



# South Florida Express



## The FAAS<sup>T</sup>eam Newsletter

June/July 2009  
Issue # 1

We are your FAAS<sup>T</sup>eam or FAA Safety Team. We cover Area 1 of the Southern Region which consist of an area from Martin County across to Collier County and south to Key West, as well as, Puerto Rico and the Virgin Islands.

### The FAAS<sup>T</sup>eam Mission Statement

To improve the nation's aviation accident rate by conveying safety principles through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation environment.

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## FAA Awards Programs

We have updated our awards process which has increased our output efficiency and decreased the time frame for issuance of awards. However, without your participation and timely submission of awards applications we cannot recognize you and your employee's accomplishments. Remember to review the current revisions of AC 61-91 & AC 65-25 and include all required supportive documentation when submitting an award application.

## Wings Pilot Proficiency Program



For some time you've heard us speaking about our Pilot Proficiency program known as "Wings." If you have visited our web site [www.faasafety.gov](http://www.faasafety.gov) lately, you will have noticed the link to this area. If you haven't been on our web site lately, please take the time to logon and begin learning about the Wings Program. In addition please continue to monitor [www.faasafety.gov](http://www.faasafety.gov) for a safety seminar in your area. Along with maintaining a heightened Safety awareness, you may be eligible for an insurance discount from your insurance provider for participating in the **Wings Safety Program**.

As you, all have probably heard the "old" Wings Program ended on December 31, 2007. The new Wings Pilot Proficiency Program is now on line through FAASafety.gov. This article will first explain the concept of the program. Unlike the old "Wings Program", there are now only three phases, "Basic", "Advanced," and "Master. The program is a web-based program designed to provide training and an opportunity for pilots to demonstrate their proficiency. The system also tracks the progress for participating pilots.

The most significant incentive to participating pilots is the added level of safety and professionalism attained through consistent recurrent training. Consistent recurrent training has been identified as the major factor in the difference in accident rates between air carrier and corporate operations, and general aviation flying. Additionally, one of the benefits of participating in the Pilot Proficiency Program is that it counts as a flight review. Pilots participating in the new program to at least the Basic phase need not accomplish the flight review requirements of 14 CFR part 61 ... in accordance with 61.56 (e). Since activity is tracked on FAASafety.gov a record of your flight review will always be available, and the system will advise a pilot when they need to complete training. In this way, they will always be operating with a current flight review. Note that a pilot can still complete the requirements for a flight review with an authorized instructor.

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Participation in the Wings program is voluntary. There have been no regulatory changes with regard to the Wings program. The specific targets of the Pilot Proficiency Program are flight maneuvers and knowledge areas that have consistently shown-up as causal factors in aircraft accidents. Pilots, who participate in the process as designed, will be completing the requirements for a flight review on an annual basis, but the flight review is still in effect for 24 months. One additional point, the Basic Phase of the Wings program **must be completed** before it qualifies as a flight review. Enrolling in or participating in the "Wings" program does not make you qualified for this. You do not fully qualify **until the requirements for the Phase have been met and validated.** Pilots are encouraged to complete the requirements for a **BASIC** phase over a 12-month period, thereby maintaining skills in all seasons of the year! Flying with a flight instructor through out the year also helps to spot weaknesses and areas for improvement. All Airmen can earn all three phases regardless of their pilot certificate, but please note that some aircraft, such as a Light Sport Aircraft, may not qualify for some activities at the Master level

The intent of the Wings program is to help you construct an educational curriculum suitable for your unique flight requirements. The FAA could have linked the program to Airman Records and as soon as you signed-on, moved all your qualifications onto the tracking page. That would not be accurate, however. You might be an Airline Transport Pilot flying a Boeing 777 for a major airline, and in that case, the air carrier is responsible for your training and proficiency. However, you might also fly a light general aviation aircraft at the private pilot or sport pilot level. You are responsible for maintaining your own proficiency for that flying. Using the Wings program, you can create a unique curriculum just for you.

For example, a private balloon pilot does not want to see all the accredited activities for airplanes and helicopters so he/she would select "Balloon" in the aircraft categories and classes and then Private in the certificate..

Or an ATP multiengine land pilot with Commercial airplane single engine land & helicopter ratings may want to see activities associated with all of his/her ratings or may feel that he will only be flying single engine land aircraft for most of his WINGS - Pilot Proficiency Program flights. If the latter were true, he would choose "Airplane Single Engine". Do not worry too much because you can always adjust your profile. Remember that you select the level of proficiency, which you wish to maintain, as with any computer system **SAVE your changes.** Once you have entered your profile, you will be ready to start building your curriculum.

