

# Wing

Winter 2013/2014

# TIPS

Des Moines Flight Standards District Office

## Happy Holidays



Another year comes to a close with a time to reminisce about what we are all doing to enhance aviation safety.

We, at the Des Moines FSDO, continue to strive to adapt to changes and assist all of you in your efforts to comply with regulations and procedures. With the continued cooperation from all our users, we will all succeed in making aviation the safest transportation system we have.

Now, we want to wish you and your family the best of Holiday wishes and hope you all have a Safe and Happy Holiday season.

As usual, we look forward to another year of working with all of you.

## Farewell to Des Moines FSDO !



After 47 years of Government service, which includes 8 years in the U. S. Navy, it's time to close the flight plan leg of FAA service as I am retiring on January 3, 2014.

I have thoroughly enjoyed the past 25 years at the Des Moines FSDO, initially spending the first 18 years as the Safety Program Manager (SPM). My association with the aviation community in Iowa has been a very enjoyable and educational experience. You have all contributed greatly to my aspirations of promoting general aviation safety.

Those endeavors have included numerous activities as the SPM e.g., Safety Seminars, Poker Runs, Takeoff and Landing Clinics, and other programs which were made possible because of your interest and contributions. This has been a continuous learning experience for me and I hope some of that knowledge has been passed on to you to make flying safer.

I am not planning on completely getting away from aviation. I hope to do either some part-time contract instructing at the FAA Academy in Oklahoma City or simulator instructing at SimCom in Scottsdale, AZ. I'm also in the process of becoming a Designated Pilot Examiner to help with pilot practical testing in Iowa.

My wife and I plan on being able to spend more time visiting family in Phoenix, Denver, and Portland, Oregon.

Thanks to all of you who have supported me in my duties and I wish the best for all of you.

Roger "N" Clark

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Sometimes your best investments are the ones you  
don't make."  
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## Ensure Aviation Database Accuracy With Garmin!



*Thanks to John McLaughlin, Designated Pilot Examiner, for bringing this discrepancy to the attention of DSM FSDO so we could pursue it to emphasize the national attention it needs.*

You're flying back to your home airport; it's a typical flight, XM radio is on, checklists are complete, and today is one of those days you're reminded of how nice flying truly is. As you approach your home airport, you're told by ATC to, "Expect the RNAV to Runway 18". The airport is reporting 500 overcast and 3 miles visibility, which is IMC (instrument meteorological conditions) by any pilot's standard.

You could fly this approach with your eyes closed. As you proceed to load the RNAV approach into your Garmin navigator, the approach is not listed. The correct airport identified is loaded. The navigation database is up-to-date and current. What now?

Certainly this is a mistake!

From time-to-time, procedures may be excluded from the aviation database. Each database cycle, Garmin performs a series of quality checks on the latest data received from our suppliers. If it is determined that the data is not being processed correctly, the procedure will be screened out of the navigation database for that particular cycle. The causes driving such removals are wide-ranging and while some data can be rectified and reinstated one cycle later, other data will remain excluded for longer periods of time.

The good news is that we give you advanced warning when we withhold this data! A report covering the two most recent cycles can be accessed anytime by visiting our Garmin Data Exclusions Report.

Procedures that have been excluded from the navigation database are conveniently listed in this report by airport identifier, approach, and region. For issues that affect a wider array of procedures, a general explanation is sometimes given instead of a full procedure listing.

Per FAR 91.103, ensuring you have "all available information concerning that flight" is part of our duty as pilot in command. Be sure you have all of the necessary information by making a habit out of visiting this website each time you perform a database update on our flyGarmin website. And while you're there, be sure to check out our Aviation Data Alerts page, too! Not familiar? Check out Lucy's Logbook for more information!

## FAA Issues Final Pilot Training Rule



The Federal Aviation Administration announced a rule in November to require more training for commercial pilots to avoid and recover from stalls that can lead to crashes.

