

Wing Tips

Summer 2006

News from the Des Moines Flight Standards District Office

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short on fuel long on luck

NASA's Aviation Safety Reporting System (ASRS) . . .

“receives many reports of General Aviation fuel exhaustion incidents that lead to inflight emergencies or off-airport landings. Thanks to the skill and luck of the involved pilots, most of these landings are described as “uneventful,” without damage to the aircraft or injury to the aircraft’s occupants. While there are many ways to run the tanks dry, recent ASRS reports have focused on several causal factors – recalibrated dipsticks, inaccurate fuel burn data, and preflight inspections and flight planning that are delegated to other persons.

“Minimum Fuel” Does Not Mean Priority Handling

Recent ASRS incident reports reveal a common misunderstanding involving use of the phrase “minimum fuel.” Pilots may tell ATC that they have “minimum fuel” with the expectation that they will receive priority handling. However, ATC is under no obligation to provide priority handling unless the pilot declares a fuel “emergency.” The AIM provides further clarification:

- **Advise ATC of your minimum fuel status when your fuel supply has reached a state where, upon reaching destination, you cannot accept any undue delay.**
- **Be aware that this is not an emergency situation, but merely an advisory....**
- **Be aware (that) a minimum fuel advisory does not imply a need for traffic priority.**
- **If the remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, you should declare an emergency due to low fuel and report fuel remaining in minutes.”**

Reprinted by permission from NASA’s Aviation Safety Reporting System
Callback, May 2006

ACTION!

FAA Revokes American Air Network's Certificate

FORT WORTH – The Federal Aviation Administration (FAA) Southwest Region has revoked the air carrier operating certificate of American Air Network, Inc. (AAN)

American Air Network, of Chesterfield, Missouri appealed the emergency order of revocation, but dropped the appeal after the FAA presented its case before a National Transportation Safety Board administrative law judge in December. The parties reached an agreement on certain terms of the revocation.

The FAA determined that AAN permitted flights for hire or compensation to be conducted on its air carrier certificate when individuals who did not hold an air carrier certificate exercised operational control of those flights. AAN described itself as “a Part 135 management company.”

The revocation followed an October visit to American Air Network by FAA inspectors who spent four days reviewing flight manifests, pilot and maintenance records, and observing operations.

The FAA's action is part of a national review of air taxi operational control issues. In another case involving operational control issues, the FAA revoked the operating certificate of a company that permitted an uncertificated carrier to operate under its certificate when the certificate holder did not exercise operational control over those flights. That action followed a runway overrun accident at Teterboro, New Jersey in 2005.

This case sends a clear message that the FAA will act when it finds evidence that any air carrier is engaged in the franchising or rental of its air carrier certificate. The Federal Aviation Regulations require that an air carrier maintain operational control of the aircraft and crews on its certificate.



Experience
is the name
everyone gives
to their mistakes.



FLIGHT INSTRUCTOR responsibilities

A recent situation that involved a Student Pilot and more than one CFI led to an investigation by the Des Moines Flight Standards District Office for possible violation of the FARs.

Contributing factors . . . not the first instance in Iowa or nationwide . . . involved FARs 61.11 and 61.19 “Expired pilot certificates and reissuance” and “Duration of pilot certificates.” Also involved was FAR 61.87(p) “Limitations on flight instructors authorizing solo flight.”

A Student Pilot had appeared for his Private Pilot Practical Test and the examiner noticed that his Student Pilot Certificate had expired. This was one of those situations where the applicant was under 40 years of age so the Medical/Student Pilot Certificate had different expiration dates. In this case, the Student Pilot portion of the certificate had expired four months earlier (FAR 61.19) even though the Third Class Medical was still valid.

In reviewing all appropriate log book entries, it was determined the Student Pilot had acted as Pilot-in-Command on five different occasions without a valid pilot certificate. Also, the Student Pilot’s logbook did not have the required 90-day solo logbook endorsements for those five flights [FAR 61.87(p)].

