

Make Every Day A Safety Stand Down

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2010 FAASTeam SAFETY STAND DOWN

A Nationwide Focus On Aviation Safety

FAASTeam
FAA SAFETY TEAM

SAFER SKIES THROUGH EDUCATION

The FAASTeam Safety Stand Down will help you better understand how to approach safety—how to identify risks—how to reduce risks. As a participant in the Safety Stand Down, you will be part of the ongoing FAASTeam effort to improve safety. You will learn methods and procedures to sharpen your judgment and flight discipline—key behavioral elements of safe flying—and increase your situational awareness.

During the Safety Stand Down, experts will present commonsense guidelines to safety and explore methods for improving risk identification and reduction. Also, you will hear best practices developed by experts that you can adapt to make your flying safer.

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You Can Find More Information About These Accident Focus Areas

- Owner-Performed Maintenance
- Approach and Landing
- Surface Deviations
- Risk Management

You can also participate in other safety courses and events when you register on FAASafety.gov. Plus you can take advantage of the improved WINGS and AMT programs. Register today.

Pilot Error Causes More Than 80% of Aviation Accidents—Improving That Statistic Starts With You

The FAASTeam Approaches Safety Through Skill-Based Training

This year’s FAASTeam Safety Stand Down focuses on four areas that account for the majority of general aviation accidents.

1. Owner-Performed Maintenance

Today, most owner/operators rely on their maintenance facility or mechanic to keep their aircraft airworthy. They also rely on their maintenance facility or A&P to update and maintain their maintenance records. In fact, many owner/operators leave their aircraft logbooks “on file” at the shop and never look at them. This practice can lead to major problems for the owner/operator—the FARs state that the aircraft owner is responsible for both the maintenance and the recordkeeping. Failure to comply with these FARs relates directly to the three most common causes of maintenance-related airplane crashes:

- Performing unauthorized maintenance.
- Not following approved procedures.
- Performing and recording maintenance improperly.

Experts reveal more about owner/operator maintenance requirements. Some FAA regulations have hidden “gotchas.”

Learn about FAR References—

- An owner’s or operator’s responsibility for maintaining aircraft in airworthy condition—FAR Sec. 91.403.
- Who is authorized to perform preventative maintenance—FAR Sec. 43.3(g).
- Preventative maintenance items (32 allowed items)—FAR Part 43 Appendix A (c).
- Content and form of maintenance records—FAR Sec. 43.9(a)(1)–(4).

2. Approach and Landing

One thing student pilots, CFIs, ATPs, and high-time veterans all have in common is the susceptibility to approach and landing mishaps. The approach and landing phase has a higher accident rate than any other phase of flight. The reason—judgment errors and skill shortcomings. Most judgment errors can be corrected by careful pre-flight planning, thereby negating any shortcomings in the skills area. Mastering the approach and landing phase requires attention to detail, solid flight discipline, and a healthy respect for the limitations of the pilot and the airplane.

Experts present tips and techniques for avoiding the three major causes of loss of control during the approach and landing phase—

- Loss of directional control.
- Failure to compensate for the wind.
- Lack of experience with the aircraft.

3. Surface Deviations

Some 50 million takeoffs and landings occurred at towered U.S. airports in fiscal year 2009. Handling these operations were about 15,000 air traffic controllers. Adding to the operational complexity were hundreds of thousands of individuals who drive support vehicles on airport grounds. For the choreography to work and to keep airport runways safe—and free of incursions—each involved person must listen, follow instructions, and cooperate. Unfortunately, most runway incursions occur because pilots operate contrary to regulations and air traffic control instructions. The key is to increase situational awareness.

Experts share tips, tools, and techniques designed to enhance pilot awareness and skills that can stop the three major causes of runway incursions—

- Entering the runway environment (crossing hold short lines) without a clearance.
- Taking off without a clearance.
- Landing without a clearance.

4. Risk Management

Effective risk management starts with flight planning. Good flight planning can help pilots avoid becoming an accident statistic. FAA statistics suggest these accident categories have produced high fatality rates—

- Weather. Crashes related to weather events resulted from pilots deciding to continue VFR flight into instrument meteorological conditions (IMC).
- Maneuvering. Some crashes related to maneuvering involved poor pilot judgment, such as engaging in buzzing, low passes, or other high-risk activities. Other crashes are attributed to deficiencies in basic airmanship.
- Descent/approach. Crashes related to descent/approach resulted from loss of control during IFR approaches.

Experts help you discover the benefits of a thoroughly planned flight—even the one in the local traffic pattern. They will reveal how to handle the “known” elements and the “unknown unknowns” of the planned flight. You will have the opportunity to develop techniques that will last a lifetime.

HELP REDUCE THE ACCIDENT RATE Apply the Safety Stand Down information to hone your skills and improve your safety culture.