



The Leader In Recreational Aviation

Chapter 736 Newsletter for June 2018

Next Meeting - Please Note Special Date

Our next meeting will be held at Curtis Air at Pittsfield Municipal airport (2B7) on **Monday, June 18th at 6:00 pm.** We will also have a meeting on **Monday, July 9th** at 6:00 pm. as a final prep for the Fly-In to be held on **Saturday, July 14th**
Please make every effort to attend.

FAA UPDATES AIRMAN CERTIFICATION STANDARDS

Airplane, and Remote Pilot—Small Unmanned Aircraft Systems, effective June 11. Student pilots and especially flight instructors will want to pay attention to new revisions to the FAA's airman certification standards (ACS) for Private Pilot—Airplane, Instrument Rating—Airplane, Commercial Pilot—Airplane, and Remote Pilot—Small Unmanned Aircraft Systems, effective June 11.

The revisions, initially developed by the Aviation Rulemaking Advisory Committee Airman Certification System working group, include some new regulations, such as those accommodating Part 68 BasicMed privileges and limitations. Additional changes include edits to account for the FAA's recent reorganization, different types of hypoxia, and giving the evaluator discretion to ask for a full aerodynamic stall on a checkride, to name a few.

The working group consists of experts and stakeholders from both the FAA and industry, working together on a system that connects the certification standards to FAA advisory handbooks, test questions, and the practical test. Processes have been established to identify and coordinate any changes to regulations, policies, and/or technologies that will need to be accounted for and incorporated into the standards.

With this set of foundational standards in place, the ACS working group continues its development of the next set of certificates and ratings, including ATP, Commercial Pilot—Military Competence, Aviation Maintenance Technician, Rotorcraft, Powered-lift, and Instructor. Recommendations for those standards and other components of the certification system will be channeled through the Aviation Rulemaking Advisory Committee for its review and submittal to the FAA.

Free version of Wx24 Pilot Aviation Weather App released

The [Wx24 Pilot Aviation Weather App](#) is now available in a free version.

No strings attached, no popup ads, just a presentation of aviation weather that gives pilots a quick and easy read of conditions and forecasts, in addition to providing weather Wx24 Pilot's difference is its way of presenting aviation weather that gives pilots the ability to see and understand complex METARs and TAFs in seconds, developers continue. Even AIRMETs, SIGMETs and TFRs are presented on one screen for weather at a glance.

The Wx24 Pilot app pulls together numerous aviation weather reports and presents them in a simple visual format.

The graphical presentation of aviation weather by Wx24 Pilot allows pilots to quickly assess aviation weather conditions to improve situational awareness and safety of the flight, company officials note.

The free version of Wx24 Pilot provides a great value to recreational pilots, student pilots, and their CFIs. These pilots usually fly within their local airspace and don't require the app's robust full version features, such as flight planning, weather charts and personal minimums and the free version doesn't have those annoying pop-ups and banners ads found on most free apps.

AOPA, NBAA RESPOND TO 'WASHINGTON POST' EDITORIAL

It's been weeks since the so-called privatization of air traffic control (ATC) was removed from the House FAA reauthorization proposal, but *The Washington Post* is still mourning its loss. A May 3 editorial calls the exclusion of so-called privatization in the recently passed FAA funding bill "depressing." AOPA and NBAA responded with a joint letter setting the record straight regarding why handing ATC to the airlines is bad idea.

The Washington Post editorial blamed the corporate-jet and private-airplane lobbies for the pushback on the proposed legislation, but when it comes to the facts, the editorial got it wrong.

"The truth is, this ATC giveaway alarmed lawmakers from both parties, mayors in every state, think tanks on the left and right, consumer and passenger groups, more than 200 aviation organizations, the majority of the American public and independent government watchdogs, like the Congressional Budget Office, the Congressional Research Service and the Government Accountability Office," AOPA President Mark Baker and NBAA President Ed Bolen wrote in a letter to the editor.

In the letter, AOPA and NBAA wrote that the reason for such widespread opposition was simple: "It would replace congressional oversight of the nation's aviation system with a board, effectively dominated by the airlines, and unaccountable to Congress. The group would have authority to target resources toward the large airline hubs and make self-serving decisions."

The Washington Post editorial also suggested that the proposed legislation could have made air travel more efficient by clearing more room in the skies and at airports for airlines, a statement AOPA and NBAA called "way off base."

"General aviation makes up less than 1 percent of traffic at Hartsfield–Jackson Atlanta International Airport and O'Hare International Airport in Chicago and less than 2 percent at LaGuardia Airport in New York," wrote AOPA and NBAA.

Despite a mischaracterization of the legislation by *The Washington Post*, H.R.4, minus the controversial ATC provision, sailed through the House with a 393-to-13 bipartisan vote—a victory for all aviation and GA.

MAINTENANCE DELAY NO MORE

AVIATION BILL INTRODUCED IN THE HOUSE

Amid growing demand for aviation maintenance technicians, a bipartisan group of legislators in the House of Representatives introduced a bill on May 8 aimed at recruiting new technicians, training maintenance professionals, and encouraging more people to pursue careers in aviation. H.R.5701, also known as the Aviation Maintenance Workforce Development Pilot Program Act, is sponsored by Reps. Sam Graves (R-Mo.), Daniel Lipinski (D-Ill.), Markwayne Mullin (R-Okla.), and Brenda Lawrence (D-Mich.).

The bill comes at a crucial time, with Boeing predictions showing a demand for nearly 120,000 new technicians in the next 20 years. According to a forecast from Oliver Wyman, the demand for maintenance technicians will outstrip supply by 2022. If passed, H.R.5701 will help meet the demand for workers and create a grant program of up to \$500,000 per year available to businesses, unions, schools, and government entities partnering to address the technician shortage.

"This legislation provides a viable path forward to address the skills gap and ensure the United States remains a world leader in the aviation industry," said Graves, who hopes to include the bill in the FAA reauthorization package being considered this summer. In March, a similar bill was proposed in the Senate by Sens. Jim Inhofe (R-Okla.), Richard Blumenthal (D-Conn.), Jerry Moran (R-Kan.), and Maria Cantwell (D-Wash.), and was overwhelmingly supported by the aviation industry. AOPA and 19 other aviation groups expressed their support for the legislation in a May 8 letter to Congress.

Beyond A&Ps, Boeing's forecast shows a demand for more than 637,000 commercial pilots and 839,000 cabin crew in the next 20 years.