

Wing Tips

Fall 2007 Des Moines Flight Standards District Office

SAFETY SEMINARS -- Go to www.faa.gov to find seminars in your area.

FOOTBALL FANS:

Be aware of stadium TFRs



Football season has started, and although pilots might like to get a better view of the game by flying low over a stadium, that would be an airspace violation. Here is a review of the applicable Temporary Flight Restriction for those events.

3/1862 ~ (Issued for KFDC PART 1 OF 2) ~ SPECIAL NOTICE. THIS NOTICE MODIFIES FLIGHT RESTRICTIONS PREVIOUSLY ISSUED IN FDC NOTAM 2/0199 TO COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7. EFFECTIVE 0303061100 UTC (0600 LOCAL 03/06/03 UNTIL FURTHER NOTICE. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, COMMENCING ONE HOUR BEFORE THE SCHEDULED TIME OF THE EVENT UNTIL ONE HOUR AFTER THE END OF THE EVENT, ALL AIRCRAFT AND PARACHUTE OPERATIONS ARE PROHIBITED AT AND BELOW 3,000 FEET AGL WITHIN A THREE NAUTICAL MILE RADIUS 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.

THIS RESTRICTION DOES NOT APPLY TO: A) THOSE AIRCRAFT AUTHORIZED BY ATC FOR OPERATIONAL OR SAFETY PURPOSES INCLUDING AIRCRAFT ARRIVING OR DEPARTING FROM AN AIRPORT USING STANDARD AIR TRAFFIC PROCEDURES; B) DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, OR AEROMEDICAL FLIGHT OPERATIONS THAT ARE IN CONTACT WITH ATC.

STADIUM SITE LOCATIONS AND INFORMATION REGARDING WAIVER APPLICATIONS IN ACCORDANCE WITH SECTION 352 OF PUBLIC LAW 108-7 CAN BE OBTAINED FROM THE FAA WEBSITE AT [HTTP://WWW.FAA.GOV/ATS/ATA/WAIVER](http://www.faa.gov/ats/ata/waiver) OR BY CALLING 571-227-1322.

A reminder that these procedures would include **Iowa City and Ames** airports whenever there is a football game at Iowa State University or the University of Iowa.

“Experience is a wonderful thing. It enables you to recognize a mistake when you make it again.”

FSS Feedback Line Initiated



The FAA has opened a toll-free line specifically to gather information on the performance of Lockheed Martin-managed Flight Service Stations. Dialing the number (888-358-7782) will allow the caller to record a message describing the experience he or she had with flight services. Pilots can leave messages as long as three minutes and should provide all the detail they can, along with contact information for follow up by the FAA and Lockheed Martin. The goal is to provide Lockheed Martin with the data it needs to fix the problems created by the transition to its system.

FAA website for Flight Service issues:
<http://www.faa.gov/pilots>

Lockheed Martin (LM) website for Pilots:
<http://www.afss.com>

For Pilot Feedback, go to the above LM website and click on Feedback on the left side of the page. They require a registration.

Here is some additional information regarding problems with **NOTAMs**.

SUBJECT: NOTAM issues

BACKGROUND: Lockheed Martin began consolidating 58 flight service stations into 3 Hub and 16 continuing sites in February 2007. Since then there has been a gradual but significant increase in the number of complaints about services provided. To assist Lockheed Martin in tracking, investigating and resolving these complaints, they developed a web based comment/complaint form to be used by the FAA, pilot community and other government organizations that are serviced directly by Lockheed Martin Flight Services.

The new form can be accessed at: <http://fsfeedback.gosysops.info>

This will take you to the FAA System Operations. Scroll down and you will see the heading "*Flight Service Feedback form.*" When you select this you will be prompted for an ID and password. Use the case sensitive ID and password as follows:

ID: FAAFeedback
Password: 07!feedback

Fill out the form and select "Submit."

Another important NOTAM issue involves issuance documentation. Every time a NOTAM is issued from your airport, be sure to document not only the **initials** of the specialist that you speak to but also the **LOCATION** of the flight service station to which you are connected. This is necessary to track when NOTAMs are issued and cancelled and to follow up on problems.

"Never be afraid to try something new.
Remember that a lone amateur built the Ark.
A large group of professionals built the Titanic."



Line Safety Audits completed by the airlines revealed 23% of errors and 38% of the threats occur before ever leaving the ground.

