

Kansas City Flight Standards Office

Airworthiness Facts

Date FY18 2nd Quarter



Federal Aviation
Administration

Airworthiness Section

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Inspection Authorization

Information:

Refresher Options

Warrensburg, MO
UCM
March 7, 2018
[See Attached Flyer](#)

Kansas City, MO
KCBA
TBD

Wichita, KS
Tentative
March 16, 2018

St. Louis
Crown Plaza Hotel
Lambert Field
February 20, 2018

FAA Safety Team Airworthiness, Topic of the Quarter

Engine Maintenance and Performance Monitoring

Data shows a large number of accidents are reported with a loss of power as the primary causal factor. Loss of power in a critical phase of flight, such as take-off or maneuvering often result in serious injury or death. This is due to the fact that in this phase of flight the pilot typically does not have much altitude or airspeed, greatly reducing his/her options for an emergency landing.

Modern aircraft engines are extremely reliable provided they are properly maintained and operated in accordance with manufacturers approved procedures and limitations.

Ideally, pilots and mechanics should work together to ensure the aircraft is operated and maintained properly. Pilots are encouraged to take an active role in maintenance; reviewing inspection results and discussing Airworthiness Directives and Service Bulletins. Discuss discrepancies before and after the work is performed. You will want to know what parts were replaced and/or which systems were repaired before the next flight. It is the responsibility of the owner/operator to ensure the aircraft, aircraft engine, propeller, or component part was approved for return to service before the next flight operation. 14CFR § 91.407 (a)(1). Assisting with inspections is a great way to get to know your mechanic and your aircraft.

It is always good business to agree on what work is to be performed and if you want to be notified if additional discrepancies are discovered before those repairs begin.

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Inspection Authorization Information:

§65.93 Inspection authorization: Renewal.

(a) To be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at an FAA Flight Standards District Office or an International Field Office, that the applicant still meets the requirements of §65.91(c) (1) through (4). In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in §65.93(a) (1) through (5) below by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:

(1) Performed at least one annual inspection for each 90 days that the applicant held the current authority; or

(2) Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or

(3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or

(4) Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction; or

(5) Passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

(b) The holder of an inspection authorization that has been in effect:

(1) for less than 90 days before the expiration date need not comply with paragraphs (a)(1) through (5) of this section.

(2) for less than 90 days before March 31 of an even-numbered year need not comply with paragraphs (a)(1) through (5) of this section for the first year of the 2-year inspection authorization period.

(c) An inspection authorization holder who does not complete one of the activities set forth in §65.93(a) (1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period may not exercise inspection authorization privileges after March 31 of the first year. The inspection authorization holder may resume exercising inspection authorization privileges after passing an oral test from an FAA inspector to determine that the applicant's knowledge of the applicable regulations and standards is current. An inspection authorization holder who passes this oral test is deemed to have completed the requirements of §65.93(a) (1) through (5) by March 31 of the first year.

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Ferry Permits:

The term Ferry Permit has been around for years, but what is a Ferry Permit?

From Wikipedia; *Ferry Permits are for delivery flights for the purpose of returning an aircraft to base, delivering a new aircraft from its place of manufacture to its customer, moving an aircraft from one base of operations to another or moving an aircraft to or from a maintenance facility for repairs, overhaul or other work.*

A Ferry Permit or a Special Flight Permit (SFP) is a special airworthiness certificate issued for a U.S.-registered aircraft that may not currently meet applicable airworthiness requirements but is capable of safe flight. An SFP does not authorize:

(1) Flight over a foreign country without permission of that country.

(2) A deviation from a requirement of 14 CFR.

So who may issue a SFP?

SFPs for purposes other than production flight testing and customer demonstration flights will be issued by the FSDO, MIDO, or IFO geographically responsible for the area in which the flight is to originate. This paragraph does not apply to part 121 or part 135 certificate holders.

The FAA may delegate the issuance of an SFP per 14 CFR part 183 and the applicable designee management order.

Purposes of a SFP.

CFR § [21.197](#) prescribes the general purposes for which a SFP may be issued. In addition to the specific purposes listed in § 21.197, the following flight operations are considered within the scope of § 21.197:

a. Any flight of a U.S. registered aircraft covered by § 21.197, if the aircraft is capable of safe flight, even though a TC has not been issued.

b. The delivery of an aircraft to the base of the purchaser or operator or to a storage point in the United States.

c. The operation of non-air carrier four engine aircraft with one inoperative engine. The provisions of § 91.611 should be used as a guide.

d. Flying an aircraft whose annual inspection has expired to a base where an annual inspection can be accomplished.

e. Flying an amateur-built aircraft whose condition inspection has expired to a base where the condition inspection can be accomplished.

f. Production flight testing of LSA per § 21.190(c)(7).

g. Flying an aircraft to a base where repairs are to be performed. This may include incidental check flights as necessary to verify the aircraft is safe for flying the aircraft to a base where repairs are to be performed. Such check flights could be included under the SFP to verify proper function of auxiliary fuel tanks, to verify no hydraulic or fuel leaks for aircraft coming out of storage, etc. This provision is not intended to circumvent § 91.407.

