



# AV News Update

Specially prepared for FAAS Team Members by FAA Aviation News

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## FAA ISSUES AD ON MANY CESSNA AIRCRAFT

The Federal Aviation Administration (FAA) is adopting a new Airworthiness Directive (AD) for certain Cessna Aircraft Company (Cessna) 172, 175, 180, 182, 185, 206, 207, 208, 210, and 303 series airplanes. The AD requires the inspection of the alternate static air source selector valve to assure that the part number identification placard does not obstruct the alternate static air source selector valve port. If the part number identification placard obstructs the port, the AD requires removing the placard, assuring that the port is unobstructed, and reporting to the FAA, if any obstruction is found. This AD results from reports of improper installation of the part number identification placard on the alternate static air source selector valve. The AD becomes effective on May 12, 2008. Comments on this AD must be received by July 1, 2008. To read the full AD see: <http://edocket.access.gpo.gov/2008/pdf/E8-9719.pdf>

## FAA PROPOSES TO REMOVE POLISHED FROST REGULATIONS

The FAA is proposing to remove provisions in its regulations that allow for operations with "polished frost" (i.e., frost polished to make it smooth) on the wings of airplanes operated under Code of Federal Regulations parts 125, 135, and certain airplanes operated under part 91. The rule would increase safety by not allowing operations with polished frost, which the FAA has determined increases the risk of unsafe flight. Comments on the proposed change must be sent on or before August 6, 2008. To read the full Notice of Proposed Rulemaking (NPRM) see: <http://edocket.access.gpo.gov/2008/pdf/E8-10246.pdf>

## FAA ISSUES NEW HEMS FACT SHEET

Helicopter Emergency Medical Service (HEMS) operations are unique due to the emergency nature of the mission. In August 2004, the FAA initiated a new government and industry partnership to improve the safety culture at HEMS opera-

tors and recommend short and long-term strategies for reducing accidents. While the FAA has not ruled out proposing new or changing existing rules, the agency has prompted significant short-term safety gains that do not require rulemaking.

The number of accidents nearly doubled between the mid-1990s and the HEMS industry's rapid growth period from 2000 to 2004. There were nine accidents in 1998, compared with 15 in 2004. There were a total of 83 accidents from 1998 through mid-2004. Safety improvements are needed. The Fact Sheet discusses some of the actions FAA and the industry are undertaking to improve the safety of HEMS operators.

To read the full Fact Sheet, see: [http://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=6763](http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=6763)

## FAA TO ISSUE MORE DETAILED TAXI INSTRUCTIONS

Air traffic controllers are now giving more detailed directions to pilots and airport vehicle operators to improve runway safety. Starting May 19, 2008, controllers must tell pilots and airport vehicle operators the specific route an aircraft or vehicle should follow across the airfield, instead of simply giving them an intended destination point. The new mandatory detailed instructions require controllers to name the specific taxiways the aircraft or vehicle should use at each step along its route.

FAA safety officials developed the new procedure to help eliminate pilot or driver confusion about which route to follow on the airport surface. The more detailed instructions are designed to reduce runway incursions caused by controller, pilot, or vehicle driver mistakes.

For more information see: <http://www.faa.gov/news/updates/?newsId=56328>.

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