PRISM

A member of the SGS Group

FIXED WING NEWSLETTER

May 2023 | Volume XXIII | Issue V

SAFETYWIRE

NTSB INFO: TAWS NUISANCE ALERTS

(Source: NTSB)

U.S. Department of Transportation
Federal Aviation Administration

InFO
Information for Operators

InFO 23003
DATE: 03/23/23

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Subject: Terrain Awareness and Warning Systems (TAWS) Nuisance Alerts.

Purpose: This InFO serves to inform operators about the risks associated with distraction and complacency brought about by routine use of the TAWS' terrain inhibit feature. It is also intended to ensure operators understand the importance of having procedures and training for the use of the terrain inhibit aural warning switches associated with nuisance alerts.

Background: The National Transportation Safety Board (NTSB) has issued safety recommendations addressing controlled flight into terrain (CFIT). NTSB Safety Recommendation A-18-014 recommended the Federal Aviation Administration (FAA) work with Title 14 of the Code of Federal Regulations (14 CFR) Part 135 certificate holders that operate under visual flight rules (VFR) in mountainous terrain at altitudes below the required terrain clearance of the aircraft's required TAWS class to;

- Ensure that flight operations management and pilots are aware of the risks associated with distraction from continuous nuisance alerts and complacency brought about by routine use of the terrain inhibit feature;
- Review operators procedures to ensure they include risk mitigation for use of the terrain avoidance system inhibit switch.

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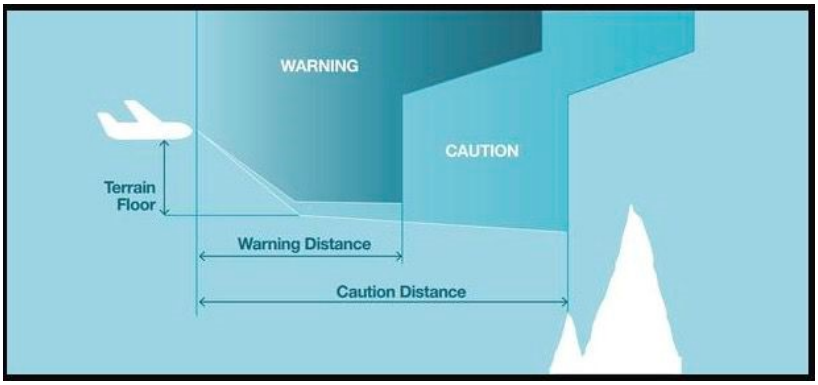
Discussion: Controlled flight into terrain occurs when an airworthy aircraft under the complete control of the pilot is inadvertently flown into an obstacle such as terrain, or water. The pilots are generally unaware of the danger until it is too late. Most CFIT accidents occur in the approach and landing phase of flight and are often associated with non-precision approaches. Many CFIT accidents occur because of loss of situational awareness, particularly in the vertical plane. Many accidents occur when an aircraft is lined up on the centerline of an approach to an airfield. Lack of familiarity with the approach or misreading of the approach plate are common causal factors, particularly where the approach features steps down in altitude from the initial approach fix to the final approach fix.

Multiple CFIT accidents have occurred when pilots, who are flying VFR at low altitudes are presented with risks associated with rapid changes in weather resulting in loss of situational awareness. Alerts from TAWS can become a nuisance or a distraction to pilots when flying at altitudes below the alerting threshold of the system. This may result in the pilot's decision to inhibit the system. Inhibiting warning systems and ignoring warnings, combined with deteriorating weather conditions leading to loss of visual surface reference and situational awareness, has been found to be the cause of some CFIT accidents. In some situations, aircraft impacted terrain that might have been avoided had the TAWS alert feature been uninhibited.



Recommended Action: Directors of Operations for (Part 135), Part 91 managers and Fractional Ownership Program Managers (Part 91, subpart K) should review their approved training programs to ensure procedures for the use of the terrain warning system inhibit switch is adequately addressed.