In the future, there are plans to add additional functionality to the program. Soon you will be able to see what kinds of incidents and accidents are happening to pilots that match your profile, allowing you to more closely target those areas in your WINGS - Pilot Proficiency Program training. Addressing, understanding, and mitigating many of the common problems you might share with others will make you a much safer pilot.

Remember, there are three Phases, BASIC, ADVANCED, and MASTER, and there are two TRACKS, Knowledge, and Flight. You must complete all six requirements in each Phase to earn that phase. Remember that you must complete the Basic Phase before you can earn the other phases, but you can accomplish any of the eighteen requirements in any order.

The program has Core Subjects and Elective Subjects in each phase. The difference is that the FAASTeam has selected what pilots will accomplish for the Core Subjects. The Elective Subjects provides the pilot and his or her CFI areas that they wish to work at. Any Elective Subject will fill any lower requirement until that lower requirement is completed. For example, if a pilot has completed an Advanced Elective Subject, but not a Basic Elective, that Advanced Elective will substitute for the Basic Elective until one is completed. The completed requirements are only valid for 12 months. The Wings Program will store your credits for two years.

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There are several important points to remember. First, the pilot determines the level of proficiency that he or she wishes to maintain. Second, when the pilot completes and validates the Basic Phase, the system updates the Bi Annual Flight Review. Third, the pilot selects the courses and they type of flying that he is doing. Fourth, this is an on going program. This is a recurrent program for the pilots.

The first step toward participating in the "Wings Program" is to enroll in FAASafety.gov.

As of January 1<sup>st</sup>, 2008 the only way to register for Wings Program credits is through the [www.faasafety.gov](http://www.faasafety.gov) website. Course credits that go towards your Wings Program Awards program will only be applied to you if you are registered on the website, register for the specific seminar on the website and actually attend the seminar. It won't be enough to just attend a class. If you have not registered online first you will not get credit for that class. In addition you must ensure to set up your email reminder for the seminar.

It's easy to register.....

Once you are registered in the system, it is designed to help each pilot construct an educational curriculum suitable for his or her unique flight requirements. Writing a profile of yourself using the Pilot Proficiency Program Pilot Profile will help tailor your educational needs to your skills and goals. With over 300 courses and syllabi to choose from and additional ones added monthly, your Pilot Profile will allow the system to help you choose appropriate courses. After registering online for each seminar and then attending the seminar (you must do both), points for each seminar attended will accrue until you have enough to attain one of the three new Wings Program Phases.

Take a look at the Wings Program portion of the [www.faasafety.gov](http://www.faasafety.gov) website.

***Get registered NOW.***

***A whole new world of educational information will***

***be opened to you!***

***Have You Registered Yet?***

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## **Special Recognition Awards**

### ***Wright Brothers***

### ***Master Pilot Award***

The Wright Brothers Master Pilot Award recognizes pilots who have contributed to building and maintaining the safest aviation system in the world through participating and promoting safe flight for 50 consecutive years or more. The award is named in honor of Wilbur and Orville Wright, two early pioneers of flight. The award will be in the form of an FAA award certificate and lapel pin. In addition, a smaller version of the pin will be awarded to the spouse, if appropriate. The award certificate will be signed by the FAA Administrator. A 'Roll of Honor' book with recipients' name, city, and state will be kept in a prominent place in the FAA Washington, D.C. headquarters building and will be published at <http://FAASafety.gov>.

To be eligible for the Wright Brothers Master Pilot Award, candidates must:

Have 50 years of US piloting experience. The effective start date for the award is the date of the applicant's first solo flight or military equivalent. A current flight review or medical certificate is not required at the time of nomination.

Have held a CAA/FAA pilot certificate with: 50 consecutive years or more civil experience, or up to 20 years of which may be military experience in combination with civil experience, to total 50 consecutive years.

Have been a U.S. citizen or Permanent Resident for the 50 consecutive years; however, consideration for exceptions may be given on a case-by-case basis.

Revocation of any airman certificate will disqualify a nominee for this award.

Prior accident history will be reviewed and considered on a case-by-case basis.

Prior enforcement actions (excluding revocation) are not necessarily disqualifying but will be reviewed on a case-by-case basis.

The award may be presented to a nominee up to 2 years posthumously if the nominee has acquired 50 years of piloting experience prior to passing away.

