



U.S. Department of Transportation
Federal Aviation Administration

Office of Audit and Evaluation
Annual Report to Congress Fiscal Year 2015

Required by Public Law 112-95, Sec. 341

October 1, 2015



Executive Summary

The Federal Aviation Administration (FAA), Office of Audit and Evaluation (AAE) is pleased to submit its fourth 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 are appreciative of the support that 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, 2014 – September 30, 2015

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 or their contractors

An initial assessment is conducted of each complaint of the 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 by, 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 actions when required. In response, the Administrator and/or affected FAA organization provides a formal response to the 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 2015 P.L. 112-95 § 341 disclosures made by FAA employees, including 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), and 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 2015

- *Oversight and Operations of FAA’s Flight Programs*

On September 30, 2015, AAE issued a report of investigation based on disclosures made by aviation safety inspectors concerning FAA’s oversight responsibilities for the Flight Programs. The Flight Standards (AFS) Flight Program and the Aircraft Certification (AIR) Flight Program each experienced training-related accidents.²

FAA aircraft are used for: flight inspection; research, development and evaluation; flight training and pilot currency; and mission-related transportation. The programs are dispersed among four organizations, are not interdependent, and operate in “bureaucratic silos.” Oversight of the programs is handled by various Flight Standards organizations, and its organizational placement does not meet the independence of oversight required by the regulations for the operation of government aircraft.

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.

² In addition, there were several other safety-related incidents, and half of the Agency’s Flight Programs were simultaneously non-operational in order to conduct a safety stand-down.

Programmatic improvements have been made since these accidents, particularly with respect to regulatory and safety oversight. Notwithstanding, we found that progressively since the last fatal accident of a Flight Inspection Service (FIS) aircraft in 1993, the Flight Programs generally:

- operated in a hierarchy that was ineffective lacking transparency, accountability, and a management structure with clear reporting lines and commensurate authority and responsibilities;
- did not have an robust oversight system;
- had no overarching clear or standardized operational foundation;
- were not in compliance with applicable regulatory and other requirements;
- were no consistent with industry best practices; and
- did not report or were not transparent about safety-related events.

We made recommendations to address the above deficiencies including the consolidation of all Flight Program-related functions and operations into one (new) organization - the FAA Office of Flight Services to provide standardization of all FAA aircraft operations, to ensure independent regulatory and safety oversight, and to implement industry best practices. We recommended that this Office report to the highest levels within the FAA. Other recommendations address procedures for the handling of accident investigations, training, and safety risk management.

- *Designated Pilot Examiner Program Deficiencies*

On June 22, 2015, AAE issued a report of investigation based upon a disclosure by an aviation safety inspector concerning a failure to investigate or act on identified deficiencies with Designated Pilot Examiners (DPE), pilot logbook endorsements, inspector qualification and currency, airman qualification, illegal air charter services, and inspector on the job training (OJT).³ AAE investigated eleven specific allegations, substantiating six and partially substantiating three.

The investigation determined that FSDO management had abdicated its oversight responsibilities with regard to identified deficiencies, and in many cases did not recognize that oversight was required. The investigation found that FSDO management: 1) allowed DPEs to act contrary to FAA guidance during conduct of practical examinations; 2) did not follow FAA guidance regarding reexaminations and inspector on-the-job training; 3) used an unqualified inspector to conduct certification activities; and 4) did not ensure completion of required DPE surveillance. We also found that FSDO management retaliated against the whistleblower for elevating safety concerns.

³ A designated pilot examiner is authorized by the FAA to conduct practical tests on the behalf of the FAA.

Recommendations included: 1) in-depth assessments of the FSDO's assigned DPEs; 2) enhanced access to inspector qualification records; and 3) ensured qualification of agricultural pilots. We also recommended an assessment of FSDO management personnel, conduct of a workforce assessment focusing on low employee morale, and a security investigation for possible ethics violations. Lastly, we recommended the rescission of a counseling memo issued to the whistleblower.

- *Deficiencies in the Voluntary Disclosure Program*

On February 12, 2015, AAE issued a report of investigation based upon a disclosure made by an aviation safety inspector. It was alleged that a Certificate Management Office accepted a voluntary self-disclosure from a passenger air carrier that did not meet the acceptance criteria in FAA Orders. AAE investigated one allegation, which was substantiated. We recommended that record retention requirements be followed and electronic recordkeeping capabilities be enhanced to accommodate additional information in the electronic file, to include verification that the violation disclosed had ceased upon discovery.