The rule grew out of the Colgan Air 3407 crash in February 2009, which killed 50 people. The pilots in that crash continued to pull up too much on the nose of the plane while preparing to land in a snowstorm near Buffalo, which allowed the plane to plummet to the ground.

The rule is projected to cost airlines \$274 million to \$354 million, to implement from 2019 to 2028, according to the FAA. But airlines will also save

\$689 million by preventing or mitigating crashes that result from the rare problem, according to the agency.

Although the rule took nearly five years to develop, FAA Administrator Michael Huerta said it was the biggest update in pilot training in 20 years. This is the third major FAA rule to grow out of the Colgan crash — after requiring pilots get more rest between shifts and boosting minimum training for co-pilots — and Huerta said this training overhaul was complicated and required a lot of work.

"It's been a very large effort at the FAA for a very long time," Huerta said. "It's a huge advance for aviation safety."

Huerta said the pivotal rule would give the country the most advanced training. The rule requires within five years:

- Better ground and flight training that enables pilots to prevent and recover from stalls.
- Training for pilots to better monitor the performance of each other.
- Enhanced runway safety procedures.
- Expanded crosswind training.

The industry group Airlines for America, which represents the largest airlines, said the safety of passengers and crews is their No. 1 priority, and that the group "will work collaboratively with the FAA to implement the rule and ensure we continue to have the best trained pilots, who help maintain the safest aviation system in the world."

The need for better stall training has long been known. Earl Weener, a member of the National Transportation Safety Board, which investigates accidents such as Colgan, told 300 aviation safety officials at a conference October 29th that better training is needed.

Weener cited four fatal crashes in the last two decades where pilots continued to pull up on their

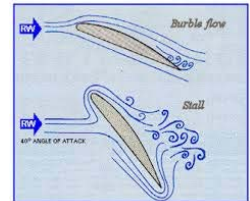
controls too much until the aircraft crashed, rather than leveling off to regain power and speed. Those crashes were Colgan, Air France 447 in June 2009, Pinnacle Airlines 3701 in October 2004 and USAir 427 in September 1994. In the Air France and Pinnacle crashes, the planes plummeted several minutes from tens of thousands of feet in the middle of flights, rather than near the landing.

A NASA study of voluntary reporting by pilots found 28% of stalls occur while cruising at high altitude, Weener said.

But a survey found only 26% of airlines trained for high-altitude stalls – even though 71% of stalls occur when the autopilot is typically engaged, Weener said.

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## New Stall-Training Rule Delayed



A new rule from the FAA that would effect changes to how commercial pilots are taught to deal with stalls was expected to be published this month, but now will be further delayed because of the government shutdown, the FAA has said. In a statement, the FAA said that employees at the FAA, the Transportation Department, and the Office of Management and Budget who are responsible for finalizing the rule all were furloughed, and "the agency is assessing the shutdown's impact on finalizing the rule." The new rule will mandate changes in how flight simulators work and how pilots are taught to react to stall warnings.

The new rules were motivated mainly by the investigation into the 2009 Colgan crash in Buffalo, which killed 50 people, and the Air France loss in the Atlantic in that same year, in which 228 people died. The FAA published an Advisory Circular (PDF) addressing stall recovery last year.

# Automation Issues



As pilots, Flight Crews must maintain situational awareness, stay ahead of the aircraft, use good judgment, make sound decisions based upon training and experience, and do whatever is necessary (within the constraints of good airmanship) to put the airplane where it is supposed to be. These responsibilities apply not only to air carrier and corporate crews, but with the growing use of automation, to general aviation pilots as well.

This *NASA CALLBACK* article presents a recent report in which a General Aviation Pilot shared some lessons learned regarding automation issues.

## “I Was Depending on My Autopilot...”

A BE35 Pilot interrupted monitoring the autopilot to deal with a radio problem. Fortunately, an Approach Controller wasn’t distracted from the responsibility to monitor the aircraft’s flight path.