To be eligible for the Wright Brothers MPA, the applicant, or anyone on behalf of the applicant, must submit a Wright Brothers Master Pilot Award Nomination Package to their local FSDO or FAASafety Team Program Manager. The Master Pilot Award Information Guide may be obtained from [www.faasafety.gov](http://www.faasafety.gov). For assistance please contact Philip Daspit at: Miami FSDO, 8600 NW 36<sup>th</sup> St., Suite 201, Attn: FAASafety Team, Miami, FL 33166.

**Or you can email information to [phil.daspit@faa.gov](mailto:phil.daspit@faa.gov).**

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## **Special Recognition Awards**

***Charles Taylor***

### ***Master Mechanic Award***

The Charles Taylor "Master Mechanic" Award is the most prestigious award the FAA issues to persons certificated under Title 14 of the Code of Federal Regulations, part 65. This award is named after Charles Taylor, the first aircraft mechanic, to recognize individuals who have spent over 50 years in the aircraft maintenance profession as "master mechanics." The award is an 8-1/2 by 11-inch certificate and distinctive lapel pin. The certificate is signed by the FAA Administrator. Upon request, a stickpin similar in design to the lapel pin is also provided to the award winner's spouse in recognition of his or her support to the award winner's aviation maintenance career. Once the award has been issued, the recipient's name will be added to the Roll of Honor, a leather-bound book on display at the entrance to the FAA Aircraft Maintenance Division (AFS-300) in FAA Headquarters, the Orville Wright Federal Building, 800 Independence Avenue, SW., Washington, DC 20591.

**ELIGIBILITY.** The candidate must meet the following criteria to be eligible for the "Master Mechanic" award:

Be a U.S. citizen.

Worked for a period of 50 years in an aviation maintenance career. (The 50 years may be computed consecutively or nonconsecutively.)

The applicant must have been an FAA-certificated mechanic or repairman working on an N- registered aircraft maintained under the Federal aviation regulations for a minimum of 30 of the 50 years required.

The remaining 20 years may be accepted if that individual served as an aircraft mechanic/repairman in the U.S. military; or worked as an uncertificated person in the U.S. aviation maintenance facility that maintained U.S.-registered aircraft, either domestic or overseas; or worked as an uncertificated person in the aircraft manufacturing industry in the United States, producing U.S. type-certificated or U.S. military aircraft.

Any individual who had his or her FAA mechanic certificate, FAA repairman certificate, FAA Designated Mechanic Examiner, or FAA Inspection Authorization revoked by the FAA is ineligible for this award.

When determining the eligibility of the applicant, the selection committee should consider previous FAA enforcement activity against the applicant's certificate, other than revocation.

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**APPLICATION:** Any person who meets the eligibility requirements, or a sponsor on behalf of the eligible person, may apply for the award by sending a notarized letter to the local Flight Standards District Office (FSDO), certificate management office (CMO), or International Field Office (IFO). This letter must contain the following information:

The applicant's name, address, telephone number, certificate number, type of certificate held, and the rating (e.g., Mechanic certificate: Airframe and Powerplant rating or Repairman, nondestructive inspection, etc.).

Résumé of the applicant's aviation maintenance employment history. The résumé can list employment by weeks, months, or years, as long as the total work experience in aviation maintenance adds up to 50 years.

Three letters of recommendation from certificated mechanics or repairman recommending the applicant for the award.

A short letter requesting the award based on the information submitted. If the letter is from a sponsor, it must include the sponsor's name and telephone number.

To be eligible for the Charles Taylor Master Mechanic Award, the applicant, or anyone on behalf of the applicant, must submit a Charles Taylor Master Mechanic Award Nomination Package to their local FSDO or FAA Safety Team Program Manager. A copy of the current revision Advisory Circular 65-26 may be obtained from [www.faasafety.gov](http://www.faasafety.gov). For assistance please contact Barry Byrd at: Miami FSDO, 8600 NW 36<sup>th</sup> St., Suite 201, Attn: FAASTeam, Miami, FL 33166.

**Or you can email information to [barry.g.byrd@faa.gov](mailto:barry.g.byrd@faa.gov).**

## ***The Annual General Aviation Awards***

Each year for more than four decades, the General Aviation Awards program has recognized a small group of aviation professionals for their contributions to aviation education and flight safety.

