

HOW SAFE IS FLIGHT TRAINING?



AOPA's Air Safety Institute writes that we've all heard that flight training is safer than most other aspects of general aviation, but is that actually true? Also, are different training activities characterized by their own distinct risk profiles? The Air Safety Institute's comprehensive analysis of instructional accidents explores the differences between phases and types of training, and between airplanes and helicopters. Download the [report](#)... (Information from AOPA ePilot 02/13/15)

FAA FIXES ONE OF THE MISTAKES IT MADE ABOUT ADS-B

They call it a "correction".

Many who were going to put ADS-B "out" equipment into their experimental/homebuilt – amateur built – aircraft (or have already done so) discovered that the FAA regulations did not allow the equipment on any but certified, standard category aircraft to be able to fulfill the requirements of ADS-B "out" installation by 2020. At the end of 2019, aircraft will be required to have approved ADS-B out capability to fly in airspace that now requires a Mode C transponder. Installation of ADS-B equipment on homebuilts was not approved by the prior regulations. AOPA had noted back in October of 2014 that the regulations were unworkable. EAA discussed in December of 2014 that there was no certified option available for your airplane if you built your own airplane or bought an E-AB that someone else built. If you owned an LSA the answer was also almost certainly no.



After much letter writing and contacts by AOPA and EAA officials, on February 9, 2015, the Federal Aviation Administration (FAA) published a [technical correction](#) in the Federal Register that allows future installations of ADS-B



"out" equipment to meet performance standards of the appropriate Technical Standard Order (TSO) specifications without meeting the complete TSO requirements. In its Federal Register publication, the FAA noted that "it was not the FAA's intent to arguably limit operators to only install equipment marked with a TSO...The FAA's



intent was to permit equipment that meets the performance requirements set forth in the referenced TSOs." The FAA further stated that the inadvertent removal of the word "performance" in the 2010 final rule was in error and resulted in confusion. EAA said, through Doug Macnair, EAA's vice president of government relations, "EAA supports the FAA's desire to have full compliance with the 2020 mandate provided cost-effective options are available. This amendment allows the culture of innovation that has been part of the homebuilt community to move forward toward those cost-effective possibilities." (Information from [AOPA 10/31/14](#), [EAA Hotline 02/12/15](#), [EAA eHotline 12/18/14](#), FAA [Federal Register](#))

DEFECTIVE TRAILER TIRE REPLACED

For several months this newsletter had an unfulfilled request for a good used tire to replace a defective one on EAA 172's 16' flatbed trailer used by many members for hauling aircraft and also used for the People Mover at Boshears SkyFest. A local business in Waynesboro, Georgia, Cates Firestone, came to the rescue. Treasurer Don Bush contacted the owner, Daniel Cates, who donated a good used tire and had it mounted on the wheel at no cost to EAA 172. EAA 172 thanks Mr. Cates and we hope members will consider Cates Firestone as a source for their replacement vehicle tires. Since 1969, Cates Firestone and Cates Tire has serviced the automotive repair, tire, and wheel needs of customers throughout east central Georgia. Through the years they have expanded into two locations in Waynesboro, GA and Millen, GA. Go into any Cates Firestone and Cates Tire locations for a quote on an automotive repair service or a set of brand name tires, or simply schedule your next appointment with them [online](#). Cates Firestone and Cates Tire employs a well-trained staff specializing in the sale and installation of passenger car, performance, light truck, or SUV tires.

Cates Firestone (706) 554-2503 • 508 West 6th St. • Waynesboro, GA 30830
M-F 7:30am - 5pm • Sat. 7:30am - 12pm • Sun. Closed

Cates Tire (478) 982-4186 • 550 Hwy 25 • Millen, GA 30442
M,T,W,F 7:30am - 5pm • Thurs. 7:30am - 1pm • Sat. 7:30am - 12pm • Sun. Closed

FAA FINALLY RELEASES RULES ABOUT DRONES (UAS)

