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FAA PROPOSES MEDICAL REQUIREMENTS FOR COMMERCIAL HOT-AIR BALLOON PILOTS

WASHINGTON, D.C. – The Federal Aviation Administration (FAA) proposed [a rule](#) today requiring commercial hot-air-balloon pilots to hold medical certificates when operating for hire. The rule would mandate a second-class medical certificate, the same standard required for commercial pilots.

“Balloon pilots are responsible for the safety of their passengers,” FAA Administrator Steve Dickson said. “This proposed rule would ensure that balloon pilots meet the same medical requirements as pilots of other commercial aircraft.”

Currently, commercial balloon pilots are exempt from the medical requirement. In the FAA Reauthorization Act of 2018, Congress directed the FAA to revise the medical certification standards for commercial balloon pilots. The draft rule also addresses a National Transportation Safety Board (NTSB) recommendation that the FAA remove the exemption.

The FAA in recent years [took steps](#) to increase the safety of hot-air-balloon tourism by working with the Balloon Federation of America (BFA) on an accreditation program. The program includes voluntary standards for pilots and operators and offers multiple tiers of BFA safety accreditation.

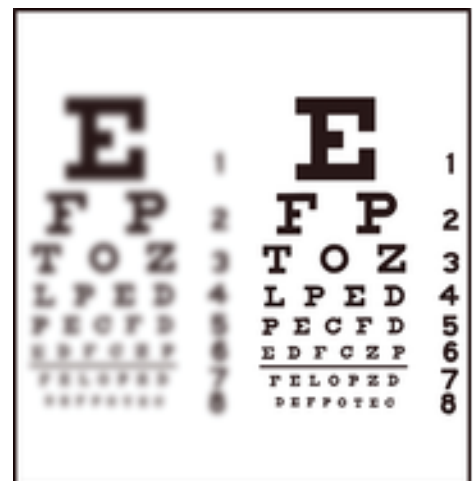
The FAA will publish the draft rule in the Federal Register in November, and the public will have 60 days to provide comments. After the comment period closes, the FAA will review all comments before publishing a final rule.

What to Expect From An FAA Medical Exam

Condition Inspection: a look at specific medical conditions

Please see the link to article in FAA Safety Briefing

Visit [FAA.GOV](https://www.faa.gov) for the latest information on Aviation.





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SAFETY MEETINGS

The FAASafetyTeam Program Managers David Hintz and Chris Manthe are hosting safety meetings via zoom and in-person. Find the dates and links on [FAASafety.gov](https://www.faa.gov/safety/education/FAASafetyTeam).



If you would like to schedule a future meeting in your area, contact the [DSM FAASafetyTeam](https://www.faa.gov/safety/education/FAASafetyTeam). At this time, the FAASafetyTeam is conducting in-person Safety Seminars. Contact us to get scheduled!

We really miss being with our public!

Check out Featured Courses on [FAASafety.gov](https://www.faa.gov/safety/education/FAASafetyTeam):

Featured Courses

Earn WINGS or AMT Credit by completing one of our featured online courses!

- [Conducting Preflight Self-Briefings for Student and VFR Pilots](#)
- [Part 107 Small UAS Recurrent](#)
- [Part 107 Small UAS Recurrent - Part 61 Pilots](#)
- [Part 107 Small UAS Initial - Part 61 Pilots](#)
- [DC SFRA](#)

[View Catalog](#) ⓘ

Hot Topics

Need Help with WINGS?

The logo for WINGS PRO is a circular emblem. It features a stylized eagle with spread wings at the top. Below the eagle, the word "WINGS" is written in a bold, sans-serif font, and "PRO" is written in a larger, bold, sans-serif font below it. The entire logo is set against a dark background.

Ask a WINGS Pro

[Click to Find a WINGS Pro Near You](#)

[Previous](#) [Next](#)

To create an account, follow the prompts on [FAASafety.gov](https://www.faa.gov/safety/education/FAASafetyTeam).

If you need assistance, contact [Chris Manthe](#) or [David Hintz](#).



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THE WRIGHT BROTHERS MASTER PILOT AWARD

The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operation for 50 or more years.

Congratulations to the following new Wright Brothers Master Pilot Award recipients:

- Micheal Lossner
- Doug Dreger
- Joan Thomas



If you know a person that has been piloting aircraft for 50 cumulative years, please submit their application for the Wright Brothers Master Pilot Award!