This awards program is a cooperative effort between the Federal Aviation Administration (FAA) and more than a dozen industry sponsors. The program's goal is to identify individuals on the local, regional, and national levels as Certificated Flight Instructor (CFI) of the Year, Aviation Maintenance Technician (AMT) of the Year, Avionics Technician of the Year, and FAA Safety Team Representative of the Year. Previously, this award was the Aviation Safety Counselor (ASC) of the Year.

The selection process begins with local FAA Safety Team Managers (FPM's) at Flight Standards District Offices (FSDO's) and then moves on to the eight regional FAA offices. Panels of aviation professionals from within those four fields then select national winners from the pool of regional winners.

In each of the past five years, the FAA Administrator has presented the national awards in July during a "Theater in the Woods" program at EAA Air Venture in Oshkosh, Wisconsin. Included in the prize package for all four national winners is an all expense paid trip to Air Venture for the recipient and a guest to attend the awards presentation.

"These annual awards highlight the important role played by these individuals in promoting aviation education and flight safety," said JoAnn Hill, General Aviation Awards Committee chairperson. "The awards program sponsors are pleased that these outstanding aviation professionals will receive the recognition they so richly deserve before their peers in Oshkosh."

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The program's executive committee includes the Aircraft Electronics Ass'n (AEA), the Federal Aviation Administration (FAA) and the National Ass'n of Flight Instructors (NAFI). Additional support and sponsorship are provided by the Aeronautical Repair Station Ass'n (ARSA), the Aircraft Owners and Pilots Ass'n (AOPA), the Aircraft Maintenance Technology Society (AMT Society), the Experimental Aircraft Ass'n (EAA), the General Aviation Manufacturers Ass'n (GAMA), the Helicopter Ass'n International (HAI), the National Air Transportation Ass'n (NATA), the National Ass'n of State Aviation Officials (NASAO), the National Business Aviation Ass'n (NBAA), the Professional Aviation Maintenance Ass'n (PAMA), and Women in Aviation International (WAI).

Additional information about the General Aviation Awards Program is available by calling **305-592-4739**. The application package, as a fill-in-the-blanks PDF form, is available on the websites of sponsoring organizations or through contact with your local FAASafety Program Manager.

## **AMT Awards**

Yes, it is true, Revision E of 65-25 has been signed and the new automated AMT Awards program through [www.faasafety.gov](http://www.faasafety.gov) is here. Starting on June 15, 2009 you will be able to access the program through the Maintenance Hangar section of the [www.faasafety.gov](http://www.faasafety.gov) website. In addition the next issue of 'The South Florida Express' will contain an article explaining this new program and how it will affect those within the aircraft maintenance community. One thing in particular to remember with this program is that to participate in the AMT Awards program just like the Wings program you must be registered on [www.faasafety.gov](http://www.faasafety.gov).

***Get registered NOW.***

***A whole new world of educational information will  
be opened to you!***

***Have You Registered Yet?***

## **How do I get registered with [www.faasafety.gov](http://www.faasafety.gov)?**

Have you ever wondered why you didn't receive a notice for a safety seminar? Wondered why you didn't receive the latest bulletin that was published on FAASafety.gov? Here are some tips to help you set up your "faasafety.gov profile"

You have to be registered on FAASafety.gov. When you first enroll on FAASafety.gov you will be asked to set your profile. Or go to the "My FAASafety.gov" link. The first page you will work with is the "General & Email setting tab. On this page you will enter your zip code. This is important because notices and Emails generally will go out to specific locations. For sure you do not want to receive notices on what is happening in California all of the time. Next select the format you want to view your pages.

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The most important part of this page is your selections. If you ever wonder why you do not receive notices for seminars or other safety information, this may be the reason why. Select the ones that you are interested in and the ones that fit your profile. For example, if you are a mechanic you may not want to view many of the flight notices. If you are a private pilot, you may not want to view the "Flight Schools and CFI" information. The InFO and SAFO's are geared to an operator. This might interest you if an operator employs you.

Do not worry if you make a selection and later after viewing the notice, you wish not to receive the notice. You can always come back and refine your selections.

The password page is straight forward for you to set your password. If you forget your password, you enter your email and you will see a link to reset your password.

The Certificate & Ratings tab will let you set what certificates you currently possess and you can also make other selections. When a safety seminar is planned, the person planning the seminar uses a tool similar to this to select the intended audience. If you are not receiving notices for safety seminars then look at this tab. Also, be sure to set the radius from your home on "My Home Page" tab. You will then receive notices of all the seminars within the selected area based on your preferences.

