FAA Safety Team | Safer Skies Through Education
FAASTeam

DES MOINES FSDO SAFETY TEAM

Wingtips, volume 2, Isuue 1

Spring 2015

DSM FSDO

For Training

The Des Moines FSDO will be closed for business September 14-24, 2015 for local training. Aviation Safety Inspector services will not be available during those dates. This includes any Part 135 or Part 61 check rides.

Please schedule any appointments as early as possible before those dates to accommodate this closing. For information on what this training consists of, see the article on SAS on the following page.

HOMEPAGE OF THE FAASTEAM

FAASAFETY.GOV

Not only does FAASafety.Gov contain the Pilot Proficiency Program (WINGS) but also a plethora of aviation information. This includes the Wright Brother Master Pilot and Charles Taylor Master Mechanic Award application forms. FAASafety.Gov is host to the Roll of Honor for Master Pilot and Master Mechanic Honorees. To be eligible for either award, the applicant must be actively involved in their aviation specialty for 50 cumulative years. Please send your application package to the Des Moines FSDO in care of the FAASTeam!

Please send your application package to the Des Moines FSDO in care of the

A New Face at The FSDO

The Des Moines FSDO would like to introduce Gail Bormann as the new Aviation Safety Assistant (Operations). Gail joined the Des Moines FSDO in March 2015. She brings a variety of aviation related knowledge and skills that she has acquired over the last 10 years at the Des Moines International Airport, working for both major airlines as well as the Department of Homeland Security. Gail also holds a Private Pilot Certificate. Gail is an Iowa native growing up in Urbandale, and now residing in Ankeny. In her free time, Gail enjoys cooking meals for her family and friends, Bike Nights on the Harley Davidson Motorcycle with her husband, bonfire camp outs at her sister's acreage, and traveling. Gail is looking forward to this new chapter in her aviation career, meeting new people, and learning yet another aspect of the aviation world.

Gail Bormann
New ASA

Just Landed, Another New Face at the DSM FSDO!

The Des Moines FSDO would like to introduce Pat Blaskovich as the newest Aviation Safety Inspector (Airworthiness). Pat joined the Des Moines FSDO in February 2015. Pat has 27 years of aviation experience, US Navy, General Aviation / Corporate aviation. He was born in Ames, IA and raised (mostly) in Central Iowa. He now lives in Des Moines, and is a graduate of Lincoln High School. Pat earned BSBA in Business Admin/ Management from William Penn University in Oskaloosa. Pat enjoys spending time with his wife, Abby and playing with their two dogs, Daisy and Sully. He also enjoys travel, working, playing and spending time outdoors; gardening, fishing, reading, music and going out on the town. Pat is looking forward to acquiring knowledge and proficiency in his new job and meeting new people in the agency

Pat Blaskovich, the newest ASI at the Des Moines FSDO.

New Sleep Apnea Rules March 2

The FAA imposed new guidance on obstructive sleep apnea (OSA) to air medical examiners on March 2. The new rules are much different than the controversial 2013 edict that came from then-Chief Flight Surgeon, Fred Tilton, which automatically grounded pilots with body mass index of 40 or more. But it does require AMEs to put more emphasis on the disorder during the medical and sets out the potentially costly steps that will follow if they suspect it. Overweight pilots will almost certainly be targeted under the new orders but they can keep flying until there is a definitive diagnosis and they have agreed to undergo treatment. Throughout the fact sheet issued on Friday, the FAA maintained that it's not changing any rules.

"The FAA is not changing its medical standards related to OSA," it said. "The agency is revising the screening approach to help AMEs find undiagnosed and untreated OSA."

Anyone whose medical comes after March 2 will undergo formal OSA screening using the American Academy of Sleep Medicine guidance that forms part of the new rule. If OSA is suspected, a formal evaluation by a doctor (not necessarily a sleep specialist) will be required. But an expensive sleep study will not be required unless the doctor deems it necessary. The pilot will have 90 days to get this done, if OSA is diagnosed then they will need a special issuance permit once they've proven they're undergoing effective treatment. Treatment is usually by way of a continuous positive airway pressure (CPAP) device that blows air into airways through a mask keeping the airways open while sleeping.