■ Approach Control descended me to 3,000 feet. My heading was 160 degrees. I was told to maintain 3,000 feet and turn left to 060. I was depending on my autopilot to maintain my altitude and make the turn. The radio transmission from Approach was weak and barely audible. As I tried to ascertain the problem with the radio by turning the volume up and down and tapping on the radio, Approach Control said, “What are you doing? Where are you going? What altitude are you supposed to be at?” I then noticed that my altitude was approximately 2,000 feet. I stopped the descent and asked Approach, “What do you want me to do?” Approach gave me a left turn to 040 degrees, a right turn to base leg, and then a turn to final....

In a telephone conversation with ATC after landing, I was told that I had busted the assigned altitude and had come within 100 feet of another aircraft.

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 “Forget injuries, never forget kindness.”  
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## Flight plan changes take effect



Some equipment suffixes used in FAA domestic flight plans have been replaced to better reflect aircraft capabilities. The change took effect on October 24, on the closing day of the National Business Aviation Association Convention in Las Vegas, and operators who had previously filed with suffixes /R, /Q, /E, /F, /J, and /K are now required to use one of four remaining suffixes.

The suffix to use depends on both on-board equipment and services requested. Pilots requesting performance-based navigation (PBN) routing should file an ICAO flight plan, as the FAA has required since 2008, though RNAV-equipped aircraft seeking non-PBN routes such as RNAV departure and arrival procedures, may file a domestic flight plan with the following suffixes:

- RNAV capability with GNSS and with RVSM: /L
- RNAV capability with GNSS and without RVSM: /G
- RNAV capability without GNSS and with RVSM: /Z
- RNAV capability without GNSS and without RVSM: /I

The FAA stated that the new suffix codes will allow controllers to make better routing decisions, able to clear aircraft with GNSS (global navigation satellite system) capability on more direct routes through airspace not covered by radar. Aircraft without GNSS capability will continue to require radar monitoring, the FAA noted in a press release.

The FAA has been working in recent years to align flight planning requirements with ICAO standards, though the agency has stopped short of requiring domestic GA flights to use an ICAO flight plan format. Use of the ICAO form is encouraged for domestic operations, and required for flights that cross an international border.

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"Your expression is the most important thing you can wear."  
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### ATP Record of Pilot Time



There has been a recent change to the regulations regarding recording pilot time on the application for an ATP certificate.

This information from the Airman Certification Branch at Oklahoma City, OK:

Reference new 14 CFR Part 61.159(a)(3) 50 hours of flight time is required in the class of aircraft for which the rating is sought. If the applicant used IACRA or the old version of the FAA Form 8710-1, the additional hours must be manually added to the Record of Pilot Time in Section III. (i.e., 50 hours in AMEL class rating).

The new version of the 8710-1 dated (06/13) has a column "Class" in Section III.

## ACCIDENTS

The Private Pilot in a PA-28 escaped injury when involved in a landing accident. The pilot reported engine failure while in the pattern for landing and landed on the grass parallel to the runway. The aircraft sustained substantial damage during the landing. Investigation revealed probable fuel exhaustion as the cause for engine failure.


## INCIDENTS

There were no incidents to report for this issue.

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"Pain is temporary. Quitting lasts forever."  
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## 2014 Midwest Regional Aircraft Maintenance Seminar & Industry Expo

Next year's event will be held at the Holiday Inn Conference Center near the Des Moines International Airport on February 21 and 22, 2014, in Des Moines. Come and visit with other technicians, manufacturers, and parts vendors. Attend the seminars for an update on information and recertification towards your IA certificate and the FAA Awards Program. Register early! For more information, contact Randy Simpson at [randy@iaaviation.com](mailto:randy@iaaviation.com)

**Until Next Time! Have a Safe Flight**  
  
**Larry L. Arenholz**  
**Manager, DSM FSDO**



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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 a national holiday:**

December 25, 2013	Christmas Day
January 1, 2014	New Year's Day
January 20, 2014	Martin Luther King Jr.'s Birthday
February 17, 2014	Washington's Birthday