



U.S. Department of Transportation
Federal Aviation Administration

Office of Audit and Evaluation
Annual Report to Congress Fiscal Year 2014



Required by Public Law 112-95, Sec. 341

October 1, 2014

Executive Summary

The Federal Aviation Administration (FAA), Office of Audit and Evaluation (AAE) is pleased to submit its third Annual Report to Congress for the “Aviation Safety Whistleblower Investigation Office” in fulfillment of the mission and statutory requirements established by the FAA Modernization and Reform Act of 2012 (Public Law 112-95, Sec. 341).

This report summarizes work that AAE either initiated or completed on a number of critical aviation safety activities in support of the FAA’s continuing mission to provide the safest, most efficient aerospace system in the world. In addition to conducting investigations under Public Law 112-95, Sec. 341, we perform many other important safety-related investigations and safety oversight activities.

During this reporting period, our office investigated or oversaw disclosures pertaining to nearly every FAA organizational entity. Many of the allegations contained in these disclosures identified programmatic or operational deficiencies that could have directly impacted safety. In many cases, these allegations were substantiated by our investigations and our recommendations resulted in policy changes and the implementation of noteworthy corrective actions by the Agency. We are pleased by the overall level of receptiveness from senior officials and the openness we have received in response to our recommendations for improving FAA operations and safety.

We recognize the strong commitment to aviation safety displayed both by those who filed reports with our office, as well as the dedication demonstrated by a cadre of FAA professionals providing their subject matter expertise to assist us in fulfilling this important work.

We appreciate the support we have received from senior officials throughout the FAA, from the Department of Transportation, Office of Inspector General (OIG), the U.S. Office of Special Counsel (OSC), the U.S. Government Accountability Office (GAO), and from Members of Congress and their staffs during this reporting period. We look forward to continuing this important mission in the coming years.

Significant Activity October 1, 2013 – September 30, 2014

Safety Oversight, Investigations and Whistleblower Protection

The FAA’s Aviation Safety Whistleblower Investigation Program receives and manages safety disclosures from FAA and aviation industry employees under P.L. 112-95, Sec. 341. Additionally, AAE receives disclosures from aviation industry employees including: individuals holding certificates under Title 14, Code of Federal Regulations; and air carriers, their contractors or sub-contractors as outlined under 49 U.S.C § 42121, “Wendell H. Ford Aviation Investment and Reform Act for the 21st Century,” (AIR 21) ¹.

¹ Under AIR 21, the Occupational Safety and Health Administration (OSHA) is responsible for investigations of alleged reprisal or discrimination for reporting aviation safety-related violations filed by employees of air carriers, their contractors,

An initial assessment is conducted of each complaint and information submitted by the discloser to determine whether a substantial likelihood exists that a violation of an order, a regulation, or any other provision of federal law relating to aviation safety may have occurred. Disclosures meeting these criteria are investigated either by AAE investigators or in coordination with other FAA subject matter experts. All investigations receive extensive AAE oversight.

Once an investigation is completed, an independent report of investigation is prepared that outlines the findings. This report is provided to the Administrator and/or the affected FAA organization (e.g., Flight Standards Service, Aircraft Certification, Air Traffic Organization, Airports, etc.) for corrective action, as recommended. Depending upon the nature of the investigative findings, AAE makes recommendations for corrective action when required. In response, the Administrator and/or affected FAA organization provides a formal response to our recommendations to include any corrective actions implemented or planned. Although the ultimate responsibility for implementing a corrective action plan falls upon the appropriate FAA functional organization, AAE monitors those corrective actions made as a result of our findings to ensure that they are implemented and evaluates their effectiveness.

During this reporting period, AAE initiated a number of detailed investigations based upon disclosures of regulatory non-compliance, policy violations, deficiencies in management oversight of safety programs, retaliation for whistleblower disclosures, improper discipline, and job restrictions.

Appendix A contains a complete summary of FY 2014 P.L. 112-95 § 341 disclosures made by FAA employees, and includes safety disclosures made by FAA employees referred for investigation by the Department of Transportation, Office of Inspector General (OIG), and the U.S. Office of Special Counsel (OSC). Appendix B contains a summary of disclosures made by aviation industry employees accepted under the “Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) whistleblower program.

Examples of the work completed in FY 2014

- *Deficiencies in the oversight and operations of an On-Demand and Fractionally-Owned Air Operator*

On January 30, 2014, AAE issued a report of investigation based upon a disclosure made by a supervisory aviation safety inspector. The inspector alleged that policy failures in the Flight Standards Service and the Office of Chief Counsel in the management of regulatory enforcement actions against a (now defunct) Florida-based on-demand and fractional ownership operator hindered the Agency’s ability to address a longstanding history of safety-related non-compliance by the operator. The inspector also alleged that the operator remained a high safety risk in spite of a settlement agreement between the operator and the FAA, as evidenced by numerous post-settlement safety-related incidents.

AAE substantiated five allegations and partially substantiated a sixth allegation. The investigation found significant deficiencies with Flight Standards Service’s fulfillment of its responsibilities by failing to enforce adequate safety standards and regulations relative to the

or subcontractors. FAA is responsible for investigation of the initial safety-related disclosure(s) that led to the alleged reprisal. Although the investigations are conducted separately, OSHA and the FAA closely coordinate their activities.

company's operation. The investigation also found deficiencies with the process by which Flight Standards developed, managed, and implemented a settlement agreement it reached with the operator to resolve multiple enforcement cases related to significant and ongoing safety-related lapses in its maintenance program. In doing so, the FAA accepted unmitigated risk for an air carrier with long standing safety issues. Additionally, Flight Standards allowed the operator to disregard required regulatory compliance by allowing the use of an undefined term in FAA regulatory policy in order bring its aircraft into compliance with airworthiness requirements to meet its settlement agreement with FAA.