Contact: Questions or comments regarding this InFO may be directed to the Air Transportation Division's 135 Flight Operations Section, at 9-AFS-200-Correspondence@faa.gov.

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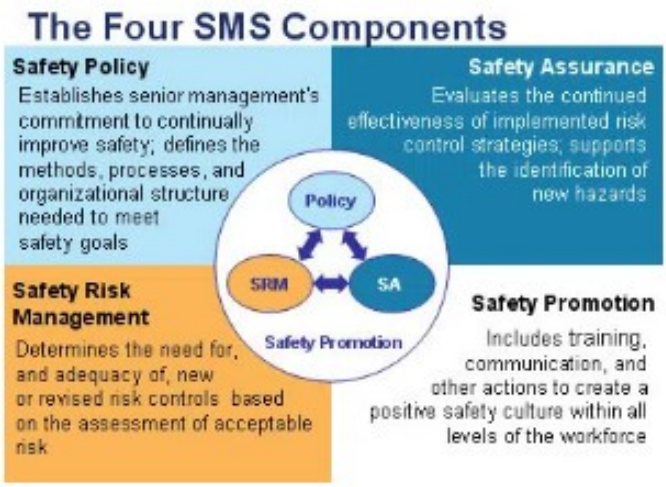
Groups Ask For SMS Overhaul

(Source: AV web; By Russ Niles; Published: April 13, 2023)



Aviation groups are asking the FAA to overhaul a proposed rule requiring safety management systems for charters and tour operators. NBAA and the National Air Transportation Association have filed comments on the proposed rule, saying the one-size-fits-all approach by the agency unfairly burdens smaller, less complex operations. “For any SMS to be truly effective, it must be tailored to the size and complexity of each operation,” said NBAA President Ed Bolen.

NBAA says the FAA has also not given operators enough time to get their SMS plans together, calling the 24-month deadline “unrealistic.” It said a three- to five-year implementation is recommended by safety auditors. The group also doubts the FAA can meet that timeline. “The FAA has limited resources to meet existing SMS oversight requirements, much less to oversee new programs,” NBAA said. It’s recommending the agency go back to the drawing board and involve stakeholders in developing an effective plan for SMS implementation. Bolen also stressed that the industry is on board with the SMS requirement, but it needs to “better serve the wide diversity of operational types within business aviation.”

