

# Wing Tips

Summer 2011 *Des Moines Flight Standards District*



## FAA Will Fine Laser Violators

The FAA, frustrated by a rise in incidents of lasers pointed at aircraft, **said** it will impose civil fines of up to \$11,000 against violators. "Shining a laser into the cockpit of an aircraft is not a joke," said FAA Administrator Randy Babbitt. "These lasers can temporarily blind a pilot and make it impossible to safely land the aircraft, jeopardizing the safety of the passengers and people on the ground." The FAA said after a legal review it has determined it will cite a rule against interfering with a flight crew performing its duties. The agency is also supporting pending **legislation** in Congress that would make it a criminal offense to point a laser at an aircraft. Pilots have reported more than 1,100 laser events already this year.

Los Angeles International Airport recorded the most laser incidents of any airport last year, with 102 reports. Airports in Chicago, Phoenix, and San Jose, Calif., also reported 80 to 98 incidents. The increase in reported incidents over the last several years is due to a number of factors, the FAA said, including increased outreach to pilots to encourage reporting, the easy availability of cheap and powerful laser devices online, and the introduction of green lasers, which are easier to see than red lasers. The FAA said it also works with law enforcement agencies to assist with criminal prosecutions under state and local laws.

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## DOT Adopts BARR Rule



Aviation groups will undoubtedly turn up the heat in the political arena now that the Department of Transportation has gone ahead with plans to dismantle a system that allows private aircraft

owners to block online access to services that track aircraft movements. The DOT recently announced its intention to eliminate the Block Aircraft Registration Request (BARR) Program, which is used by about 5 percent of aircraft owners to keep others from logging on to flight tracking websites to see who's flying where at any given time. Most of the sites will give a history of flight activity, too. The FAA's new rule will only allow N-numbers to be blocked if the aircraft owner is able to convince the FAA that allowing the public to track their aircraft will create a security risk. However, BARR's future is also part of the deliberations on a new FAA reauthorization bill that is now at the conference stage and its supporters are working the hallways trying to get a law that will trump the DOT rule. Meanwhile, BARR proponents called the new measure a "paparazzi protection rule" and clashed with DOT over whose rights should be protected.

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"If you don't know where you are going, you might wind up someplace else."

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## Major Changes to Flight Training Proposed

Administrator Randy Babbitt has announced a proposal for "the most significant changes to air carrier training in 20 years."

The revised supplemental proposal requires coordinated training among pilots, crewmembers, and dispatchers in "real world" scenarios. "It will be a lot more life-like," Babbitt told national and trade press in a teleconference in May.

"This rule captures some of the best practices" among airline training programs, noted Peggy Gilligan, associate administrator for aviation safety.

The revised proposal culled information and insight from a “massive number” of industry comments and congressional mandates. Airlines would have to provide ground and flight training to teach pilots not only how to recognize and avoid stalls and aircraft upsets, but how to recover from them. Advances in simulation technology have enabled airlines to enhance the training experiences of their employees.

Improvements in simulation technology are at the heart of the new rule proposed by the FAA. The rule also proposes that pilots cited for performance deficiencies — such as the failure of a proficiency test or check or unsatisfactory performance during flight training or a simulator course — would have to take remedial training.

Pilots would have to demonstrate proficiency in scenarios that simultaneously test both technical and crew resource management skills. Airlines participating in the Advanced Qualification Program would be required to collect data to diagnose pilot skills and refine their training programs based on that data. Using that data, they would be able to track the progress of crewmembers through remedial training.

“This is a major effort to strengthen the performance of pilots, flight attendants, and dispatchers through better training,” Babbitt said.

Flight attendants, for instance, would have to complete hands-on emergency drills annually. Training and experience requirements would be standardized for certain dispatchers and instructors. And all air carriers would have to develop a process that continuously identifies and corrects deficiencies in their training programs.

The estimated total cost over 10 years is \$391.9 million, with a benefit of \$445.1 million. The original estimated cost was \$372.7 million with a benefit of between \$333 million and \$737 million. The FAA still anticipates a five-year implementation schedule once the rule is final.



