

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.71

National Policy

Effective Date:
4/23/09

Cancellation Date:
4/23/10

SUBJ: Verification of Bounced Landing Training (Parts 121, 135, & 91K) and Remedial Training (Part 121)

1. Purpose of This Notice. This notice provides guidance to principal operations inspectors (POI) with oversight responsibilities of Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135 certificate holders and part 91 subpart K (91K) program managers. This notice requires two special emphasis inspections to determine operator voluntary compliance with Safety Alerts for Operators (SAFO) 06005, Bounced Landing Training for 14 CFR parts 121 and 135 Certificate Holders, and SAFO 06015, Remedial Training for Part 121 Pilots.

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO), Certificate Management Team (CMT), and certificate management office (CMO) aviation safety inspectors (ASI) having oversight of parts 121 and 135 certificate holders and 91K program managers. The secondary audience includes the Flight Standards branches and divisions in the regions and in headquarters.

3. Where You Can Find This Notice. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public can find this notice at <http://fsims.faa.gov>.

4. Background.

a. Compliance. In consideration of several accidents investigated by the National Transportation Safety Board (NTSB), the Federal Aviation Administration (FAA) is requesting that a determination be made regarding the number of operators that have voluntarily complied with the recommendations of two previously published SAFOs (06005 and 06015). Operators that already had in place or incorporated the "Recommended Action" of the SAFOs are considered to be in voluntary compliance.

b. Documentation. POIs responsible for part 121 and 135 certificate holders and 91K program managers will coordinate the applicable sections of this notice with each of their operators. The POIs will then document if the operator voluntarily complied (i.e., either currently had in place or has revised appropriate manuals, approved training programs, standard operating procedures, and training modules, as described by the SAFOs). If the operator has not voluntarily complied, the POI should *not* make a Program Tracking and Reporting Subsystem (PTRS) entry.

5. Discussion and Guidance.

a. SAFO 06005.

(1) According to the NTSB, “On May 9, 2004, about 1450 Atlantic standard time, Executive Airlines (doing business as American Eagle) flight 5401, an Avions de Transport Regional 72-212, N438AT, skipped once, bounced hard twice, and then crashed at Luis Munoz Marin International Airport (SJU), San Juan, Puerto Rico. The airplane came to a complete stop on a grassy area about 217 feet left of the runway eight centerline and about 4,317 feet beyond the runway threshold. As a result of the accident, the captain was seriously injured, while the first officer, 2 flight attendants, and 16 of the 22 passengers received minor injuries. In addition, the airplane was substantially damaged. This airplane was operating under the provisions of part 121 as a scheduled passenger flight. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan.”

(2) As a result of its investigation, the NTSB issued recommendation A-05-30. This recommendation suggests that the FAA should “require all part 121 and 135 air carriers to incorporate bounced landing recovery techniques in their flight manuals and to teach these techniques during initial and recurrent training.” SAFO 06005, which addresses this recommendation, can be downloaded at http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/media/2006/safo06005.pdf.

(3) Within 90 days of the date of this notice, POIs (after confirming that the operator for which they have oversight already had in place or has incorporated the “Recommended Actions” of SAFO 06005 into his or her approved training program), will open a PTRS record. Only the following blocks need be completed:

- Open a PTRS record using code 1030,
- Appropriate 14 CFR part: 121, 135, or 91K,
- Start Date/Results: Completed/Closed Date,
- Operator Designator (121/135/91K),
- National Use Field: Enter “BOUNCE” (without quotes),
- Primary Area: “A” or “B” (as applicable),
- Keyword: “401,”
- Opinion code: “I,”
- Comments (only if desired), and
- Close the PTRS record.

b. SAFO 06015.

(1) According to the NTSB, “On December 18, 2003, about 1226 central standard time, Federal Express Corporation (FedEx) flight 647, a Boeing MD-10-10F (MD-10), N364FE, crashed while landing at Memphis International Airport (MEM), Memphis, Tennessee. The right main landing gear collapsed after touchdown on runway 36R, and the airplane veered off the right side of the runway. After the gear collapsed, a fire developed on the right side of the airplane. Of the two flight crewmembers and five nonrevenue FedEx pilots on board the airplane,

the first officer, and one nonrevenue pilot received minor injuries during the evacuation. The postcrash fire destroyed the airplane's right wing and portions of the right side of the fuselage."

(2) As a result of its investigation of this accident, the NTSB issued recommendation A-05-14. This recommendation suggests that the FAA should "require all part 121 air carrier operators to establish programs for flight crewmembers who have demonstrated performance deficiencies or experienced failures in the training environment that would require a review of their whole performance history at the company and administer additional oversight and training to ensure that performance deficiencies are addressed and corrected." SAFO 06015, which addresses this recommendation, can be downloaded at http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/media/2006/safo06015.pdf

(3) Within 90 days of the date of this notice, POIs, (after confirming that the operator for which they have oversight already had in place or has incorporated the "Recommended Actions" of SAFO 06005 into his or her approved training program), shall open a PTRS record. Only the following blocks need be completed:

- Open a PTRS record using code 1030,
- Appropriate 14 CFR part: 121, 135, or 91K,
- Start Date/Results: Completed/Closed Date,
- Operator Designator (121/135/91K),
- National Use Field: Enter "REMEDIAL" (without quotes),
- Primary Area: "A" or "B," (as applicable),
- Keyword: "401,"
- Opinion code: "I,"
- Comments (only if desired), and
- Close the PTRS record.

6. Action. The operator's response to the SAFOs are voluntary, however, each POI must document, via PTRS, whether each of his or her operator(s) currently had in place or has accomplished the recommended actions called for in each SAFO. If an operator does not have in place, or has chosen not to incorporate the SAFO's actions, the POI does *not* make a PTRS entry for that operator.

7. PTRS. For each applicable SAFO described in paragraph 5 of this notice, the POI will complete the applicable PTRS tracking entries (as described above), within 90 days of the date of this notice.

8. Disposition. We will not incorporate the information in this notice into FSIMS before the notice expires. Direct questions concerning this notice to Gloria R. LaRoche, Air Carrier Training and 142 Training Center Branch, AFS-210, at (202) 493-5427.

ORIGINAL SIGNED by

John M. Allen
Director, Flight Standards Service