"THE AGENCY IS REVISING THE SCREENING APPROACH TO HELP AMES FIND UNDIAGNOSED AND UNTREATED OSA."

Des Moines FSDO Closing for SAS Training

Current FAA oversight processes have contributed to an outstanding safety record. As we strive to make the skies as safe as possible and anticipate future needs and challenges, the FAA must re-evaluate its approach to safety oversight. To best target oversight priorities and FAA's oversight resources, the FAA is transitioning to a risk-based, data-supported oversight system.

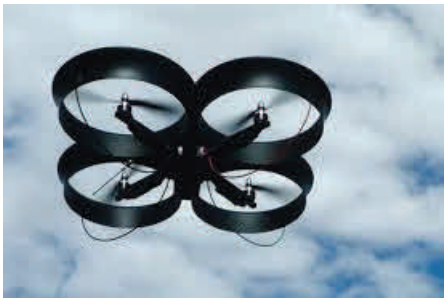
To support Flight Standards (AFS) through this transition, AFS established the System Approach for Safety Oversight (SASO) Program Office (PO) to develop and implement a comprehensive system safety approach to the oversight of aviation entities. The goal is to improve safety beyond current levels by enhancing our risk-based, data-supported approach.

The AFS Safety Assurance System (SAS) is the combination of people, processes, and technology that will be AFS' safety assurance capability. In 2015, the AFS SAS will be the new oversight system for 14 Code of Federal Regulations (CFR) parts 121, 135 and 145. Ultimately, SAS will be used for other applicable CFR parts.

SAS is being designed in three phases. It is broken down as such because of the scope and size of this initiative. There are approximately 7300 certificates within the United States – and no two are exactly alike – SAS will have the ability to meet the needs for many of the FAR parts.

A Safety Management System has four components. They are: Safety Policy, Safety Risk Management, Safety Promotion and Safety Assurance. SAS will be the Safety Assurance component of the internal AFS SMS.

The Des Moines FSDO will be closed September 14-24, 2015. Schedule your appointments accordingly.



Update on UAS Rules

Brett Hoben and Dan Michaelsen are the DSM FSDO UAS Points of Contact

The regulations continue to evolve regarding UAS operations in the national airspace system. If you have not heard, the Notice of Proposed Rulemaking (NPRM) is out for CFR Part 107 addressing UAS operations. The rule governs unmanned aircraft under 55 pounds would require a newly established operator certificate and allow for commercial operations without going through the exemption process. It does not change or apply to model aircraft rules specified in Section 336 of Public Law 112-95. A great page and a half summary of the rule can be found here:

http://www.faa.gov/regulations_policies/rulemaking/media/021515_suas_summary.pdf.

If you would like to see the full rule and comment on it, you can do so here:

http://www.regulations.gov/#!documentDetail;D=FAA-2015-0150-0017 .

The comment period for the new rule closes on April 24, 2015 . It is predicted that the final rule will be published 16 months after the comment period closes. Until then, a Section 333 exemption and Certificate of Authorization (COA) would be required for civil commercial use of UAS technology. Last count there were 53 exemptions issued across the country to 45 companies with about 600 exemption applications pending. The newest development is the streamlined COA's for current Section 333 exemption holders. Previously once issued an exemption, operators were required to apply for COA's for each operation of a UASs. Under the new streamlined process once granted an exemption a blanket COA will be issued to operate UAS's under 55 lbs anywhere under 200 ft, within line of site, and stay certain distances away from airports, i.e. five nautical miles from an airport having an operational control tower. This does not help if you do not already have an exemption. It is meant to be a bridge until new rules are published and hopefully speed up the exemption process for the application packets pending. As always, if you have any questions please contact this office for further information. Stay tuned for more.

GAJSC Topic of the Month

The General Aviation Joint Steering Committee (GAJSC) was launched in 1997 as part of the industry-government Safer Skies Initiative to improve aviation safety. The program, which was revitalized in 2011, works to improve general aviation safety through data-driven risk reduction efforts that focus on education, training, and enabling new equipment in general aviation aircraft.

