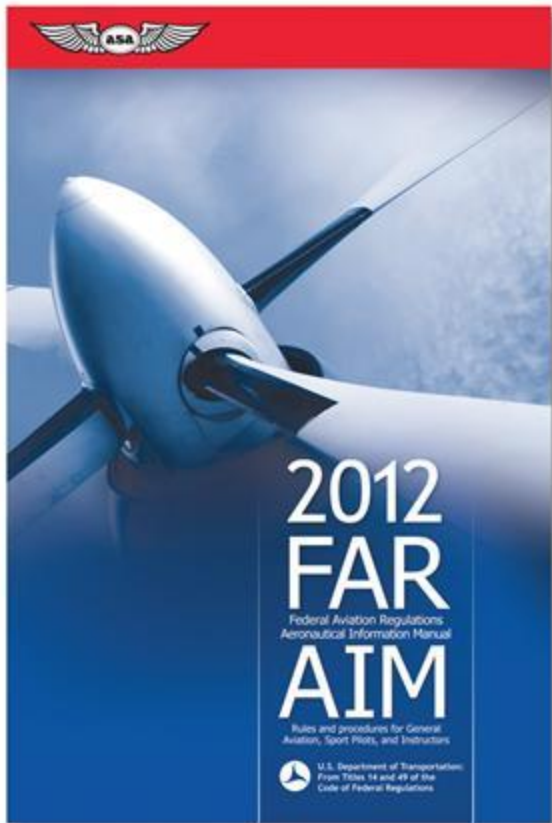


FAR / AIM

better than a sleeping pill!



Agenda

- Required Reading
- Approach
- Flash Card
- A Few Selected Regulatory Topics
- NASA 277B
- AIM

Required Reading

Private/Recreational

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Pilot/Controller Glossary	
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Approach

- It's Like Eating an Elephant



Resources

- FAA Web Site:
http://www.faa.gov/regulations_policies/faq/regulations/
- Your FAR/AIM Book
- Online and iPhone Flash Cards
 - Some cost -
<http://www.tagpilotsupply.com/flashcardsforfarparts16191.aspx>
 - Others free – Quizlet.com – Has App for iPhone

We will review only part 61 and 91
using quizlet.com

- <http://quizlet.com/4840409/private-pilot-far-61-91-flash-cards/>

FAR 21.181

(a) Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, airworthiness certificates are effective as follows:

(1) Standard airworthiness certificates, special airworthiness certificates -- primary category, and airworthiness certificates issued for restricted or limited category aircraft are effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43 and 91 of this chapter and the aircraft are registered in the United States.

(2) A special flight permit is effective for the period of time specified in the permit.

(3) An experimental certificate for research and development, showing compliance with regulations, crew training, or market surveys is effective for one year after the date of issue or renewal unless a shorter period is prescribed by the Administrator. The duration of amateur-built, exhibition, and air-racing experimental certificates will be unlimited unless the Administrator finds for good cause that a specific period should be established.

(b) The owner, operator, or bailee of the aircraft shall, upon request, make it available for inspection by the Administrator.

(c) Upon suspension, revocation, or termination by order of the Administrator of an airworthiness certificate, the owner, operator, or bailee of an aircraft shall, upon request, surrender the certificate to the Administrator.

FAR 39.3

FAA's airworthiness directives are legally enforceable rules that apply to the following products: aircraft, aircraft engines, propellers, and appliances.

NTSB 830

- Initial notification and later reporting of aircraft incidents and accidents and certain other occurrences in the operation of aircraft wherever they occur

Definitions

- Aircraft Accident:
 - Occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any persons suffers death or serious injury, or in which the aircraft receives substantial damage.

