



Chapter 736 Newsletter for January 2016

2016-Maine Aviation Forum

Maine Aviators,

The ninth annual Maine Aviation Forum will be held on Saturday February 13th at the Owls Head Transportation Museum located adjacent to the Knox County Airport (KRKD) in Owl's Head, Maine. The weather alternate is the next day, Sunday February 14th.

In case of bad weather I will send an e-mail out by 1200 noon on Friday the 12th. If you will be traveling, unattached to your e-mail or are unsure of the Forum's status please call my cell at 207-323-0616.

There will be coffee and pastries in the morning and lunch will be served as usual.

As in the past PLEASE LET US KNOW HOW MANY ARE COMING AT LEAST A WEEK AHEAD OF TIME TO PLAN FOR THE FOOD.

If you represent an aviation organization, business, or interest and would like a few minutes to make a brief presentation, let me know so I can put you on the Speakers List.

The format is the same as in the past and is as follows:

0930-1000 Registration
1000-1015 Introduction
1015-1230 General Session
1230-1330 (approx.) Lunch
1330-1600 (approx.) Special Presentations

If you do not wish to receive e-mails regarding The Maine Aviation Forum please reply to this with unsubscribe in the subject line.

Fly safe,

Duke Tomlin
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Coordinator, Maine Aviation Forum
Member: Maine Aeronautical Advisory Board
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FAA Issues New Student Pilot Rules

Under a new rule released by the FAA, student pilots will no longer get their student pilot certificate from an aviation medical examiner. Instead, they can apply in person at a FSDO, through a designated pilot examiner, with a Part 141 flight school or a CFI. The TSA will vet the application, and then a plastic certificate will be sent to the student by the Civil Aviation Registry. Earlier proposals to charge a \$22 fee and require a photo have been withdrawn. Student pilots still will have to visit an AME to acquire a separate medical certificate. The new rule takes effect April 1.

Student pilots who already have a paper certificate can continue to use it until it expires, according to the rule. Plastic replacements can be requested, but there will be a \$2 fee. How long it will take for the TSA to complete its vetting process is not clear. The FAA says it will "take steps to expedite student pilot applications ... so they may exercise the privileges of the certificate as soon as feasible." The FAA estimates that the turnaround time "can be reduced to an average of 3 weeks or less, provided that initial security vetting by TSA indicates that the applicant is eligible for the certificate." If an applicant is deemed ineligible by the TSA on security grounds, he or she will be able to appeal that decision through the TSA's administrative procedures.

Instructors and students should submit their student pilot application as soon as possible to be sure the certificate is issued in time for solo.

The FAA says it has another NPRM in the works that would require all pilot certificates to be resistant to tampering, alteration and counterfeiting, and to include a photograph and "biometric information." The new [rule](#) issued began with an [NPRM](#) issued in November 2010.

FAA Releases Revised ADS-B Advisory Circular

The FAA has published [AC 20-165B](#), Airworthiness Approval of Automatic Dependent Surveillance-Broadcast Out Systems, the guidance material for those seeking approval for installation of ADS-B Out systems. According to the Aircraft Electronics Association, "The revision to AC 20-165 contains a number of significant changes." These include the elimination of "the criteria that ADS-B Out transmitters and position sources be automatically treated as a major alteration."

The association pointed out that ADS-B Out upgrades "still require the initial approvals, but within specific limitation allows ADS-B Out installations to be treated as 'normal' avionics. As such, the evaluation of major/minor is normal. Second, the AC highlights the follow-on installation criteria of a previously approved system. Third, the AC contains the criterion for reuse of flight test data for follow-on installations of approved systems."

FAA Updates Flight Review Criteria

Before your next flight review or instrument proficiency check, you'll want to read over a **new FAA Advisory Circular** that contains guidance for instructors on special areas of emphasis for general aviation pilots.

The FAA is concerned that pilots' hand-flying skills might not always be up to acceptable standards and that many may suffer from an over-reliance on automation and electronic systems.

"The FAA reminds CFIs conducting flight reviews and IPCs to ensure that a pilot under evaluation is proficient with the automated system and knows what to do if it fails," the AC says.

Loss of control and traffic pattern operations will be areas of special emphasis on flight reviews, with CFIs encouraged to ensure pilots can safely hand-fly in the most common phases of flight likely to lead to loss of control.

The FAA also recommends in the AC that pilots develop personal currency programs to ensure their skills don't erode between flight reviews.