The investigation also found deficiencies with Office of Chief Counsel's handling of the enforcement cases pending against the operator, to include failure to promptly and diligently process multiple pending legal enforcement actions against the operator in accordance with agency timeliness goals. This adversely affected the ability of the local Flight Standards District Office to ensure regulatory compliance.

We made recommendations to the Associate Administrator for Aviation Safety which included ensuring compliance with FAA orders related to risk assessment, representation during legal negotiations of enforcement actions, and a sufficiency review of current regulations and Agency policy regarding on-demand and fractionally-owned carriers. We made recommendations to the Chief Counsel to develop controls to ensure case prioritization; follow existing regulations, policy, and guidance when negotiating settlements; adherence to timeliness goals when processing legal enforcement cases; and implementing policy controls for the enforcement alert process to ensure adherence to timeliness standards for the issuance of notice of proposed civil penalties to avoid regulatory enforcement cases from expiring. An additional recommendation was made to review current policy guidelines pertaining to the involvement of former senior FAA officials working in industry as it relates to enforcement negotiations. The recommendations were accepted and a corrective action plan is in the process of implementation.

- *Runway Safety*

On February 21, 2014, AAE issued a report of investigation based upon a disclosure by a supervisory aviation technical system specialist assigned to the Office of Runway Safety. The specialist alleged that ATO management intervened in the reclassification of runway incursions in a manner contrary to FAA policy and procedures, mismanaged fiscal resources, and prematurely deployed a software application.

AAE investigated three specific allegations, substantiating one and partially substantiating another. The investigation found that ATO senior management intervened and reclassified 157 potential runway incursions which were also identified as operational errors at the time², contrary to established processes. While there were valid reasons for this reclassification, it also created the appearance of undue influence and prevented the proper analysis and classification of one or more runway incursions. The investigation also found that the Comprehensive Electronic Data Analysis and Reporting (CEDAR) program was released prior to having all planned training and guidance in place. The ATO planned to

² The term Operational Error no longer exists.

roll-out several tools sequentially, but external pressures compressed events, causing a simultaneous roll-out prior to all tools being 100 percent ready.

- *Air Carrier's Compliance with Airworthiness Directive*

On February 25, 2014, AAE issued a report of investigation based upon a disclosure by an aviation safety inspector who made five allegations regarding Airworthiness Directive noncompliance, FAA and airline procedural changes which led to excessive delays in the inspector's receipt of relevant inspection information; harassment and retaliation by the airline and its contract employees of specific inspectors which FAA failed to address; and a change to an FAA policy occurred in a manner contrary to established processes to benefit the carrier; thereby creating safety concerns with outsourced maintenance and an airline's ability to remain in compliance with 14 CFR Part 121.

First, we confirmed that the airline refused to turn over requested documents due to a new process they had implemented, and that such a delay impeded inspections performed by the inspector. We determined that the airline continued to disclose Airworthiness Directive noncompliance via the Voluntary Disclosure Reporting Program which may indicate that the airline had difficulty tracking and ensuring its AD compliance. We found a lack of clear guidance by regional FAA management related to conveying inspector requests for information from the airline contributes to a delay in completion of an inspection. Finally, we found limited communication from regional Flight Standards leadership demonstrating support of their workforce. We did not substantiate the allegation that the change in policy was at the request of a specific carrier. We found that aviation industry representatives had identified the policy as contrary to Federal Aviation Regulations prior to the change; however, the change coincidentally occurred at a time when it appeared to benefit the carrier.

We made four recommendations including an Air Carrier Evaluation Program (ACEP) review of the carrier's Airworthiness Directive compliance. Based upon the findings of the review, immediate corrective action was recommended. We also made recommendations regarding the need for communication, consistency and clear guidance to the inspector workforce and to the carrier. With the exception of the ACEP results, all corrective actions have been completed.

- *Guidance Related to Passenger and Carry-on Weight*

On February 25, 2014, we issued a report of investigation based upon a disclosure made by a supervisory aviation safety inspector. The inspector alleged that the standard average weights (SAW) for passenger, carry-on baggage and personal items in FAA Advisory Circular (AC) 120-27 were inaccurate, necessitating revision. Most airlines instituted a checked baggage fee which significantly altered a passenger's travel profile by maximizing the use of carry-on baggage and personal items. Additionally, nationally published information reflects that passenger body weights have increased. Finally, the inspector asserted that there was little action by Flight Standards Service to revise the Advisory Circular despite an FAA working group's findings and recommendations in 2010.

Our investigation substantiated the allegation and found that AFS was slow to respond to the new information introduced by the inaccurate SAW, even though there was Flight Standards leadership support for revising AC120-27 following the 2010 workgroup's findings and recommendations. Flight Standards has acknowledged the need to revise weight and balance guidance and published a draft revision to AC120-27 in November 2013, and are reviewing public comments prior to formal publication. The revised AC is designed to address outstanding National Transportation Safety Board recommendations related to the same issues and the allegation in this investigation.

Our recommendations included: training for impacted personnel on the revised Advisory Circular; require collaboration and conduct data analysis by FAA personnel to validate data provided by operators as well as to identify any system-wide trends; and a requirement for a finite and accelerated implementation date of the revised Advisory Circular. Flight Standards developed a corrective action plan that is in the process of being implemented to address the recommendations.