A crucial part of the flight process is pre-flight planning. Accident analysis reveals that preflight planning is often inadequate or entirely ignored. An important part of this flight process is the obtainment of information for your departure, arrival, AND alternate airports. This should include utilizing a current Airport Facility Directory, obtaining current NOTAMs, AND having a current Airport Diagram.

Airports Diagrams are readily available at www.naco.faa.gov.

It is not only important to have a current airport diagram, but to also USE THEM. You should review the airport diagram before taxi while stationary; and then after receiving your taxi clearance, review the diagram again to ensure that you are familiar with the taxi route and any hold short instructions. If there ever is a question, STOP and ASK!

**TSA Grants Flight Schools
Three-Month Window for
Security Awareness Training**

Flight training providers and flight instructors have more time to complete recurrent security awareness training. The Transportation Security Administration (TSA) issued an exemption on June 8, allowing flight school employees and instructors to take the recurrent training up to one month before or one month after their annual renewal month.

The TSA granted the three-month window because flight training providers and flight schools commented that the one-month time frame for recurrent training was too restrictive.

This move will give flight schools a better opportunity to offer the training to multiple employees at once, instead of a few during each person's month of annual recurrent training.

The TSA expects that the window will allow flight schools to simplify their record keeping of training completion and lower costs associated with the recurrent training.



House Subcommittee Hearing on NTSB's "Most Wanted"

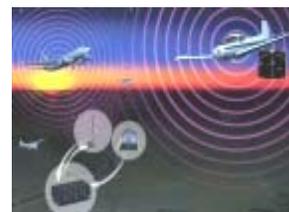
On June 6, Deputy Associate Administrator for Aviation Safety Peggy Gilligan and Aircraft Certification Service Director John Hickey testified before the House Subcommittee on Aviation in its hearing on the **National Transportation Safety Board's (NTSB) Most Wanted Safety Recommendations**. Each year, NTSB issues a list of its "Most Wanted Safety Recommendations" to highlight the issues it believes will have the greatest effect in improving transportation safety. The NTSB identified the following aviation issues for 2007:

Aircraft icing, fuel tank flammability, runway incursions, improved audio and data recorders, fatigue, and Part 135 crew resource management training.

In her prepared testimony, Gilligan outlined the relationship between NTSB and FAA saying, "We always value the intent of the recommendations, even if we are unable to do exactly what the Board recommends. Their recommendations represent the ideal; our consideration of those recommendations must, by law, factor in certain realities." She went on to explain the complex issues involved in making safety improvements, such as the research

and development work that may be required, other ongoing FAA safety initiatives, e.g., the collaborative government-industry work of the Commercial Aviation Safety Team, as well as the need for rigorous risk management and being wary of unintended consequences. In his testimony, NTSB Chairman Mark Rosenker said that while NTSB pushes FAA to do the maximum, he acknowledges FAA's commitment to safety and the clear improvements FAA has made.

"The reward of a thing well done is to have done it."



FAA AWARDS ADS-B CONTRACT Mark your calendar for 2020

The FAA on August 30 awarded an ITT Corporation team the \$1.8 billion contract to build and operate the ADS-B (automatic dependent surveillance-broadcast) ground infrastructure. Unlike traditional FAA projects where the contractor builds the equipment and turns it over to the agency, ITT will own the infrastructure and supply aircraft position data to the FAA.

What's ADS-B?

In an industry already swimming with abbreviations, ADS-B is one you should get to know. You'll be hearing a lot about it over the coming years.

It's a lot simpler when you break it down, letter by letter. The "A" stands for automatic. That's good. It means you don't have to do anything except fly the airplane. The "D" stands for dependent. Unlike something you might claim on tax forms, dependent here means that it relies on, let's call it, a positioning source.

The "S" as in surveillance means that air traffic control can see you, even when there's no radar

coverage such as in remote parts of Alaska. Finally, the "B" stands for broadcast. Since it's polite to reciprocate, that means your aircraft is not only receiving but sending information to other ADS-B-equipped aircraft and to controllers.

Put it all together and you get the impressive sounding automatic dependent surveillance-broadcast.

Now let's throw two more abbreviations at you: TIS-B and FIS-B.

The first one stands for Traffic Information Service Broadcast. ATC radar picks up the data, thanks to Mode C transponder reports, and sends it to your aircraft via ground-based stations. FIS-B stands for Flight Information Service Broadcast and provides the graphical and textual weather information, also from ground-based stations.

So what are the benefits?

