

Aviation Legislation

The Ninety-Nines, Inc

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Concerns with: Proposed User Fees; Pilot Screening; Photo It); Sport Aviation; TFRs

Unfortunately, so much that we have discussed before is still pending or changing that there is very little new to report. EVERYTHING appears to be in limbo until the FAA's authorization bill is completed. The House version (called Century of Aviation Reauthorization Act HR 2115) and the Senate version are so far apart that the committee working on this can't seem to reach a consensus. I've had discussions in person with one of the committee—who has quoted figures about 95% of ATC remaining Federal, etc., but even he can't say what will be the final result. Even such little things as the bill designed to levy \$10,000 a day fines for "pulling a Mayor Daly," are on hold until the Reauthorization Act is complete. I hope I will hear that it is done even before you get to read this. I'm still concerned from a safety standpoint that anything to discourage contact with ATC (such as charges) should be avoided.

Speaking more about safety, a couple of years ago when I first brought up the plans (and execution) of night flying without lights in MOAs, I was told by several people that this couldn't, wouldn't, didn't happen. Well, we have to acknowledge that it does happen and a recent plan to combine two MOAs in Louisiana brought the matter to light again. There are now some informal changes to the plans and hopefully they will not revert to the original one. This is dangerous. Folks.

I need more information on FAA Proposal to increase the required number of flight hours from 200 to 500 for pilots conducting fundraising or charitable flights, and to remove a current exemption for flights within 25 miles of an airport. In October a Notice of Proposed Rulemaking was issued and FAA said that the changes were being proposed because of safety reasons; however, no safety data has been furnished. They are evidently rethinking the issue because they will not currently furnish copies of the NPRM.

It looks like any of us who get a new license, get a higher certificate, or just need to replace lost or damaged certificates, will get plastic instead of cardboard. They also are supposed to add an element of security -- I'm not sure how.

We have had the FAA change its mind about requiring pilots' licenses to have pictures and go with the new compromise requirement) which was effective on October 26, 2002, that all pilots must have in their possession a state issued picture ID at any time they are asked for it. Because of this new FAA regulation, South Dakota's Governor has eliminated that State's requirement for a state-issued pilot photo cards as a duplication of effort. Let's hope other states will use this example and back off on the new requirements still pending in many state legislatures.

The proposed new certification requirements for light-sport aircraft, **pilots**, instructors and repairmen still have not been finalized. I had hoped we could soon start welcoming new Light-Sport Pilots. A committee has been appointed already to review the new regulations as soon as they are released. There has been one setback in this process. It was proposed that the Light-Sport Pilots self-certify as to medical with driver's license only required, It was suggested at that time that Recreational Pilots be allowed the driver's license medical as well. This has had a final firm decision and the answer is NO for Recreational Pilots.

We are still facing problems with TFRs. Those of us near any of the Bushes' temporary residences have to live with restrictions that go into effect in a little as ten minutes after the NOTAM is issued, and it has been decreed by TSA — not anyone in FAA — that violations cannot be cured by training or fines, but must include some loss of license time.

Charli Lamb Advisor