Here is a situation of an apparent lack of instructor responsibility by not assuring all required endorsements were met. The Student Pilot also was responsible for a violation of regulations because of his actions. True, I think the main responsibility here lies with the CFIs for not assuring all solo requirements were met.

It is a shame that a new Private Pilot has this kind of situation to start out his flying career. It is sometimes easy to overlook the “little” things that become an important part of flight instructor responsibilities.

Luckily, this was not a situation involving an incident or accident.

As flight instructors, we need to take the extra time to fulfill our responsibilities and make sure the flights we authorize are legal and safe.

by Roger “N” Clark



From the desk of:
Ronnie L. Driskill
Principal Inspector, Airworthiness

Subject: Designated Airworthiness Representatives

Gregory Harrison of Winterset, Iowa and Daniel Folkers of Norwalk, Iowa have been designated to issue Original/Recurrent and replacement Special Airworthiness Certificates Experimental for the purpose of Operating U. S. registered amateur built, light sport, and light sport category aircraft production flight test operations.

See the Des Moines FSDO web site for additional information.

http://www.faa.gov/about/office_org/field_offices/fsdo/dsm/



NOTICE

Automated Flight Service Station (AFSS) Closing Dates

A schedule has been set for the closing of the 57 existing AFSS facilities throughout the country. These dates are subject to change in the future. As of now, most will close between March and July of 2007. Nineteen of the fifty-seven facilities will reopen within a month of closing.

The ultimate plan is for three locations to serve the country. These three locations, Leesburg, VA (DCA); Ft. Worth, TX (FTW); and Prescott, AZ (PRC) will close and re-open in new (nearby) facilities on the same day.

Sixteen other facilities will reopen about one month after closing to allow time to reconfigure them with new automated equipment. These 16 facilities will become known as “Legacy” facilities. They will ultimately close, but how long they will operate has not been officially announced. The “Legacy” stations surrounding our area will be Princeton, MN; Kankakee, IL; and Columbia, MO. Fort Dodge AFSS (FOD) is slated to close on July 2, 2007. Many of FOD’s calls are now being routed to Princeton, MN or Kankakee, IL.



DEFERRED MEDICAL BACKLOG HITS NEW LOW

Good news for pilots whose medical certificates have been deferred! The FAA’s Aerospace Medical Certification Division has greatly reduced its deferred medical backlog to about 45 days.

Currently, Airman Medical Examiners (AMEs) can reissue special issuances for 35 medical conditions, including several cardiovascular diseases and certain cancers.

The FAA is encouraging AMEs to contact their Regional Flight Surgeon or the Aerospace Medical Certification Division in Oklahoma City, OK to inquire about certain medical conditions and, in some cases, receive approval to issue the certificate over the phone.

ASRS Celebrates 30 Years

On April 15, 2006 the NASA Aviation Safety Reporting System (ASRS) celebrated its 30th year of continuous operation.

The longevity and success of the ASRS program are remarkable examples of how aviation system users can contribute their “lessons learned” to a government program that collects and analyzes this information to solve the issues associated with our modern aviation system. The ASRS concept embodies a *circle of information feedback* that begins with pilots, controllers, maintenance technicians, flight attendants, dispatchers and others who voluntarily report their safety experiences to the program. During its 30-year history, the ASRS has analyzed this information and returned it to the aviation community through a wealth of safety products.

- More than 4,000 Safety Alert Messages provided to government and aviation industry decision makers.
- 7,100 database Search Requests in response to aviation community task force efforts, research studies, publications, safety promotion activities, accident investigations, and more.