See FAA Order 8130.2J for more information:

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Notice of Proposed Rules

Airworthiness Directives:

Notice of Proposed Rule Making is your chance to make a difference, yes if you go through the process you can make a difference.

This link is for Proposed Rules Airworthiness Directives;

[http://rgl.faa.gov/Regulatory and Guidance Library/rgADNPRM.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory%20and%20Guidance%20Library/rgADNPRM.nsf/MainFrame?OpenFrameSet)

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Comment Due Date	Docket Number
11/21/2017	FAA-2017-0896
11/21/2017	FAA-2017-0103
11/13/2017	FAA-2017-0874
11/09/2017	FAA-2017-0505
11/07/2017	FAA-2017-0826
11/06/2017	FAA-2017-0911
11/06/2017	FAA-2017-0910
11/06/2017	FAA-2017-0750
11/06/2017	FAA-2017-0658
11/03/2017	FAA-2017-0812
10/30/2017	FAA-2017-0811
10/30/2017	FAA-2017-0810
10/30/2017	FAA-2016-9450
10/27/2017	FA-2017-0668
10/27/2017	FAA-2017-0668
10/23/2017	FAA-2017-0867
10/23/2017	FAA-2017-0792
10/16/2017	FAA-2017-0807
10/16/2017	FAA-2017-0660
10/10/2017	FAA-2017-0805
10/10/2017	FAA-2017-0779
10/10/2017	FAA-2017-0778
10/10/2017	FAA-2017-0313
10/10/2017	FAA-2013-0024
10/05/2017	FAA-2016-4219
10/02/2017	FAA-2017-0770
09/29/2017	FAA-2017-0777

New Airworthiness

Directives:

This link is for Airworthiness Directives, for all aircraft.

[http://rgl.faa.gov/Regulatory and Guidance Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory%20and%20Guidance%20Library/rgAD.nsf/MainFrame?OpenFrameSet)

Service Difficulty Program:

When a system, component or part of an aircraft (powerplants, propellers, or appliances) functions badly or fails to operate in the normal or usual manner, it has malfunctioned and should be reported. Also, if a system, component, or part has a flaw or imperfection which impairs function or which may impair future function, it is defective and should be reported. While at first sight it appears this will generate numerous insignificant reports, the Service Difficulty Program is designed to detect trends. Any report can be very constructive in evaluating design or maintenance reliability.

The reports can be filed electronically or by paper, for electronic go to <http://av-info.faa.gov/sdrx/>. For paper submission the form can be downloaded at www.faa.gov/documentlibrary/media/form/FAA8010-4.pdf, you may have to cut and paste this Link into your browser.

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Service Airworthiness Information Bulletins:

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/Frameset?OpenPage

Issue Date	SAIB Number	Make / Company
09/25/2017	NE-17-26	Avidyne
08/25/2017	CE-17-25	Cessna Aircraft Company Textron Aviation Inc.
08/25/2017	NM-17-24	HAECO Cabin Solutions
08/24/2017	SW-17-23	Airbus Helicopters
08/22/2017	CE-17-22	Air Tractor, Inc.
08/19/2017	CE-17-21	de Havilland Aircraft Co., Ltd., The Moth Aircraft Corporation Robertson, Cliff c/o Gadbois Business Management Williams, Harry E.

End of da

Kansas City Flight Standards Office Information

To include Designees, Airworthiness Representatives, Designated Mechanic Examiners, and Designated Parachute Rigger Examiners information.

Current Link:

https://www.faa.gov/about/office_org/field_offices/fsdo/mci/

Next Quarter:

Log Book entries (Maintenance Records)

Airworthiness Facts are published on a quarterly basis and available via email only. If you would like to receive Airworthiness Facts or be removed from the mailing list, contact the Kansas City FSDO FAASTeam

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2018 IA RENEWAL

FAA Approved Training. Training Code Provided At Event

WHEN
Wednesday
March 7, 2018
8am-5pm

WHERE
Elliott Student Union
Rm 240, UCM Campus
500 S. Holden, Warrensburg, MO

Free event

Parking
Handicap parking adjacent to the Union on the South side, Clark St.
Visitor parking lot at the corner of Holden and Clark
Contact: Steve Quick 660-543-4947 squick@ucmo.edu to
pre-register

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AND A&P'S
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- Maxwell
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- Concorde
Batteries
- Tempest
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