It means a huge cost savings for the FAA because the agency can invest its money in inexpensive ground-based transceivers rather than multi-million-dollar radar systems.

“Opportunities always look bigger going than coming.”



AC 60-25 to be replaced with “Learning Statement” for Airman Knowledge Testing

For many years the aviation community has been guided by Advisory Circular, AC 60-25 “Reference Materials and Subject Matter Knowledge Codes for Airman Knowledge Testing” to locate the reference material for pilot, instructor, flight engineer, dispatcher, navigator, pilot examiner, inspection authorization, parachute rigger, and aircraft mechanic testing. This AC material is used not only when preparing for airman knowledge tests but also

for reviewing areas of knowledge deficiency identified on airman knowledge tests reports. While this system worked well, it was not perfect. Applicants were led directly to the specific question area missed. Frequently, remedial training was received only in this small area and the applicant continued to be weak in other parts of the broader area.

Beginning September 28, 2007, the Airman Standards Branch, AFS-630, will initiate a new method of applicant feedback. On that date, test reports will begin to refer to a listing of “**Learning Statements**”. The new statements are designed to represent the knowledge test topic areas in clear verbal terms and encourage applicants to study the entire area of identified weakness.

An example of **Learning Statements** follows:

The most effective technique to use for detecting other aircraft at night is to:

- A) turn the head and sweep the eyes rapidly over the entire visible region.
- B) avoid staring directly at the point where another aircraft is suspected to be flying.
- C) avoid scanning the region below the horizon so as to avoid the effect of ground lights on the eyes.

Learning Statement: Recall collision avoidance – scanning techniques.

The primary purpose of applicant feedback is to inform the applicant and instructor of areas needing additional study and learning, as identified through knowledge tests. The new feedback method should improve the process by more clearly defining knowledge deficiencies.

- 1. Encouraging the use of multiple references when correcting knowledge deficiencies.
- 2. More efficiently and effectively focusing applicant learning.
- 3. Exposing certified airman to a broader base of knowledge.

AFS-630 realizes “**Learning Statements**” will mark a change from the existing applicant feedback system. However, we believe the change will be easily understood and well worth the effort to make the change.

The Airman Knowledge Test Report is valid for two years; therefore, the current version of AC 60-25 will be available until August 31, 2009 at: http://www.faa.gov/education_research/testing/.

Codes listed on a test report delivered on or after September 28, 2007 will be found in the new listing, Learning Statement Reference Guide of Airman Knowledge Testing. It will be available at the same website location.

Applicants, instructors, or examiners having comments regarding the knowledge testing process should e-mail the comments to: AFS630comments@faa.gov



Coded Departure Routes (CDRs)

CDRs provide air traffic control a rapid means to reroute departing aircraft when the filed route is constrained by either weather or congestion.

CDRs consist of an eight-character designator that represents a route of flight. The first three alphanumeric characters represent the departure airport, characters four through six represent the arrival airport, and the last two characters are chosen by the overlying ARTCC. For example, PITORDN1 is an alternate route from Pittsburg to Chicago. Participating aircrews may then be re-cleared by air traffic control via the CDR abbreviated clearance, PITORDN1.

CDRs are updated on the 56 day charting cycle. Participating aircrews must insure that their CDR is current.

Traditionally, CDRs have been used by air transport companies that have signed a Memorandum of Agreement with the local air traffic control facility. General aviation customers who wish to participate in the program may now enter “**CDR Capable**” in the remarks section of their flight plan.

When “**CDR Capable**” is entered into the remarks section of the flight plan, the general aviation customer communicates to ATC the ability to decode the current CDR into a flight plan route and the willingness to fly a different route than that which was filed.

FAAMedXPress

To streamline the certification process and enhance the medical evaluation of airmen, earlier this year the Aerospace Medical Certification Division (AAM-300) launched FAAMedXPress, an Internet-based program that allows airmen to electronically submit their medical history to the FAA. Once the submission is complete, the airmen are able to visit one of more than 4,000 designated Aviation Medical Examiners (AMEs) and, providing they are otherwise qualified, the airman is issued a medical certificate without the need for any additional paperwork. FAAMedXPress speeds the processing of an Airman’s request for medical certification as well as shortens the airman’s office visit with the AME. Since its inception on April 16, more than 15,000 applicant accounts have been created, 4,700 applications submitted, and 3,300 exams transmitted by the AMEs.