- *Safety Performance Analysis System*

On June 11, 2014, AAE issued a report of investigation based upon a disclosure made by a supervisory aviation safety inspector concerning the Safety Performance Analysis System (SPAS), a Flight Standards web-based safety-related data analysis tool. The inspector alleged that SPAS was increasingly unreliable because of deficiencies in data quality and reliability, technical system requirements and enhancements, and system and program funding. The investigation substantiated the allegation and found that the FAA should consider replacing or modernizing SPAS to meet the rapidly evolving needs of its users, and to continue to comply with a Congressional mandate to maintain a safety performance analysis system. Flight Standards Service and FAA's Office of Information and Technology are implementing short and long term corrective actions, which include plans to continue to maintain the SPAS system functionality while they develop a modernized or replacement system.

- *Timeliness of Processing Legal Enforcement Action*

On June 24, 2014, AAE issued a report of investigation based upon a disclosure made by a supervisory aviation safety inspector who alleged that insufficient activity by the Office of Chief Counsel on pending enforcement actions initiated by Flight Standards Service reduced the effectiveness of the Agency and could cause legally sound cases to expire. As a result of our findings in a separate case, corrective action was already developed. If it is effectively implemented, it will address the allegation in this case.

- *Electronic Flight Bag*

On July 9, 2014, AAE issued a report of investigation based upon a disclosure made by an aviation safety inspector concerning the FAA's approval of an Electronic Flight Bag (EFB) program. It was alleged that the airline's assigned Principal Operations Inspector authorized the use of EFBs despite repeated concerns from other inspectors that the program was inadequate, did not comply with FAA policy and guidance, and that the mounts used to temporarily attach the EFBs to the interior cockpit windows were failing.

The investigation substantiated that an Acting Supervisory Principal Operations Inspector signed the airline's EFB program Operations Specifications without any coordination or regard for input from other inspectors, despite known safety concerns. The investigation also substantiated that the mounts used to temporarily attach the EFBs had failed during critical phases of flight due to a lack of required maintenance, inspection and cleaning procedures.

We also determined the air carrier's EFB program lacked certain specific requirements found in FAA guidance. We made several recommendations for corrective action, to include proper coordination amongst certificate management teams, review of the air carriers EFB policies, and tracking of official correspondence and communication between the FAA and air carriers. Other recommendations were made related to the air carrier's maintenance and inspection procedures related to its EFB program.

- *Aging Aircraft Inspections*

On July 14, 2014, AAE issued a report of investigation based upon a disclosure made by an aviation safety inspector alleging a Certificate Management Office Supervisory Principal Maintenance Inspector overturned the inspector's findings in an Aging Airplane Inspection (AAI), and that a Designated Airworthiness Representative (DAR) later conducted an inadequate inspection on this same aircraft, allowing the aircraft to return to service without meeting the intent of an AAI.

AAE investigated four specific allegations, substantiating one. The investigation found a professional difference of opinion between the contributor and air carrier management regarding how clean an area must be prior to inspection. This was exacerbated by a lack of clear FAA guidance on the subject and insufficient task card guidance by the air carrier during the preparatory tasks prior to inspection. The investigation also found that the inspection conducted by the DAR was more limited in scope and thoroughness than that performed by the ASIs.

We made several recommendations to the Associate Administrator for Aviation Safety, who agreed to discontinue use of the DAR, review Program Tracking and Reporting System procedures, and review guidance related to inspection and records reviews to verify it is consistent.

- *Safety Issues Reporting System*

On August 5, 2014, AAE issued a report of investigation based upon a disclosure made by an aviation safety inspector concerning the Safety Issues Reporting System (SIRS) and the Flight Standards Service Air Transportation Division (AFS-200). The inspector alleged that two SIRS items, filed in fiscal years 2010 and 2011, concerning Line Observation Programs for certified training centers were not processed in accordance with FAA policy, nor were they adequately addressed by AFS-200.

The investigation found that AFS-200 made a significant change to policy against the advice of the FAA's own subject matter experts, and without a thorough, independent review of the

possible ramifications. The investigation also found that SIRS reports are not handled in accordance with FAA policy, and that the reporting individual received disparate treatment following his safety disclosures to Flight Standards Service.

Recommendations included initiation of a joint FAA/industry study of the advantages and risks of using simulation to meet in-flight experience requirements; and FAA should comply with existing SIRS guidance until such time as it is revised.

Summary of Disclosures Submitted to AAE in Fiscal Year 2014	
Total Submissions	188
<i>Disclosures requiring further investigation</i>	
Regulatory Compliance – 95	
Air Traffic Control and Equipment – 4	
Medical Qualifications – 3	
Hazardous Materials & Security – 4	
<i>Disclosures referred to the safety hotline</i>	35
<i>Disclosures that did not require further investigation¹</i>	47
Investigations Completed, Report Issued²	71
Report Completed, Undergoing Review	1
Report Issued, Awaiting Corrective Action	12
Investigations Closed ²	58
<small>¹ Further investigation not required because complaint was: duplicate, previously investigated, or referred outside FAA.</small>	
<small>² There were seven cases closed for which the investigation and report were completed in FY 2014 but have not closed due to ongoing required corrective action. This accounts for the discrepancy between the Investigations completed and the remaining categories.</small>	

Source of Complaints Referred for Further Investigation	
FAA Employees¹	18
Aviation Safety – 7	
Air Traffic Organization – 9	
Anonymous – 2	
Aviation Industry Employees	89
Pilots – 31	
Mechanics or Repairmen – 18	
Flight Attendants – 7	
Manufacturers – 15	
Others ² – 18	
<small>¹ Two complaints named multiple whistleblowers as contributing to the submission. Each contributor was counted as one employee.</small>	
<small>² Includes: Gate agents; cargo, aircraft or ground handlers; trainers; dispatchers; fuel farms, etc.</small>	

OIG and GAO Audits

AAE serves as FAA’s primary interface to, and maintains a continuous liaison for audits and recommendations on aviation matters conducted by the GAO and the DOT OIG, and other OIGs. AAE is also the final approval authority within FAA for the Agency’s formal response to external audits. AAE reviews the sufficiency and responsiveness of draft FAA responses to these external audits and monitors the implementation of corrective action commitments by FAA organizations in response to these external audits.

