



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of Accident Investigation and Prevention

800 Independence Avenue SW
Washington DC 20591

SEP 7 2010

Brian C. Rayner
National Transportation Safety Board- ERA
45065 Riverside Parkway
Ashburn VA 20147

Dear Mr. Rayner:

In response to your information request 10-243, regarding the accident involving Quest Diagnostics Incorporated, aircraft N167TB, on August 21, 2009, at Teterboro Airport, Teterboro, New Jersey, the Federal Aviation Administration (FAA) Flight Standards Service provides the following responses to your questions:

1. Please provide the oversight requirements for a FSDO with regards to a large part 91 operators in its district (32 airplanes, 28,000 hours per year).

Response: There are no specific oversight requirements for non-certificated Title 14 Code of Federal Regulations (14 CFR) part 91 operators contained in FAA Order 1800.56J, National Flight Standards Work Program Guidelines. However, Flight Standards District Offices (FSDO) enter information for non-certificated entities from their jurisdiction into the Vital Information System (VIS) for tracking purposes. Thus, the FAA may use this information to augment national work program guidelines and local office work programs to incorporate surveillance of that operator. The Allentown FSDO documented Quest Diagnostics in the VIS as a non-certificated listing prior to this accident.

2. Specifically, is there a minimum required number of site visits, manual reviews (ops/maintenance), check rides, or ramp checks?

Response: There are no specific oversight requirements for non-certificated 14 CFR part 91 operators contained in the FAA Order 1800.56J. However, the FAA uses national work program guidelines and local office work programs to incorporate the surveillance of non-certificated entities. For example, there were over 4,800 records of 14 CFR part 91 operator surveillance in the FAA Program Tracking and Reporting Subsystem (PTRS) for calendar year 2009.

According to a review of the FAA PTRS, there were seven records pertaining to Quest Diagnostics between the years 2002-2009.

3. Does the number of aircraft in a part 91 operation trigger a higher level of oversight?

Response: Title 14 CFR part 91 operations are not subject to specifically defined surveillance criteria per FAA Order 1800.56J. However, FSDO work programs could include additional planned surveillance items due to the number of aircraft in an operator's fleet, as listed in the VIS.

4. What is the accident/incident/violation history of Quest Diagnostics and its former banner, Smith-Kline Beecham?

Response: The NTSB Aviation Accident Database contains three accidents where the "owner or operator name" field lists "Quest Diagnostics" and two accidents listing "SmithKline Beecham." The NTSB accident report numbers are:

ERA09LA469
NYC04LA044
ATL03FA082
MIA97LA087
NYC94FA166

The FAA Accident/Incident Data System contains one incident where the "owner or operator name" field lists "SmithKline Beecham." The FAA Accident/Incident Data System report is:

19960103003009

The FAA Enforcement Investigation System (EIS) contains 16 Enforcement Investigation Reports involving Quest Diagnostics and four involving SmithKline.

If you require additional information, please contact Ms. Kimberly Burtch, Accident Investigation Division, [REDACTED]

Sincerely,


[REDACTED]
B. Hooper Harris
Manager, Accident Investigation Division

Attachments