Russ Niles

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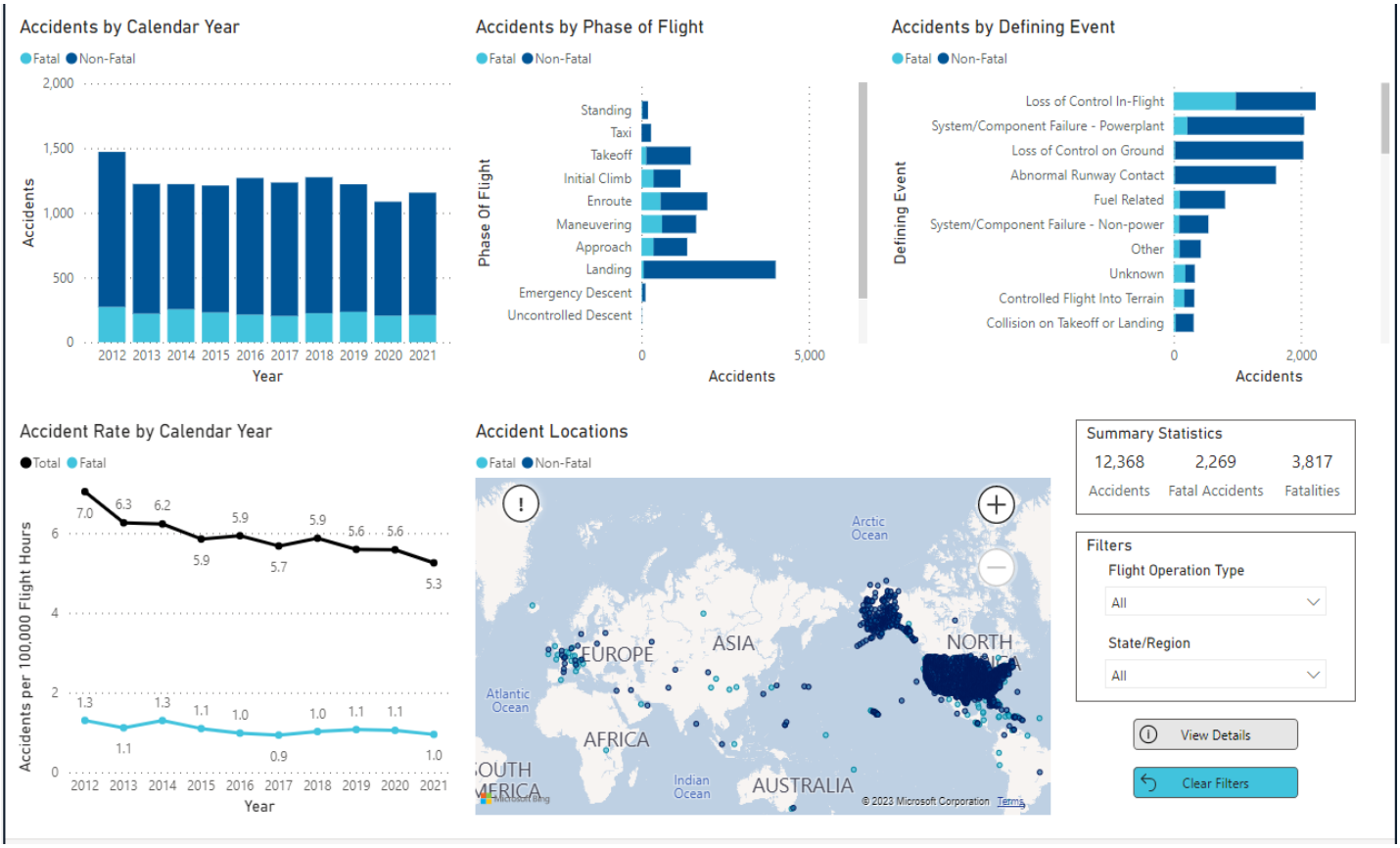
NTSB GA DASHBOARD

(Source: NTSB)

For the last few years our team has been supplying the rotor wing world with quarterly updates from a dashboard produced by HAI. However, over in the fixed wing world we have been left to piece together information from various sources. Finally someone has created a simple dashboard for us!

This is produced by the NTSB and contains a vast amount of pertinent statistical information. The link to the dashboard itself is included here: https://www.ntsb.gov/safety/data/Pages/GeneralAviationDashboard.aspx. What follows is a sampling of data from that dashboard curated to give a snapshot of where our community sits in relation to safety.



On the following page you will find the Findings tabs. You can click on the categories, subcategories, and sections to expand the chart or you can use the filter options. If you would like to see more information, we encourage you to visit the NTSB's General Aviation Accident Dashboard.