- *Air Carrier Operator Procedures*

On December 4, 2014, AAE issued a report of investigation based upon an inquiry by Congresswoman Anna G. Eshoo and a disclosure made by an aviation safety inspector. The allegations related to a Flight Standards District Office's oversight of a passenger air carrier's operations. AAE investigated four allegations and substantiated one. A fifth allegation was investigated and substantiated by the Flight Standards Technology and Procedures Division. The investigations found that FAA approved procedures for certain Airbus aircraft could potentially create communication difficulties for persons sitting in the flight deck jumpseat. We also found other technical matters related to Minimum Equipment List (MEL) deferral of some Electronic Flight Bag (EFB) components. Our recommendations included revisions to several operating manuals to allow for adjustments of the jumpseat communication panel, and modifications to the MEL and EFB requirements.

- *Analysis of Smoke, Fume and Fire Events*

On October 16, 2014, AAE issued a report of investigation based upon a disclosure made by an aviation safety inspector. It was alleged that there was a lack of proactive analysis related to incidents of smoke, fume and fire (SFF) in commercial aircraft. The investigation partially substantiated the allegation that SFF events are reviewed and mitigated by individual Aviation Safety organizations, but risk management-type activities are mostly event-driven and reactive. Once fully implemented, the FAA's formal Safety Management System (SMS) and Safety Risk Management (SRM) process would identify emerging safety risks and hazards and precursors to significant safety events, to include those related to SFF events.⁴

Our recommendations encourage various FAA organizations to integrate the results of an analysis currently being conducted by the FAA's Fire Safety Branch of SFF events into their risk management programs. We also made recommendations related to effectiveness of certain SFF reporting requirements and clarification of the role and responsibilities of analysis groups.

⁴ This proactive analysis is being developed by the Office of Accident Prevention (AVP).

Summary of Disclosures Submitted to AAE in Fiscal Year 2015	
Total Submissions	180
Disclosures requiring further investigation	101
Regulatory Compliance – 100 Air Traffic Control and Equipment – 1	
Disclosures referred to the safety hotline	40
Disclosures that did not require further investigation ¹	39
Source of Complaints Referred for Further Investigation	101
Pilots – 29 Mechanics or Repairmen – 25 Flight Attendants – 14 Manufacturers – 16 Others ² – 17	
Investigations Completed, Report Issued	98
Report Completed, Undergoing Review – 5 Report Issues, Pending Corrective Action – 21 Investigations Closed – 72	
¹ Further investigation not required because complaint was: duplicate, previously investigated, or referred outside FAA. ² Can include: Gate agents; cargo, aircraft or ground handlers; trainers; dispatchers; fuel farms and those from anonymous sources.	

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 2015	DOT OIG	GAO	Other OIG	Total
Audit Reviews Initiated	25	19	0	46
Audit Reports Reviewed and Responses Drafted	24	19	1	44
Audit Recommendations Resulting from Completed Audits	85	193	0	278
Recommendations Resolved Based Upon FAA Responses	51	193	0	244

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 1042 hotline complaints, which were referred to the FAA organizations for investigation and response.

Summary of Hotline Activity in FY 2015	
Hotline Contacts (calls, emails, letters, etc. from all sources including referrals from OIG and GAO.)	4220
Number of FAA Hotlines Closed Through Internal Handling and Investigation ¹	3321
Number of FAA Hotlines Referred for Investigation	1042
¹ Hotlines closed include hotlines opened in prior fiscal years, information requests and those closed due to insufficient information.	