- 317 issues of ASRS’s award-winning monthly safety bulletin *CALLBACK* which is delivered to more than 70,000 individual addresses by e-mail notification and U. S. Mail.
- Publication of more than 70 topical research studies, including completion of more than 124 Quick Response efforts examining all aspects of human and system performance.
- Public access to program information, publications, immunity policies, database report sets, reporting forms, and more on the ASRS web site at:

<http://asrs.arc.nasa.gov>

ASRS information feedback to the aviation user community allows a learning process to take place, and helps ensure that corrective actions will be appropriate and effective.



The Price of Progress

Progress toward safety goals often comes at a price, and the founding of the ASRS program was no exception. A tragic and potentially preventable airline accident became the catalyst for establishing a national aviation incident reporting system.

On December 1, 1974, TWA Flight 514 was inbound through cloudy and turbulent skies to Dulles Airport in Washington, D. C. The flight crew misunderstood an ATC clearance and descended to 1,800 feet before reaching the approach segment to which that minimum altitude applied. The aircraft collided with a

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Virginia mountaintop, killing all aboard.

A disturbing finding emerged from the ensuing NTSB accident investigation. Six weeks prior to the TWA accident, a United Airlines flight crew had experienced an identical clearance misunderstanding and narrowly missed hitting the same Virginia mountain during a nighttime approach. The United crew discovered their close call after landing and reported the incident to their company. A cautionary notice was issued to all United pilots.

Tragically, at the time there existed no method of sharing the United pilots' knowledge with TWA and other airlines operators. Following the TWA accident, it was determined that future safety information *must* be shared with the entire aviation community. Thus was born the idea of a national aviation incident reporting program that would be non-punitive, voluntary, and confidential.

The FAA and NASA Collaborate

The first step in establishing a national aviation incident reporting program was to design a system in which the aviation community could place a high degree of trust.

The FAA Administrator quickly recognized that the regulatory and enforcement roles of the FAA would discourage the aviation community from using a new safety program that depended on voluntary sharing of safety events. The FAA therefore assumed a sponsorship role for the new program, but turned to a neutral and highly respected third party – NASA – to collect,

process, and analyze the voluntarily submitted reports.

Under a Memorandum of Agreement between the two agencies in August 1975, the blueprint for operating the newly designated Aviation Safety Reporting System was set in place. The FAA would fund the program and provide for its immunity provisions while NASA would set program policy and administer operations. The ASRS program began day-to-day operation in April 1976.

The ASRS Concept is Proven

The ASRS program has continually demonstrated the value of “safety lessons learned.” If the system’s users are encouraged to report the safety problems they encounter to a program they can trust, safety goals will be reached much sooner than if we never hear the stories of those lessons learned.



*Motivation
will almost
always
beat
mere talent.*





FAA OFFERS SAIB SUBSCRIPTION SERVICE

Now anyone can be notified instantly via e-mail when the FAA issues a Special Airworthiness Information Bulletin (SAIB). Visit the website at www.faa.gov/aircraft/safety/alerts/SAIB, click on “Subscribe to this page” and enter your e-mail address. Then when a new SAIB is issued, you’ll receive an e-mail alert.

SAIBs alert, educate, and make recommendations to the aviation community. Unlike Airworthiness Directives (ADs), which are legally enforceable rules that apply to aircraft, aircraft engines, propellers, and appliances, SAIBs contain non-regulatory information and guidance regarding specific situations.

SAIBs have existed for decades, but their use was resurrected significantly in the late 1990s in an effort to head off what the recreational/general aviation community often perceived as unnecessary issuance of ADs. By subscribing to the FAA SAIB page, owners of certificated aircraft are ensured of instant notification for potential safety concerns regarding their aircraft.

Aircraft owners can help us all avoid future ADs by addressing the issues highlighted in SAIBs that affect their aircraft.



How are we doing?

First class customer service is our goal.
Help us do a better job for you.
Write, call or email us with your feedback
or use our website.