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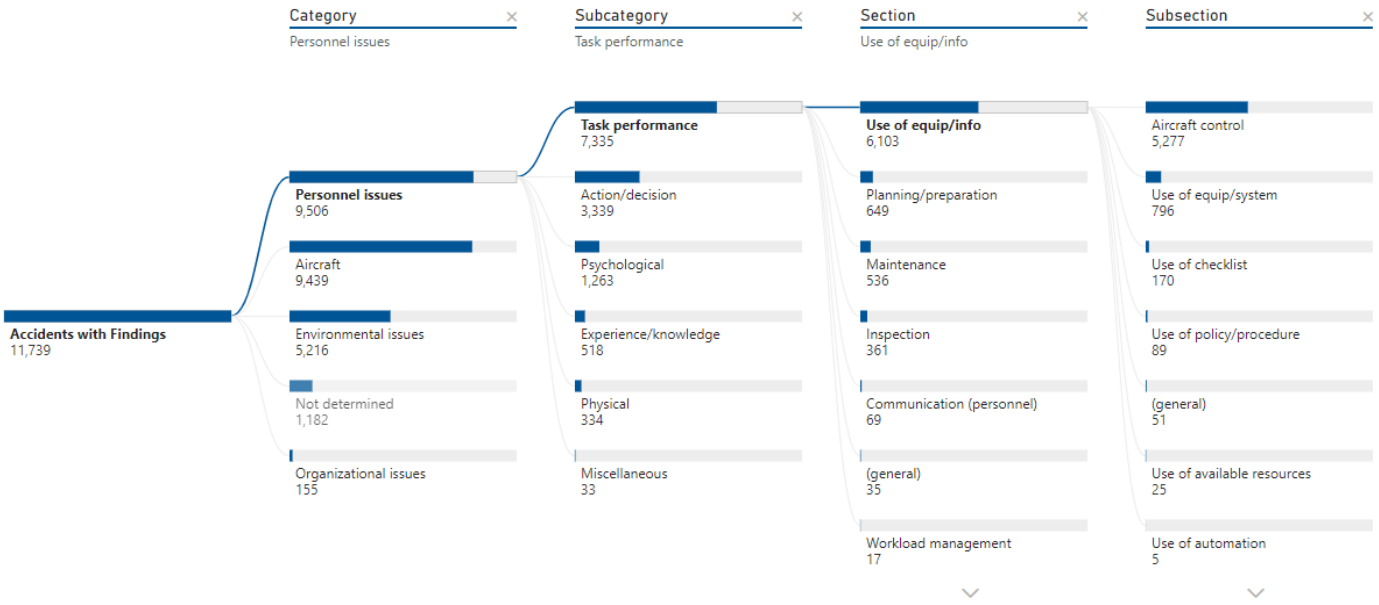
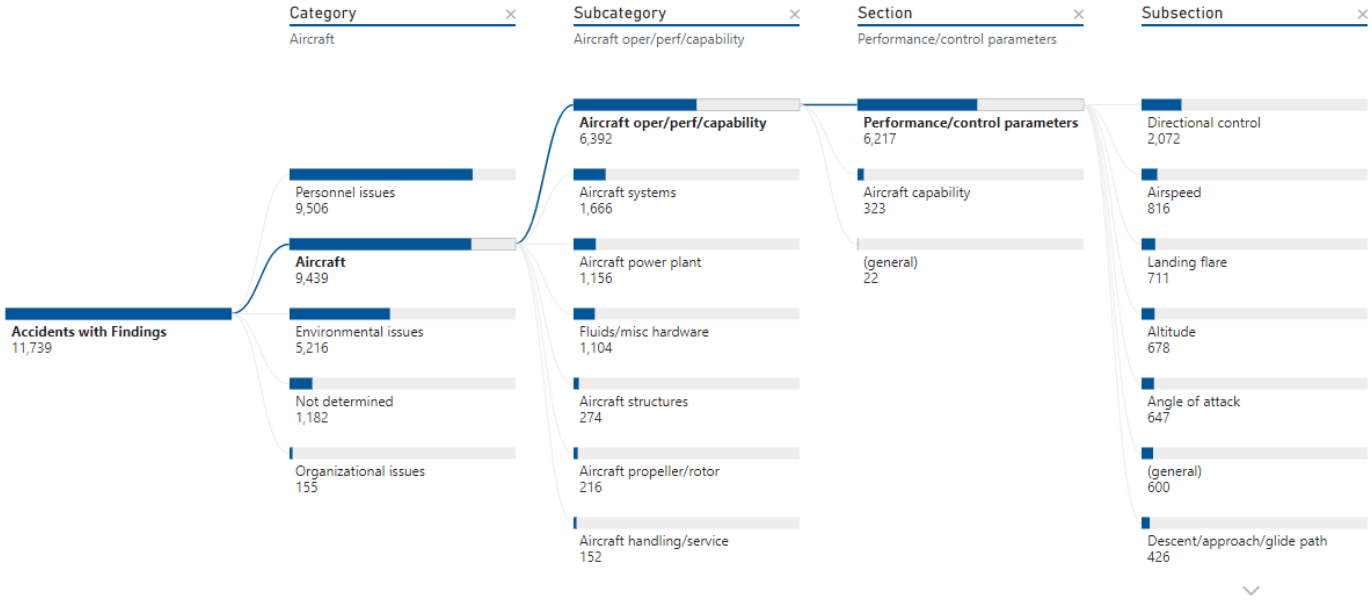
Accidents by Investigative Findings



