

STEVE AMSTER – CERTIFIED FLIGHT INSTRUCTOR

EAA 172 Member Steve Amster, who works with the aviation merit badge training for the Boy Scouts of America, announced on May 2 that he has successfully completed the certified flight instructor - airplane course. EAA 172 congratulates him!



AVIATION QUESTION OF THE MONTH

Answer to last month's question: *A pilot was recently planning a flight to Martin State Airport and noticed the airport/facility directory listed the airport as having a PVASI. What is a PVASI?*

According to AOPA: The relatively rare PVASI is a pulsating visual approach slope indicator. There are just a few dozen PVASIs in the United States. It is a single unit that projects two colors—steady white when on glidepath and steady red when below glidepath. If the aircraft continues to descend below the glidepath, the red light starts to pulse. If the aircraft climbs above the glidepath, the white light will pulse. The pulsating rate increases as the aircraft gets farther above or below the desired glideslope. The range of the system is about four miles during the day and up to 10 miles at night.

This Month's Question: A pilot got a speeding ticket. Does he need to report that to the FAA?
(trick question)

FAA MODIFIES DRONE RULES

The FAA has made some revisions to its rules governing the use of unmanned aircraft systems (UAS, drones) in the National Airspace System. The May 14 [rule changes](#) increase the allowable weight for UAS operated by law enforcement



agencies from 4.4 pounds to 25 pounds, and also establish a procedure for those agencies to obtain a waiver to fly UAS. The applicant will first get a waiver for training and performance evaluation, then "when the organization has shown proficiency in flying its UAS," it will receive an operational waiver.

Note the current FAA regulations for anyone using drones: The FAA requires that UAS must be flown within the line of sight of the operator, less than 400 feet above the ground, during daylight conditions, inside Class G (uncontrolled) airspace, and more than five miles from any airport or other location with aviation activities. This seems to mean that if a person had their own private airfield no drone could even be flown near it, much less over it, without breaking the law.



The FAA said that "expedited procedures" are already in place to grant one-time waivers for time-sensitive emergency missions such as disaster relief and humanitarian efforts, the FAA said. Later this year, the FAA will publish a proposed rule that will establish policies, procedures and standards for a wide spectrum of users in the small UAS community.

(Information adapted from multiple sources May 14-16, 2012, including *AvFlash* and the FAA)

LASER INCIDENTS AGAINST AIRCRAFT HAVE GREATLY INCREASED

On May 15 the FAA released a report about laser incidents. The FAA began tracking these incidents in 2005 when 283 were recorded. By 2008 the number had climbed to 913 and by 2010, 2,836 laser-pointer incidents were recorded. The data released showed 3,592 such events in 2011, a 26-percent increase over the previous year.



Department of Transportation Secretary Ray LaHood has directed the FAA, in cooperation with the Department of Justice, to step up enforcement action against anyone caught shining a laser at an airplane. "We will pursue the toughest penalties against anyone caught putting the safety of the flying public at risk," he said. The FAA has already initiated enforcement action against 28 individuals since June 2011 and opened dozens more investigations. The current maximum penalty for a single laser incident is an \$11,000 fine, although one individual was fined nearly \$31,000 for repeated violations. Anyone caught in a laser incident, who also carries an airmen's certificate, may also face revocation of his or her certificate, in addition to financial penalties. In addition to the civil penalties, a new law was enacted on February 14 making it a crime to shine a laser at an aircraft in flight. People convicted of shining lasers at airplanes now face up to five years in prison and \$250,000 in fines. (Information adapted from May 16-21, 2012, Business Week, Hill/Transportation blog, Flying Magazine, AINSafety OnLine, and the FAA)

WATCH OUT FOR "INSTANT" TFRS

Are you accustomed to flying next to a Blackhawk helicopter or an F-15? After landing are you used to putting your hands behind your neck and/or lying belly and face down on the runway surface? Because of the election season politicians are causing "instant" TFRs when a politician decides to change destinations. Seven years ago two pilots in a Cessna 150 from Smoketown, Pennsylvania, violated prohibited airspace over the nation's capital and were forced to land at Maryland's Frederick Municipal Airport where AOPA is headquartered. They were held at gunpoint on the runway. Two Cessna 172s that weren't following the procedures to fly within the TFR were intercepted during G8 Summit on May 18 this year and escorted to land in Pennsylvania, while NORAD monitored five "tracks of interest" over the two days, according to Tom Zecha, AOPA manager of aviation security. One of the Cessna 172s was intercepted by an F-15 and a Black Hawk.



If you are intercepted by a U.S. military or law enforcement aircraft, immediately:

1. Follow the instructions given by the intercepting aircraft.
2. Notify ATC, if possible.
3. Attempt to communicate with the intercepting aircraft and/or ATC on the emergency frequency 121.5 MHz, giving the identity and position of your aircraft and the nature of the flight.
4. If equipped with a transponder, squawk 7700, unless otherwise instructed by ATC. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, **request clarification while continuing to comply with the instructions given by the intercepting aircraft.**

See complete procedures at [AOPA: Interception procedures](#) or [FAA: Interception procedures](#).
(Information adapted from May 25, 2012, AOPA ePilot and the FAA)
