

Wing Tips

Fall 2005

News from the Des Moines Flight Standards District Office

CALENDAR SAFETY SEMINARS 7:00 P.M.

November 8, 2005
Denison Aviation
2587 Airport Street
Denison, IA 51442

November 17, 2005
Ft. Dodge Animal Health
Main Auditorium
2000 Rockford Road
Charles City, IA 50616

CALENDAR SAFETY SEMINARS 7:00 P.M.

STADIUM TFRs

Where does the time go? It is still hot sometimes in many parts of the country, but the nation's favorite autumn sport kicks off soon.

That's right, the first NFL pre-season and college games have begun and with that comes a reminder about the *stadium TFR* - you're not supposed to fly below 3,000 feet agl and within 3 nautical miles of any stadium having a seating capacity of 30,000 or more people in which a

“major league baseball, national football league, NCAA Division One football, or major motor speedway event is occurring.”

*(Iowa State at Ames
and University of Iowa at Iowa City)*

This TFR, when in effect, includes both the Iowa City and Ames airports. The TFR NOTAM is in effect one hour before to one hour after the event.

If you are in contact with the ATC facility having jurisdiction over that airspace, and communicating with that facility **prior to entering the TFR airspace**, you can receive a discrete transponder code from ATC and, with their permission, operate into and out of those airports. The big problem comes when departing Iowa City or Ames when the TFR is in effect. Remember to communicate with ATC prior to takeoff and get your clearance.

It will not work to take off and then call ATC. Then it's too late and you have violated the airspace and are subject to a pilot deviation.



The annual Poker Run for 2005 is scheduled for Saturday, October 8, 2005, with a rain date of October 9, 2005.

Participating airports are:

Ankeny
Atlantic
Boone
Charles City
Denison
Estherville
Fort Dodge
Grinnell

Iowa City
Mason City
Monticello
Osceola
Oskaloosa
Ottumwa
Red Oak
Spencer

POKER RUN 2005

The final destination airport is again Boone.

Scheduled show times will be 8:00 a.m., 9:30 a.m., 11:00 a.m., and 12:30 p.m. with the final program at 3:00 p.m. at Boone.

The final program will be "Blending VFR and IFR – What VFR Pilots Need to Know About IFR Procedures and Vice-Versa." This program will be presented by Paul Berge, noted aviation speaker and author.

Remember, you can only draw five cards. You can go to any of the airports in any order you desire and can use Boone as one of the five airports.

The "Best Poker Hand Prize" is two round-trip tickets on Allegiant Air from Des Moines to Orlando, FL. Note: The seats are based on availability and the winner will be responsible for airport taxes at the time the reservation is booked. The tickets are good until 10/1/2006.

The "Worst Poker Hand Prize" is \$99 cash from the Ninety Nines, Inc.

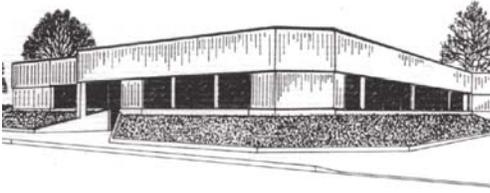
Another prize will be a \$50 cash award from EAA Chapter 327 with other items awarded at the destination airport by drawing.

Sponsors of the event are:

Allegiant Air
Boone Area Pilots Association
CY Aviation
Ninety Nines, Inc.
Rockwell Collins
EAA Chapter 327

In addition, thanks to all the participating airports.





A FAMILIAR FACE at SAFETY SEMINARS SAYS “GOODBYE”



Steve Hyde, Training Specialist at Fort Dodge AFSS, is leaving Iowa to continue his career with the FAA in Washington, D.C. In his new position as a Specialist in the Flight Services Safety and Operations Support Office, he will assist in managing the Lockheed Martin contract.

Steve has been a faithful supporter of the FAA's Aviation Safety Program for the past 15 years by participating in our Safety Seminars and other related safety activities. His presentations were always of top notch quality and presented in a humorous and cordial atmosphere that matched his personality.

I know Iowa pilots and I will miss Steve's presentations and we wish him the best of luck in his new job in FAA Headquarters. As Steve said in his note to me, "I've met and briefed a lot of pilots here in Iowa and they have all really been a great bunch."

Lockheed Martin officially takes over Fort Dodge Automated Flight Service Station on October 4, 2005.



