

Aviation Legislation The Ninety-Nines, Inc South Central Section Fall 2005

Concerns with: Sport Aviation; Photo Certificates; User Fees; Flight Service Stations

We finally have a new pilot certificate. Private, Commercial or ATP pilots who have a biennial flight review, but who don't have a current Medical can fly a Light Sport Aircraft if they have a valid state driver's license (and have not been denied a medical certificate). Practical test standards (PTS) and aeronautical knowledge tests have been completed and there are now designated examiners for the Sport Pilot Certificate, even though the number is currently limited. I'm giving a little review of those aircraft which will qualify as Light Sport Aircraft (a list is available of current planes) and new aircraft are being completed every day which meet these qualifications: Maximum of two seats and max gross weight of 1,320 lbs; fixed gear only. Basic qualifications for the Sport Pilot Certificate are:

Training: Minimum of 20 hours

Flight restrictions: No night flight; no flight in Class B, C, or D airspace; no less than 3 mi visibility.

No more than 1 passenger; no Charity flights; no flight outside U. S. airspace

Medical or U.S. driver's license and self-certification

A change in our Bylaws at this year's annual meeting removed the last impediment to the acceptance of the new Sport Pilot Certificate. Our application forms have been adjusted to accommodate the new pilots. A woman with a Sport Aviation Certificate can become a 99, and those women with a log book entry showing they are undergoing training (with a State drivers' license) may apply as FWPs.

FAA still has not taken any action regarding the proposed photo pilot certificates. They would probably contain other identifying information such as prints, etc. It still appears that anything that can be considered SECURITY, especially protection from pilots—be implemented at any time.

User fees, or the same rose by any other name, are still being discussed and we are certainly not able to breathe easy at this time. Several sources have given me contradictory information so I don't have a firm status at this time. Speaking of my sources, several of them, both in congressional offices and in FAA, have asked my to "pay them back" by gathering some information for them. I would like for any of you who have had experiences with the Alien Training Rule to please let me know what your experiences have been—both good and bad. The data will be furnished without names, of course, so you can be sure that your information will be considered along with that from other sources. The expense and difficulty of dealing with these new requirements for FBOs and CFIs is cumbersome at best and I'm glad someone is at least willing to listen to our concerns. Please help me with this. If we don't share our experiences, I may not continue to get the information I find so helpful for this report. Contact me at: charlilamb@sbcglobal.net.

We haven't had time to have much experience with the new contracted FSS situation yet, but I'm sure many of you have some of the same concerns I've heard already. We have been told that our service would be better, but so far all I know is that we have fewer locations from which to receive information. The number of stations is changing (read that as diminishing) so fast that numbers are confusing. I had planned to give the locations that no longer exist, but I can't be accurate enough to make that a part of my report. I'll try to have a more complete report for the Spring Board Meeting.

I often have at least a page or two of information on anything that gets even a line or two in this Report, so do feel free to contact me if you'd like more information on which to start your own investigation into any of these concerns of mine. I don't always know what items get the most interest from our groups and if there is any certain thing you'd like me to look into, also let me know. I don't always have the information in a form that I can email it, but I can fax anything I have.

Charli Lamb, Adviser

