



*The Leader In Recreational Aviation*

## **Chapter 736 Newsletter for May 2016**

### **Next Meeting**

We're starting meetings again this month

Our next meeting will be held at Curtis Air at the Pittsfield Municipal Airport on **Monday, May 16th beginning at 6:00 pm**. Everyone bring a few bucks and we'll order some take out to kick things off.

### **CONTINUED FIGHT FOR MEDICAL REFORM**

In December 2015, the Senate passed a compromise version of S. 571, the Pilot's Bill of Rights 2, which would mean most pilots would only ever need one third class medical exam. The third class medical reform provisions passed by the Senate go far beyond the AOPA-EAA 2012 petition. A slightly different version of the Pilot's Bill of Rights 2 (H.R. 1062) was introduced in the House but has not yet come to the floor for debate and a vote.

If the House passes S. 571 as approved by the Senate, the bill would go directly to the president's desk to be signed into law. For now, it is being held up because of the House debate over privatizing air traffic control that has stalled all aviation-related legislation.

Both the House and Senate have included medical reform language in their FAA reauthorization bills. Last month, S. 571 was included in the Senate FAA reauthorization bill that passed by a vote of 95 to 3, marking the second time in five months that medical reform has passed in the Senate.

The third class medical provision from the House version of the Pilot's Bill of Rights 2 is included in the House FAA reauthorization bill, which also is stalled because of the controversy over plans to privatize the air traffic control system. Now that the Senate has passed its FAA reauthorization bill, House leaders have said they are considering their options for moving reauthorization forward, but nothing has been scheduled at this time.

### **FAA Administrator Makes Major Drone Announcements**

Speaking at the AUVSI annual conference in New Orleans, FAA Administrator Michael Huerta this week announced the agency is establishing a broad-based advisory committee that will

provide advice on key unmanned aircraft integration issues. He also announced plans to make it easier for students to fly unmanned aircraft as part of their coursework.

Huerta said the drone advisory committee is an outgrowth of the successful stakeholder-based UAS registration task force and the MicroUAS aviation rulemaking committee.

Those panels were set up for a single purpose and for limited duration. In contrast, the drone advisory committee is intended to be a long-lasting group. It will help identify and prioritize integration challenges and improvements, and create broad support for an overall integration strategy.

"Input from stakeholders is critical to our ability to achieve that perfect balance between integration and safety," Huerta said. "We know that our policies and overall regulation of this segment of aviation will be more successful if we have the backing of a strong, diverse coalition."

Huerta said he has asked Intel CEO Brian Krzanich to chair the group.

Huerta also announced FAA will start allowing students to operate UAS for educational and research purposes as of May 4.

As a result, schools and students will no longer need a Section 333 exemption or any other authorization to fly provided they follow the rules for model aircraft. Faculty will be able to use drones in connection with helping their students with their courses.

## **INDUSTRY CALLS ON FAA TO ISSUE FINAL PART 23 RULE**

Industry groups sent a letter urging the FAA to "work swiftly to implement" Part 23 reform and issue a final rule by the end of 2016. The letter comes on the eve of a two-day FAA public hearing on Part 23 changes in College Park, Georgia.

Part 23 regulatory reform comes from the FAA Modernization and Reform Act of 2012 and the Small Airplane Revitalization Act of 2013, which called on the FAA to develop small aircraft certification rules based on performance- and risk-based standards rather than the current prescriptive design requirements.

The FAA has acknowledged prescriptive design requirements "are costly to the FAA and industry, act as barriers to certification, and discourage innovation."

The regulatory changes should "hasten the adoption of safety enhancing technology in type-certificated products while reducing regulatory time and cost burdens for the aviation industry and FAA," according to the agency.

The Small Airplane Revitalization Act gave the FAA a December 2015 rulemaking deadline, but in July of 2014 the FAA told the House Aviation Subcommittee it could not meet the deadline. The industry letter said "business as usual will not be sufficient" for the FAA to issue a final rule by the end of the year.

In addition to AOPA, the letter was signed by representatives from the Aircraft Electronics Association (AEA), the Experimental Aircraft Association (EAA), the General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI), the International Council of Air Shows (ICAS), the National Association of State Aviation Officials (NASAO), the National Air Transportation Association (NATA), and the National Business Aviation Association (NBAA).

AOPA representatives will participate in the public hearing and submit formal comments, and AOPA served on the FAA's Certification Process Study; the Part 23 Reorganization Aviation Rulemaking Committee, which developed the recommendations for reforms; and the ASTM F44 Committee, which is developing industry consensus standards for the Part 23 rulemaking effort.

### **Chapter Newsletter Submission-EAA STC**

Dear Chapter Newsletter Editor,

I'm asking that you include the article below in your next chapter newsletter. This STC is a major breakthrough in safety and affordability for EAA members. This is on par with EAA's landmark autogas STC work of the 1980s. Every member needs to hear about this landmark work.

Thanks for your hard work on behalf of your chapter!  
Tailwinds,

Charlie

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***See you at EAA AirVenture Oshkosh—July 25th-July 31st, 2016***

## **EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners**

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-

certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!