



AV News Update

Specially prepared for FAAS Team Members by FAA Aviation News

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GA Fatalities Drop Dramatically in 2007

Nearly 90 percent of annual aviation fatalities occur in general aviation, according to the National Transportation Safety Board (NTSB). In 2007, according to recently released NTSB safety data, 491 people perished in general aviation accidents, a steep drop from the 703 general aviation fatalities in 2006.

"This is encouraging news," said National FAA Safety Team (FAAS Team) Manager Kevin Clover. "It shows that the safety training, awareness, and outreach efforts around the community are paying off."

To view the complete release and the numbers in detail, visit: <http://www.nts.gov/Pressrel/2008/081016a.html>

FAA Launches Lessons Learned Library

Recently, FAA launched a new online accidents lessons learned library. The Web site highlights significant accidents and shows what we can learn from them. At launch, 11 accidents are in the library (including Air Florida 90, ValuJet 592, and USAir 427). The goal is to have 40 accidents included by the end of 2009. While these accidents currently cover only transport airplanes, many of the principles involved, such as decisionmaking, weather, fuel exhaustion, midairs, and ground incursions are equally applicable to GA operations. The Web site can be found at: <http://accidents-ll.faa.gov/>

121.5 ELT Coverage to End

In case you haven't heard, COSPAS-SARSAT, the organization charged with providing satellites to search for emergency locator transmitters (ELT) signals, will cease monitoring the 121.5 MHz frequency on February 1, 2009. After that date, satellites will only monitor the 406 MHz frequency. This means that most of the ELTs in GA aircraft will no longer be covered by the COSPAS-SARSAT network.

The 121.5 ELTs will still be investigated if a signal is detected by an overflying aircraft or a nearby airport. FAA is not planning to mandate a switch to 406 MHz ELTs but other countries are requiring the new ELTs. Check with the appropriate national governing agency if you plan to fly internationally.

More information can be found at <http://www.sarsat.noaa.gov/>. Also, see an article in the January/February 2008 issue of *FAA Aviation News* on the subject, available online at http://www.faa.gov/news/aviation_news/2008/media/JanFeb2008.pdf.

More WAAS Approaches than ILS

In the September 25, 2008, *Terminal Procedures Publication* (TPP) the FAA published a record 171 new localizer performance with vertical guidance (LPV) minima lines on the RNAV (GPS) instrument approach procedures. These lines of minima are only available to aircraft equipped with the Wide Area Augmentation System (WAAS). This TPP cycle brings the WAAS/LPV procedure count up to 1,333, exceeding the 1,229 number of Category I instrument landing system (ILS) procedures. LPV is flown similar to a Category I ILS and has similar decision altitudes.

The FAA plans to publish 500 WAAS instrument procedures in 2009 and continue to publish WAAS procedures for each qualifying runway end. For more information on WAAS and airports with WAAS procedures, visit the GPS Web page at <http://gps.faa.gov/>.

Watch for the upcoming January/February 2009 issue of *FAA Aviation News* that will feature special content on medical issues for GA pilots. The issue should post in early January 2009 on the magazine Web site: www.faa.gov/news/aviation_news/.

Feedback regarding AV News Update may be directed to AviationNews@faa.gov. The *FAA Aviation News* magazine is available online at: www.faa.gov/news/aviation_news/.