Issuance of Letter of Authorization for Commercial Air Tours Conducted under Section 91.147

A final rule, Federal Register (72 FR 6911) on National Air Tour Safety Standards was published

February 13, 2007 to add new 91.147. Section 91.147, Passenger carrying flights for compensation or hire, requires all operators including certificate holders conducting these commercial air tour flights to apply for, receive, and comply with a Letter of Authorization (LOA) issued by the Flight Standards District Office (FSDO) nearest to its principal place of business.

The National Air Tour Safety Standards final rule (72 FR 6884) applies to commercial air tours conducted in airplanes and helicopters with Standard Airworthiness Certificates only. It does not apply to those with restricted, limited, or experimental certificates or gliders (powered or unpowered), balloons, parachutes (powered or unpowered), gyroplanes, or airships. This final rule (72 FR 6911) also contains a new part 91, 91.146, that replaces existing 14 CFR part 61, 61.113(d) and it provides new guidance and definitions for certain flights for charitable purposes. FSDO reporting procedures for these flights have not changed; however, the regulations for who may fly and how often these flights may be conducted have changed.

ACCIDENTS

The Commercial pilot and a passenger sustained minor injuries during an off-airport landing. The Glasair engine failed while on approach. The pilot executed an emergency landing in a soybean field. The aircraft flipped onto its top after the landing gear contacted a wire fence. The aircraft sustained substantial damage to the cabin roof and tail section.

The Commercial pilot in a G-164B sustained minor injuries during an emergency landing due to engine failure. Bird remains and feathers were found on the runway at the approximate area where the engine lost power.

The Commercial pilot in a G164A sustained minor injuries in an aerial application accident. The pilot was spraying a field when the tail gear caught a power line and spun the aircraft into another power line. The aircraft crashed and was destroyed by fire.

The Commercial pilot in a PA-36 was involved in a landing accident which resulted in substantial damage to the left wing and aft fuselage, left landing gear, engine, and propeller. The left brake failed during landing and the aircraft went off the side of the runway into a ditch.

The Commercial pilot in an AT402 was fatally injured during an aerial application accident. The aircraft impacted the ground in a nose low attitude. Post accident investigation revealed no apparent problems with any of the controls.

The Commercial pilot of BHT-47 experienced a whirlwind at low airspeed and lost control on takeoff. The helicopter rolled on its right side. The pilot was not injured.

The Private pilot in a B-75 escaped injury when the pilot lost control during landing due to a gusty cross wind. The aircraft went into a corn field and landed upside down.

The Commercial pilot of an AT-502B lost control during an attempted go-around. The aircraft sustained substantial damage after striking an embankment next to the runway.

A Private pilot landed hard in a Navion causing the left gear to collapse. The aircraft went off the runway causing substantial damage. The pilot and two passengers were not injured.

The Commercial pilot in an AT-502 made an emergency landing in a soybean field following engine failure. The aircraft sustained substantial damage to the right landing gear, right wing, and the left gear attachment.

INCIDENTS

A Private pilot in a CE-172 made a precautionary landing due to smoke in the cockpit. Maintenance personnel found the alternator and voltage regulator had failed and caused the main supply circuit breaker to burn out.

The Private pilot in a CE-172 experienced a loss of power and made an emergency landing in a field.

Investigation by a mechanic revealed the gaskolator appeared to be half full. It was removed, cleaned and reinstalled with no air. Engine runs were performed with no discrepancies noted and the aircraft departed. There were no injuries or damage to the aircraft.

The Commercial pilot in a S2R-G1 made a precautionary landing on a gravel road due to a "Low Fuel" indication. The left wing impacted a road sign causing the pilot to lose control. The aircraft left the roadway, impacted a ditch and came to rest in a corn field. The aircraft sustained minor damage to the prop, left main gear, and both wing skins.

The ATP pilot in a CE-650 landed long causing the nose wheel to slide off the runway into mud. There were no injuries as a result of the incident.

The pilot of a M20J landed gear up. Witnesses reported the gear was not down during landing.

The Commercial pilot in a S2R made an off-airport landing due to engine failure. The aircraft sustained minor damage to the landing gear.

The Commercial pilot in an AT-302 was attempting takeoff on a wet grass strip and was unable to get airborne. The pilot aborted the takeoff and went into a ditch.

The pilot of a PA-23 returned for landing and made a precautionary landing due to a rough running engine. The aircraft landed without incident.

The Private pilot in a Baby Ace experimental aircraft landed hard and broke the left landing gear. The aircraft nosed over and ended upside down. The pilot was not injured.