The FAA announced the [proposed rules](#) on February 15, 2015, outlining certification requirements for UAS – Unmanned Aerial Systems – drones, UAVs weighing no more than 55 pounds and flown for non-recreational purposes. Transportation Secretary Anthony Foxx and FAA Administrator Michael Huerta announced details of the proposed rule during an unusual Sunday news conference on Feb. 15, 2015. Under the notice



of proposed rulemaking (NPRM), small UAS would be required to “see and avoid” other aircraft, giving right of way to manned aircraft and operate during daylight hours only, at speeds less than 100 mph and altitudes below 500 feet above ground level. In addition, they could not operate over people except those involved in the flight. Flight would be prohibited in Class A airspace and only permitted with prior ATC approval in B, C, D and E. The proposed rules would require the affected UAS operators to be at least 17 years old and pass an FAA-administered knowledge test every two years to receive the agency’s UAS Operator Certificate with a proper rating. “There will be no airworthiness requirements for the aircraft but they will be registered with N-numbers just like other aircraft. ” Public comments will be accepted on the FAA’s formal Notice of Proposed Rulemaking for 60 days.



Alton K. Marsh, Senior Editor, AOPA Pilot, writes “If newly proposed FAA rules on drones get approved—it will take two years—as written, there will be a new type of “pilot” certificate (only required for commercial drone use) called Unmanned Aerial Systems Operator.” Also, he indicates that an early draft of the regulations says you need to go to a Knowledge Test Center to take the written test. No previous flying experience, medical certificate, or pilot certificate is required. It must be repeated every two years. If you are already a pilot, you still have to get a UAS operator certificate. “Our top priority throughout all these discussions of UAS regulations has been maintaining safety for the pilots and passengers using the national airspace system,” said Sean Elliott, EAA’s vice president of advocacy and safety. “Those who fly aircraft already have a tremendous responsibility to see and avoid other aircraft and aerial vehicles.”

Already there are complaints about the proposed rules. On February 18th, Reuters News Agency reports that farmers are not too happy about the rules. U.S. farmers hoping to use drones to locate lost livestock or monitor trouble spots in their fields were disappointed by what they say are overly restrictive commercial drone rules especially a requirement that pilots remain in visual contact with their drones at all times and a height restriction that limits the crafts to flying no more than 500 feet above ground. The FAA said farmers can address the line-of-sight limitation by placing spotters to track a drone's pilot. An Idaho farmer said the new rules would require him to fly 10 separate drone missions to cover his 1,300 acres. Amazon (Who else? They want to deliver gifts, pizza, beer, whatever to you via drone.) Vice President of Global Public Policy Paul Misener said the rules would make it impossible for the company to make the kind of deliveries that were touted as being possible in its “Prime Air” service. Also, the potential for increased use of drones has drawn criticism from privacy advocates, who have raised concerns about surveillance. The American Civil Liberties Union said it still has concerns with the expanded use of drones in the U.S., despite the FAA's efforts to address privacy issues.

Some who thought that the proposed rules do not apply to “hobby drones” are mistaken. In the [document](#), on page 62, Special Rules for Model Aircraft are being codified: The proposed rule would also codify the special rule for model aircraft that Congress created in Public Law 112-95, § 336. Section 336 of Public Law 112-95 defines a model aircraft



as an “unmanned aircraft that is – (1) capable of sustained flight in the atmosphere; (2) flown within visual line of sight of the person operating the aircraft; and (3) flown for hobby or recreational purposes.” And also that are operated in accordance with a community-based set of safety such as the AMA. EAA had already been involved with the Academy of Model Aeronautics (AMA) and the UAS industry in a “Know Before You Fly” education campaign that was introduced last month in

several locations, including the AMA convention in California. When flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation. The FAA states that the model aircraft component of the proposed rule would simply codify enforcement authority that the FAA already possesses.

(Information adapted from [EAA HotLine](#) 02/19/15, [AOPA ePilot](#) 02/20/15, AOPA ePilot [Welcome, drone pilots](#) 02/20/15, [Reuters](#) 02/18/15, [thehill.com](#) re: [Amazon](#) 02/14/15, [AvWeb.com](#) 02/15/15, [FAA](#))