GAJSC participants include the Federal Aviation Administration and industry stakeholders including pilot organizations, instructors, mechanics, builders and manufacturers.

A list of Safety Enhancement (SE) projects have been accepted by the GAJSC for implementation as part of the GA Safety Plan. These Safety Enhancements include approved outreach called "SE Topic of the Month" and are highlighted each month by the FAASTeam and involved industry groups. Along with talking about the topics at safety meetings, the monthly topics will be introduced in the FSDO Newsletter.

The FAA maintains a complete list of the "Safety Enhancement Topic" of the Month on the website that also hosts the agency's Safety Briefing Magazine.

Outreach Month: April 2015

Topic: Mountain Flying

The FAA and industry will conduct a public education campaign emphasizing the need for training and currency when flying in mountainous areas.

Background:

Flying in mountainous areas is challenging, not only because operational altitudes and winds are higher, but also because weather reporting and off airport landing opportunities are fewer than in other flight environments. Thus, while there are fewer accidents in mountainous areas than in the flat lands, mountain flying accidents are more likely to result in fatalities.

Obviously experience in the mountain environment and knowledge of best mountain flying practices improves flight safety. Environment- specific training and recent experience are essential to success.

Teaching Points:

- Mountain flying training from a qualified instructor is essential before attempting flight in mountain environments.
- Training in one mountain environment does not guarantee success in a different environment. Pilots are well advised to seek training and advice from local mountain flying experts.
- Weather conditions can change rapidly in the mountains and escape opportunities are not as plentiful as they are in the flat lands.
- The Mountain Flying Power Point – provided by the Colorado Pilots' Association – acquaints pilots with the challenges of mountain flying and offers suggestions for training and additional information. **It in no way prepares inexperienced pilots for flying in mountainous environments.**

References:

Mountain Flying Power Point

To obtain a copy of the power point contact the FAASTeam.

Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25A) – Chapter 10 - Aircraft Performance.

http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/pilot_handbook/

Aeronautical Information Manual Chapter 7- Safety of Flight, Section 5 – Potential Flight Hazards, 7-5-6 - Mountain Flying

http://www.faa.gov/air_traffic/publications/ATpubs/AIM/

GAJSC Topic of the Month, continued

Outreach Month: May 2015

Topic: Aircraft Performance

Industry will promote education and outreach to include training on the importance of abiding by limitations and knowledge of aircraft performance when operating on the edge of the CG/weight envelope – especially for specific aircraft.

Background:

Investigations of General Aviation Loss of Control Accidents often cite inadequacies in Aeronautical Decision Making and – a subset of ADM – Single-pilot Cockpit Resource Management skills. Occasionally investigations have discovered causal factors resulting from unreasonable expectations of aircraft performance This outreach effort deals with the importance of realistic performance expectations based on sound aircraft and pilot performance assessments and calculations.

Teaching Points:

Discuss the importance of aircraft performance calculations.

Show pilots how they can assess their individual performance capabilities.

Offer suggestions for increased safety in takeoff and landing operations.

Encourage pilots to explore pilot and aircraft performance with their CFIs.

References:

Aircraft Performance Power Point-*contact FAASTeam for this power point.*

Aircraft Weight and Balance Handbook (FAA-H-8083-1A) – Chapter Six

http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/media/faa-h-8083-1a.pdf

Alaska Off-airport OPS Guide

http://faa.gov/go/flyalaska

Outreach Month: June 2015

Topic: Transition Training

The FAA and industry will conduct a public education campaign emphasizing the benefits of transition training.

Background:

NTSB accident data suggest that pilots with low time in type are more likely to crash. Although some transition training such as high performance, high altitude, complex airplane and tail wheel instruction and endorsement is required by regulation, the case can be made for other types and variations of aircraft as well.

Teaching Points:

Discuss the benefits of transition training.

Note the higher rate of fatal accidents in amateur-built and light sport aircraft

Emphasize that pilots need transition when transitioning from low to high and high to low performance aircraft.

Provide information getting the most from transition training, contact the FAASTeam for a power point copy.

