



The Leader In Recreational Aviation

Chapter 736 Newsletter for June 2020

NEW SFAR KEEPS MOST OF ORIGINAL PANDEMIC RELIEF

INSTRUCTOR CERTIFICATES ARE AN EXCEPTION

Pilot medical certificates expiring between April 30 and September 30, 2020, will now have a three-month extension after their expiration month under an updated coronavirus-pandemic **special federal aviation regulation** the FAA will publish on June 29.

Here's how the new medical extensions will work: They do not give those pilots whose medicals originally expired in March any extra time beyond June 30. Pilots whose medicals would expire at month's end of April, May, June, July, August, and September all can add three calendar months to their medical certificates' validity, in all medical classes (not BasicMed).

The new SFAR makes clear that other than relief for medical certificate duration, "the relief in this final rule applies to a new population" of pilots "and does not extend the relief provided in the original" SFAR.

September is the new cutoff of eligibility for time extensions in the updated SFAR for flight reviews, instrument currency, remote pilot aeronautical knowledge recency, and pilot knowledge exams.

The applicability and operational conditions that limited pilots' eligibility for some of the SFAR provisions, such as additional time to establish instrument proficiency, remain in force, with only the months of eligibility changing.

June 30 remains a hard deadline for some pilots who benefited from the original SFAR, such as flight instructors. Those whose certificates were to expire from March to May 2020 still have until June 30 to renew without having to take a practical test. June 30 remains the last date before expiration of those instructors' certificates..

As June 30 approached with many SFAR relief provisions nearing their end dates, the SFAR update was awaited with great interest in the GA community. On June 18, FAA Deputy Administrator Daniel Elwell hinted at developments, noting that the update **was in the works** and emphasizing its medical provisions.

P&W's North Berwick plant to add PW1100G MRO capability

Pratt & Whitney will be expanding its North Berwick, Maine, facility to include MRO capabilities for the PW1100G geared turbofan.

The expansion is part of a \$12.5 million investment the engine maker is pumping into the plant. P&W adds that the investment “bolsters” its global PW1100G MRO network and “accelerates growth by utilizing the facility’s existing expertise”.

The North Berwick plant, which employs more than 2,000 people, manufactures components and parts for commercial and military engines.

While P&W did not go into detail what the expansion will entail, it states: “The transformation will consist of upgrades to the current space, increasing efficiencies to help minimize disruption to the current flow of operations and allowing for a seamless transition as the facility takes on a new role.”

FAA CONTACTING PRIVATE AIRPORT OWNERS TO UPDATE DATA

Almost 3,000 privately owned airports could be listed as “closed” in the FAA’s online database and be removed from aeronautical charts if owners don’t verify their airport records by June 30.

If the FAA does not receive periodic updates about private airports from owners, charts may reflect incorrect airport information, or in some cases show private airports that no longer exist.

If the owner of a private airport has not verified the information since January 2018, the airport could be listed as “closed indefinitely” in the FAA’s airport database starting in July and would be removed from charts during the next charting cycle. If airport information on file has been provided to the FAA since January 1, 2018, no action is required.

Owners can view the date of the data that the FAA has on file by searching for their airport, and looking at the date next to “Last Info Request Date.”

“This applies to airports that the FAA is aware of because the owner has previously notified the FAA that the airport exists, and has provided critical information such as runway dimensions”.

The FAA will restore an airport to aeronautical charts once the owner notifies the agency that the information in the database is correct. More than 2,900 airport owners have not provided new data since January 2018.

Next Meeting and Other Activities

Everything regarding meeting and events is still undetermined due to Covid-19. Whenever there is something to report, a notice will be sent.

We might do an informal BBQ in Pittsfield after the 4th. Once the date and time are established you'll be notified.

Stay well and hang in there.