**Self-discipline is
when your conscience
tells you to do something
and you
don't talk back.**

frequently asked questions

about

DUI & DWI

The following list is a response to “FAQS” about Driving Under the Influence or Driving while Intoxicated:

- ✈ The notification letter is sent to: Federal Aviation Administration, Security and Investigations Division, P. O. Box 25810, Oklahoma City, OK 73125, or via Fax at (405) 954-4989.
- ✈ A person has 60 days from the effective date of the administrative action (e.g. driver’s license suspension, revocation or cancellation) or conviction. (The 60-day period does not begin to run from the arrest date.)
- ✈ If you do not report the action within the 60-day period, the FAA may discover the Motor Vehicle Action (MVA) and it may be considered a mitigating factor when an appropriate sanction is being evaluated. And, it may be forwarded for legal enforcement action.
- ✈ Failure to report a SINGLE MVA generally results in a 30-day suspension of any certificate issued under Part 61. However, mitigating and aggravating factors are always taken into consideration when determining an appropriate action.
- ✈ Generally, when two MVAs are properly reported, a 120-day suspension of all Part 61 certificates is appropriate. However, if the MVAs were not reported, the sanction is increased by 30 days for each MVA not reported.
- ✈ If there is falsification of a medical certificate, generally a 60-day suspension of the airman certificate is imposed along with a revocation of the medical certificate.
- ✈ FAA Form 8500-8 “Application for Airman Medical” contains an express provision which authorizes the National Driver Register to release information pertaining to your driving record to the FAA.
- ✈ Any additional information regarding this program can be obtained from a DUI/DWI investigator at (405) 954-4848 Monday through Friday from 8:00 AM to 4:30 PM Central Time.



revised AIRCRAFT EQUIPMENT SUFFIXES

If your airplane has some of the latest electronic gear, your flight-planning nomenclature is changing. Effective September 1, 2005, the FAA is adopting several new suffixes to be used in identifying the navigation gear on board. The new designations apply specifically to RNAV and RVSM capabilities. There are also some significant changes to the definitions of certain suffixes that already exist. The FAA has published a table of the new suffixes and definition changes.

INTRODUCTION

- a. Effective September 2, 2005, when filing an FAA Flight Plan (FAA Form 7233-1), operators will use a new set of aircraft equipment suffixes to indicate Advanced RNAV and RVSM capabilities. Either “/J”, “/K”, “/L” or a newly defined “/Q” will be filed to indicate Advanced RNAV and RVSM capabilities. “/W” will continue to indicate RVSM capability only.
- b. Equipment Suffix Definition Changes. The revised table also contains significant changes to the definitions of “/E”, “/F” and “/Q”. The revised table will replace that currently posted in the February 17, 2005, edition of the Aeronautical Information Manual (AIM).

GENERAL POLICIES FOR FAA FLIGHT PLAN EQUIPMENT SUFFIXES

- a. Operators can only file one equipment suffix in block 3 of the FAA Flight Plan. Only this equipment suffix is displayed directly to the controller.
- b. If the operator or aircraft has not been authorized to conduct RVSM operations, “/W”, “/J”, “/K”, “/L” or “/Q” will not be filed. This is in accordance with 14 CFR Part 91 Appendix G, Section 4. The appropriate equipment suffix from the aircraft equipment suffix table will be filed instead.
- c. Aircraft with RNAV Capability. For flight in RVSM airspace, aircraft with RNAV capability, but not Advanced RNAV capability, will file “/W”. Filing “/W” will not preclude such aircraft from filing and flying direct routes in enroute airspace.

POLICY FOR ICAO FLIGHT PLAN EQUIPMENT SUFFIXES

- a. Operators/aircraft that are RVSM-compliant and that file ICAO flight plans will continue to file “/W” in block 10 (Equipment) to indicate RVSM authorization and will also file the appropriate ICAO Flight Plan suffixes to indicate navigation and communication capabilities.
- b. As of January 2005, operators/aircraft that file ICAO flight plans that include flight in Domestic U.S. RVSM airspace must file “/W” in block 10 to indicate RVSM authorization.



IMPORTANCE OF FLIGHT PLAN EQUIPMENT SUFFIXES

The operator must file the appropriate equipment suffix in the equipment block of the FAA Flight Plan or the ICAO Flight Plan. The equipment suffix informs ATC:

- Whether or not the operator and aircraft are authorized to fly in RVSM airspace.
- The navigation and/or transponder capability of the aircraft (e.g., Advanced RNAV, Transponder with Mode (C)).