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/

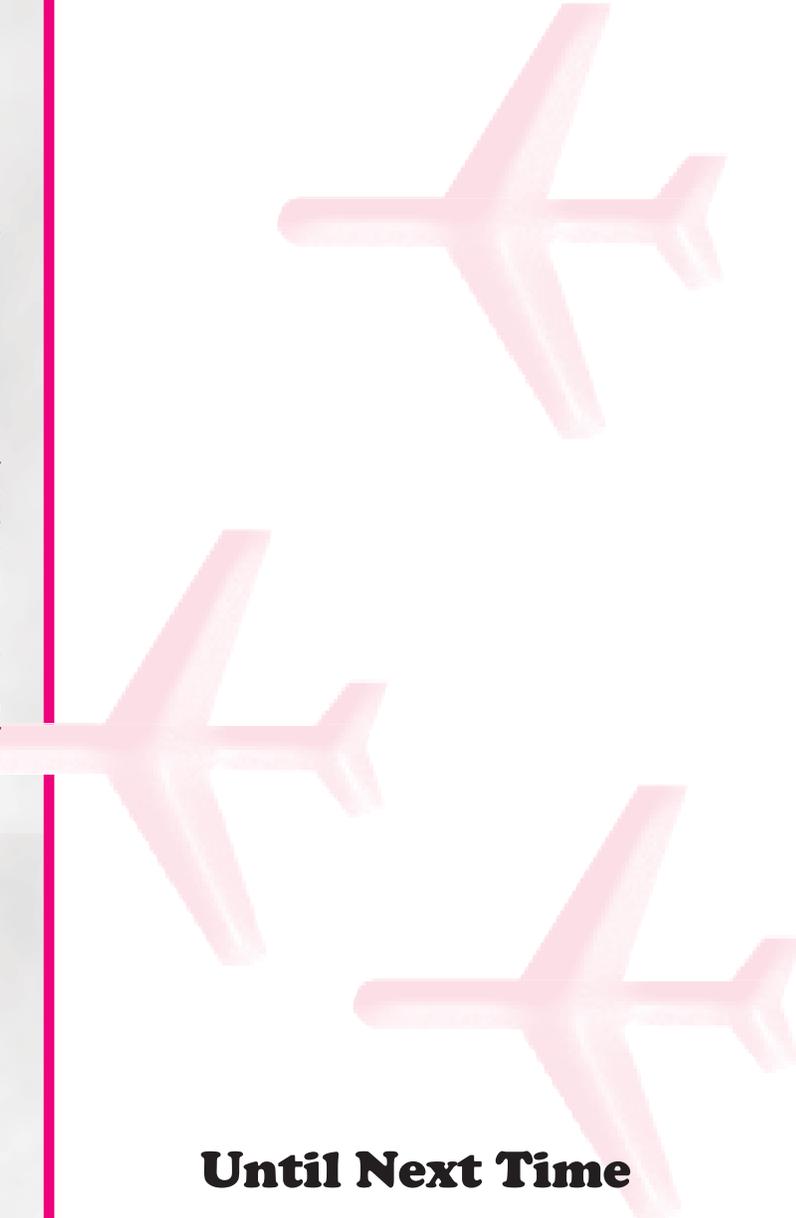
ACCIDENTS

No accidents to report this quarter. Keep up the good work!

INCIDENTS

There only landing incident to report this quarter involved a Commercial Pilot in a CE-172. The pilot experienced a loss of control in a cross-wind landing. There was minor damage to the propeller when the aircraft hit the ground in a nose low position.

A Flight Instructor and Private Pilot were involved in a gear-up landing in a PA-34. According to the CFI, they were practicing a short field landing and did not notice the gear was still in the retracted position on landing.



Until Next Time

Have A Safe Flight



Kenneth F. Rieger
Manager, DSM FSDO

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HOURS OF OPERATION
MONDAY THROUGH FRIDAY
7:45 a.m. - 4:15 p.m.

Visitors are requested to make appointments.

The DSM FSDO will be closed on the following date in observance of a national holiday:

Labor Day September 4, 2006



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