The application is found at FAASafety.gov. Contact [Chris Manthe](#) for more information.



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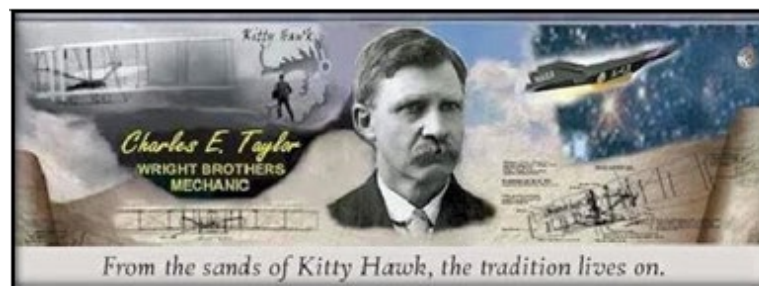


THE CHARLES TAYLOR MASTER MECHANIC AWARD

The Charles Taylor Master Mechanic Award recognizes the lifetime accomplishments of senior mechanics

Do you know a mechanic deserving of the Charles Taylor Master Mechanic Award?

Contact [David Hintz](#) for more information.



All Master Pilots and Mechanics can be found listed on the
Roll of Honor contained on FAASafety.gov.





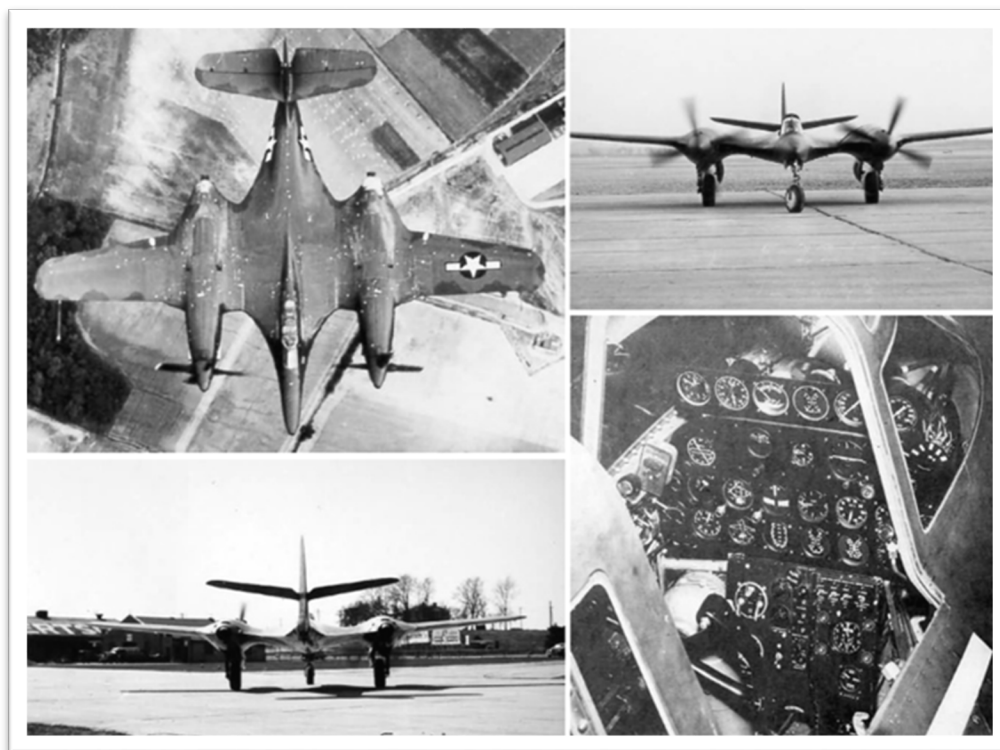
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MYSTERY AIRCRAFT CHALLENGE

GUESS THE MYSTERY AIRCRAFT

If your guess is correct, **YOUR NAME** will be included in next quarter's newsletter.



Send your guess to [David Hintz](#).

Congratulations to Michael A Massell and Michael Long for correctly identifying last issues' aircraft as a Flaglor Scooter.

This aircraft was built by Dave Yoeman and is currently on display at the Newbo City Market in Cedar Rapids.

If you would like to submit a mystery aircraft for next quarter's newsletter, please send it to [David Hintz](#).