Accidents by Investigative Findings



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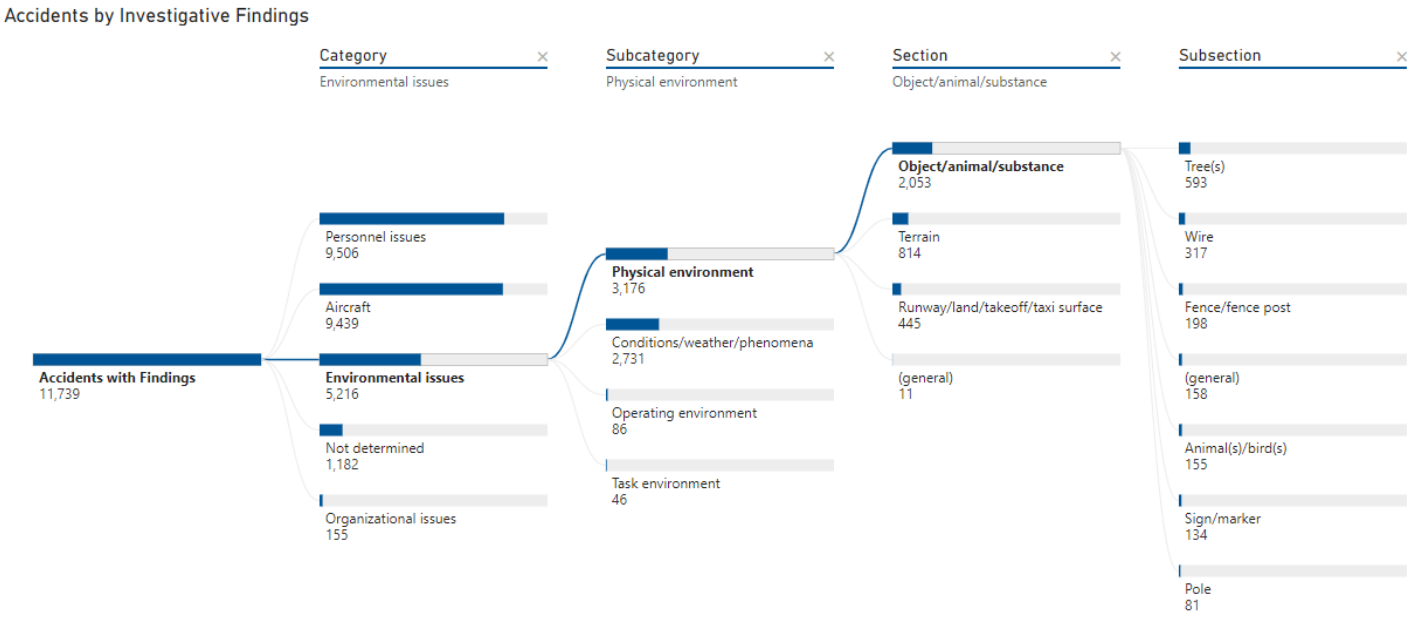
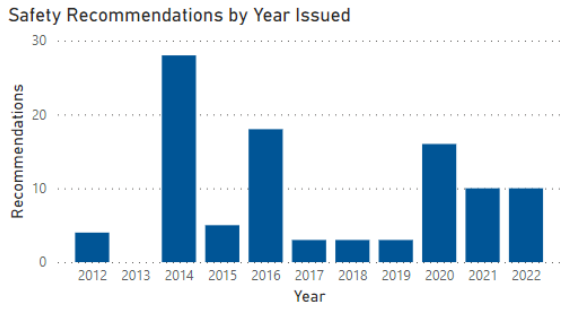
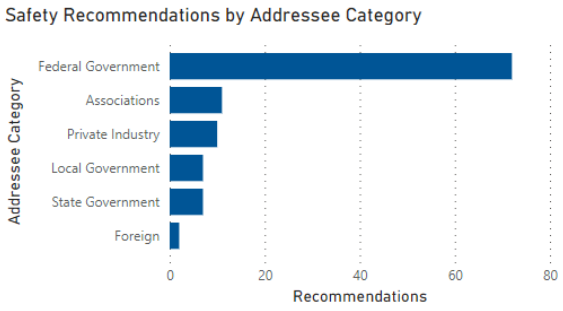


