

Higher Living

Quarterly E-mail Newsletter



Summer is Here and the Time is Right

Things are looking up this summer, that doesn't mean you should be. Don't just stare at the sky, soar through it. Summer is a great time to fly, but as you head out this summer be aware of some recent updates and changes to rules - as well as some good old fashioned common sense. This quarter, our President takes time to review the upcoming changes to flight plan filing, Mark Kolber reviews the rules on applying instrument proficiency checks to biannual flight reviews, and Gene Conard highlights the recent regulatory changes for the use of small unmanned aerial vehicles (drones/UAVs). Finally our resident airline pilot and instructor extraordinaire, Carson Willis, waxes poetic about the perils of plotting a path between two thunderstorms.

Don't forget to schedule your flight time today. Summer means busy flying, reserve your spot with our planes early, and remember: Pilots are just PLANE people with a special AIR about them.

As always keep the pointy end forward and the dirty side down!



Contact Us Today to
Schedule your next
aviation adventure!

Executive Flight Training

1-919-986-9696

info@execFT.com

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Upcoming Events

- 15 July - Free Lunch Friday(KHRJ)
- 24 July - South Carolina Breakfast Club (KCQW) www.flyscbc.com
- 09 Aug - Flight in The Danger Zone-Non Towered Airport Event (KSOP)
- 27 Aug - Big Toy Day and Fly-In (KEXX) (Free Hat/shirt to first 5 airplanes to fly in) www.flyhighlexington.com
- 03 Sep - Pancake Breakfast (KAVC)

ICAO FLIGHT PLANS



On October 1 of this year the FAA has suggested that it will change to the ICAO flight plan format. Likely there will be some delay of this date by a bit but you can begin using the new form now if you wish. The form itself can appear rather complicated because a number of things are added and several old familiars are differently worded. I want to credit one of our pilots, Chris Conte, for bringing the details below to my attention and researching the correct answers for our airplanes.

Most of the online flight planners will handle the details but there are few items I wanted to clarify for our aircraft renters. Here are the entries for which you may have questions (with the correct answers supplied). The same answers apply to both our airplanes.

Flight Type:	G for general aviation
Type of aircraft:	P28A (not PA28)
Wake turbulence category:	L for light
ICAO Equipment:	D, G, S
ICAO Surveillance:	C
ICAO PBN:	leave blank



The following airport note is just for those NOT using tools such as ForeFlight which handle this for you. If the airport has a 4-letter ICAO code with a K in front e.g. KTTA, then just use that. But if it doesn't, like Causey 2A5, you must put **ZZZZ** in the airport field and then put a remark in field 18 (Other Information) with the right prefix:

DEP = Departure
 DEST = Destination
 ALTN = Alternate

So if departing Causey, field 18 (Other Information) would have **DEP/2A5**

You don't have to put anything in the survival equipment fields. If you were doing it on paper, you actually "X" out the stuff you don't have, but on the websites you just ignore.

Notice there is no field for pilot's phone and home base on the actual ICAO form. Just put these free-text with the Pilot-in-Command name. When using tools such as ForeFlight this is taken care of for you.

FLIGHT REVIEW VS. INSTRUMENT PROFICIENCY CHECK



One of the questions we often hear instrument rated pilots ask is, “Does an instrument proficiency check (IPC) count as a flight review (FR)?” *Technically* the answer is no. The regulatory requirements are different. A 61.57(d) IPC is not in the FAR 61.56 list of accomplishments that *automatically* substitute for a FR. However, as 61.56(h) tells us, flight review requirements:

may be accomplished in combination with the requirements of §61.57 and other applicable recent experience requirements at the discretion of the authorized instructor conducting the flight review.

There are differences. A FR is specifically defined as “training.” An IPC is described as a flight

“check,” perhaps more similar to a check-ride than a training session. Except for including a review of FAR Part 91 operating rules, FR content is left to “the discretion of the person giving the review.” An IPC, on the other hand, must cover specific tasks listed in the instrument Airman Certification Standards (ACS, PTS). But neither can be “failed.” No “pink slip” is issued and in either case, a pilot who does not meet the



standards only needs to train to proficiency.