OIG and GAO Audit Activity in FY 2014	DOT OIG	GAO	Other OIG	Total
Audit Reviews Initiated	23	22	1	46
Audit Reports Reviewed and Responses Drafted	30	18	0	48
Audit Recommendations Resulting from Completed Audits	102	7	0	109
Recommendations Resolved Based Upon FAA Responses	56	7	0	63

Hotline Operations

AAE hotline staff screened contacts from the public and FAA employees via mail, telephone, fax and email. Based upon these contacts, we opened 759 hotline complaints, which were referred to the FAA organizations for investigation and response.

Summary of Hotline Activity in FY 2014	
Hotline Contacts (calls, emails, letters, etc. from all sources including referrals from OIG and GAO.)	2993
Number of FAA Hotlines Closed Through Internal Handling and Investigation ¹	3037
Number of FAA Hotlines Referred for Investigation	759
¹ Hotlines closed include hotlines opened in prior fiscal years, information requests and those closed due to insufficient information.	

Appendix A: FAA Employee Whistleblower Investigations

TRACKING NUMBER: AAE-2013-SP1133-P	<i>Date Opened:</i> October 28, 2013
<i>Allegation(s):</i> An anonymous complainant provided documentation detailing repeated problems with maintenance performed on Department of Defense (DoD) helicopters by a repair station. The complainant expressed concern that such workmanship would also impact work performed on commercial helicopters. Finally, the complainant alleged that FAA personnel fail to provide adequate oversight of the facility.	
<i>Finding(s):</i> Of the five allegations, we substantiated one and partially substantiated three others. Specifically, we found the repair station placed DoD aircraft and personnel at risk; we partially substantiated that there had been long standing and unresolved complaints from DoD, that the company improperly returned parts and equipment to service to DoD which did not with DoD requirements or Federal Aviation Regulations; and that certificate oversight at times was limited and deficient.	
<i>Recommendation(s):</i> We made four recommendations to include reminding aviation safety inspectors to document each surveillance activity; and to increase and enhance information sharing capabilities between DoD and FAA to ensure that deficiencies identified by DoD or FAA pertaining to operators servicing both DoD and commercial aviation aircraft are shared.	
<i>Status:</i> Closed.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: IWB14-804	<i>Date Opened:</i> November 6, 2013
<i>Allegation(s):</i> An aviation safety inspector alleged that FAA and airline policy and practices led to excessive delays in the inspector’s receipt of relevant inspection information, and that he was harassed and retaliated against by airline representatives which the FAA failed to address.	
<i>Finding(s):</i> We substantiated two allegations related to the airline’s refusal to turn over requested documents and that the airline impeded inspections by having airline personnel follow the inspector at all times. We partially substantiated that the airline repeatedly disclosed Airworthiness Directive (AD) noncompliance via the Voluntary Disclosure Reporting Program, which may indicate that the airline had difficulty tracking and ensuring AD compliance. We also partially substantiated that the airline complains to the FAA about the inspector after he identifies noncompliance by the airline or its contractors. We did not substantiate that FAA policy was changed contrary to established practices.	
<i>Recommendation (s):</i> Recommendations included: conduct an Air Carrier Evaluation Program review of the airline’s Airworthiness Compliance schedule; issuance of clear guidance and expectations by management related to requests for information from the airline; and communication from Flight Standards leadership supporting their workforce in their efforts, and advising the airline that conflicts directed towards inspectors is unacceptable.	
<i>Status:</i> Open, corrective action phase.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: H14E003CC	<i>Date Opened:</i> November 13, 2013
<i>Allegation(s):</i> A technician for the Air Traffic Organization reported that management has failed to address employee concerns regarding inadequate fire control back-up system and lighting concerns; facility fire panel failures, health and other environmental hazards, and improper work assignments to non-certified technicians at a System Support Center providing technical support to a metropolitan airport air traffic control tower.	
<i>Finding(s):</i> Of the fifteen allegations, we substantiated five allegations regarding missing or broken equipment and emergency lighting failures; as well as biohazards deposited near a ventilation duct. We did not substantiate eight allegations; and two were inconclusive.	
<i>Recommendation(s):</i> Corrective actions were completed to repair/replace four of the five deficiencies and remove animal waste. Two remaining corrective actions have been logged for repair/replacement pending resource allocation in FY2015.	
<i>Status:</i> Closed by OIG	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: IWB14-801	<i>Date Opened:</i> December 13, 2013
<i>Allegation(s):</i> An aviation safety inspector alleged that an air carrier’s Minimum Equipment List deferral related to an inoperable Electronic Flight Bag was not in compliance with its Operation Specifications because actual paper charts and manuals were not aboard the aircraft as backups. The inspector filed a Safety Issue Reporting System (SIRS) complaint about the concern but claimed the FAA did not adequately address the allegation and that he was later retaliated against for filing the SIRS.	
<i>Finding(s):</i> N/A	
<i>Recommendation(s):</i> N/A	
<i>Status:</i> Open, active investigation.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: IWB14-802	<i>Date Opened:</i> January 13, 2014
<i>Allegation(s):</i> An aviation safety inspector who made a safety-related disclosure to AAE under Public Law 112-95 § 341, claimed retaliation as a result of the disclosure. The disclosures made by the inspector are still under investigation.	
<i>Finding(s):</i> N/A	
<i>Recommendation(s):</i> N/A	
<i>Status:</i> Closed, transferred to FAA Security for investigation.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: IWB14-803	<i>Date Opened:</i> February 26, 2014
<i>Allegation(s):</i> An aviation safety inspector alleged that oversight of the FAA’s Flight Programs is not carried out in accordance with FAA Orders and General Services Administration (GSA) requirements related to the operation of government aircraft.	
<i>Finding(s):</i> N/A	
<i>Recommendation(s):</i> N/A	
<i>Status:</i> Open, active investigation.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> Yes, issued July 10, 2014.	