Appendix A: FAA Employee Aviation Industry Whistleblower Investigations

Tracking Number: EWB15502	<i>Date Received:</i> 10/8/14
<i>Allegation(s):</i> An air carrier mechanic reported being reprimanded for discovering a maintenance discrepancy not noted on a work card.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15504	<i>Date Received:</i> 10/9/14
<i>Allegation(s):</i> Six air carrier mechanics reported being pressured to circumvent normal maintenance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15505	<i>Date Received:</i> 10/10/14
<i>Allegation(s):</i> A repair station mechanic reported lack of proper crimping tools.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15506	<i>Date Received:</i> 10/10/14
<i>Allegation(s):</i> An air carrier mechanic reported improper cargo loading procedures.	
<i>Action Taken:</i> Referred to Flight Standards and Office of Security and Hazardous Materials for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15512	<i>Date Received:</i> 10/28/14
<i>Allegation(s):</i> An air carrier pilot reported crew rest interruptions and falsification of a training document.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15513	<i>Date Received:</i> 10/26/14
<i>Allegation(s):</i> An air carrier flight attendant reported that a flight attendant inappropriately used a cabin jumpseat and blocked the emergency exit door.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15515	<i>Date Received:</i> 10/31/14
<i>Allegation(s):</i> An air carrier flight attendant reported a deranged pilot.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15516	<i>Date Received: 10/27/14</i>
<i>Allegation(s):</i> An air carrier helicopter pilot reported inaccuracies in flight time tracking and operating contrary to flight manual limitations and 14 CFR 135.207.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15518	<i>Date Received: 10/28/14</i>
<i>Allegation(s):</i> An air carrier pilot reported a failure to document discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15520	<i>Date Received: 10/31/14</i>
<i>Allegation(s):</i> An air carrier pilot reported a lack of crew rest; failure to document aircraft discrepancies; and a lack of FSDO oversight.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15524	<i>Date Received: 11/5/14</i>
<i>Allegation(s):</i> An air carrier flight attendant reported that other flight attendants operated with out of date or non-compliant manuals.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15525	<i>Date Received: 11/5/14</i>
<i>Allegation(s):</i> An air carrier flight attendant reported being pressured to not follow company/FAA guidance for carry-on bags.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15526	<i>Date Received: 11/10/14</i>
<i>Allegation(s):</i> An air Carrier Pilot reported deficiencies in training and flight time tracking.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15528	<i>Date Received: 11/21/14</i>
<i>Allegation(s):</i> A former air carrier mechanic reported defects with all MD-80 control cables worked on at a specific station.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15530	<i>Date Received: 11/24/14</i>
<i>Allegation(s):</i> A manufacturing welder reported numerous discrepancies with welding procedures.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15534	<i>Date Received: 12/2/14</i>
<i>Allegation(s):</i> A manufacturer and repair station inspector reported use of defective aircraft parts and lack of proper procedures.	
<i>Action Taken:</i> Referred to Flight Standards and Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

TRACKING NUMBER: H15A001CC	<i>Date Opened: 12/5/14</i>
<i>Allegation(s):</i> On behalf of several foreign national students, a representative of the Republic of Columbia's consular mission, referred allegations of poor instruction, unsafe aircraft and unqualified instructors at a flight school the students were attending to the Office of Inspector General.	
<i>Action Taken:</i> Investigated by AAE.	
<i>Finding(s):</i> We did not substantiate that the instructors were unqualified or provided poor instruction and did substantiate that the aircraft used for instruction were in poor condition. Corrective and/or enforcement action initiated.	

Tracking Number: EWB15535	<i>Date Received: 12/10/14</i>
<i>Allegation(s):</i> Aa air carrier flight attendant reported inflight interference from another flight attendant.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15538	<i>Date Received: 12/16/14</i>
<i>Allegation(s):</i> An air carrier mechanic reported numerous maintenance deficiencies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15539	<i>Date Received: 12/21/14</i>
<i>Allegation(s):</i> A manufacturing manager reported use of unapproved materials in the manufacturing process and lacked required management personnel.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15540	<i>Date Received: 12/27/14</i>
<i>Allegation(s):</i> An air carrier pilot reported improper deletion of a safety report and failure to report a passenger disturbance.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15541	<i>Date Received: 1/5/15</i>
<i>Allegation(s):</i> An air carrier flight attendant reported the reboarding of an intoxicated passenger.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open case.	

Tracking Number: EWB15542	Date Received: 1/7/15
<i>Allegation(s):</i> An air carrier mechanic reported management pressure to not properly address maintenance deficiencies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15543	Date Received: 1/7/15
<i>Allegation(s):</i> Thirteen air carrier flight attendants reported failure by an air carrier to respond to a security-related event.	
<i>Action Taken:</i> Referred to Transportation Security Administration for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB15547	Date Received: 1/12/15
<i>Allegation(s):</i> An air carrier pilot reported being pressured to not document maintenance discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15548	Date Received: 1/14/15
<i>Allegation(s):</i> An air carrier pilot reported being pressured to not document maintenance discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15549	Date Received: 1/14/15
<i>Allegation(s):</i> An air carrier medical technician reported a pilot left a helicopter unattended while running during refueling.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15550	Date Received: 1/15/15
<i>Allegation(s):</i> An air carrier pilot reported improper maintenance deferral and pressure to operate under those conditions.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15551	Date Received: 1/16/15
<i>Allegation(s):</i> An air carrier pilot reported being pressured to not document maintenance discrepancies and operate an unairworthy aircraft.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15553	Date Received: 1/16/15
<i>Allegation(s):</i> An air carrier gate agent reported a lack of training for contract baggage handlers and Ground Security Coordinators.	
<i>Action Taken:</i> Referred to Flight Standards and Transportation Security Administration for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated by Flight Standards. TSA open case.	