One final word as in all computer programs **SAVE** your entries

Remember there is always the help menu and always there is the friendly FAASite Program manager who will be more than willing to help.

While you are here why not register to become a FAASite Rep or Lead Rep as well?

**Not Sure how to do that?**

**Not even sure what a Rep or Lead Rep is?**

**Then by all means read on and let's see!**

## ***What's A FAASite Representative Anyway?***

On October 1, 2006, the Aviation Safety Program sunset and the Aviation Safety Counselor Program (ASC) ended. Many of the ASCs have become FAASite Lead Representatives or FAASite Representatives. The representatives are private individuals dedicated to the promotion of aviation safety. They voluntarily serve as assistants to the FAA Safety Team Program Managers (FPM) and FAASite organization. They provide their aviation community with advice, counsel, technical knowledge, aviation experience, and they are a communication link with the local FAA facility. The Representatives are willing to be of service to the aviation community. Representatives receive guidance and support from the FAASite and the FAASite Program Manager. The FAASite Representatives are not official representatives of the Administrator. They assist the FAASite with its mission.

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The Lead Representatives possess a general knowledge of aeronautical subjects or have an in-depth knowledge of a particular subject. They should have the ability to work with and coordinate with others, and exhibit leadership qualities. The Lead representatives are responsible for assisting in aviation safety program activities conducted by the representatives in their area of responsibility. Lead representatives work closely with and regularly report the accomplishment of activities to their supervising FPM.

Lead Representatives have the primary responsibility for assisting in the management of the safety organization and FAAS Team program activities conducted by the representatives within their area of responsibility. They will attend safety education events and safety activities within their respective areas. They have oversight responsibilities for and assure the selection of candidates for each category of the general aviation awards program within the respective geographic area and for the FAAS Team Representative of the Year within the respective geographic area.

These dedicated individuals procure and maintain supplies of safety program materials for distribution to FAAS Team Representatives and the aviation community. They produce flyers to advertise safety education events, and post advertisements of activities on the Safety Program Airmen Notification System (SPANS). They provide training assistance and support for the FAAS Team Representatives in the conduct of their respective activities. They will coordinate with the FPM to accomplish the established goals of the FAAS Team through various activities in their area.

Like the Lead Representatives, FAAS Team representatives are volunteer team members trained to support higher standards of safety by promoting a cultural change in the aviation community toward a higher level of safety. This is accomplished through safety management systems that include risk management, system safety, and safe practices.

This is a group of dedicated volunteers from all segments of the aviation community to help in creating a successful program. These are private individuals dedicated to the promotion of aviation safety. They voluntarily serve as assistants to the FAA Safety Team Program Manager and FAAS Team organization. They provide their community with advise, counsel, technical knowledge, aviation experience and a communication link with the local FAA facility.

As representatives, they have some specific responsibilities and activities to perform. First: representatives must be willing to be of service to the aviation community. The representatives receive guidance and support from the FAAS Team and the FAAS Team Program Manager. FAAS Team Representatives have no authority to act as an official representative of the Administrator. The representatives assist with the presentations, counsel pilots, present seminars and volunteer in many other ways to assist with the FAAS Team program.

FAAS Team members can be anyone who makes an effort to promote aviation safety and become part of the shift in safety culture. To become a member: sign up to use [www.faasafety.gov](http://www.faasafety.gov) and take part in all it has to offer, pilots can participate in the pilot proficiency program, mechanics can participate in the AMT awards program and you can attend a live seminar or event in your area. See [www.faasafety.gov](http://www.faasafety.gov) for more details.

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## FAAST Blast—March 31, 2009 Biweekly FAA Aviation News Update

### **Important Runway Safety Information: Coming to a Mailbox Near You**

When *AOPA Pilot* and *Flight Training* magazine subscribers receive their April 2009 issues, they will get an additional bonus of an FAA-produced DVD on runway safety, as well as a comprehensive runway safety brochure entitled, *A Pilot's Guide to Safe Surface Operations*.

"Two-thirds of runway incursions are the result of pilot deviations," explains Wes Timmons, FAA director of runway safety. "And, many of these deviations are caused by general aviation pilots.

We hope that by reaching GA pilots with the DVD and brochure, we can provide important safety guidance."