TRACKING NUMBER: DI-14-4206 et al.	<i>Date Opened:</i> March 11, 2014
<i>Allegation(s):</i> Five air traffic controllers at a major air traffic control tower alleged that FAA management has failed to properly address frequent and systemic problems with computer based systems designed to automate the filing and amending of flight plans and delivery of departure clearances; and FAA management has failed to properly staff the facility by leaving the Operations Manager position unfilled for approximately five years.	
<i>Finding(s):</i> We substantiated the allegation that systemic problems related to the filing and amending of flight plans (creating multiple or duplicate flight plans) has occurred across the National Air Space and that FAA has been slow to respond; we did not substantiate the allegation that the operations manager position has been unfilled. According to the Air Traffic Organization, the facility has one position, currently held by a support manager.	
<i>Recommendation(s):</i> We made six recommendations regarding standardization across the NAS of how and when flight plans may be amended, and the recommendation to create a safety risk management panel to analyze events across the NAS to determine the level of risk associated with multiple flight plans, which can cause a controller to give the aircraft instructions contrary to what is intended.	
<i>Status:</i> Open, corrective action phase.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: IWB14-805 & H14E026CC	<i>Date Opened:</i> April 2, 2014
<i>Allegation(s):</i> An aviation safety inspector alleged to the OIG his findings following an aging aircraft inspection were improperly overturned by Flight Standards management, the same inspection conducted by a designee was inadequate, and the air carrier did not adequately respond to FAA concerns following the inspection.	
<i>Finding(s):</i> Three allegations were not substantiated. One allegation was substantiated that a designated airworthiness representative conducted an inadequate aging aircraft inspection.	
<i>Recommendation(s):</i> Recommendations included: issuance of enhanced guidance to inspectors, designees and air carriers related to Aging Aircraft Inspections; discontinue approval of a specific designee; reinforce requirements related to the recording and closure of inspection; and that designees be assigned limitations based on experience.	
<i>Status:</i> Open, corrective action phase.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: H14A006CC	<i>Date Opened:</i> April 29, 2014
<i>Allegation(s):</i> An air traffic controller reported to OIG that a supervisor working ground control at a major air traffic control tower allowed an aircraft to cross an active runway, resulting in a loss of separation and that management “covered up” the incident.	
<i>Finding(s):</i> We substantiated the fact that the event occurred; however, we also found it was properly reported, analyzed and documented. As such no “cover up” occurred.	
<i>Recommendation(s):</i> None	
<i>Status:</i> Closed by OIG	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER:201405080001	<i>Date Opened:</i> May 19, 2014
<i>Allegation(s):</i> Three Frontline Managers at a large air traffic control facility raised numerous allegations related to safety events, over-delivery of aircraft, mismanagement, lack of safety equipment, fatigue, excessive use of overtime and failure to follow established processes, to include failure to use basic safety tools.	
<i>Finding(s):</i> We found this facility has some of the highest risk events in the National Airspace System (NAS), that there is evidence of over-delivery or saturated airspace which needs further analysis and a widespread belief amongst the frontline managers that their concerns are not heard.	
<i>Recommendation(s):</i> We made nine recommendations for evaluation of the facility's training, quality assurance and traffic management unit, as well as briefings and enhanced emphasis on communication and professional standards.	
<i>Status:</i> Pending development of a corrective action plan.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: DI-14-2176	<i>Date Opened:</i> May 19, 2014
<i>Allegation(s):</i> The OSC referred allegations from an anonymous complainant that FAA management in the Unmanned Aircraft Systems Integration Office allowed the Air Traffic Organization to violate FAA Orders by instituting an approval process for Department of Defense (DoD) Unmanned Aircraft Systems (UAS) operations which did not include a complete safety equipment review by an aviation safety inspector, resulting in nine DoD UAS operations having been approved without a proper safety review.	
<i>Finding(s):</i> We did not substantiate either allegation. FAA lacks statutory authority to exercise regulatory oversight of U.S. military aircraft equipment, training and certification.	
<i>Recommendation(s):</i> None	
<i>Status:</i> Pending review and closure by OSC.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: IWB14-806	<i>Date Opened:</i> June 12, 2014
<i>Allegation(s):</i> An aviation safety inspector alleged that Air Transportation Oversight System's performance Assessment Determination and Implementation (ADI) air carrier data indicates that there are long-term, unsatisfactory surveillance results without effective corrective action; and that some surveillance is rated as satisfactory even though no surveillance was performed. The inspector also alleged retaliation as a result of multiple disclosures made to AAE in 2012 and 2013 under Public Law 112-95 § 341.	
<i>Finding(s):</i> N/A	
<i>Recommendation(s):</i> N/A	
<i>Status:</i> Closed, case transferred to FAA Security for investigation.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No – N/A	