**Until Next Time!
Have a Safe Flight**



**Kenneth F. Rieger
Manager, DSM FSDO**

WINGS AWARDS

Phase I

Terry Cooper, Dana L. Knutson

Phase II

Irvin R. Hentzel, Stephen Murphy,
Roberta M. Roth, Shahram VarzaVand

Phase III

Tyson Cobb, Wesley J. Hall

Phase V

George A. Mack

Phase VII

David H. Mairs

Phase X

Richard D. Ridenour

Phase XI

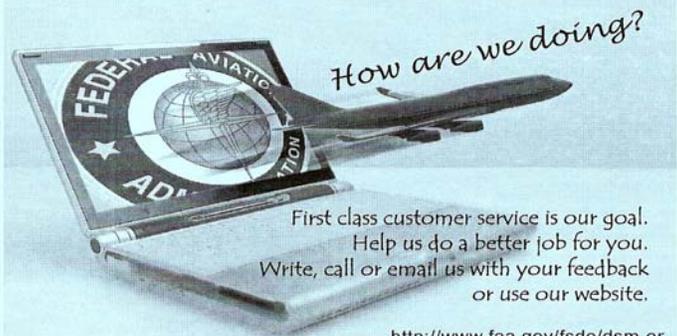
Robert M. Garnett

Phase XII

Kenneth F. Rieger

Phase XVII

Henry E. Manatt



How are we doing?

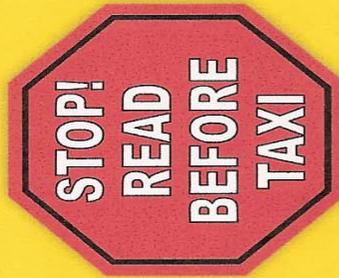
First class customer service is our goal.
Help us do a better job for you.
Write, call or email us with your feedback
or use our website.

<http://www.faa.gov/fsdo/dsm> or
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/

Des Moines Flight Standards District Office
3753 SE Convenience Blvd.
Ankeny, IA 50021

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

Pilot and Flight Crew Procedures During Taxi Operations



<p>Maintain Situational Awareness</p> <ul style="list-style-type: none"> • Know where you are and where you are going! • Monitor ATC instructions to other aircraft • Look TWICE before crossing intersecting taxiways or runways • Be vigilant if given "position and hold" clearance • Use extra caution at night or during reduced Visibility • Be extremely cautious when using a runway as a taxiway • "Heads UP" exiting the runway if exit intersects another runway 	<p>Conduct Pre-Taxi Planning</p> <ul style="list-style-type: none"> • Study airport diagram BEFORE taxi • Identify complex intersections • Plan timing of checklists • Listen to and copy ATIS 	<p>Write Down Taxi Instructions</p> <ul style="list-style-type: none"> • Write down complex taxi instructions to reduce pilot's vulnerability to forgetting or making a mistake
<p>Maintain Situational Awareness</p> <ul style="list-style-type: none"> • Know where you are and where you are going! • Monitor ATC instructions to other aircraft • Look TWICE before crossing intersecting taxiways or runways • Be vigilant if given "position and hold" clearance • Use extra caution at night or during reduced Visibility • Be extremely cautious when using a runway as a taxiway • "Heads UP" exiting the runway if exit intersects another runway 	<p>Coordinate Crew Communications</p> <ul style="list-style-type: none"> • On taxi instructions for takeoff • On landing and hold short clearance • On ATC instructions to parking • On identifying runway intersections • Before crossing hold short lines • Identifying the correct departure runway and course • On performing "Heads DOWN" tasks 	<p>Maintain the Communication Loop</p> <ul style="list-style-type: none"> • Maintain a "sterile cockpit" • Use standard ATC phraseology • Focus on what ATC is instructing • Read-back all hold short and crossing ATC instructions • Always clarify any and ALL misunderstanding or confusion concerning ATC instructions or clearances <p>REMEMBER WHO IS PILOT IN COMMAND!</p>



Federal Aviation Administration

**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.**

Visitors are requested to make appointments.

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

**October 8, 2007
November 12, 2007
November 22, 2007
December 25, 2007
January 1, 2008**

**Columbus Day
Veteran's Day
Thanksgiving Day
Christmas Day
New Year's Day**

**KENNETH F. RIEGER
FEDERAL AVIATION ADMINISTRATION
3753 SE CONVENIENCE BLVD.
ANKENY, IA 50021**