References:

GAJSC Loss of Control Work Group Report

http://www.gama.aero/files/ral_Aviation_Joint_Steering_Committee_DLV_v7.pdf

Airplane Flying Handbook Chapters 11- 15 Transition Training

http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/

Aging Aircraft in General Aviation Best Practices

Part 1: Introduction

How often do you work on old or aging aircraft still in operation? Unfortunately, manufacturers of those aircraft may have gone out of business, and those that still exist might not be able to provide field support. Engineering drawings, maintenance procedures, and other technical data, other than AC43-13, just aren't available from nonexistent or outdated manufacturers. ***Before*** you work on that "old" aircraft, ask the owner for all the acquired, organized, or preserved data about their aircraft. Reviewing this data greatly increases the likelihood of improvements in maintenance practices and safe operation of a particular aircraft. These actions can have an enormous impact on the continued airworthiness of an aging aircraft when you approve it for return to service. We will talk about two specific best practices that can have a fundamental impact on your approach to maintenance and inspection for aging aircraft. These are records research, and special attention inspections relating to aging aircraft. Doing either of these helps assess the condition of an aircraft. You need both to thoroughly assess the effects of aging (corrosion, metal fatigue, inspection techniques, and wiring deterioration, etc.) on an aircraft and monitor its condition during future operations.

Part 2: Records Research

What is your first step in determining the condition of an aging aircraft? It should be records research! The records will help you determine the degree of inspection necessary, as well as what items may have already been inspected. Your research will help to identify certain maintenance and usage characteristics of a particular aircraft, as well as expose potential areas of attention pertinent to a model type or class. Inspection and overhaul recommendations contained in older GA aircraft maintenance instructions may not provide adequate guidance regarding aging issues. Therefore, assessing the quality of maintenance and inspections during an aircraft's life is important to determine which parts have been replaced, if corrosion was ever a problem, and other maintenance factors that could lead to a concern with aging. If you are going to work on an older aircraft, ask the owner for all available information so you can establish the maintenance history. Your knowledge and experience will help to reveal if there are voids or missing information. Advise the owner about these discrepancies and offer to assist in getting the information. You can compare research from more general model type issues with individual aircraft information to identify similarities and differences. In effect, this helps answer the question: "Does the information I am seeing on this particular aircraft match the history of the aircraft and type, per available records?" Once collected, the information will help you and the owner establish a baseline to determine what maintenance, repairs, and alterations have been done and how well the aircraft has been cared for.

Part 3: Special Attention Inspections

Your assessment of an aircraft's paperwork is only the prelude to a thorough aging evaluation. For aging aircraft, the normal annual inspection minimum requirements specified in 14 CFR 43.15 Appendix D, or those recommended by the manufacturer, may not be enough. You may need to do a detailed inspection, a series of inspections, modifications, part replacements, or a combination of these, to maintain airworthiness and keep an aging aircraft operating safely. As an aircraft ages, the inspection methods and techniques may change from what was previously required. High aircraft time, severe operating environments, inactivity, outside storage, modifications, or poor maintenance can all prompt a special inspection. The records research will provide the information needed for owners and mechanics to discover what a particular aircraft, or aircraft type, may need. Special inspection criteria can be written to pertain to a specific aircraft or aircraft type. In the reference listed below, you will find an "Aging Airplane Inspection and Maintenance Baseline Checklist". You can use this checklist as a starting point to develop a model- or airplane-specific inspection and maintenance checklist. The design concepts of systems (mechanical, electrical, and flight controls) and of structures (layout and materials) are similar from model to model and from manufacturer to manufacturer for most aging GA aircraft. Areas typically susceptible to aging have been identified. This concludes the General Aviation Aging Aircraft series of Maintenance Safety Tips, but should also be where you begin to modify or enhance your maintenance techniques when working on aging aircraft. If you have not yet obtained/reviewed a copy of **"Best Practices Guide for Maintaining Aging General Aviation Airplanes"** please view or download it at:

http://www.faa.gov/aircraft/air_cert/design_approvals/small_airplanes/cos/aging_aircraft/media/aging_aircraft_best_practices.pdf

GA Award Winners Announced

Congratulations to the recipients of the **2015 National General Aviation Awards!**

- **Mary A. Schu** of Tualatin, Oregon - Certificated Flight Instructor (CFI) of the Year
- **Donald D. Streitenberger Jr.** of Cincinnati, Ohio - AMT of the Year
- **Ricky D. Hestilow** of Arlington, Texas, Avionics Technician of the Year
- **Christopher J. Hope** of Kansas City, Missouri, FAA Safety Team (FAASTeam) Representative of the Year.