SIGNIFICANT ATC USES

Significant Air Traffic Control uses of the flight plan equipment suffix information are:

- To issue or deny clearance into RVSM airspace.
- To apply a 2,000 foot vertical separation minimum in RVSM airspace to aircraft that are not authorized for RVSM, but are in one of the limited categories of Non-RVSM operators/aircraft that the FAA has agreed to accommodate.
- To determine if the aircraft has “Advanced RNAV” capabilities and can be cleared to fly procedures for which that capability is required.

/J

/L

/K

/W

/Q





U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:**

Date: June 15, 2005

From: Manager, General Aviation and Commercial Division

To: All Regional and Flight Standard District Office Managers

The Flight Standards Service has revised its policy in FAA Order 8710.3D, Designated Pilot and Flight Engineer Examiner's Handbook, concerning the logging of pilot flight time on the Airman Certification and/or Rating Application, FAA Form 8710-1. The revision changed how applicants are to report pilot time in area "III Record of Pilot Time".

The memorandum states in part, in area "III Record of Pilot Time" on the Airman Certificate and/or Rating Application, FAA Form 8710-1, the applicant must list at least the aeronautical experience required for the airman certificate and rating sought. Graduates of Part 141 Pilot Schools or Part 142 Training Centers must provide their aeronautical experience in area "III Record of Pilot Time" on the FAA Form 8710-1 application even though the graduation certificate is evidence of having completed the course of training.

If aeronautical experience has no bearing on the airman certification action being sought, it is not necessary for an applicant to complete area "III Record of Pilot Time" on the FAA Form 8710-1 application. Flight instructor renewal applications, flight instructor reinstatement applications, ground instructor qualification applications, and pilot type rating applications would be examples where aeronautical experience would not have a bearing on the airman certification action and thus the applicant would not be required to complete area "III Record of Pilot Time" on the FAA Form 8710-1 application. However, all applicants are encouraged to complete area "III Record of Pilot Time" on the FAA Form 8710-1 application. The FAA Form 8710-1 application form remains on file with the FAA and can be used to substantiate past aeronautical experience in the case of a lost logbook.



Satellite processing of 121.5 MHz ELT to end in 2009

The FAA issued a Notice to Airmen announcing plans to end satellite processing of emergency locator transmitter (ELT) distress signals broadcast over 121.5 MHz and 243 MHz on February 1, 2009. This comes at the request of the Cospas-Sarsat program, an international search and rescue program that uses satellite-aided tracking, and is part of a transition to 406-MHz ELTs whose signals provide more information with greater accuracy than the current ELTs.

Aircraft owners and pilots should be aware that ELTs that transmit on 121.5 MHz will still satisfy FAA requirements and be legal after the transition date, but they will provide limited assistance in the event of an accident because their signals will no longer be received by a satellite. However, the FAA and the Department of Defense will still monitor the frequency from the ground and can initiate search-and-rescue operations.

“What’s right isn’t always popular, and what’s popular isn’t always right.”



Better MOA Info Now Available To GA Pilots...

Lights-Out NOTAMs At FSS

The Department of Defense has revised its system of issuing Notices to Airmen (NOTAMs) about "lights-out" night training in Military Operations Areas to be sure that the information is available to private pilots when they are briefed by Flight Service Stations. Since the approval of lights-out operations in 2003, there has been a problem because the DOD NOTAM system didn't interface well with the FAA system, so the FSS briefers didn't always have the latest information. Now the NOTAM system has been modified to ensure the FSS is informed, so whenever you get a preflight briefing, you'll get current NOTAMs alerting you to lights-out training near your proposed flight path.



...And Hot Areas Mapped Online In Real Time

An FAA database called the special-use airspace management system (SAMS) now will tell anyone with Internet access whether any restricted area, military operations area, military route, or warning area anywhere in the country is going to be "hot". It updates every six minutes, and the schedule is accurate 24 hours in advance. SAMS has been in the works for a while, but it took time for the FAA to coordinate with all the Air Traffic Control centers to ensure that the data is kept updated. Now everyone has access to it -- everyone, that is, except your Flight Service Station briefer, because most of them don't have Internet access available. But that should change when Lockheed-Martin takes over in October and installs new equipment.





