

Aviation Safety Action Program

Matt Merillat (PHL)

Chairman, Violations and Enforcement Committee

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The FAA has finalized the Advisory Circular for the implementation of the Safety Partnership programs, the process which ALPA, US Airways, and the FAA informally used for several years. Under the new Aviation Safety Action Program (ASAP), pilots who voluntarily report safety incidents will not, in most cases, be subject to FAA enforcement actions.

While details of the program have not been formally announced, the key to advancing air safety and protecting your certificate will be REPORTING safety incidents. Until the ASAP is in place, you should continue to fill out ASR forms when required. You should also fill out a NASA form whenever you fill out an ASR. NASA forms are available in your domicile, from the FAA, or online. The committee recommends that you mail your NASA form certified mail with a return receipt.

Pushback

After you receive a thumbs-up from the pushback crew, you must ensure that the area around your aircraft is completely clear before you begin taxiing. Line pilots know that we occasionally receive the thumbs-up signal before all ground equipment is clear. You can protect yourself from unwanted FAA attention by making sure that you use correct pushback procedures, and that the tug, ground personnel, and all equipment are well clear of your aircraft before you begin taxiing.

Full call sign

When ATC issues an instruction to you, respond by reading back the instruction along

with your full call sign. Ask for clarification if you don't understand every aspect of the clearance. Make sure that everyone in the crew agrees about what it is that you have been cleared to do. Ask for a repeat if anyone in the crew has any doubt about any aspect of the clearance. Good radio discipline will help you stay safe and legal.

Address change

FAR 61.60 states that you cannot exercise the privileges of your certificate if you fail to notify the FAA within 30 days of a change to your permanent mailing address. You must notify the FAA in writing at P.O. Box 25082, Oklahoma City, OK 73125.

Filling out your medical application form using your new mailing address does not meet the requirements of FAR 61.60. Giving US Airways your mailing address does not meet the requirements FAR 61.60. You must notify the FAA at the above address.

Unstabilized approaches

FOQA data has shown a significant reduction in the number of unstabilized approaches. From time to time, unstable approaches are being conducted. In order to improve the performance in this critical area, we are reprinting the US Airways guidance on this issue. You must be stabilized by 1,000 feet AFE on an instrument approach, and by 500 feet AFE on a visual approach. Some visual approaches, e.g., the DCA River Visual 19, may require you to be stabilized higher than 500 feet AFE. Your approach is not stabilized unless:

- You are on the desired visual or electronic glide path.
- You are maintaining a relatively constant rate of descent.
- You are at the proper approach speed with the engines spooled up.
- You are in trim.
- You are in an approved landing configuration.

If your aircraft's flight path and configuration are not in conformance with these conditions at the appropriate altitude and below, your approach is not stabilized. If your approach is not stabilized, and you are not on fire or out of gas, GO AROUND. If you are flying with someone whose approach is not stabilized, GO AROUND. If in doubt, GO AROUND.

Some pilots find an additional checkpoint helpful in configuring for a stabilized approach. If you are five miles out at 1500 AFE and 150K, you are well on your way to a stabilized approach.

You should file an ASR and NASA form after a go-around. Filing an ASR and NASA form will take a few minutes. If you are involved in an incident or an accident following an unstabilized approach, you will spend incredible amounts of time filling out much more onerous paperwork than an ASR. Attempting to salvage an unstabilized approach is not worth the effort. Success will get you no extra points in the pilot sweepstakes; failure will be both catastrophic and expensive.



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