

FAA RELEASES SMALL DRONE RULES

The FAA has finalized the first operational rules for routine commercial use of small unmanned aircraft systems — also known as UAS, remotely piloted aircraft or drones. [The rules](#) are designed to open a pathway to fully integrating UAS into the nation’s airspace, according to FAA officials. “We are part of a new era in aviation, “We are part of a new era in aviation, and the potential for unmanned aircraft will make it safer and easier to do certain jobs, gather information, and deploy disaster relief,” said U.S. Transportation Secretary Anthony Foxx. “We look forward to working with the aviation community to support innovation, while maintaining our standards as the safest and most complex airspace in the world.”



The new rule, known as [Part 107](#), is expected to take effect in late August, 2016, 60 days after being published in the Federal Register. It allows operators to use small UAS for a number of non-commercial and commercial operations without going through the exemption process currently required by the FAA. Under the provisions of the new rule, the operators of small UAS will be known as “remote pilots” and the FAA will create a new “remote pilot airman certificate with a small UAS rating.” A person operating a small UAS will be required to hold the certificate or operate under the direct supervision of an individual who does.

AOPA said the final rule incorporates many of the comments they submitted during the rulemaking process, including restricting the maximum operating altitude for small UAS to 400 feet AGL to provide a buffer between manned and unmanned aircraft. The Air Line Pilots Association, however, raised several concerns. “ALPA would like to see the FAA take a stronger stance in ensuring that those who commercially pilot small UAS hold the same certificate as commercial-rated pilots.” ALPA also wants to see stricter oversight of recreational drone users. The Academy of Model Aeronautics welcomed the new rule, noting that it “resolves many uncertainties in the law and creates an improved regulatory environment” and also maintains an exemption for model aircraft “from burdensome regulation.”

(Information adapted from AvwebBiz 06/22/16→[Commercial Drone Rules](#), General Aviation News 06/24/16→[Small Drone Rules](#), AOPA ePilot 06/24/16→[Small Drone Rules](#), FAA→[Part 107 Fact Sheet](#), AvwebFlash 06/24/16→ [Advocacy Groups' Reactions](#))

FAA RELEASES FINAL POLICY ON THE NON-AERONAUTICAL USE OF AIRPORT HANGARS

They finally listened to airport hangar users!

The FAA published a policy update to the [Federal Register](#) June 15, 2016, focusing on hangar use at federally obligated airports. The update will take effect July 1, 2017, and is meant to be a clarification of "how aviation facilities—including hangars can be used on airports that receive federal funds," according to the FAA. When an airport sponsor accepts grants under the federal Airport Improvement Program, it signs a contract agreeing to use the funds for the purpose they were granted and to operate its airport so that it grants equal access to all aeronautical activities. The aviation-related purposes requirement also applies to hangars on an airport that has received federal funding, **no matter who owns the hangars.**



Over the years that requirement has lead to wildly inconsistent local rules about what can be stored in a hangar. The update will allow noncommercial experimental and kit aircraft builders to do more work at airport hangars. In the past the FAA did not define aircraft building as an aeronautical activity and only final assembly was permitted at hangars on federally obligated airports. The new definition changes that definition to include noncommercial aircraft construction and not just final assembly. The FAA also clarified that aircraft down for repair and maintenance are still considered “operational aircraft” and may be kept in hangars at the discretion of airport sponsors. The update also will allow the storage of nonaeronautical items in hangars provided they do not interfere with the intended aeronautical use of the hangar and are allowed by the airport sponsor. For further information, the FAA has published a [Web page](#) with frequently asked questions.

(Information adapted from AOPA 06/15/16→[Hangar use update](#), EAA eHotline 06/16/16→[Hangar use improvements for GA](#), General Aviation News 06/16/16→[final policy on the use of airport hangars](#), Federal Register 06/15/16→[hangar use](#), FAA→[FAQs on hangar use](#))

FOR SALE:

Members' Items for Sale

EAA 172 member Larry Garner sold his Cherokee aircraft. He has many aircraft related items for sale. Larry wrote on February 4, 2016:

“Since I sold my Cherokee (gee, never thought I would!), been going thru what airplane stuff I’ve accumulated over the years and this is some of what I have below. I am very open to offers, just have to start somewhere. I did research current selling prices. Pass along as might be interested.”

Larry Garner e-mail: garner49@comcast.net

SEE THE LIST AT: [Garner's Airplane Stuff](#)

Club Member Aaron Ramsey still has this aircraft for sale:

Quicksilver MX Sprint

Single place – high wing – Single Engine

Wing Span 18'- 1”

Empty Weight 250 lbs. (true ultralight!)

Gross Weight 525 lbs.

Useful load: 275 lbs.

Engine: Rotax 447

Fuel capacity: 5 U.S. gallons

Takeoff distance 50' obstacle: 200 feet

Rate of climb: 900 ft/min

Landing distance: 200 feet

Maximum level speed: 54 mph

Also included with sale is a Rotax 503 engine that needs servicing/rebuilding.

Located at an airstrip near Blythe, Georgia in a covered hangar.

For the full version of this ad with much more information click on:

For Sale: [Quicksilver MX Sprint](#)



ASKING: \$4,500 OBO

This ad was *NEW* 01/27/14

Contact Aaron Ramsey

e-mail: veryhappyhouse@bellsouth.net

Phone number: Cell: 803-292-2235

EAA 172 MEMBER KEITH ROBBINS STILL HAS THIS ENGINE FOR SALE:

Continental O-300-D engine with Airflow Performance injection.

Engine log included. TT 2274. SMOH 1135. Cylinders replaced STO 62.4 Custom Full flow intake manifolds.

- Injectors and log manifolds installed and tested by Airflow Performance in South Carolina.
- Engine stored in shipping box, turned, and cylinders blown with oil.
- Engine attached to a custom mount.
- New plugs and wires.



Continental O-300-D lower side



Continental O-300-D bottom & frame

Contact Keith Robbins by e-mail: kcr83406@yahoo.com

For the full version of this ad, with enlargements, click on: [For Sale: Continental O-300-D engine](#)