Advisory Circular

Subject: **testing standards** Date: 6/8/04 AC No: 60-25F
Knowledge Codes for Airman Knowledge Testing Initiated by: AFS-630 Change:

subject matter codes

1. PURPOSE. This advisory circular contains the listings of reference materials and subject matter knowledge codes for airman knowledge testing. It includes codes for pilots, air traffic controllers, flight engineers, flight attendants, flight examiners, instructors, inspectors, ground schoolers, and general aviation.

2. EFFECTIVE DATE. All references to AC 60-25, dated 10/17/05, should be replaced with this advisory circular.

The FAA Airman Testing Standards Branch, is pleased to announce that the current SMCs (Subject Matter Codes), which appear on airman knowledge test results, will be replaced by new “Topic” and “Content” Codes, effective approximately 10/17/05.

Under the current SMCs as published in AC 60-25, new, corrected and revised references, which have proliferated with today’s technology, meant that the AC 60-25 became rapidly obsolete after publication, which has been accomplished on an annual or as needed basis, in the past.

This new format is provided in an effort to assist airmen, pilot examiners and aviation safety inspectors, etc., to more specifically pinpoint deficient knowledge areas as determined from airman knowledge tests results, and as required by regulation – for

study, review, and testing purposes.

Examples of possible “Topics” include: Airspace, Regulations, Human Factors, and Weight and Balance.

Examples of the associated “Contents” might include: Controlled, Specific regulations and possible paragraphs, such as: 14CFR 121.427(c); Aeromedical Factors, and Aircraft Loading.

This new procedure should allow easier determination of possible deficient airman knowledge areas, and should have a positive effect on aviation safety, via enhanced individual airman education and knowledge levels.



/G? NEW RNAV PROCEDURES FOR INSTRUMENT PILOTS



Get ready for RNAV

Beginning September 1, the FAA is implementing new RNAV procedures in both terminal and high-altitude airspace. If you're an IFR pilot and you file as a "/G", you should be prepared to fly RNAV instrument departure procedures (SIDs on Jeppesen charts, DPs in NACO publications) and standard terminal arrival routes (STARs). And you now have access to new RNAV "T" routes to ease your way through some Class B airspace and "Q" routes to shorten the distance if you're flying above 18,000 feet.

But don't worry; if you have an IFR-approved panel-mount GPS, you probably have the equipment you need.

"The FAA is turning more and more to satellite navigation. RNAV means more direct routes, more efficient use of airspace, and time and money savings for pilots."

First off, to use any of the new RNAV procedures, you must have a TSO C-129 or C-146 certified GPS (panel mount, IFR certified for en route and approach operations) or certain kinds of FMS (Flight Management System) equipment, and a current database. Your IFR or VFR loran, handheld GPS, or KNS-80 "VOR relocater" are not RNAV-capable.

If you do have an IFR GPS unit, you also have an RNP-capable aircraft. RNP (Required Navigation Performance) is a measure of navigation accuracy. From the pilot's viewpoint, the difference in RNP levels is essentially CDI (Course Deviation Indicator) sensitivity. Type

A SIDs and STARs, for example, require RNP 2.0 capability, the same sensitivity used for en route navigation, or 4 nautical miles from full deflection left to full deflection right on the CDI.

Type B are not only RNP 2, but also RNP 1.0, or 1 nm full deflection. That's the same sensitivity your GPS automatically scales to once you're in the terminal area (if the arrival airport is entered in the GPS flight plan).

Which brings up an important point — your GPS will scale automatically to the terminal (1 nm) sensitivity *provided* you've loaded your departure airport (for SIDs) or arrival airport (for STARs) into the flight plan.

Also, to fly an RNAV SID or STAR, you must load the complete procedure, by name from the database, into the flight plan. You can't load the waypoints manually. And for a SID, make sure you have selected the correct departure runway. The procedures and waypoints are different for each runway.

And now you also have to worry about RAIM for departure, en route, and arrival RNAV procedures, as well as GPS approaches.

RAIM? (Receiver Autonomous Integrity Monitoring) and it's essentially a check to see if the receiver will be able to double-check — or validate — its position calculations.

