

**The Soaring Society of America, Inc.**  
Government Liaison Committee  
Stephen Northcraft, Chairman

**Board of Director's Report**  
**March 2/3<sup>rd</sup>, Reno, NV**

**Overview**

The FAA issued a memo of clarification regarding the Life Limit on the IS28-B2 Lark. We followed up on a reported glider/737 near miss that occurred in the vicinity of Beloit, WI.

This report includes previously reported topics and updates to some of them.

**Committee Structure**

Committee Chair	Stephen Northcraft
Airspace	Cindy Brickner, Hal Becker on transponders
Pilot Certification	Rich Carlson (SSF Trustee)
Airport Utilization	Stephen Northcraft
Aircraft Certification	S. Northcraft (acting)
RTCA and Special Issues	Bernald Smith
GPS/DAFFI	Rick Sheppe
FAA Rule-making Advisory Comm.	Tim Anderson
Surveillance	Gerry Molidor

**L-13 Blanik AMOC approved**

The FAA recently approved an Alternative Means of Compliance (AMOC) which will allow L-13 Blaniks to be repaired and returned to service in the US. The summary is that the only approved repair facility is in the Czech Republic and the cost is ~\$30k USD, not including transportation to/from the factory. A copy of the AMOC letter is available on the SSA website.

**Ramp Checks and Program Letters**

It is the time of the year to remind members that if they have a glider that is licensed in the "Experimental – Racing & Exhibition" category, they may have to file their annual Program Letter. Anyone with a glider licensed in this category should consult the Limitations document accompanying their aircraft certification paperwork for addition information.

**Aircraft Certification – IS28B2 Lark Life Limit**

The FAA issued a memo of clarification regarding the Life Limit of the IS-28B2 Lark (2-place). The summary is that the FAA encourages but does not mandate compliance with

the factory recommended 30 year Life Limit. The memo is available on the SSA website and is attached to this report.

### **Airspace**

A member inquired about the possibility of opening up Class A airspace to gliders flying VFR while equipped with ADS-B. The inquiry and response are attached to this report; talking points #8 & #9 are worth reiterating when discussing regulatory issues with members.

### **Beloit glider/737 Near Miss**

On September 25<sup>th</sup> a 737 inbound to Chicago O'Hare narrowly missed a motorglider while flying at 6-7000 ft MSL in the vicinity of Beloit, Wisconsin, approximately 55 mile from the destination airport. The SSA was contacted by the glider pilot involved and a SSA member(s) familiar with the approach route being used by the 737 contacted the FAA to understand what happened. It appears that ATC made a mistake and cleared the 737 to a much lower altitude (the published altitude at that location is 13-15,000 ft) earlier in the approach sequence than normal bringing the aircraft through an area which has VFR traffic. A message was sent to the FAA Associate Administrator for Safety indicating the SSA's belief that the NMAC was a result of a mistake by ATC and it expressed our concern that ATC might minimize/ignore their error and recommend inappropriate action. It was also pointed out that directing controlled traffic to fly that low that far out defeats the purpose of the inverted wedding cake approach to Class B (and C) airspace design.

### **3<sup>rd</sup> Class Medical Update**

BasicMED, the FAA's 3<sup>rd</sup> Class Medical Reform program became effective May 1, 2017. The FAA informally responded to an inquiry regarding private rated towpilots certifying under BasicMED. The response indicates that "tow pilots may operate under the Basic Med Rule (Part 68) and there is no change for Private Pilots operating as they have in the past." I want to remind the Board that this is a topic in which asking for an official response (from FAA legal) has no upside until an enforcement action is threatened. Any member facing enforcement action should reference this response as a "good faith" attempt to understand and meet the regulatory medical requirements for towpilots.

### **14 - Year Old Birthday Solos**

Based on strong input from SSA (and the AOPA), the FAA has published a notice that defines the procedures to allow student pilots to solo on their 14th birthday when seeking a glider rating. Further information is attached in the previous report.

For a complete explanation of the procedures, the FAA Notice can be found at:  
<http://fsims.faa.gov/PICDetail.aspx?docId=N%208900.371>  
or on the FAA Orders and Notices page at:

[http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice)

### **Leasing an experimentally certified glider for flight instruction**

Recently the SSA was asked to comment on a lease arrangement for an experimentally certified 2-place L-23 to be used for flight instruction. There is general guidance on the subject available here:

[http://fsims.faa.gov/wdocs/8900.1/v03%20tech%20admin/chapter%2011/03\\_011\\_001.htm](http://fsims.faa.gov/wdocs/8900.1/v03%20tech%20admin/chapter%2011/03_011_001.htm)

It appears from this link that an experimental aircraft may not be used for flight instruction without a LODA (Letter of Deviation Authority - issued by the FAA), and the issuance of one is atypical for experimental aircraft based on the statement below (from the link):

“LODAs also should not be issued to permit flight training such as aerobatics or training leading to the issuance of an endorsement (e.g., tailwheel or pressurized aircraft, or a complex or high performance airplane). This training is available in aircraft holding Standard Airworthiness Certificates and it is therefore not acceptable to issue a LODA for the purpose of conducting such training.”

Additionally, FAR 91.319(f) reads:

(f) No person may lease an aircraft that is issued an experimental certificate under §21.191(i) of this chapter, except in accordance with paragraph (e)(1) of this section.

Section (f) would appear to preclude leasing the Blanik since (e)(1) only allows leasing to "tow a glider that is a light-sport aircraft or unpowered ultralight vehicle..."

### **Foreign pilots – license issues**

This happens occasionally. Certificates issued under part 61.75 are only valid while the foreign license is valid. If the foreign license becomes invalid the US certificate is also invalid. This typically happens if the foreign certificate is only valid if the pilot has a current medical. Without proof that the foreign license is valid, the US license is invalid. The best solution for foreign pilots resident in the US is to get a US pilot certificate issued on the basis of a practical test. You do not need to be a US citizen to get a US pilot license.

### **Low Cost ADS-B**

With the 2020 ADS-B mandate moving closer, the efforts to implement low cost ADS-B equipment and installations procedures is ramping up.

<http://www.avweb.com/blogs/insider/AEA-Google-to-the-Rescue-on-ADS-B-223824-1.html>

from the text:

"There are two nuts to crack. One is less expensive hardware, the other is simpler, cheaper installation. I don't think, and I'll bet Google shares this, that \$2000 hardware costs are low enough. Nor is \$1500 to \$2000 low enough for installation costs. Can Google drive this to \$500 with a streamlined installation process that doesn't require ripping the airplane apart? A portable? My view is that a \$62 billion company with a big dog in the fight is a lot likelier to make this happen than the FAA thundering about regulation or avionics companies offering more choices at the same marginally attractive prices."

FAA issues guidance for easier ADS-B installation process:

New FAA Policy: <http://tinyurl.com/FAA-ADSB-Policy>

News Article:

<http://www.ainonline.com/aviation-news/business-aviation/2016-05-16/new-faa-policy-simplifies-ads-b-installations>

"The FAA released a policy memo on March 2 that updates guidance on installation of ADS-B out systems, essentially allowing avionics shops to install ADS-B equipment on aircraft not covered by a supplemental type certificate (STC) without having to obtain a new STC. This new policy, said Bill Stone, Garmin senior business development manager, "significantly reduces cost, downtime and uncertainty about how long the aircraft is going to be down." The installer does have to obtain permission from the original STC holder.

### **Dataplate**

The Data Plate exemption made permanent by the FAA in April, 2010 is still permanent. <http://www.ssa.org/myhome.asp?mbr=8671991229&show=blog&id=2062>