



Chapter 736 Newsletter for January 2020

2020 Maine Aviation Forum

Maine Aviators,

I trust everyone enjoyed their holidays and will be raring to go for the New Year.

The 13th annual Maine Aviation Forum will be held in the auditorium of the Owls Head Transportation Museum located at 117 Museum Street Owls Head, Maine 04854 adjacent to the Knox County Airport (KRKD) in Owl's Head, Maine on Saturday February 15th (weather alternate is Sunday the 16th).

In case of bad weather I will send an e-mail out by 1200 noon on Friday the 14th. If you will be travelling, unattached to your e-mail or are unsure of the Forum's status please call my cell at 207-323-0616.

Registration starts at 9:30 and the Forum will begin at 10.

There will be coffee and pastries in the morning and also lunch will be provided all at no charge but of course donations are appreciated.

For those of you who haven't attended in the past, this one day Forum, recognized by the Aero Club of New England for its commitment to promoting General Aviation in Maine, gathers the leadership of the various Maine based aviation organizations together to share ideas, concerns, and information and to coordinate activities for the coming year.

If you represent an aviation organization, business, or interest and would like a few minutes to make a **BRIEF (10-15 minutes max.)** presentation, let me know, **no later than February 1st**, so I can put you on the Speakers List.

There is an HDMI input cable on site and there will be a Mac Powerbook available if needed. If you need a PC you'll have to bring your own.

We will have an Aviation Information Table for your business cards, brochures, fact sheets, etc. so bring those to display.

All are invited, spread the word.

Fly safe.

Airman Certificate Testing Service (ACTS) Recorded Webinar

Notice Number: NOTC9921

FAA implementation of the new Airman Certificate Testing Service (ACTS) will provide a comprehensive, best-practices approach to enhance the overall quality of FAA Airman Knowledge Testing. Several enhancements will soon go into effect, including a requirement for knowledge test applicants to obtain an FAA Tracking Number (FTN). To help educate those taking an FAA Knowledge Test on or after January 13, 2020, please watch this presentation <https://youtu.be/ETLsH8BruBM> which takes the place of the webinars initially scheduled for January and addresses those who were unable to attend the webinars in December. Thank you.

To learn more about ACTS, go to https://www.faa.gov/training_testing/testing/acts/.

For questions, contact the Airman Testing Branch at AirmanKnowledgeTesting@faa.gov.

FLYING UNDER ADS-B RULES

UNEQUIPPED AIRCRAFT MAY REQUIRE EXTRA STEPS

For aircraft not equipped with ADS-B Out, flying in certain U.S. airspace will change beginning at 0001 local on Thursday, January 2—which is when the FAA’s long-discussed ADS-B Out mandate takes effect.

In the continental United States, the equipment will be required to operate in the ADS-B rule airspace defined by [FAR 91.225](#), which encompasses:

- Class A, B, and C airspace;
- Class E airspace at or above 10,000 feet msl, excluding airspace at and below 2,500 feet agl;
- Within 30 nautical miles of a Class B primary airport (the Mode C veil);
- Above the ceiling and within the lateral boundaries of Class B or Class C airspace up to 10,000 feet;
- Class E airspace over the Gulf of Mexico, at and above 3,000 feet msl, within 12 nm of the U.S. coast.

Except for the airspace over the Gulf this is the same airspace where a transponder is required today.

If you’re not equipped with ADS-B Out, you’re not necessarily shut out of the airspace—but you’ll have some extra work to do.

The FAA developed an automation capability to manage ATC authorization requests, the [ADS-B Deviation Authorization Preflight Tool](#) (ADAPT). The rules require that you request an airspace authorization from the FAA website at least one hour but not more than 24 hours in advance of your flight. Don’t call the ATC facility to ask, and

don't request access from a controller over the radio—the answer will be “no.” Only if your ADS-B Out hardware fails in flight will controllers be able to issue an airspace authorization to an airborne aircraft.

An operational transponder is required and aircraft without engine-driven electrical systems that don't have transponders also are exempt from some of the ADS-B required airspace, but not all.

[ADAPT](#) went live on December 31. Pilots can familiarize themselves with it through a video the [FAA has posted online](#). In addition, AOPA has produced a comprehensive [ADAPT Fact Sheet](#) that includes step-by-step instructions for completing the process.