## **PIREPS: Pilot Reports Revisited**

At the beginning of their flying careers, most pilots quickly learn the value of PIREPS – “pilot reports” of actual inflight weather conditions that are provided by pilots, for other pilots. These near real-time weather reports help pilots anticipate inflight conditions, verify forecasts, and fill in the weather picture while en route. They are also valuable as a means of improving the accuracy of weather information.

PIREPS provide information on cloud tops and layers, precipitation, turbulence, icing, visibility, temperature, wind speed and direction, and other weather-related conditions. They are generally given to FSS, Flight Watch (122.0), or ATC for quick dissemination, but may also be transmitted through Dispatchers and other aircraft.

Now that the summer season is here, the hazard of thunderstorms becomes a reality. The ability to avoid this phenomena is essential to safe flight. PIREPS are a valuable source of information for location of this activity.

Pilots are urged to cooperate and promptly volunteer reports of these conditions and other atmospheric data such as: cloud bases, tops and layers; flight visibility; precipitation; visibility restrictions such as haze, smoke and dust; wind altitude; and temperature aloft.

If pilots are not able to make PIREPS by radio, reporting upon landing of the inflight conditions encountered to the nearest AFSS/FSS or Weather Forecast Office will be helpful.

A review of the AIM is a valuable resource for PIREP reporting procedures.



### New AD issued for Cessna seat latch mechanisms

The FAA has [issued an airworthiness directive \(AD\)](#) that adds steps and clarifies procedures of a superseded AD for inspections and replacement of seat-latching mechanism parts on a variety of Cessna single- and multiengine aircraft.

The AD was prompted by reports of seats slipping on the rails where the primary latch pin for the pilot/copilot seat is not properly engaged in the seat rail/track and reports of the seat roller housing departing the seat rail. We are issuing this AD to prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause the pilot/copilot to be unable to reach all the controls. This failure could lead to the pilot/copilot losing control of the airplane,” the FAA said in the Federal Register notice published May 13.

The new AD takes effect June 17, 2011, and applies to Cessna models 150, 152, 170, 172, 175, 177, 180, 182, 185, 188, 190, 195, 206, 207, 210, T303, 336, and 337 aircraft. It retains the inspection procedures of the previous AD, and adds steps, dimensions, clarification, and revised figures for inspection procedures.

Operators must comply with the AD within 100 hours or 12 calendar months, whichever occurs first, since compliance with superseded AD 87-20-03 R2. Continued compliance will be required every 100 hours, or at annual inspection, whichever occurs first.

The FAA estimates that the AD will affect 36,000 U.S.-registered aircraft.

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“One important key to success is self-confidence. An important key to self-confidence is preparation.”  
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The following article courtesy of NASA’s May 2011 issue of ASRS:



The ability to maintain the “big picture” while completing individual, discrete tasks is one of the most critical aspects of working in the aviation environment. Preoccupation with one particular task can degrade the ability to detect other important information.

This month’s *CALLBACK* looks at an example of how fixation adversely affects overall task management.

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“A dream doesn’t become a reality through magic; it takes sweat, determination and hard work.”  
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### Technically Advanced Violation

Advanced navigation equipment can provide a wealth of readily available information, but as this Cirrus SR20 pilot learned, sometimes too much information can be a distraction.

■ I was receiving transition training and [we were]... in cruise with Flight Following services from ATC. We requested permission to transition the Class D airspace at our cruising altitude of 2,500 feet MSL. We then went back to looking at information about our next destination, some 15 miles away, on the MFD (Multi-Function Display) screen. Since we were on the airport detail page, we were not monitoring our position on the map page. Switching back to the map page we realized that we were...in the airspace around [the airport]. Shortly, ATC responded to our request with a denial of clearance into the Class D airspace.

I can now add my name to the list of those who advise against getting fixated on the capabilities and “interesting things to look at” on TAA (Technically Advanced Aircraft) displays... While

they are a fantastic benefit for situational awareness, the information they provide must still be monitored wisely by the pilot...