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GENERAL AVIATION JOINT STEERING COMMITTEE

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). 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.

PILOTS & MEDICATIONS

OUTREACH MONTH: October 2021

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining whether medications prescribed for or acquired over-the-counter (OTC) by pilots are hazardous to flight operations.

Background:

Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the counter medications in 42% of subjects tested. While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.

Teaching Points:

- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.
- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.
- Illicit drugs always impair human performance.



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- Healthcare providers may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

References:

- ***Pilots and Medications Power Point***
 - Available on the National FAASTeam Share Point site under Approved Presentations.
- **[Guide for Aviation Medical Examiners](#)**
 - *Pharmaceuticals (Therapeutic Medications)*
 - *Do Not Issue – Do Not Fly*



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CFIT & OVERRELIANCE ON AUTOMATION

Outreach Month: November 2021

Background:

GAJSC study of General Aviation CFIT Accidents revealed overreliance on automation as a precursor to some mishap events. They found that automation use contributed to VMC and IMC accidents in day and night flight conditions. Awareness of automation limitations and pilot proficiency in flying with and without automation are key to safe flight operations.

Teaching Points:

- CFIT accidents occur in all weather and light conditions.
- At least one third of pilots involved in CFIT accidents held instrument ratings
- All of the Continued VFR into IMC accidents in the GAJSC study were fatal.
- Some CFIT accidents result from unrealistic or uninformed aircraft performance expectations.
- Other CFIT accidents result from misunderstanding of automation normal and failure mode operations.
- Overreliance on automation can lead to pilot complacency, degraded hand-flying competence and confidence.

References:

- CFIT & Overreliance on Automation Power Point
 - Available on the National FAASite Share Point site under Approved Resources.
- [FAA-H-8083-2 Risk Management Handbook](#)
 - Chapter 7 - Automation



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ENGINE MAINTENANCE & PERFORMANCE MONITORING

OUTREACH MONTH: December 2021

The FAA and industry will conduct a public education campaign emphasizing the safety benefits of Aircraft Performance Monitoring.

Background:

The General Aviation Steering Committee (GAJSC) System/Component Failure work group contends that unreasonable expectations with respect to aircraft performance have contributed to fatal GA accidents. The GAJSC also feel that flight data monitoring can help to forecast system/component problems before they reach the point of failure.

Airlines have long been required to equip their aircraft with flight data and voice recorders. These were, in the beginning, rudimentary devices to record basic flight information. But now they have evolved to a plethora of sensors throughout the aircraft. Data from these sensors are recorded onboard or streamed to the ground where they undergo manual or automated analysis. Information derived from the data is very useful in maintenance planning and invaluable in accident investigation.

While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipage in the future. In the meantime it's often surprising to see what we already have. Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters.

Regardless of how they monitor performance, pilots continue to hold unreasonable expectations for their aircraft and themselves. Reasonable performance expectations based on realistic data result in safer flight operations.

Teaching Points:

- Discuss the Pilot in Command responsibility for airworthiness determinations.
- Discuss the safety benefits of Flight Data Monitoring (FDM).
- Acquaint pilots with the availability of FDM hardware and software.
- Encourage pilots to adopt FDM processes.

References:

- [FAA Safety Briefing \(January/February 2016\)](#)
- *Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment – [GAJSC Safety Enhancements - Loss of Control](#)*



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STARTLE RESPONSE

Outreach Month: January 2022

The FAA and industry will conduct a public education campaign emphasizing training to effectively cope with unexpected events.

Background:

The General Aviation Steering Committee (GAJSC) System/Component Failure work group feels that training and education in coping with events that startle pilots will help to mitigate inappropriate response to sudden onset emergencies.

Teaching Points:

- Discuss the difference between reflexive and reasoned responses to stimuli.
- Discuss the safety benefits of flight risk assessment and management.
- Discuss the safety benefits of emergency procedures training.
- Encourage pilots to participate in WINGS Pilot Proficiency Training.

References:

- [FAA Safety Briefing \(January/February 2016\)](#)
- Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment
 - [GAJSC Safety Enhancements - Loss of Control](#)



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EXPANDING YOUR HORIZONS

Outreach Month: February 2022

The FAA and industry will conduct a public education campaign emphasizing training to in Stall/Spin/Upset awareness & prevention.