### **Aero-NewsBug — A New Way to Stay Informed**

The Aero-NewsBug is a new computer application to help keep you up to date on the latest news in the world of aviation. Once downloaded, NewsBug will provide continuous aviation updates from Aero-News Network, as well as a listing of FAASTeam safety seminars within 100 miles of your ZIP code. The information will display on a small window on your desktop along with links for more details of each news item or event.

"I feel confident the NewsBug will be a helpful informational tool for pilots, as well as help draw more people to the FAAST Team Web site and safety seminars," says National FAASTeam Manager Kevin Clover. "Our goal is to also increase awareness of the WINGS program and ultimately help reduce the nation's aviation accident and incident rate." For more information, and to download the NewsBug program, go to <http://newsbug.afasf.org/>.

### **FAA Aviation News Covers Handbook Updates**

To keep up with the latest flight training theories and techniques, FAA issued changes to several of its pilot handbooks. One of the biggest changes came with the new *Aviation Instructor's Handbook* (FAA-H-8083-9A), available online [here](#). It now includes information on scenario-based training (SBT), a training system that teaches concepts and maneuvers in a "real-world" context, as well as updated guidance on teacher-student assessment. For more information on these handbook updates, as well as other technology-inspired developments, check out the March/April 2009 issue of *FAA Aviation News* at: [http://www.faa.gov/news/aviation\\_news/](http://www.faa.gov/news/aviation_news/).

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Please address questions or comments to: [AviationNews@faa.gov](mailto:AviationNews@faa.gov)

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## What is Happening at Local Airports

# FLL RAMP ALERT

PLEASE POST AND DISSEMINATE TO ALL RAMP EMPLOYEES AND APPLICABLE VENDORS

Friday, May 01, 2009

FLL 09-07

BCAD Operations - Airside

MAY 2009 IS:

## RUNWAY SAFETY MONTH

### A PROACTIVE APPROACH TO RUNWAY SAFETY

- Ensure all employees driving on the ramp possess a ramp driving decal and a valid Florida Driver's License.
- Post current construction information for all employees and flight crews to view. Current construction NOTAMs can be found at [www.fll.net](http://www.fll.net).
- Review ramp driving safety procedures with all personnel.
- Be familiar with all airport NOTAMs.
- Have current airport diagrams when operating on the AOA. Use the FAA Runway Safety website ([www.faa.gov/airports](http://www.faa.gov/airports)) to locate all airport diagrams.

SITUATIONAL AWARENESS  
DON'T BE A RUNWAY INCURSION

**This Alert Requires Immediate Action**

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## **Compliance Deadline is Near for Private Aircraft Border Crossing Flights** **Notice Number: NOTC1646**

### **The Deadline is Approaching for Compliance with the New Department of Homeland Security Rule Affecting Private Aircraft on International Flights**

On December 18, 2008, the Department of Homeland Security (DHS), U.S. Bureau of Customs and Border Protection (CBP) issued a new rule that affects private aircraft operating on international flights. The rule, Title 19 CFR Part 122, is titled 'Advanced Information on Private Aircraft Arriving and Departing the United States'. Compliance with this new regulation has been voluntary since December 18, 2008, however, compliance becomes mandatory effective May 18, 2009. The DHS Final Rule can be viewed at:

<http://edocket.access.gpo.gov/2008/pdf/E8-26621.pdf>

Beginning May 18, 2009, all general aviation flights arriving into or departing out of the U.S. require the pilot to electronically submit crew and passenger manifests and other flight information to the CBP at least 60 minutes prior to departure. This information must be submitted to the CBP using their Electronic Advance Passenger Information System (eAPIS) website or through an authorized third party vendor. This new rule does not apply to domestic flights.

Pilots failing to meet these reporting requirements can be fined \$5,000 for the first violation and \$10,000 for each subsequent violation.

Pilots are encouraged to become familiar with the CBP crew and passenger manifest reporting requirements prior to planning any flights across the U.S. borders. More information can be found at the U.S Customs and Border Protection website:

[http://www.cbp.gov/xp/cgov/travel/pleasure\\_boats/private\\_flyers/](http://www.cbp.gov/xp/cgov/travel/pleasure_boats/private_flyers/)

Pilots are also advised to register their information with the CBP eAPIS website and begin using the system now for international flights even prior to the May 18, 2009 deadline. Information on how to register with eAPIS can be found at:

[http://www.cbp.gov/xp/cgov/travel/inspections\\_carriers\\_facilities/apis/e\\_apis\\_information.xml](http://www.cbp.gov/xp/cgov/travel/inspections_carriers_facilities/apis/e_apis_information.xml)