

FAA SAFETY INFORMATION



FLIGHT ADVISORY

The Vancouver 2010 Winter Olympics and Paralympics Games

Revised February 8, 2010. This is a reissue of the Olympic Advisory to reflect the changes in the issued NOTAM. This advisory is based on FDC NOTAM 0/4763 and includes changes to the times of the TFR and gateways.

The 2010 Winter Olympic and Paralympics Games will take place over an eight (8) week period during the months of February and March 2010.

The FAA, at the request of the Department of Homeland Security and Department of Defense as part of the airspace security measures, will be placing restrictions and procedures in northwest Washington State to complement Canadian restrictions and procedures. The restrictions will coincide with the opening and closing of the Athlete Villages in Vancouver and Whistler, BC: January 29, 2010 to March 24, 2010. Additional NOTAMs may be issued and it is recommended that operators check NOTAMs frequently.

Additional information can be found at this link: https://www.faa.gov/files/notices/2010/Feb/olympic_advisory_2.pdf

NOTAMS are available through your Flight Service Station.

FAA to Hold Public Meetings on Airplane Certification

Beginning this month, the FAA's Small Airplane Directorate will host a series of public meetings to discuss the requirements for small airplanes covered by federal regulations (14 CFR part 23). The meetings will focus on the future of small airplane certification standards as well as maintenance and operations regulations. The last thorough review of part 23 requirements occurred more than 25 years ago.

The meetings will follow an open

discussion format based on the findings of a recent two-year study, "Part 23 Small Airplane Certification Process Study." Public participation is encouraged to provide

feedback in developing what will affect the next 20 years of small airplane design, certification, and operations. Pilots, mechanics, owners, manufacturers, and other interested parties are all encouraged to participate. The first meeting will be held February 23 and 24 in Wichita, Kansas. For more information, contact Lowell Foster at lowell.foster@faa.gov.

FAA Publishes Changes to Sport-Pilot Regulations

On February 1, 2010, FAA published a final rule that amends regulations for sport pilots and flight instructors with a sport-pilot rating. The amendments, which become effective April 2, 2010, address issues with training, qualification, certification, and operating requirements that have arisen since light-sport regulations were first implemented in 2004. The changes are designed to enhance safety and reflect the operational experience gained since the original regulations became effective. Changes include: removal of the five-hour flight time requirement for sport-pilot flight instructors before providing training in the same make and model of (LSA) light-sport aircraft; revised student sport-pilot solo cross-country requirements; and a new requirement for aircraft owners and operators to retain a record of all applicable LSA safety directives. FAA reviewed more than 150 comments from pilots and flight instructors and from organizations such as EAA and AOPA, in its consideration of the regulation changes. To view the rule, go to: <http://edocket.access.gpo.gov/2010/pdf/2010-2056.pdf>.

Factoring the Human Behind the Machine As GA aircraft grow more advanced, so do the avionics systems that help keep pilots safe in today's increasingly complex

airspace. The process at the FAA for evaluating and certifying these avionics components is extremely detailed and requires collaboration among several key players. FAA human factors specialists, flight-test pilots, and engineers are all involved in certifying certain avionics products.

Among the areas to consider in the certification process are intuitiveness,

reliability, and most important, safety. Everything, from a unit's button shapes and display colors to its reliability under rigorous testing scenarios, is carefully weighed. In cases where the system is highly integrated, complex, and/or performs critical functions, FAA uses a formal assessment process that involves scenario-based evaluations by multiple pilots.

For more information on how FAA human factors research helps improve GA safety, check out the article "Factoring in the Human in Avionics Certification" in the January/February 2010 issue of FAA Aviation News.

Produced by the editors, FAA Aviation News, http://www.faa.gov/news/aviation_news/ Address questions or comments to: AviationNews@faa.gov

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