



DES MOINES FSDO SAFETY TEAM

FSDO, FAASTeam, FAA Newsletter

Winter 2017

VANDE VOORT EARNS SIXTH MASTER INSTRUCTOR ACCREDITATION

Master Instructors, LLC takes pride in announcing a significant aviation accomplishment on the part of Shane L. Vande Voort, the president of Classic Aviation and a resident of Pella, Iowa. Recently, Shane's accreditation as a Master CFI (Certificated Flight Instructor) was renewed by the Master Instructors, LLC Board of Review, the international accrediting authority for the Master Instructor Designation as well as the FAA-approved "Master Instructor Program". He first

earned this national professional accreditation in 2006, and has held it continuously since then. Shane is one of only 27 instructors in the world to earn this credential six (6) times. To help put these achievements in their proper perspective, there are approximately 101,000 CFIs in the United States. Fewer than 800 aviation educators worldwide have achieved one or more of the Master accreditations thus far. Twenty-two (22) of the last National Flight Instructors of the Year, National FAASTeam Representatives of the Year, or National AMTs of the Year were Masters (see: <http://www.GeneralAviationAwards.org/>). Shane is one of only eight (8) Iowa aviation educators to earn one or more of these prestigious "Master" titles. In the words of former FAA Administrator, Marion Blakey, "*The Master Instructor accreditation singles out the best the right seat has to offer.*" The Master Instructor designation is a national

accreditation, recognized by the FAA. Candidates must demonstrate an ongoing commitment to excellence, professional growth and service to the aviation community, and must pass a rigorous evaluation by a peer Board of Review. The process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Designees are recognized

"The Master Instructor accreditation singles out the best that the right seat has to offer."

-Former FAA Administrator,
Marion Blakey



Shane L. Vande Voort
Six Time Recipient
Master CFI Credential

as outstanding aviation educators for not only their excellence in teaching, but for their engagement in the continuous process of learning -- both their own and their students'. The designation must be renewed biennially and significantly surpasses the FAA requirements for renewal of the candidate's flight instructor certificate.

From the Aircraft Evaluation Group (AEG)

On December 20 and 21, the SF50 Vision Jet, built by Cirrus Design Corporation, was at the Des Moines Flight Standards District Office (DSM FSDO) to conduct three SF50 type rides. One ride was given to a client, the other two were for Cirrus company pi-

lots. As the Flight Standardization Board (FSB) concluded only recently, this is the first visit of this aircraft to a FSDO for type ride practical tests. The ride will be conducted by the Kansas City Aircraft Evaluation Group with support provided by DSM

FSDO personnel. The SF50 was type certificated in October 2016. The Flight Standardization Board was completed in November 2016. The SF50 type rating was finalized in early December 2016. Cirrus began deliveries of the aircraft in late December 2016.

The SF50 Vision Jet



The Vision Jet is the realization of a vision to reimagine and reinvent the jet airplane in order to create a whole new category of aircraft — The Personal Jet. It's a jet that's designed to be flown by the owner.



Medical Certification Relief for Small Aircraft Pilots (BasicMed)

On July 15, 2016, Congress passed legislation to extend the FAA's funding. This legislation, *FAA Extension, Safety, Security Act of 2016* (FESSA) includes relief from holding an FAA medical certificate for certain pilots.

When does the legislation take effect?

In the legislation, Congress required that the FAA issue regulations within six months using the guidance in FESSA. The FAA was required to issue or revise regulations to codify the relief in FESSA by **January 10, 2017**. The FAA has met the deadline, and the regulation was made available by the Federal Register on Tuesday, January 10. The new relief in the regulations is called BasicMed.

When can I operate under BasicMed?

Although the FAA has published the BasicMed rules, the regulations do not go into effect until May 1, 2017. This is to allow time for a comment period on the information collections, as required by the Paperwork Reduc-

tion Act of 1995. After that point, if you meet the BasicMed requirements, you can operate without an FAA medical certificate.

Basic Pilot Requirements:

- Possess a U.S. driver's license
- Have held a medical that was valid at any time after July 15, 2006.
- Have completed a medical education course described in FESSA within the past 24 calendar months
- Have received a comprehensive medical examination from a State-licensed physician within the previous 48 months.
- Is under the care and treatment of a physician for certain conditions
- Make certain health attestations and agree to a National Driver Register check

Basic Aircraft Requirements:

- Any aircraft authorized under federal law to carry not more

than six occupants

- Has a maximum certificated takeoff weight of not more than 6,000 pounds

Basic Operating Requirements:

- Carries not more than five passengers
- Operates under VFR or IFR, within the United States, at less than 18,000 feet MSL, not exceeding 250 knots.