Tracking Number: EWB15554	Date Received: 1/16/15
<i>Allegation(s):</i> A repair station mechanic reported corrosion that was not corrected.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> A violation was substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15555	Date Received: 1/19/15
<i>Allegation(s):</i> An air carrier employee reported use of unqualified pilots.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15556	Date Received: 1/21/15
<i>Allegation(s):</i> An air carrier pilot reported failure to document and repair maintenance discrepancy.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15559	Date Received: 1/25/15
<i>Allegation(s):</i> An air carrier pilot reported pressure to not document discrepancies and issues with in-company safety reports.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15560	Date Received: 1/27/15
<i>Allegation(s):</i> An air carrier mechanic reported faulty aircraft part replacement.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15561	Date Received: 1/28/15
<i>Allegation(s):</i> A training school instructor reported pressure to falsify training records.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15562	Date Received: 2/1/15
<i>Allegation(s):</i> A manufacturing manager reported a lack of qualification of Organization Designation Authorization and Supplemental Type Certificate personnel.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15563	Date Received: 2/1/15
<i>Allegation(s):</i> An air carrier pilot reported documentation issues.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15564	Date Received: 2/2/15
<i>Allegation(s):</i> An air carrier pilot reported scheduling violations and lack of standardized operating procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15567	Date Received: 2/11/15
<i>Allegation(s):</i> An air carrier pilot reported interruption of required rest period and pressure to fly without required rest.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15568	Date Received: 2/12/15
<i>Allegation(s):</i> An air carrier pilot reported pressure to not document maintenance discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15570	Date Received: 2/26/15
<i>Allegation(s):</i> A manufacturing technician reported lack of appropriate training.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15572	Date Received: 2/26/15
<i>Allegation(s):</i> An air carrier ramp worker reported failure to maintain ground service equipment.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15573	Date Received: 3/2/15
<i>Allegation(s):</i> A manufacturing manager reported use of rusty valves and non-conforming pumps in aircraft flight controls.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15574	Date Received: 3/4/15
<i>Allegation(s):</i> An air carrier pilot reported improper repair of a propeller.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15575	Date Received: 3/9/15
<i>Allegation(s):</i> An air carrier flight attendant reported that another flight attendant failed to sit in the appropriate jumpseat during take-off and landing and failed to follow appropriate procedures for bag stowage.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15576	Date Received: 3/10/15
<i>Allegation(s):</i> An air carrier flight attendant reported failure to follow approved carry-on baggage program.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15578	Date Received: 3/12/15
<i>Allegation(s):</i> An air carrier pilot reported failure to: provide required rest; adhere to minimum weather requirements; follow maintenance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15582	Date Received: 3/26/15
<i>Allegation(s):</i> An air carrier paramedic reported a pilot's failure to perform required pre-flight inspection.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB115583	Date Received: 3/27/15
<i>Allegation(s):</i> An air carrier pilot reported being pressured to operate unairworthy aircraft and falsification of maintenance-related discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15584	Date Received: 3/27/15
<i>Allegation(s):</i> An air carrier pilot reported being pressured to operate unairworthy aircraft and falsification of maintenance-related discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15585	Date Received: 4/1/15
<i>Allegation(s):</i> An air carrier manager reported failure to follow proper maintenance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated, corrective and/or enforcement action initiated.	

Tracking Number: EWB15586	Date Received: 4/1/15
<i>Allegation(s):</i> An air carrier manager reported failure to follow proper maintenance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated, corrective and/or enforcement action initiated.	

