



The Leader In Recreational Aviation

Chapter 736 Newsletter for August 2018

GROUPS URGE CAUTION ON FLIGHT SHARING

Though the idea seems new, flight sharing has been around for decades—even dating back to the 1960s, when pilots posted their trips on bulletin boards at local airports. Today, many private pilots split fuel costs when taking trips with family, friends, and co-workers. This type of flight sharing is referred to as “common purpose.” These practices clearly were never meant for private pilots to “hold out” to the public for hire and compensation.

In 2014, website startups like AirPooler and rival Flytenow were **quickly** grounded by the FAA. The agency concluded that private pilots participating in these types of websites required a part 119 certificate because they were engaged in common carriage, which means pilots would be holding out with a willingness to transport persons or property from place to place for compensation or hire. FlyteNow subsequently took the FAA to court and lost their case. The agency believed these flight-share companies were bypassing commercial safety, training, and aircraft maintenance requirements since their intention was clearly to carry passengers for hire.

The National Air Transportation Association (NATA) has also rejected the Aviation Empowerment Act being pushed by FlyteNow in Congress, arguing that the model presents serious safety and security concerns. According to NATA, if an accident were to occur, Flytenow would bear no liability (but individual pilots might). The model also creates a potential situation whereby the Transportation Security Administration may see a need to increase security regulation of general aviation pilots and airports, a move which could adversely affect all GA pilots.

AOPA and aviation associations across the United States have worked collaboratively with Congress, NATA, NBAA, and others on compromise language included in the House-passed FAA reauthorization bill (H.R. 4), which would require the FAA to place safety parameters around flight sharing for compensation and hire so these web-based companies can move forward.

County commissioners approve lighting upgrade for Bar Harbor airport

The Hancock County-Bar Harbor Airport in Trenton will receive a \$1.7 million lighting upgrade.

The Bangor Daily News reported the Hancock County Commission approved the project earlier this week. The new lighting system will illuminate airport runways, taxiways and apron, replacing a system that was last upgraded in the late 1990s. The Federal Aviation Administration is expected to fund \$1.54 million, with the Maine Department of Transportation and the county airport each contributing an additional \$85,000.

The FAA funding for Hancock County-Bar Harbor Airport, for lighting and safety improvements, was the third-highest award in the state, according to an FAA news release issued in July that reported 19 Maine airports will receive \$14 million in FAA funding. The Maine recipients were some of 390 airports nationwide awarded grants in the recent tranche of funding, which totaled \$660 million.

FAA SHARES PLANS TO CUT FLIGHT TEST DELAYS

The FAA has briefed the flight training industry on measures it plans to implement to slash the delays many applicants face scheduling flight tests—including giving designated pilot examiners new flexibility to operate in a nationwide reshuffling of testing resources.

The reforms cover a wide range of certification functions and will affect organizations in the public and private sectors. Most of the changes will be implemented under existing policies where it appears that the FAA had not fully used its authority to delegate airman testing activities.

For general aviation, the most significant changes affecting the DPE system include creating a national system for appointing and terminating designees; removing geographic restrictions limiting where DPEs can render their services; and eliminating a policy prohibiting DPEs from giving more than two tests in a single day.

Establishing a national airman certification system would allow resources to be deployed to areas “where the highest certification activity occurs,” and would manage the entire system for detection of operational risks. The restructuring will also speed up the process of initial flight instructor testing—long a source of delays—by allowing applicants to apply directly to authorized designees rather than working through a local FAA office, Oord said. The lifting of geographic limitations on DPEs and ending the two-tests-a-day cap could put more tests on a DPE’s calendar and quickly cut into the current flight testing backlog. The provisions affecting DPEs are consistent with the goals of proposals included by Sens. James Inhofe (R-Okla.) and Tammy Duckworth (D-Ill.) in the [**Securing and Revitalizing Aviation \(SARA\) Act of 2018**](#), introduced in the Senate in July.

A regulatory rewrite will be needed to remove language that prevents the FAA from “using an individual designee in innovative ways” or in “ways not allowed before,” the FAA said.

The Flight School Association of North America (FSANA) has been working on this issue over the last two years, said the training industry could expect to see reforms taking effect soon.

“The FAA at the highest levels is committed to making major changes in policy guidance to provide relief of scheduling backlogs for airman practical tests around the country. FSANA is pleased to report that changes are coming in September 2018,” it said in a news item on its [website](#).

AEROVONICS INTRODUCES ECONOMICAL GLASS

GOAL IS MATCHING MECHANICAL-INSTRUMENT PRICE

AeroVonics LLC of Albuquerque, New Mexico, is poised to enter the avionics market with its AV-20-S, a two-inch-diameter, self-contained multifunction display. The company expects FAA certification through the NORSEE (non-required safety enhancing equipment) pathway any day now.

The primary technology behind it is probeless angle of attack. That lowers the cost of installation. It's based on a Sperry patent from the 1960s and compares aircraft pitch, from an attitude and heading reference system (AHRS), to air data.

AeroVonics displayed the AV-20-S at EAA AirVenture in Oshkosh, Wisconsin, where EAA named the company a 2018 Innovation Showcase winner. It provides 12 functions, including angle of attack with progressive audio cues and display pop-up; G-meter display with voice alerting and peaks; attitude; clock, outside air temperature, bus voltage, dual count-up/count-down timers, engine run timer, flight timer, density altitude; and true airspeed. An internal back-up battery provides 30 minutes of operation. The pending NORSEE certification will apply to Class I and Class II unpressurized aircraft.

The unit incorporates a full-color, sunlight-readable display and a bezel-mounted light sensor for automatic display brightness. It connects to the pitot and static systems of the aircraft, while the otherwise similar model AV-20 does not.

AeroVonics also showed the AV-30, a fully digital dual-mode attitude and direction indicator designed to replace the corresponding legacy vacuum-driven instruments in older general aviation aircraft. Features include primary attitude, probeless AOA, indicated airspeed, altitude/vertical trend/alerter, G meter; HSI mode/compass rose/arc compass; and GPS navigational data overlay. It also has an internal back-up battery that typically provides two hours of operation.

Configured as an attitude indicator, it can replace the legacy standalone attitude indicator, providing a solid-state presentation of roll, pitch, and slip. Configured as a direction indicator, it can replace a non-slaved directional gyro. In both modes, supplemental data can be presented as graphical and textual overlays, configurable by the pilot. Three

separate pages can be set up by the pilot, allowing preferred configurations for different phases of flight or to reduce clutter. A dedicated, fully decluttered page is provided in each display mode.

The AV-30 helps to preserve the original look and feel of classic aircraft by rear-mounting in the instrument panel, maintaining the circular nature of the original indicator, and eliminating the need to cut into existing instrument panel overlays. The display can be customized; one EFIS presentation replicates the feel of a legacy mechanical attitude indicator.

The AV-20-S is priced at \$895, and the AV-20 is \$499. The company said the AV-30 would be available for experimental aircraft in late 2018 for \$1,595; the certified version, approved via AML-STC, should be available in mid-2019, also for \$1,595.

More information about both products is available on the [AeroVonics website](#).

Next Meeting

Our next meeting will be held on **Monday, August 20 at 6:00 pm** at Curtis Air, Pittsfield Municipal Airport.