There is a third page that shows the safety recommendations that have been made over the last 10 years. We highly recommend taking a closer look at the safety recommendations.

The NTSB has created four tutorial videos that detail each page of the dashboard and also provides an overview. The videos are available on the dashboard page, https://www.ntsb.gov/safety/data/Pages/GeneralAviationDashboard.aspx.





Number	Date Issued	Safety Recommendation
A-16-014	6/21/2016	TO THE NATIONAL BUSINESS AVIATION ASSOCIATION: Work with your members that are manufacturers and training providers of turbofan airplanes that require a type rating and are certified for single-pilot operations and flight in icing conditions to develop enhanced pilot training guidelines pertaining to risk management in winter weather operations, including the use of ice protection systems and adherence to checklists, with special emphasis given to deficiencies in pilot performance identified in this accident, and make the results of this effort available to the community of pilots who fly these airplanes.
A-15-034	9/24/2015	TO THE NATIONAL BUSINESS AVIATION ASSOCIATION: Work with existing business aviation flight operational quality assurance groups, such as the Corporate Flight Operational Quality Assurance Centerline Steering Committee, to analyze existing data for noncompliance with manufacturer-required routine flight control checks before takeoff and provide the results of this analysis to your members as part of your data-driven safety agenda for business aviation.
A-14-030	5/13/2014	TO THE NATIONAL AGRICULTURAL AVIATION RESEARCH AND EDUCATION FOUNDATION: Work with the Federal Aviation Administration to develop and distribute guidance materials for agricultural aircraft operators to assist them in implementing effective aircraft inspection and maintenance quality assurance programs, including but not limited to best practices for performing, recording, and tracking mandatory and recommended maintenance items for each aircraft.
A-14-029	5/13/2014	TO THE NATIONAL AGRICULTURAL AVIATION RESEARCH AND EDUCATION FOUNDATION: Work with the Federal Aviation Administration to develop and distribute agricultural operations-specific guidance on risk assessment and mitigation strategies that includes but is not limited to information and checklists for performing preflight and in-flight site surveys, with special emphasis on attention management and obstacle collision avoidance strategies; information on the effects of density altitude, crosswinds, and aircraft weight and balance on aircraft performance during takeoff, landing, and while maneuvering; fuel management; and aerodynamic stall awareness and avoidance.
A-14-028	5/13/2014	TO THE NATIONAL AGRICULTURAL AVIATION RESEARCH AND EDUCATION FOUNDATION: Work with the Federal Aviation Administration to develop and distribute agricultural aircraft operations-specific guidance on fatigue, fatigue management strategies, and scheduling practices to help reduce the likelihood of fatigue, dehydration, hunger, and other physiological factors that can negatively affect a pilot's concentration, decision-making, and performance.