Tracking Number: EWB15587	Date Received: 4/1/15
<i>Allegation(s):</i> An air carrier manager reported drug testing improprieties	
<i>Action Taken:</i> Referred to the Office of Aerospace Medicine for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15588	Date Received: 4/1/15
<i>Allegation(s):</i> An air carrier manager reported drug testing improprieties.	
<i>Action Taken:</i> Referred to the Office of Aerospace Medicine for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15590	Date Received: 4/7/15
<i>Allegation(s):</i> A manufacturing employee reported that a manufacturer failed to follow proper testing requirements for sealants.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15591	Date Received: 4/7/15
<i>Allegation(s):</i> A component manufacturing technician reported antenna manufacturing and installation deficiencies.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15598	Date Received: 4/27/15
<i>Allegation(s):</i> A repair station quality assurance inspector reported failure to follow appropriate maintenance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15600	Date Received: 5/5/15
<i>Allegation(s):</i> A repair station mechanic reported failure to follow weight and balance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15601	Date Received: 5/6/15
<i>Allegation(s):</i> A repair station mechanic reported the improper repair of a radome and cargo door.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15602	<i>Date Received: 5/7/15</i>
<i>Allegation(s):</i> A repair station mechanic reported a failure to: use qualified mechanics and proper tooling and properly document maintenance performed.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15605	<i>Date Received: 5/12/15</i>
<i>Allegation(s):</i> An air carrier mechanic reported pressure to not document maintenance-related discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15608	<i>Date Received: 5/14/15</i>
<i>Allegation(s):</i> A repair station mechanic reported alcohol use by on-duty mechanic.	
<i>Action Taken:</i> Referred to the Office of Aerospace Medicine for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15611	<i>Date Received: 5/19/15</i>
<i>Allegation(s):</i> An air carrier mechanic reported a failure to follow maintenance procedures and logbook falsification.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15612	<i>Date Received: 5/19/15</i>
<i>Allegation(s):</i> A repair station mechanic reported failure to properly repair thrust reverser duct crack.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15613	<i>Date Received: 5/21/15</i>
<i>Allegation(s):</i> An air carrier mechanic reported improper maintenance-related repair.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15614	<i>Date Received: 5/26/15</i>
<i>Allegation(s):</i> An air carrier pilot reported pressure to operate an unsafe aircraft and a lack of currency by the chief pilot.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15619	<i>Date Received: 6/5/15</i>
<i>Allegation(s):</i> An air carrier gate agent reported concerns about a captain's suitability to fly.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15621	Date Received: 6/10/15
<i>Allegation(s):</i> An air carrier mechanic reported failure: to conduct appropriate drug testing, to provide adequate mechanic training, to properly track aircraft parts, and for pilot to report maintenance discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards and Office of Aerospace Medicine for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15624	Date Received: 6/17/15
<i>Allegation(s):</i> An air carrier flight attendant reported failure to repair service carts.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15625	Date Received: 6/17/15
<i>Allegation(s):</i> An air carrier mechanic reported failure to follow maintenance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

TRACKING NUMBER: DI-15-3034	Date Opened: 6/19/2015
<i>Allegation(s):</i> An anonymous whistleblower alleged that upper-level managers have jeopardized situational awareness and endangered public safety at an Air Route Traffic Center by assigning front line managers to geographic areas in which they are neither certified or current; and these same managers have endangered public safety by assigning FLMs to fill as temporary supervisory traffic management coordinators (STMCs) despite the FLMs either not having currency, or never having been certified as an STMC.	
<i>Action Taken:</i> Investigated by AAE.	
<i>Finding(s):</i> We substantiated that managers were assigning FLMs to work in geographic areas in which they did not maintain currency, including working as STMCs; however, such assignments, while not optimal, did not violate FAA orders or policy. Pending OSC review.	