It used to be you had to do a RAIM prediction just for your intended approach. Now you're





STARS, SIDs and “T” routes!

required to "predict" that you'll have RAIM for every leg of the flight that you plan to fly using an RNAV procedure. So you should ask for GPS notams, and enter the PRN number(s) that are out of service into your GPS. The box will use that data to predict RAIM availability for each airport that you enter. To check your entire route, you may need to enter several different airports and check RAIM. (You may need to spend some time with your GPS manual if this is foreign to you. And we should note, not every GPS model has this capability.)

Flight service stations should also be able to give you a RAIM prediction for arrival and departure procedures at any public-use airport.

The FAA is also developing a RAIM prediction website, but it will be a while before it's available. So the agency is giving you a pass, of sorts. Until the website is up, you don't have to perform a RAIM prediction for RNAV departure or arrival procedures that have a "radar required" note on the chart, or for RNAV en route segments where ATC has radar coverage.

Of course, if you have the latest IFR GPS navigation system, a Wide Area Augmentation System (WAAS) receiver, no RAIM checks are needed. Just make sure no WAAS notams are published, and you're good to go.

All of this is explained in much greater detail in *Advisory Circular 90-100* and Chapter 5 of the *Aeronautical Information Manual*.



AIRSPACE CHANGE

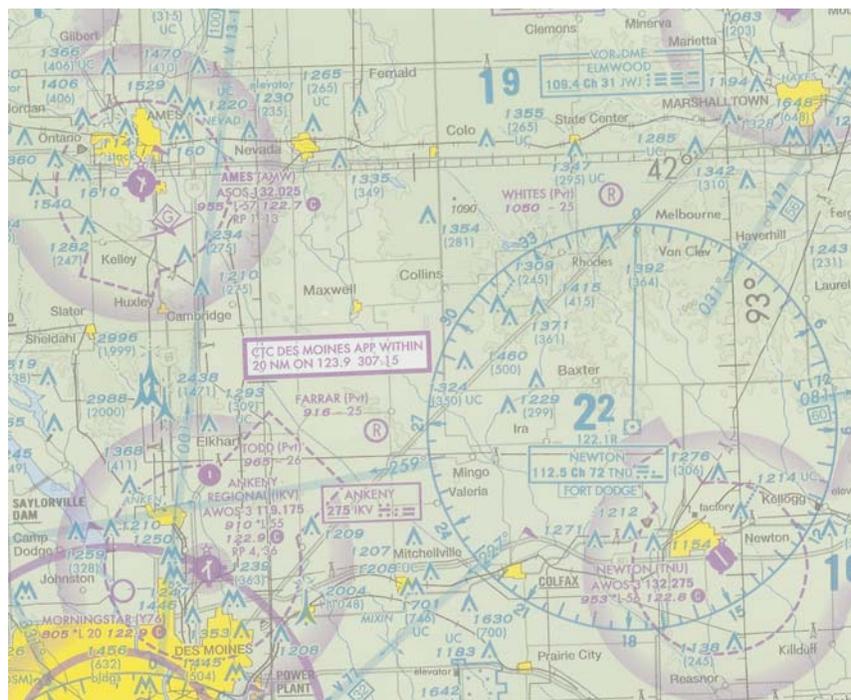
Ames, Newton, Ankeny

If you were able to see the excerpt from the Omaha Sectional, as pictured below in color, you would see the airspace around Ames, Newton, and Ankeny is now a magenta dash line which means Class E airspace *starting at the surface*.

What is different regarding operations into those airports? VFR weather minimums are certainly different now. Class E airspace VFR minimums below 10,000 feet msl are 3 statute miles and 500 feet below, 1,000 feet above, and 2,000 feet horizontal from clouds.

Prior to this airspace change, if you were below 700 feet agl at those airports, you could fly VFR with 1 statute mile and clear of clouds.

So now if the weather is below the VFR minimums for Class E you will need to contact ATC and get either a Special VFR or IFR clearance to operate in the airspace. This might be a good time to review operations in controlled airspace in the AIM or other appropriate publication.