### FAA: Runway Incursions Dropping



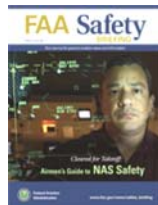
The number of serious runway incursions has been dropping, the FAA said this week, and in fiscal year 2010, which ended on September 30, there were just six serious incursions, half the number recorded in 2009. Overall, incursions have dropped 90 percent since fiscal year 2000. "The entire aviation community can be credited with the remarkable success achieved in runway safety," the FAA said. Since 2007, the agency has coordinated an "intense effort" to expedite the installation of new technologies at airports, conduct outreach, retrain pilots, develop better air traffic procedures, and improve airport infrastructure such as lighting, signage and markings.

A runway incursion is defined by the International Civil Aviation Organization as any unauthorized presence on a runway, regardless of whether or not an aircraft, vehicle or pedestrian presents a potential conflict to an aircraft authorized to land, take off, or taxi on a runway. Incidents are ranked in four categories determined by how narrowly a collision was avoided. The FAA has been implementing several new technologies to help minimize the risks. Red runway status lights installed in pavement help to prevent unsafe crossings at runways and taxiways. Radar-based systems provide automated alerts and warnings to controllers. Better detection technology provides controllers with a clearer picture of targets on the airport surface. Moving-map displays in the cockpit give pilots a better sense of their location on the ground. The efforts seem to be working. "Each year, runway safety continues to improve," the FAA said.

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"Before trying to keep with the Joneses,  
be sure they are not trying to keep up with you."  
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"One of the nice things about problems is that a good many of them do not exist."  
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### Cleared for Takeoff



For general aviation airmen, dealing with air traffic control (ATC) can be daunting. From using the correct phraseology and finding applicable NOTAMS to keeping on top of new technology and changing procedures, interacting with ATC adds another layer to an already full portfolio of GA safety considerations.

The May/June 2011 issue of *FAA Safety Briefing* provides an airmen's guide to ATC with tips on how to safely operate in the National Airspace System (NAS). The issue explores how developments in the NAS affect and benefit general aviation pilots, highlighting some of today's changes and challenges. It provides tips pilots can use to meet those challenges safely and efficiently and includes articles on changes to the NOTAM system, how controllers are working with pilots to improve communication, and what goes into the establishment of a Temporary Flight Restriction (TFR).

The issue also explores the transformation of the NAS that the FAA is undertaking: the Next Generation Air Transportation System, or NextGen. Over time, NextGen will fundamentally change how the agency manages air traffic. To prepare for NextGen, it is important for GA pilots to keep abreast of what those changes will mean. To learn more, download the May/June issue of *FAA Safety Briefing* at [www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/).

## INCIDENTS

The private pilot in a LONG-EZ declared an emergency and made a landing in a farm field due to low fuel pressure. Investigation revealed the fuel selector valve lines had been installed incorrectly.

An EMB-135 sustained minor damage while parked on the ramp when the wind blew a Jet Bridge into the aircraft.

left rudder control. Post-accident investigation revealed that the rudder cable bolt had some loose and fell off. The pilot was not injured.

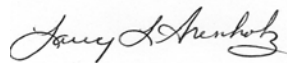
The private pilot in an experimental Cozy made a dead stick landing short of the runway due to loss of power. There were no injuries to the pilot who was the only person aboard.

## ACCIDENTS

The private pilot in an experimental Zenith Ch-701 was involved in an emergency off airport landing due to a control problem. The pilot reported loss of

The ATP pilot and passenger in a CE-150 escaped injury during a takeoff accident. The pilot was attempting takeoff on a grass strip and reported the aircraft would not accelerate in ground effect. The aircraft ran off the departure end and hit a tree.

Until Next Time! Have a Safe Flight



Larry L. Arenholz  
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HOURS OF OPERATION  
MONDAY THROUGH FRIDAY  
7:45 a.m. – 4:15 p.m.

*Visitors are requested to make appointments.*

**The DSM FSDO will be closed on the following dates  
in observance of national holidays:**

**July 4, 2011  
September 5, 2011**

**Independence Day  
Labor Day**