Tracking Number: EWB15627	Date Received: 6/25/15
<i>Allegation(s):</i> An air carrier flight attendant reported deficiencies in flight attendant training and falsification.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15628	Date Received: 6/25/15
<i>Allegation(s):</i> A technician reported improper wiring in aircraft systems testing device.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15629	Date Received: 6/26/15
<i>Allegation(s):</i> A repair station Director of Maintenance reported numerous maintenance deficiencies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15630	Date Received: 6/29/15
<i>Allegation(s):</i> An air carrier pilot reported concerns about second-in-command pilot's inflight behavior.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15632	Date Received: 7/4/15
<i>Allegation(s):</i> A manufacturing software developer reported significant error in vendor software.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15633	Date Received: 7/6/15
<i>Allegation(s):</i> A repair station chief inspector reported numerous maintenance deficiencies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15634	Date Received: 7/8/15
<i>Allegation(s):</i> A repair station painter reported work on an air carrier aircraft without proper training.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15635	Date Received: 7/9/15
<i>Allegation(s):</i> A repair station inspector reported component defects, testing deficiencies and inadequate repairs.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15636	Date Received: 7/10/15
<i>Allegation(s):</i> An air carrier pilot reported a requirement to answer phone calls from the air carrier during required rest.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15637	Date Received: 7/15/15
<i>Allegation(s):</i> An air carrier pilot reported pressure to operate an aircraft for a checkride when not physically fit for duty.	
<i>Action Taken:</i> Referred to Audit and Evaluation for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15640	Date Received: 7/20/15
<i>Allegation(s):</i> An air carrier pilot reported training, maintenance and operations deficiencies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15642	Date Received: 7/25/15
<i>Allegation(s):</i> A manufacturing inspector reported failure to report test failures related to a supplemental type certificate.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15643	Date Received: 7/27/15
<i>Allegation(s):</i> An air carrier pilot reported lack of standardized training and failure to follow operations procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15644	Date Received: 7/28/15
<i>Allegation(s):</i> A manufacturing stress engineer reported acceptance of inadequate design data.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> No FAA jurisdiction; forwarded to foreign certification authority.	

Tracking Number: EWB15646	Date Received: 7/29/15
<i>Allegation(s):</i> An air carrier pilot reported failure to conduct proper maintenance.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15650	Date Received: 8/17/15
<i>Allegation(s):</i> An air carrier flight attendant reported improper access to the cockpit by other flight attendant.	
<i>Action Taken:</i> Referred to Flight Standards for investigation	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15654	Date Received: 8/24/15
<i>Allegation(s):</i> An air carrier flight attendant reported not being removed from a flight after claiming to be fatigued and failure to provide adequate rest period.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) not substantiated.	

Tracking Number: EWB15657	Date Received: 8/26/15
<i>Allegation(s):</i> An air carrier Director of Maintenance reported inaccurate computer tracking of performed maintenance and required inspections and pressure from management to ignore maintenance discrepancies.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegations not substantiated.	

Tracking Number: EWB15658	<i>Date Received: 8/27/15</i>
<i>Allegation(s):</i> A materials manufacturing manager reported non-standard materials shipped to air carrier customers.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15661	<i>Date Received: 9/2/15</i>
<i>Allegation(s):</i> A manufacturing inspector reported significant structural defect on aircraft in production.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15663	<i>Date Received: 9/4/15</i>
<i>Allegation(s):</i> A manufacturing technician reported improper sealants inside of aircraft wing.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15665	<i>Date Received: 9/9/15</i>
<i>Allegation(s):</i> A manufacturing sub-contractor employee reported deficiencies in metal plating processes.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15666	<i>Date Received: 9/11/15</i>
<i>Allegation(s):</i> A repair station mechanic reported improper maintenance procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15671	<i>Date Received: 9/21/15</i>
<i>Allegation(s):</i> An air carrier paramedic reported careless and reckless operation by a pilot.	
<i>Action Taken:</i> Referred to Flight Standards for investigation.	
<i>Finding(s):</i> Allegation(s) substantiated and corrective and/or enforcement action initiated.	

Tracking Number: EWB15672	<i>Date Received: 9/21/15</i>
<i>Allegation(s):</i> A manufacturing technician reported improper storage and labelling of chemicals and failure to follow proscribed manufacturing procedures.	
<i>Action Taken:</i> Referred to Aircraft Certification for investigation.	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15673	<i>Date Received: 9/21/15</i>
<i>Allegation(s):</i> An air carrier flight attendant reported failure to: conduct crewmember alcohol testing and maintain minimum crew aboard aircraft during boarding procedures.	
<i>Action Taken:</i> Referred to Flight Standards for investigation	
<i>Finding(s):</i> Open investigation.	

Tracking Number: EWB15674	Date Received: 9/23/15
Allegation(s): An air carrier flight engineer reported unsafe flight operations.	
Action Taken: Referred to Flight Standards for investigation.	
Finding(s): Open investigation.	

Tracking Number: EWB15676	Date Received: 9/25/15
Allegation(s): A freight loader reported weight discrepancies for loaded mail.	
Action Taken: Referred to Flight Standards for investigation.	
Finding(s): Open investigation.	

Tracking Number: EWB15677	Date Received: 9/25/15
Allegation(s): An air carrier pilot reported operation of an unairworthy aircraft and failure to document maintenance discrepancies.	
Action Taken: Referred to Flight Standards for investigation.	
Finding(s): Open investigation.	



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