



The Leader In Recreational Aviation

Chapter 736 Newsletter for August 2019

Fly-In

Weather for the Fly-In was great. We flew approximately 100 Young Eagles. Thanks to all the pilots and everyone who pitched in to make the event a success.

MANDATORY ICAO FLIGHT PLAN FILING BACK ON TRACK

Attention pilots: Two years after the FAA placed a hold on plans to require all domestic and international flight plan filers to use the international flight plan form, the policy has been revived with a start date of Aug. 27.

TBL A-1
Flight Specific Information

Item	International Flight Plan (FAA Form 7233-4)	Domestic U.S. Requirements	Equivalent Item on Domestic Flight Plan (FAA Form 7233-1)
Aircraft Identification	Item 7	Required	Item 2
Flight Rules	Item 8	Required	Item 1
Type of Flight	Item 8	No need to file for domestic U.S. flight	N/A
Equipment and Capabilities	Item 10 Item 18 PBN/; NAV/; COM/; DAT/; SUR/	Required	Item 3
Date of Flight	Item 18 DOF/	Include when date of flight is not today	N/A
Reasons for Special Handling	Item 18 STS/; RMK/	Include when special category is applicable	Item 11
Remarks	Item 18 RMK/	Include when necessary	Item 11
Operator	Item 18 OPR/	No need to file for domestic U.S. flight	N/A
Flight Plan Originator	Item 18 ORGN/	No need to file for domestic U.S. flight	N/A

The resumption of the long-delayed mandate to adopt the flight plan form, which uses the International Civil Aviation Organization (ICAO) format, comes after the FAA conducted extensive compatibility testing.

Difficulties coordinating the implementation internationally caused the FAA in fall 2017 to **set** aside the ICAO format indefinitely after numerous target dates lapsed. The agency has continued to encourage pilots in the United States to use the international form voluntarily.

Many flights must already use the ICAO format flight plan, which according to the FAA is required now in the following circumstances:

- When the flight will enter international airspace, including oceanic airspace controlled by FAA facilities.
- When the flight expects routing or separation based on Performance Based Navigation (PBN), for example, RNAV 1.
- When the flight will enter Reduced Vertical Separation Minimum (RVSM) airspace.
- When the flight expects services based on Automatic Dependent Surveillance-Broadcast.

Guidance on using the ICAO flight plan form eventually will be published in the *Aeronautical information Manual*. In the interim, the FAA has posted guidance on its website including a **“What’s different?”** summary comparing the domestic flight plan form that’s familiar to most U.S. pilots, and the ICAO form (FAA Form 7233-4). AOPA also has produced a **video** that reviews the ICAO flight plan form, and AOPA’s **Pilot Information Center** can answer your questions about it.

Changing the flight plan format is expected to help Flight Service keep one of its most basic functions operating efficiently as the airspace system undergoes its satellite-based-navigation technological transition, and equipment aboard aircraft follows suit.

“Flight Service has been working with our vendors over the last two years to ensure that the transition to the international format for civil flight planning is seamless and provides the necessary tools for the pilot community to leverage the features available with NextGen technologies.

In an article in its July/August publication *FAA Safety Briefing*, the agency said improvements over the domestic form include increasing the size of the departure and destination fields to accommodate a greater variety of entry types, including Special Flight Rules Area flight plans; wake turbulence categories for aircraft; and transmitting the information in the form’s supplemental pilot data field—pilot contact information and VFR flight plan information—to the destination “to reduce search and rescue response times.”

“Don’t wait until use is mandatory; you can use the international format now,” it added.

NEW APP SIMPLIFIES CLEARING CUSTOMS

Boeing announced the introduction of a new digital app that simplifies the process of clearing United States customs for general aviation pilots and their passengers.

The app, Jeppesen Mobile QuickClear, created in partnership with Airside Mobile, helps pilots manage the customs process “in one place” by using the Mobile Passport app to securely collect passport information and relay it to customs “for a seamless Advanced Passenger Information System (APIS) manifest clearance process,” Boeing said in a [news release](#). Mobile QuickClear was expected to be available on Apple’s iOS app store in August.

The app’s launch also expanded the capability of Airside Mobile’s Mobile Passport app to include information on passengers of private aircraft in addition to commercial airlines. Boeing estimated that the upgrade could reduce errors that can result in fines or penalties by 30 percent, it said.

The development of Mobile QuickClear was supported by Jeppesen strategic partners which provided pilot perspectives and feedback.

Earlier this year AOPA met with Customs and Border Protection officials to share ideas on how the agency’s expanding innovation with technology fits elements of AOPA’s cross-border initiative. As noted then, CBP has deployed CBP Mobile Primary, a proprietary app that allows CBP officers to conduct planeside arrival inspections at GA locations across the country. The agency is testing the facial-recognition processing at limited locations.

“Planeside processing, especially with facial recognition capability, has been well received by GA pilots.

Latest Update on FAA’s Plan to Change Light-Sport Aircraft Regulations July 2019

Two key points: First, FAA is in the early stages of this rulemaking; at least minor changes are certain. FAA itself does not know all the specific details of the proposed rule at this time.

Secondly, the steps reported here come from actual rule writers but their effort has support from top FAA leadership. Driven by a Congressional mandate we know this *will* go forward.

A lot of the rule change is based on the generally positive experience with LSA, FAA noted. They also said the revised regulation will be “**less prescriptive**, more performance-based.” This is seen as a **deregulatory effort** by the agency.

Regarding the much-anticipated **max weight increase**, FAA refers to a “Power Index.” This term means a formula-based method to replace maximum takeoff weight in the definition of a LSA, involving wing area, horsepower, and takeoff weight.

FAA is also looking at up to four seats, “for personal use and for flight training.” Airspeeds — referring to maximum horizontal and never-to-exceed speeds (Vh and Vne) — may be higher than in the current rule, but will still be limited.

Neither will FAA be prescriptive about powerplants. The 2004 version of the LSA rule prohibited electric motors because rule writers wanted to discourage turbine power and therefore specified reciprocating engines, which knocked out electric. FAA will now consider both electric and hybrid.

Yet FAA was clear, “Movement of people for hire (such as the multicopter air taxis proposed by numerous companies) is *not* part of this.”

FAA is also reviewing what type of mechanics (LSR-M or A&P) can do what kind of work on specific systems of aircraft (examples: in-flight adjustable prop or electric propulsion systems).

One of the most-asked questions is when will this rule be announced, meaning when will an NPRM (Notice of Proposed Rulemaking) be published for public comment.

The FAA Reauthorization Act of 2018 includes a deadline of 2023 for implementing a key mandate that suggests the longest it should take. Once an NPRM is published, a comment period follows to hear from the public after which FAA needs time to address the concerns raised during that comment period. After closure of that comment period, the FAA has 16 months to publish the Final Rule.

Next Meeting

Our next meeting will be held on **Monday, August 19 at 6:00 pm** at Curtis Air, Pittsfield Municipal Airport.