TRACKING NUMBER: IWB14-807	<i>Date Opened:</i> July 2, 2014
<i>Allegation(s):</i> An aviation safety inspector alleged that the Flight Standards Flight Program was not operating in compliance with FAA Orders and GSA regulations related to the management of government aircraft, lack of transparency, lack of operating procedures and failure to address discrepancies found by the FAA's Safety Officer and Certificate Management Team related to aviation safety.	
<i>Finding(s) & Recommendation(s):</i> N/A	
<i>Status:</i> Open, active investigation.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> Yes, issued July 10, 2014.	

TRACKING NUMBER: IWB14-808	<i>Date Opened:</i> Sept. 22, 2014
<i>Allegation(s):</i> An aviation safety inspector alleged that a flight school failed to provide pilot training required by the Federal Aviation Regulations, and that the school's Designation Pilot Examiner failed to follow FAA Orders related to practical examinations of student pilots and the eligibility requirements associated with the issuance of pilot certificates and ratings. The inspector further alleged that Flight Standard District Office management was aware of the concerns but did not allow the inspector to correct the non-compliance.	
<i>Finding(s) & Recommendation(s):</i> N/A	
<i>Status:</i> Open, active investigation.	
<i>Notification Under 112-95, §341(5) –Incident Reports:</i> No	



Appendix B: Aviation Industry Whistleblower Investigations

Tracking Number: EWB14501	<i>Date Received:</i> 10/3/13
<i>Allegation(s):</i> Air carrier ground manager reported improper storage of bottled water and lack of tools.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14505	<i>Date Received:</i> 10/17/13
<i>Allegation(s):</i> Air carrier pilot reported discrimination for providing information to NTSB.	
<i>Action Taken:</i> Referred to Flight Standards and Aircraft Certification for investigation.	
<i>Finding(s):</i> Aircraft Certification allegations not substantiated; Flight Standards investigation still open.	

Tracking Number: EWB14507	<i>Date Received:</i> 10/18/13
<i>Allegation(s):</i> Air carrier pilot reported concerns about public access to shipping data.	
<i>Action Taken:</i> Forwarded to Transportation Security Administration (TSA).	
<i>Finding(s):</i> TSA determined no further action necessary.	

Tracking Number: EWB14508	<i>Date Received:</i> 10/18/13
<i>Allegation(s):</i> Air carrier flight attendant reported tampering with training test results.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14509	<i>Date Received:</i> 10/21/13
<i>Allegation(s):</i> Air carrier flight attendant harassed for arguing with captain concerning acceptable passenger baggage in cabin.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14513	<i>Date Received:</i> 10/24/13
<i>Allegation(s):</i> Fueling contractor reported training and vehicle deficiencies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14515	<i>Date Received:</i> 10/25/13
<i>Allegation(s):</i> Manufacturing technician reported falsification of component testing paperwork.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14516	<i>Date Received:</i> 10/28/13
<i>Allegation(s):</i> Air carrier pilot reported company changed check ride results.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14519	<i>Date Received:</i> 10/29/13
<i>Allegation(s):</i> Manufacturing technician reported failure to follow aircraft manufacturer's specifications.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14520	<i>Date Received:</i> 10/30/13
<i>Allegation(s):</i> Manufacturing engineer reported non-compliant computer chips.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation was not substantiated.	

Tracking Number: EWB14521	<i>Date Received:</i> 11/1/13
<i>Allegation(s):</i> Air carrier mechanic reported a failure to follow aircraft maintenance manual guidance and lack of Aviation Safety Action Program confidentiality.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14522	<i>Date Received:</i> 11/4/13
<i>Allegation(s):</i> Air carrier pilot reported violations of duty time and rolling rest.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation was substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14523	<i>Date Received:</i> 11/4/13
<i>Allegation(s):</i> Air carrier pilot reported company pressure to remove write-up to allow on-time departure.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14525	<i>Date Received:</i> 11/8/13
<i>Allegation(s):</i> Air carrier mechanic reported dual tracking of maintenance discrepancies and pilot operating beyond duty day.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> One allegation was partially substantiated with no corrective action required.	