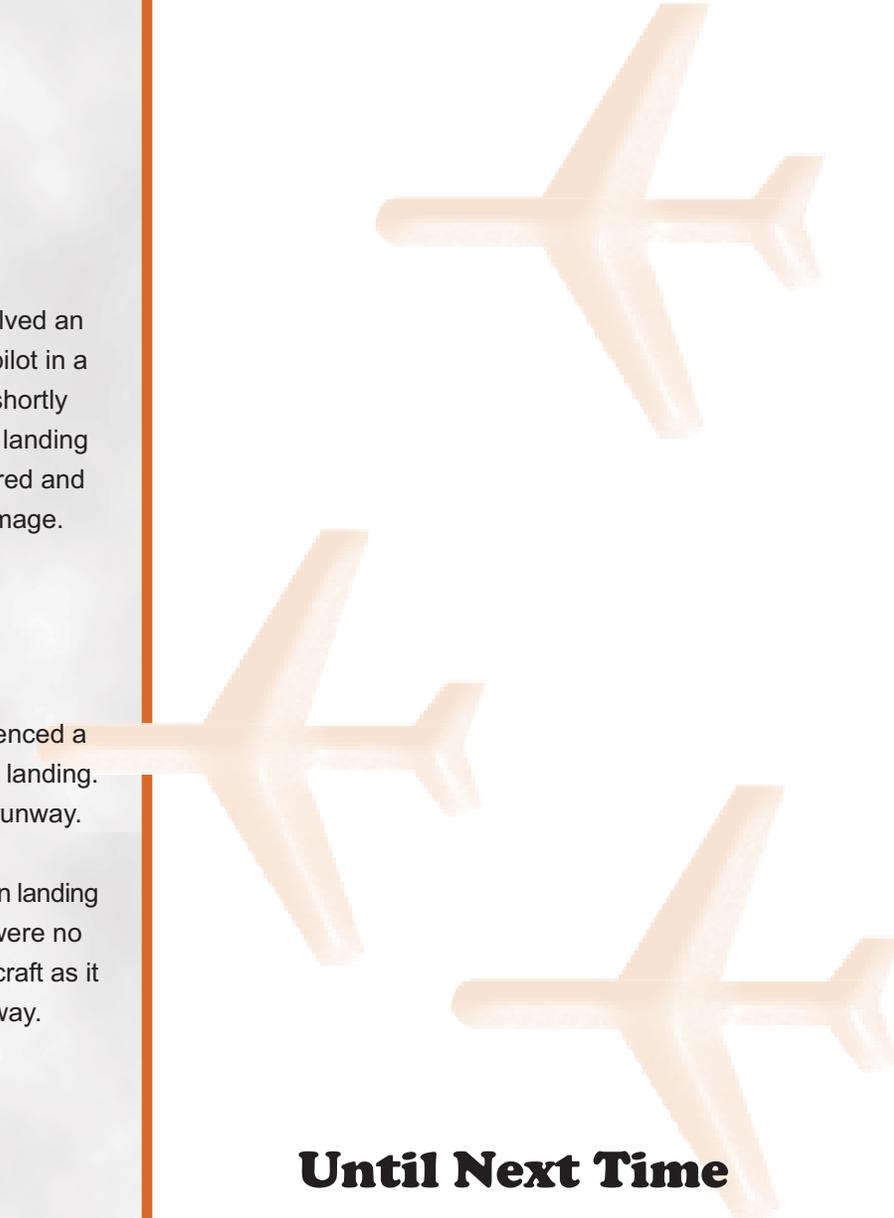
ACCIDENTS

One accident reported this time involved an aerial application. The Commercial pilot in a G-164-A reported engine problems shortly after takeoff and made an off-airport landing in a corn field. The pilot was not injured and the aircraft sustained substantial damage.

INCIDENTS

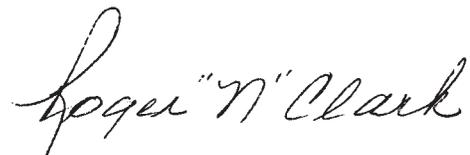
The Private pilot in a CE-172 experienced a loss of control during a touch and go landing. As a result, the propeller struck the runway.

The nose gear on a PA-44 collapsed on landing during an instructional flight. There were no injuries and minor damage to the aircraft as it exited into a grassy area off the runway.



Until Next Time

Have A Safe Flight



Roger "N" Clark
Safety Program Manager



DES MOINES FLIGHT STANDARDS DISTRICT OFFICE
3753 SE CONVENIENCE BLVD.
ANKENY, IA 50021

(515) 289-3840
(800) 728-7250
(515) 289-3855 FAX

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



The DSM FSDO will be closed on the following dates in observance of national holidays:

October 10, 2005
November 11, 2005
November 24, 2005
December 26, 2005



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