How might a CFI and pilot create a plan of action to accomplish the 61.56 FR and the 61.57(d) IPC in a combined session? For ground review Part 91 IFR operating rules along with the VFR rules. In flight, we might include performance under the hood of such common visual tasks as such as steep turns, slow flight and

stalls. The applicability of flight solely by instrument reference to both the FR and IPC requirements is obvious and the unusual attitude recoveries are part of the IPC-required list. Add successful performance of IPC-specific tasks such as three instrument approaches (including one partial panel) and holds, and the CFI and pilot have met the requirements for both rules. Often with very little additional flight time.

Many pilots never get an IPC. They find a flying buddy or advertise for a safety pilot and fly their “6 in 6” plus holds to maintain legal IFR currency. While many CFIs will include at least some instrument tasks in a FR for an instrument-rated pilot, not all do. How many of us simply fly the same old approaches again and

again? How many include partial panel and other IFR emergency procedures? Always remembering that legal currency is a basic minimum that does not equal proficiency, a combined FR/IPC is a great way to spend a session with a CFII evaluating and tweaking our visual and instrument skills, accomplishing tasks we rarely accomplish, and getting excellent feedback on our real level of proficiency.

SMALL UNMANNED AIRCRAFT



On 21 June 2016, the FAA finalized a new regulatory for non-hobbyist small unmanned aerial systems (UAS). These regulations create a new drone certification process that covers the majority of low-risk, commercial UAS flight operations. These new regulations will be implemented in late August 2016.

If you are planning to fly your drone / UAV recreationally, then you don’t need Part 107 certification, but just need to abide by standard safety guidelines as regulated per the FAA.

Pilot in Command Certification and Responsibilities:

- A person operating a small UAS must either hold a remote pilot airman certificate OR be under the direct supervision of a person who does hold a remote pilot certificate.
- Demonstrate aeronautical knowledge by either passing an initial aeronautical knowledge test at a FAA approved knowledge testing centers OR hold a Part 61 pilot certificate other than student pilot.
- Be vetted by the Transportation Security Administration (TSA).
- Obtain a Remote Pilot Certificate with a small UAS rating.
- Pass a recurrent aeronautical knowledge test every 24 months.
- Be at least 16 years old.
- Make available to the FAA, upon request, the small UAS for inspection or testing and any associated documents/ records required.
- Report an accident to the FAA within 10 days of any operation that results in injury or property damage over \$500.



- Conduct a preflight inspection to ensure the small UAS is safe for operation.
- No medical exam is required.
- **Operational Limitations:**
 - UAS must weight less than 55 lbs.
 - Visual line-of-site (VLOS) only of the remote pilot in command.
 - UAS may not operate over any persons not directly participating in the operation.
 - Daylight only operations.
 - Maximum groundspeed of 100 mph (87 knots).
 - Maximum altitude of 400 feed (AGL).
 - Minimum weather visibility of 3 miles.
 - Operations in Class B, C, D, and E airspace are allowed with the required ATC permission.
 - Operations in Class G airspace are allowed without ATC permission.
 - No person may act as a remote pilot in command for more than one UAS at one time.
 - No operations from a moving aircraft.
 - No operations from a moving vehicle unless the operation is over a sparsely populated area.
 - No careless or reckless operations.



With the summer flying season in full swing, we're enjoying long days, warm weather, vacation time to burn and trips to take. Along with all those things we love as pilots, we must also balance good flying weather with some of Mother Nature's worst threats to airplanes. Summertime thunderstorms in the south are as predictable as the sunrise. With a great deal of certainty, we can expect some level of convective activity every afternoon. When planning your cross country flights, please exercise caution and flight plan for A.M. departures. If you're caught in the heat of the day, remember, single cell TS's are just as common as frontal activity and are less predictable. Avoid TS's by 20 miles and remember,

that's 40 miles between two storms! That hole you see on Foreflight is smaller than you think, not to mention, that data is probably five minutes old! Stay aware, use all available resources (ATC, Foreflight, and your own eyes) and avoid thunderstorms at all costs.

Fly safe.



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