Flight not operated for compensation or hire.



Visit FAA.GOV to learn more!



FAA Safety Team | Safer Skies Through Education

FAASTeam

There were several correct responses to the mystery aircraft in the last issue. They are listed in the order they were received:

- Dave Kaplan
- Phil Conn
- Gary Bohlken
- Michael Sciortino

- Mike Massell
- Kevin Jarvis
- Bob Anderlik
- Edd Soenke
- Barry Brown
- Don Poggensee

Some responses just gave the name, while others included a bit of history.

Congratulations to all of you!

For those that didn't know; say hello to the Evangel 4500. Designed and intended for use as a missionary aircraft.



Email your guess to the DSM FSDO at 7-AFS-ACE-DSM-FSDO-01.
If you are correct, your name will be included in next quarter's newsletter!



What's your guess for this mystery aircraft?

I wanted to pass along a “progress report” on FAR 107. Attached is a Part 107 Report Card which shows all of the airmen testing and certification activity that has been completed thus far for the new Remote Pilot Certificate issued under FAR 107.

You’ll notice that as of January 3, 2017, there has been some interesting trends:

More than 25,000+ Remote Pilot Certificates have been completed.

673,000+ UAS registrations have been received by the FAA (this includes hobbyist).

More than 16,200 applicants have taken the FAR 107 Remote Pilot Knowledge Test.

More than 5,000 Airspace Authorization requests have been submitted to the FAA.

1700+ FAR 107 Waiver requests have been submitted to the FAA.

**THE 2017 MIDWEST REGIONAL
AIRCRAFT MAINTENANCE SYMPOSIUM
AND TRADE SHOW WILL BE HELD ON
TUESDAY, JANUARY 31 & WEDNESDAY, FEBRUARY 1, 2017**

The **2017** Symposium and Trade Show will be held at the Holiday Inn Conference Center near the Des Moines International Airport. Due to a scheduling conflict, the Symposium and Trade Show will need to be held **during the week this year**.

The Iowa Aviation Association, in conjunction with the Iowa DOT Office of Aviation, will sponsor the 26th Annual Symposium in cooperation with the FAA Des Moines FSDO.

We look forward to seeing you at this year’s event.

GAJSC Topic of the Month

The General Aviation Joint Steering Committee (GAJSC), including its Safety Assessment Team (SAT), is a joint government and aviation industry group, established with the goal of improving GA safety. The GAJSC/SAT accomplishes this by providing a mechanism for government/industry cooperation, communication, and coordination concerning GA safety issues. In April 2011, the GAJSC chartered the SAT to conduct a review of fatal GA airplane accidents from 2001 through 2010. The SAT reviewed 2,472 fatal GA accidents and identified inflight LOC accidents as the most prevalent cause, with 1,259 fatalities attributed. Currently, GA accidents continue to be responsible for more than 440 fatalities each year in the United States. LOC, mainly stalls, accounted for approximately 40 percent of fatal GA accidents.

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC) and the FAAsteam. It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

Outreach Month: January 2017

Topic: Single-pilot Crew Resource Management

The FAA and industry will conduct a public education campaign emphasizing the best practices regarding single-pilot resource management operational techniques.

Background:

The air carrier industry has embraced Crew Resource Management (CRM) as a necessary initiative that has helped mitigate aircraft accidents caused by human error. Even though traditional CRM focused on multi-crewed environments, several elements (such as communications, teamwork, decision making, and situational awareness) can be applied to single-pilot operations. The Private Pilot PTS defines Single Pilot CRM as, "the art and science of managing all the resources (both onboard the aircraft and outside sources) available to a single-pilot (prior to and during flight)". That sweeping statement is further defined with respect to six SRM Components:

Aeronautical Decision Making (ADM): Acquiring relevant data & making decisions on those data

Risk Management: Hazard identification, risk assessment, & mitigation

Task Management: Managing pre and in flight tasks

Situational Awareness (SA)

Controlled Flight into Terrain Awareness (CFIT-A)

Automation Management: Familiarity with equipment, over reliance on automation

The GAJSC recommends that pilots practice CRM to reduce mishap risk.

