

LEGISLATION NEWS

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End of Flight Watch Frequency 122.0.

For those of you who use Flight Watch, as of September 24, Flight Watch services were consolidated with inflight frequencies. This eliminates duplication of many services. The inflight frequencies have provided, or will provide, inflight weather information, opening/closing VFR flight plans, and updates on NOTAMs and/or TFRs.

For more information:

www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/changes
www.aopa.org/News-and-Video/All-News/2015/August/18/Oct-1-end-date-for-Flight-Watch-frequency-122-0

Drones.

These are becoming more and more prevalent. Keep an eye out for them, especially at busier airports or in populated areas, when taking off or landing.

Pilot's Bill of Rights 2 and Third Class Medical Update.

This continues to work its way through Congress. The full text of the bill can be found at www.congress.gov/bill/114th-congress/senate-bill/571/text.

From Senator Inhofe's website (www.inhofe.senate.gov/newsroom/press-releases/inhofe-seeks-comments-on-pilots-bill-of-rights-2). Below is a section-by-section summary of PBOR2 draft:

Section 1 – Title. Pilot's Bill of Rights 2

Section 2 – Language expands the Federal Aviation Administration's (FAA) 3rd class medical exemption for light sport aircraft to cover most small general aviation (GA) aircraft. It would also prohibit enforcement of violations if FAA has not complied with these provisions within 180 days of enactment.

Section 3 – Language reigns in Customs and Border Patrol (CBP) stops and searches of GA by requiring CBP to follow general law enforcement standards when exercising its powers.

Section 4 – Language provides local airport offices to manage the use of private hangars at airports. Current law gives federal officials and Washington the ability to dictate what does and doesn't happen inside a hangar; this section changes that problem.

Section 5 – Opens a dialogue on language that will make it easier to install new, safety enhancing equipment on existing aircraft without going through a lengthy, expensive certification process.

Section 6 – Language expands on the Pilot's Bill of Rights by:

- a. Subsections a-b. - Explicitly states that pilots facing an investigation by FAA can appeal the issue directly to a federal district court for a de novo trial. This provision of the original Pilot's Bill of Rights has not operated as intended.*
- b. Subsection c. - Expands the protections of the Pilot's Bill of Rights to other certificate holders in the aviation community, such as charter operators or repair stations.*
- c. Subsection d. - Requires FAA to provide notification to an individual once they become subject to an FAA investigation; if FAA does not provide notification, they cannot press charges.*

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- d. *Subsection e. - Limits scope of FAA's document requests of certificate holders to the pertinent issues being investigated.*
- e. *Subsection f. - Reinstates FAA's expungement policy, preventing the agency from retaining records of enforcement against an airmen certificate holder after retaining it for 5 years. Also prohibits the retention of records beyond 90 days if the agency does not take enforcement action. Further prevents the FAA from publicizing pending enforcement actions against a covered certificate holder.*

Section 7 – Prohibits enforcement of NOTAM violations if FAA has not finished its NOTAM improvement program by the end of the year.

Section 8 – Language requires contract towers and other outsourced FAA programs to be subject to FOIA requests.

Section 9 – Language provides civil liability protection to aviation medical examiners and other FAA reps, treating them as government employees as the proscribed duties are carried out.

Some modifications have been made to the Third Class Medical part in Section 2 to advance it further through Congress:

- Complete an online aeromedical course every two years.
- See your personal physician at least once every four years and be treated for any conditions that could affect their health. Note that visit in your logbook.
- If you have not held a valid medical certificate within the past ten [10] years or are a new pilot, you would need to obtain a one-time 3rd class medical or special issuance to establish a health baseline. Once approved, no further AME visit or FAA certification would be required.
- The existence or onset of several specifically listed conditions might warrant a one-time special issuance such as serious psychological and neurological conditions, as well as cardiac conditions requiring open-heart surgery. Successful completion of this one-time special issuance would permit the airman to continue seeing their personal physician thereafter.

The bill also added provisions directing the FAA to study easing the special issuance process and to expand the “Conditions AMEs Can Issue” (CACI) program.

For more information:

www.eaa.org/en/ea/ea-news-and-aviation-news/2015-news/09-25-2015-building-momentum-sen-inhofe-updates-progress-on-pilots-bill-of-rights-2 **(Includes list of Senators who are currently co-sponsors of this bill.)**

AND

www.aopa.org/News-and-Video/All-News/2015/September/30/AOPA-and-EAA-answer-questions-about-medical-reform

Frequently Asked Questions (FAQs)

www.aopa.org/Advocacy/Legislative-Affairs/Non-CoSponsors-PBR2 **(List of Representatives & Senators who are not co-sponsors of the bill.)**

Respectfully, Jill Shockley
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