAAS users

AOPA is asking pilots to complete a Wide Area Augmentation System (WAAS) questionnaire that the association can use to better understand WAAS users and advocate for improvements. The anonymous survey should take 10 to 15 minutes to complete, and final results will be shared with members. The deadline to participate in the survey is May 20. [Take the survey](#)

Senate passes FAA reauthorization

The Senate has passed FAA reauthorization legislation, including third class medical reform, on a 95-to-3 vote with strong bipartisan support. The measure would authorize FAA programs until Sept. 30, 2017. Final passage on April 19 followed a procedural vote the previous day.

“This is a solid bill for general aviation,” said AOPA President Mark Baker. “The third class medical reform language goes far beyond the AOPA-EAA 2012 petition and means that hundreds of thousands of pilots will never need another FAA medical exam. Getting these reforms is vital to the entire general aviation community. Add to that the fact that there are no user fees for general aviation in this bill and there are provisions to continue research into unleaded fuels and increase grants for improvements to GA airports, and it’s all good news for GA.”

Baker went on to note that the FAA reauthorization bill marks the second time in five months that the Senate has passed bipartisan third class medical reform.

There are now several bills in the House of Representatives that will get third class medical reform across the finish line thanks to the leadership of our members and Senators John Thune, Jim Inhofe, Joe Manchin, John Boozman, and Bill Nelson

Under the Senate bill passed April 19, most pilots who have had a regular or special issuance third class medical certificate within 10 years of enactment will never need to see an aviation medical examiner again. Pilots would need to see a personal physician

every four years, make note of the visit in their logbook, and keep a form signed by the doctor in their logbook following the examination.

Additionally, should a pilot develop certain specific cardiac, mental health, or neurological conditions, they will only have to get an FAA special issuance medical once.

“I am pleased that the Pilot’s Bill of Rights 2 was included in the Federal Aviation Administration Reauthorization Act that passed the Senate,” said Inhofe, who sponsored the Pilot’s Bill of Rights 2 legislation. “I am grateful for the strong and consistent voice of AOPA members who shared why third class medical reform is necessary. I want to thank Mark Baker, the president of AOPA, and his team for their leadership and support from the beginning. I look forward to continuing to work with AOPA and the whole general aviation community to see the Pilot’s Bill of Rights 2 be enacted into law.”

Compared to the earlier third class medical petition, the legislation would give pilots greater latitude, allowing them to fly aircraft up to 6,000 pounds and carrying up to five passengers at altitudes below 18,000 feet and speeds up to 250 knots. Unlike an earlier House bill, the Senate FAA reauthorization legislation does not include user fees for GA, nor does it privatize air traffic control.

The FAA is currently operating under an extension through July. With the Senate bill now passed, the House will have to move swiftly to consider the Senate measure or adopt its own bill in order for FAA reauthorization to become law ahead of the July deadline.

FAA restores sim time for instrument rating

An FAA final rule that takes effect May 12 will make it possible, once again, for pilots training for the instrument rating to count up to 20 hours of use in an approved aviation training device (ATD) toward their time requirements.

The new rule, which doubles the amount of approved ATD time currently allowed, was strongly advocated for by AOPA and much of the flight training industry.

The final rule published April 12 restores the amount of approved ATD time pilots counted toward the instrument rating until early 2014, when an FAA policy statement cut the hours to 10.

In December 2014, the FAA fast-tracked a rulemaking proceeding to restore the 20-hour limit—but that process ran into procedural obstacles when two adverse comments required that the FAA withdraw the rule, which it revised and resubmitted last June.

The rule allows instrument trainees to credit a maximum of 10 hours using a basic ATD (BATD) and a maximum of 20 hours using an advanced ATD (AATD). Credit, using a combination of the two, however, may not exceed 20 hours.

Allowances have been increased for Part 141 programs as well—something that will be appreciated by schools and students alike. Students training for an instrument rating in a Part 141 program may credit no more than 40 percent of training toward total time requirements in an AATD. The limit for using a BATD will increase to 25 percent of total time requirements, and the limit for the combined use of both types is 40 percent. Previously, Part 141 training time was limited to 10 percent for either type, or both combined.

The now-final rule drops a requirement for students to wear a view-limiting device when logging instrument time in an approved ATD, if the student is operating solely by reference to the instruments and the device is representing instrument meteorological conditions.

The FAA said it gave weight to comments stressing the importance of instrument-rating students being able to learn emergency procedures “using meaningful repetition” until mastery of the skills can be confirmed.

The FAA added that persons who use the new provisions “will do so only if the benefit they will accrue from their use exceeds the costs they might incur to comply.” Given the high use of ATDs in the training industry, “the change in requirements is likely to be relieving.”

Reminder

EAA youth protection program deadline coming up May 1st. All of our people working with the Young Eagles will hopefully have this done.

<http://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/youth-protection-policy-and-program>

Next Meeting

We will be starting our meetings again in May. A notice will be sent once the date and place have been established.