Teaching Points:

Discuss the scope and safety benefits of Single-Pilot Resource Management.

Acquaint pilots with available resources.

Discuss means of managing resources.

Encourage pilots to adopt SRM processes.

References:

Aviation Risk Management Handbook (FAA-H-8083-2) – Chapter Six

http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/risk_management_hb_change_1.pdf

Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25B) Chapter 2 – Aeronautical Decision Making

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/

Article – *Managing Yourself* – Flight Training Magazine December 2000

<https://www.aopa.org/news-and-media/all-news/2000/december/flight-training-magazine/managing-yourself>

GAJSC Topic of the Month (continued)

Outreach Month: February 2017

Topic: Personal Minimums and Weather Cameras (SE 03 and SE 12)

The FAA and industry will conduct a public education campaign emphasizing best practices in developing and adhering to Personal Minimums. The FAA's Weather Camera Program will be discussed and weather camera information will be integrated into personal minimum-based decision making.

Background:

Personal environmental condition minimums have long been endorsed as effective go/no-go decision making tools. This program will discuss Personal Minimums development and implementation. It will also acquaint the audience with FAA's Weather Camera System in Alaska and its planned expansion to the continental United States and Hawaii.

Teaching Points:

- Discuss the scope and safety benefits of Personal Minimums.
- Strongly suggest that Personal Minimums be developed with a CFI.
- Acquaint the audience with The FAA's Weather Camera Program.
- Encourage incorporation of Weather Camera information into pre-flight planning and Personal Minimum Checklists.

References:

Personal Minimums and Weather Cameras Power Point

Insert link to approved presentation here.

Aviation Risk Management Handbook (FAA-H-8083-2) – Chapter Three and Appendix A

http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/risk_management_hb_change_1.pdf

Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25B) Chapter 2 – Aeronautical Decision Making

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/

Outreach Month: March 2017

Topic: Maneuvering Flight

The industry and FAA will develop a public awareness campaign on the hazards associated with Maneuvering Flight.

Background:

More than 25% of general aviation fatal accidents occur in the maneuvering phase of flight. Of those accidents – half involve stall/spin scenarios. Technology such as angle of attack indicators is increasingly affordable for GA pilots and will be covered in a separate Topic of the Month presentation.

Teaching Points:

- Create maneuvering flight hazard awareness.
- Describe typical maneuvering flight accident scenarios.
- Discuss best practices for successful maneuvering.
- Encourage pilots to seek training and proficiency in maneuvering flight operations.



FAA Safety Team | Safer Skies Through Education

FAASafetyTeam

Recent Wright Brother Master Pilot Honorees:

- Romaine Bendixen**
- Bill Hemme**
- Warren Brecheisen II**

Recent Charles Taylor Master Mechanic Honoree:

- William Kyle**

Upcoming Events

January 19 - Safety Meeting, Marion Airport

**January 31 - Safety Meeting, Spencer Airport
(Hemme WB Presentation)**

**January 31 - February 1 - IA Seminar, Des Moines
(Kyle Charles Taylor Presentation)**

**February 25 - LTA Continuing Education Safety
Meeting, Indianola**

Contact the Des Moines FAASafetyTeam to get a meeting scheduled at your location. Meetings are being created all the time, sometimes on short notice. For meeting details visit FAASafety.Gov.

To be informed of Safety Meetings of interest to you, be sure to create an account on FAASafety.Gov. All you need is an email address and you will be electronically notified of meetings in your area of interest.

Contact FAASafetyTeam Program Managers Chris Manthe or Joe Quiring, if you have questions or need guidance in setting up your account.

Looking for a New Career

Have you considered working for the FAA?

The aviation industry is fast-paced and always changing. The FAA is currently seeking qualified individuals to join the inspector workforce and administrative support.

If you are interested, please visit www.usa.jobs

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MONDAY THROUGH FRIDAY

7:45 a.m. – 4:15 p.m.

Visitors are requested to make appointments.

**The DSM FSDO will be closed
in observance of a national holiday on:**

February 20, 2017 President's Day

To receive this newsletter via email, please contact :

Barb Fransen at Barbara.Fransen@faa.gov or 515-289-4818 with your information.

Until next time! Have a safe flight!

Larry L. Arenholz
Des Moines FSDO Manager