Tracking Number: EWB14527	<i>Date Received:</i> 11/14/13
<i>Allegation(s):</i> Administrative assistant reported operating without air carrier certificate and pilots being pressured to fly when fatigued.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14530	<i>Date Received:</i> 11/21/13
<i>Allegation(s):</i> Air carrier pilot reported inadequate maintenance.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation was substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14532	<i>Date Received:</i> 12/5/13
<i>Allegation(s):</i> Air carrier mechanic reported aircraft exceeding inspection limits.	
<i>Action Taken:</i> Referred to Flight Standards for investigation	
<i>Finding(s):</i> Allegations were substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14534	<i>Date Received:</i> 12/17/13
<i>Allegation(s):</i> Five air carrier mechanics reported pressure to not adhere to maintenance manual procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14535	<i>Date Received:</i> 12/17/13
<i>Allegation(s):</i> Air carrier mechanic reported improper maintenance.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14537	<i>Date Received:</i> 12/24/13
<i>Allegation(s):</i> Air carrier ground handler reported improper repair of defective belt loader.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14539/40/41	<i>Date Received:</i> 1/2/14
<i>Allegation(s):</i> Repair station mechanic reported lack of manuals and proper testing of parts.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14542	<i>Date Received:</i> 1/13/14
<i>Allegation(s):</i> Maintenance facility mechanics reported lack of tools and equipment.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14544	<i>Date Received:</i> 1/16/14
<i>Allegation(s):</i> Manufacturing electrician reported out of sequence work.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14545	<i>Date Received:</i> 1/20/14
<i>Allegation(s):</i> Air carrier pilot reported operating without adequate equipment.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB14548	<i>Date Received:</i> 1/24/14
<i>Allegation(s):</i> Repair station mechanic reported switching parts documentation paperwork.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation was substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14549	<i>Date Received:</i> 1/24/14
<i>Allegation(s):</i> Air carrier check airman reported being disciplined for not passing a female pilot.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB14555	<i>Date Received:</i> 2/6/14
<i>Allegation(s):</i> Air carrier pilot reported that company did not disclose maintenance issue to crew.	
<i>Action Taken:</i> Referred to Flight Standards for investigation	
<i>Finding(s):</i> Allegation was substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14558	<i>Date Received:</i> 2/14/14
<i>Allegation(s):</i> Manufacturing supervisor reported out of sequence work.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14559	<i>Date Received:</i> 2/14/14
<i>Allegation(s):</i> Manufacturing manager reported out of sequence work.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14561	<i>Date Received:</i> 2/19/14
<i>Allegation(s):</i> Air carrier flight attendant reported being fired for discussing cart safety issues with external auditor.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14562	<i>Date Received:</i> 2/24/14
<i>Allegation(s):</i> Air carrier pilot fired after submitting Aviation Safety Action Program report.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation not substantiated.	

Tracking Number: EWB14563	<i>Date Received:</i> 2/24/14
<i>Allegation(s):</i> Air carrier ground handler reported being forced to work in safety zone.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation not substantiated.	

Tracking Number: EWB14564	<i>Date Received:</i> 2/28/14
<i>Allegation(s):</i> Air carrier pilot reported falsification of weight & balance records.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14566	<i>Date Received:</i> 3/5/14
<i>Allegation(s):</i> Air carrier pilot reported lack of required training.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14567	<i>Date Received:</i> 3/10/14
<i>Allegation(s):</i> Air carrier pilot reported greater than 24-hour duty day.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation was not substantiated.	

Tracking Number: EWB14568	<i>Date Received:</i> 3/18/14
<i>Allegation(s):</i> Air carrier employee reported improper ground handling procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14572	<i>Date Received:</i> 3/25/14
<i>Allegation(s):</i> Air carrier employee reported company failed to report damaged aircraft.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation was substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14573	<i>Date Received:</i> 3/26/14
<i>Allegation(s):</i> Manufacturing draftsman reported use of outdated drawings.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14576	<i>Date Received:</i> 3/30/14
<i>Allegation(s):</i> Manufacturing inspector reported company acceptance of rejected parts.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14579	<i>Date Received:</i> 4/3/14
<i>Allegation(s):</i> Manufacturing technician reported Canadian company failed to properly report test results.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14585	<i>Date Received:</i> 4/9/14
<i>Allegation(s):</i> Repair station mechanic reported use of tear down parts to make repairs.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation was not substantiated.	

Tracking Number: EWB14588	<i>Date Received:</i> 4/11/14
<i>Allegation(s):</i> Air carrier flight test pilot reported company not tracking flight test flying hours.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14589	<i>Date Received:</i> 4/16/14
<i>Allegation(s):</i> Air carrier pilot reported improper maintenance procedures and tampering with aircraft.	
<i>Action Taken:</i> Referred to Flight Standards and Office of Security and Hazardous Materials for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14591	<i>Date Received:</i> 4/17/14
<i>Allegation(s):</i> Air carrier employee reported ramp personnel training deficiencies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14593	<i>Date Received:</i> 4/19/14
<i>Allegation(s):</i> Air carrier flight nurse refused to fly on an unairworthy aircraft.	
<i>Action Taken:</i> Referred to Flight Standard for investigation.	
<i>Finding(s):</i> Allegations were substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14595	<i>Date Received:</i> 4/21/14
<i>Allegation(s):</i> Air carrier pilot reported unsafe procedures at out station as well as misuse of Aviation Safety Action Program.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14596	<i>Date Received:</i> 4/22/14
<i>Allegation(s):</i> Air carrier pilot reported company intentionally failing the pilot on proficiency check for raising safety concerns.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB14597	<i>Date Received:</i> 4/22/14
<i>Allegation(s):</i> Air carrier flight attendant reported follow-on safety issues from previous filing.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14598	<i>Date Received:</i> 4/23/14
<i>Allegation(s):</i> Air carrier mechanic reported multiple maintenance problems.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14602	<i>Date Received:</i> 5/1/14
<i>Allegation(s):</i> Manufacturing technician reported being improperly overridden by supervisor.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation not substantiated.	

Tracking Number: EWB14603	<i>Date Received:</i> 5/1/14
<i>Allegation(s):</i> Repair station mechanic reports being fired for not releasing unairworthy aircraft.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB14604	<i>Date Received:</i> 5/1/14
<i>Allegation(s):</i> Air carrier manager reported failure to make proper required repair in foreign country.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB14605	<i>Date Received:</i> 5/6/14
<i>Allegation(s):</i> Foreign manufacturing technician reported inadequate temperature control.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation not substantiated.	