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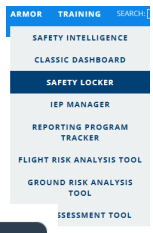
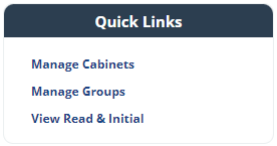
SAFETY MANAGER'S CORNER

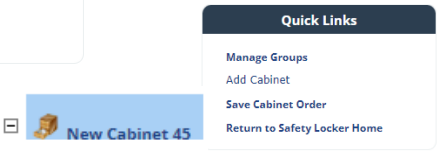
Setting Up a Read and Initial Folder



1. Select Safety Locker from the drop down ARMOR menu.

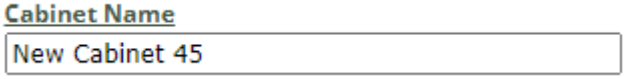


2.) Select Manage Cabinets from the Quick Links.



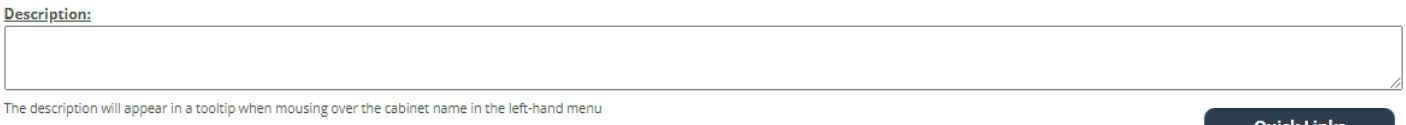
3.) Either Add a cabinet from the Quick Links or select the desired cabinet from the list of existing cabinets on the left side of the page.

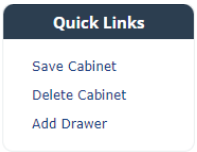
4.) You can edit the cabinet name.



5.) Next choose whether you want the cabinet to appear on the public or private tab.

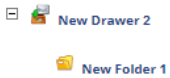
6.) If you choose, you may enter a description for the cabinet that will show up when a user mouses over the cabinet in the left hand menu.





7.) Make sure to Save the Cabinet using the Quick Links.

8.) You can now edit the drawer within the cabinet that you created. You can also add an additional drawer by selecting the cabinet and clicking the Quick Link to Add Drawer.

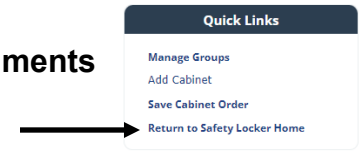


9.) Either add a folder from the quick Links or select the one provided.

10.) Follow the same guidance in the other Edit sections previously discussed.

11.) There will be an additional checkbox at the folder level for Read & Initial. If the Read & Initial box is selected, the system will track the read status of all documents added to this folder.

12.) Return to the Safety Locker Home in order to begin adding documents to the Read & Initial Folder.



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Quote of the Month

"Respect your efforts, respect yourself. Self respect leads to self discipline. When you have both firmly under your belt, that's real power. "

— Clint Eastwood

Devoting maximum effort on the job all day, every day requires an immense amount of dedication and mental stamina. Don't take that for granted; putting on your "game face" does not happen by accident or default. Realize the intrinsic value your effort and performance and its effects have on the entire flight operation; what you do and more importantly how you do it defines the organization, sometimes in small ways and other times in very large ways. Impact, don't doubt it. Actions speak louder than words, an old and venerable axiom that never goes out of style. Remember, it's not just about following rules and procedures, it's about the having the discipline to measure your contribution, evaluate your effort and execute the necessary adjustments. You are really in control when you don't let "stuff happen."

On Short Final...

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UPCOMING COURSES

May 15 to May 19, 2023—PROS Course
Aviation Lead Auditor Training (ALAT)
Denver, CO

Aug 21 to Aug 25, 2023—PROS Course
Aviation Lead Auditor Training (ALAT)
Denver, CO

Sept 26 to Sept 28, 2023—PRISM Course
Safety Management System (SMS)
Denver, CO

Oct 30 to Nov 3, 2023—PROS Course
Aviation Lead Auditor Training (ALAT)
Denver, CO

Online 2023—PROS Course
Recurrent ICAT Training (R-ICAT)
Online

Go to Upcoming Training Classes to register.