Look for more information on the award winners in the July/August 2015 issue of FAA Safety Briefing or visit http://www.generalaviationawards.org/

Combatting Crosswinds and Turbulence

Although the more pleasant temperatures of spring are now upon us, gusty winds are also on the rise in many areas. A good (and safe!) way to start your flying year is to get some crosswind flying practice with your favorite flight instructor. It's also a good idea to review some of the best practices and procedures for dealing with winds and turbulence. For example, prior to landing, pilots should always review what their Plan B is going to be should excessive crosswinds or turbulence factor in. It's much better to execute a well-thought-out contingency plan than to make radical decisions during critical phases of flight.

For more helpful tips on how to combat crosswinds and turbulence, check out "Getting Cross-eyed with Crosswinds and Turbulence" in the March/April 2015 issue of FAA Safety Briefing http://www.faa.gov/news/safety_briefing/2015/media/MarApr2015.pdf.

FAA Rolls Out New AME Guidance on OSA

On March 2, 2015, FAA's Office of Aerospace Medicine rolled out its new guidance for AME's on Obstructive Sleep Apnea (OSA). In response to feedback from pilots, other industry stakeholders, and Congress, FAA heavily revised guidance that was previously proposed last year. To address concerns that were raised by pilots, the new guidance asks AMEs to evaluate applicants on multiple criteria rather than Body Mass Index (BMI) alone. If a pilot exhibits some of the criteria but is deemed to be at low risk of OSA, the AME will regular[AE1] issue the medial certificate with some educational material on OSA. Applicants meeting some criteria and deemed to be at high risk of OSA will still be Regular issued but with a request for more information after a consultation from their regular doctor within 90 days. Only applicants that report, or if the AME observes severe symptoms of OSA, will the applicant then be deferred to the Aerospace Medical Certification Division.

This new approach will not rely on a single criterion and will allow the AME latitude in dealing with applicants that may be at risk for OSA. Also note that the medical certificates of all but the most at-risk airmen will be handled as Regular Issuances and not under the Special Issuance process. For more information: https://www.youtube.com/watch?v=Yd5gDT5q5-g

Recent Wright Brother Master Pilot Honorees:

Ernst Smith	Bill Gross
Homer Focht	John Hemann
Norm Yeager	Morris Trimble
Lynn Taylor	Don Gurnett

Recent Charles Taylor Master Mechanic Honorees:

Morris Trimble	Marvin Rochek

Upcoming Events

April 16 at Mason City Airport

Master Pilot : Hemann, Trimble, Gross

Master Mechanic: Trimble

April 18 Safety Meeting presented by Walters Aviation, Independence

April 21 Iowa Aviation Conference Primary Safety Meeting, West Des Moines. Speaker - Brian Udell

April 21 Iowa Aviation Conference, Pinch Hitter Course, West Des Moines

April 22 Iowa Aviation Conference, West Des Moines

May 6 EAA Pilot Safety Meeting, Spencer

June 9 Local Runway Safety Meeting, Sioux City

For meeting details see FAASafety.gov. Meetings are being created all the time, sometimes on short notice.

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

DES MOINES FLIGHT STANDARDS DISTRICT OFFICE

3753 SE CONVENIENCE BLVD.

ANKENY, IA 50021

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

(515) 289-3855 FAX

MONDAY THROUGH FRIDAY

7:45 a.m. – 4:15 p.m.

Visitors are requested to make appointments.

DSM FSDO Website

DSM FSDO WILL BE CLOSED

In observance of a national holiday:

May 25, 2015 Memorial Day

July 3, 2015 Fourth of July

And Don't Forget, The FSDO will be closed

September 14 - 24

For Training!

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