Tracking Number: EWB14606	<i>Date Received:</i> 5/13/14
<i>Allegation(s):</i> Air carrier pilot reported improper repair and electronic reporting system clearing procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation was substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB14611	<i>Date Received:</i> 6/12/14
<i>Allegation(s):</i> Manufacturing technician reported unauthorized validators and improper validation.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14612	<i>Date Received:</i> 6/12/14
<i>Allegation(s):</i> Manufacturing technician reported lack of proper procedures.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14614/15	<i>Date Received:</i> 6/18/14
<i>Allegation(s):</i> Flight nurse reported lack of documentation of maintenance issues.	
<i>Action Taken:</i> Referred to Flight Standards for investigation	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14617	<i>Date Received:</i> 6/20/14
<i>Allegation(s):</i> Repair station technician reported improper composite repair to radomes.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14618	<i>Date Received:</i> 6/23/14
<i>Allegation(s):</i> Air carrier pilot reported lack of required training time and procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14619/20	<i>Date Received:</i> 6/24/14
<i>Allegation(s):</i> Air carrier pilot reported pressure to operate and operating contrary to flight manual.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14621	<i>Date Received:</i> 6/24/14
<i>Allegation(s):</i> Air carrier pilot reports lack of required training time and procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14623	<i>Date Received:</i> 6/27/14
<i>Allegation(s):</i> Air carrier ramp agent reported unsafe starting procedures, improper delay documentation, and unsafe towing equipment.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14624	<i>Date Received:</i> 6/29/14
<i>Allegation(s):</i> Air carrier pilot reported a drunken mechanic base manager and violation of crew duty day.	
<i>Action Taken:</i> Referred to Flight Standards and Aerospace Medicine for investigation.	
<i>Finding(s):</i> Aerospace Medicine allegation not substantiated; Flight Standards investigation still open.	

Tracking Number: EWB14627	<i>Date Received:</i> 7/8/14
<i>Allegation(s):</i> Equipment company employee reported software defects affecting John F. Kennedy International Airport security.	
<i>Action Taken:</i> Forwarded to Transportation Security Administration for investigation.	
<i>Finding(s):</i> Allegation not substantiated.	

Tracking Number: EWB14629	<i>Date Received:</i> 7/11/14
<i>Allegation(s):</i> Air carrier pilot reported emergency procedures not in accordance with Federal Aviation Regulations.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14630	<i>Date Received:</i> 7/13/14
<i>Allegation(s):</i> Air carrier pilot reported flying with malfunctioning instrument and failure to defer.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14631/34	<i>Date Received:</i> 7/17/14
<i>Allegation(s):</i> Air carrier pilot reported not being given enough time to prepare for a flight.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14632	<i>Date Received:</i> 7/17/14
<i>Allegation(s):</i> Air carrier employee reported violations in required Pilot Records Information Act reporting procedures.	
<i>Action Taken:</i> Referred to Flight Standards and Aerospace Medicine for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14635	<i>Date Received:</i> 7/22/14
<i>Allegation(s):</i> Air carrier flight engineer reported unsafe captain, improper Aviation Safety Action Program disclosure and illegal crew days.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14636	<i>Date Received:</i> 7/22/14
<i>Allegation(s):</i> Air carrier mechanic reported unauthorized and improper maintenance.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14637	<i>Date Received:</i> 7/23/14
<i>Allegation(s):</i> Ground handler reported loading and ground equipment maintenance issues.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14638	<i>Date Received:</i> 7/24/14
<i>Allegation(s):</i> Air carrier mechanic reported being disciplined for finding a discrepancy.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14642	<i>Date Received:</i> 7/28/14
<i>Allegation(s):</i> Air carrier pilot reported illegal schedule.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14643	<i>Date Received:</i> 7/30/14
<i>Allegation(s):</i> Manufacturing manager reported falsification of parts identity.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations were not substantiated.	

Tracking Number: EWB14644	<i>Date Received:</i> 7/30/14
<i>Allegation(s):</i> Air carrier pilot reported company violated Aviation Safety Action Program confidentiality.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14646	<i>Date Received:</i> 8/4/14
<i>Allegation(s):</i> Manufacturing engineer reported multiple issues with brake systems.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB14647	<i>Date Received:</i> 8/5/14
<i>Allegation(s):</i> Air carrier pilot reported being interrupted during required rest.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14649	<i>Date Received:</i> 8/6/14
<i>Allegation(s):</i> Air carrier ground crew reported discrimination for reporting an injury and other ramp operation issues.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14656	<i>Date Received:</i> 8/23/14
<i>Allegation(s):</i> Air carrier flight attendant reported unauthorized use of cockpit jump seat.	
<i>Action Taken:</i> Referred to flight standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14660	<i>Date Received:</i> 9/2/14
<i>Allegation(s):</i> Repair station mechanic reported improper maintenance and discrepancy sign-off.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation	

Tracking Number: EWB14661	<i>Date Received:</i> 9/3/14
<i>Allegation(s):</i> Air carrier pilot reported company manipulating schedule times.	
<i>Action Taken:</i> Referred to flight standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14667	<i>Date Received:</i> 9/15/14
<i>Allegation(s):</i> Flight attendant sleeping in cabin jump seat in violation of company policy.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB14669	<i>Date Received:</i> 9/20/14
<i>Allegation(s):</i> Air carrier flight attendant reports improper drug testing and flying without a manual.	
<i>Action Taken:</i> Referred to Flight Standards and Aerospace Medicine for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: WB14670	<i>Date Received:</i> 9/22/14
<i>Allegation(s):</i> Four air carrier ground handlers reported unsafe ground equipment.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	



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