Definitions

- Incident
 - Occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations
- Fatal injury:
 - Any injury which results in death within 30 days of the accident

Definitions

- Serious Injury
 - Any injury which:
 - Requires hospitalization for more than 48 hours commencing within 7 days from the date of the injury was received
 - Results in a fracture of any bone (except simple fractures in fingers, toes and nose)
 - Causes severe hemorrhages nerve, muscle or tendon damage
 - Involves any internal organ
 - Involves second or third degree burns or any burns affecting more than 5 percent of the body surface
- Operator:
 - Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft

Definitions

- Substantial damage
 - Damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component . Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landings gear, wheels, tires, flaps, engine accessories, brakes or wingtips are not considered substantial damage for the purpose of this part

Immediate Notification

- The operator of any civil aircraft shall immediately, and by the most expeditious means available, notify the nearest National Transportation Safety Board field office when:
 - An aircraft accident or any of the following listed incidents occur
 - Flight control system malfunction or failure
 - Inability of an required flight crewmember to perform normal flight duties as a result of injury or illness
 - Failure of structural components of a turbine engine excluding compressor and turbine blades and vanes
 - In flight fire
 - Aircraft collide in flight
 - Damage to property, other than the aircraft estimated to exceed 25,000 for repair or fair market value in the event of total loss, whichever is less

Immediate Notification (cont'd)

For large multiengine aircraft more than 12,500 pounds max certificated takeoff weight:

- In-flight failure of electrical systems which requires the sustained use of an emergency but powered by a back-up source such as a battery auxiliary power unit, or air-driven generator to retain flight control or essential instruments
- In-flight failure of hydraulic systems that results in sustained reliance on the sole remaining hydraulic or mechanical system for movement of flight control surfaces
- Sustained loss of the power or thrust produced by two or more engines
- An evacuation of an aircraft in which an emergency egress system is utilized
- An aircraft is overdue and believed to be involved in an accident

Information to be given in notification

- The notification required in 830.5 shall contain the following information:
 - Type, nationality and registration marks of a/c
 - Name of owner and operator
 - Name of pilot-in-command
 - Date and time of accident
 - Last point of departure and point of the intended landing of the aircraft
 - Position of the aircraft with reference to some easily defined geographical point
 - Number of persons aboard, number killed, and number seriously injured
 - Nature of the accident. The weather and extent of damage to the aircraft, so far as to be known
 - A description of any explosives, radioactive materials, or other dangerous articles carried

Preservation of Aircraft Wreckage, Mail, Cargo, and Records

- The operator of an aircraft involved in an accident or incident for which notification must be given is responsible for preserving to the extent possible an aircraft wreckage, cargo and mail aboard the aircraft, and all records, including all recording mediums of flight, maintenance, and , and voice recorders, pertaining to the operation and maintenance of the aircraft and the airmen until the Board takes custody thereof or a release is granted pursuant to 831.12b

Preservation of Aircraft Wreckage, Mail, Cargo and Records

- Prior to the time the Board or its authorized representative takes custody of aircraft wreckage, mail, or cargo, such wreckage, mail or cargo may not be disturbed or moved except to the extent necessary
 - To remove persons injured or trapped
 - To protect the wreckage from further damage or
 - To protect the public from injury
- Where it is necessary to move aircraft wreckage, mail or cargo, sketches, descriptive notes, and photographs shall be made, if possible, of the original positions and condition of the wreckage and any significant impact marks
- The operator of an aircraft involved in an accident or incident shall retain all records reports, internal documents and memoranda dealing with the accident or incident, until authorized by the Board to the contrary.

Reporting of Aircraft Accidents, Incidents, and Overdue Aircraft

- The operator of a civil, public or foreign aircraft shall file a report on Board form 6120.1/2 within 10 days after an accident, or after 7 days if an overdue aircraft is still missing. A report on an incident for which immediate notification is required by 830.5a shall be filed only as requested by an authorized representative of the Board

Crewmember Statement

- Each crewmember, if physically able at the time the report is submitted, shall attach a statement setting forth the facts, conditions and circumstances relating to the accident or incident as they appear to him. If the crewmember is incapacitated, he shall submit the statement as soon as physically able.

Where to file the reports

- The operator of an aircraft shall file any report with the field office of the Board nearest the accident or incident

NASA Form 277B

- <http://asrs.arc.nasa.gov/docs/general.pdf>
- Used to Report Violations and Safety Related Issues

AIM

- On Your Own
- Much More Readable
- Remember to Eat the Whole Elephant