Background:

The General Aviation Steering Committee (GAJSC) System/Component Failure work group feels that proficiency training and education in Stall, spins, and upsets including unusual attitudes will help to reduce the incidence of Loss of Control and associated accidents.

Teaching Points:

- Discuss the safety benefits of stall recognition and prevention training.
- Discuss the safety benefits of spin awareness and prevention training.
- Discuss the safety benefits of aircraft upset and unusual attitude training.
- If applicable, acquaint the audience with local options for the training listed above.
- Encourage pilots to participate in WINGS Pilot Proficiency Training.

References:

- 14CFR 91.303 – Aerobatic Flight
- 14CFR 91.307 – Parachutes and Parachuting
- AC No: 61-67C - Stall and Spin Awareness Training
- FAA-H-8083 – Airplane Flying Handbook



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PILOT PROFICIENCY & WINGS

Outreach Month: March 2022

The FAA and industry will conduct a public education campaign emphasizing the value of regular proficiency training.

Background:

Proficiency training is so beneficial to aviation safety that it is required of most professional pilots. Proficiency training is also beneficial to general aviation pilots as well. Studies have shown that pilots who participate in regular proficiency training are much less likely to experience accidents.

The FAA WINGS Pilot Proficiency Program is one way for general aviation pilots to ensure they are competent, confident, and safe in their flight operations.

Note: This program discusses WINGSPRO activities. We suggest you invite local WINGSPROs to attend and to assist with the presentation.

Teaching Points:

- **WINGS** is FAA's Pilot Proficiency Program.
- **WINGS** is most beneficial if training is not done all at once but rather spaced out throughout the year.
- The **WINGS** Topic of the Quarter is an easy way to pursue regular proficiency training.
- Completion of any phase of **WINGS** satisfies 14 CFR 61.56 requirements for Flight Reviews.
- A cadre of **WINGSPROs** is available to assist Flight Instructors and pilots with WINGS.

References:

- **Pilot Proficiency and WINGS** PowerPoint – Available on request
- AC 61-91J – WINGS – Pilot Proficiency Programs
- AC 61-98D – Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check
- [FAASafety.gov](https://www.faa.gov/safety/FAASafety.gov)
- [Off Airports Ops Guide](#)
- [Personal Minimums Development Guide](#)
- [WINGS Information and Guidance](#)



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AMT AWARDS PROGRAM

The AMT Awards program encourages AMTs and employers to take advantage of initial and recurrent training by issuing awards based on training received in one calendar year.

The program has several levels, or phases, of recognition for both you and your employer. You can obtain an FAA Certificate of Training upon successful completion of the program requirements. Employers can obtain a Gold or Diamond Award of Excellence yearly depending on the percentage of their employees receiving awards.

Training earned toward an AMT Award falls into one of two categories; Mandatory Core Training and Eligible Training.

- **Mandatory Core Training** is one or more online training courses, depending on the FAA's evaluation of training needs. The Core Training course(s) can be located and completed in the Aviation Learning Center at FAASafety.gov.
- **Eligible Training** is the hourly training that can be credited toward an individual AMT Certificate of Training. This training must be aviation maintenance career related training.

Be sure to document your achievement in the AMT Awards Program. It's a great way to stay on top of your game and stay proficient.

For more information, contact [David Hintz](#) of the DSM FAASTeam.

Visit FAA.GOV for latest information on aviation.





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UPCOMING SEMINARS & MEETINGS

Please create an account on [FAASafety.gov](https://www.faa.gov/FAASafetyGov) to receive emails concerning upcoming meetings.

Many meetings are now webinars.

[FAASafety.Gov](https://www.faa.gov/FAASafetyGov): Home of WINGS and AMT Programs

DES MOINES FLIGHT STANDARDS DISTRICT OFFICE

3753 SE Convenience Blvd.

Ankeny, IA 50021

[DSM FSDO Website](https://www.faa.gov/FAASafetyGov)

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

(515) 289-3855 FAX

OFFICE HOURS:

7:45 am - 4:15 pm

Monday - Friday

Visitors are required to make appointments.

Thank you for checking out our newsletter.

We hope to see you at upcoming safety meetings and webinars.

Until then, safe skies!

Kyle Thurston

DSM FSDO Manager

To receive this newsletter via email, please [email the Des Moines FSDO](mailto:kyle.thurston@faa.gov) or call 515-289-4841 with your information.