NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

November 1, 2013

Attachment 21 – FAA Responses

OPERATIONAL FACTORS

ERA13MA139

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A. FAA RESPONSES

1.0 Part 61.55 question

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

Office of Accident Investigation and Prevention

800 Independence Avenue SW
Washington DC 20591

AUG 0 5 2013

David Lawrence
National Transportation Safety Board, AS-30
490 L'Enfant Plaza, SW
Washington, DC 20594

Dear Mr. Lawrence:

The Federal Aviation Administration (FAA) Flight Standards Service is providing the following response to your accident investigation information support request 13.434, regarding the Premier 390 accident that occurred on February 20, 2013.

NTSB Question: The NTSB learned that the co-pilot on the Premier was given a part 61.55 SIC check by the Captain (owner of Executive Shuttle; ATP, CFI, 390S type rated). The co-pilot did not have any previous jet experience and held an ATP.

1. If the operation was under 14 Code of Federal Regulations (14 CFR) part 91, was the co-pilot required?

FAA Answer: No, the aircraft was type certificated as a single pilot jet. The aircraft was designed and certified to fly only a single pilot.

2. If so, was the co-pilot required to have a 14 CFR section 61.55 check?

FAA Answer: See previous answer.

3. Under 14 CFR part 135?

FAA Answer: No, a 14 CFR part 135 operator could fly this aircraft single pilot if approved to do so, provide the Op Specs and pilot training allow this. A Captain who was approved to fly single pilot on this aircraft would have the type designation of 390S.

4. Was the Captain qualified, with a 390S type rating, to provide this training and logbook endorsement if his rating on the Premier is only for single pilot?

FAA Answer: Under 14 CFR section 61.55 any qualified Captain would be able to cover the required areas of 14 CFR section 61.55 and give the appropriate endorsement in the applicant's logbook stating that he has demonstrated the skill and knowledge required for the safe operation of said aircraft, relevant to the duties and responsibilities of a second in command. Although, the regulation does not specifically address a Captain who is certified to fly the jet as a single pilot giving this SIC endorsement to and airman, logic would dictate that since a higher level of skill and ability would be required to pass the check ride as a single crew member, that this higher level of certification and demonstration of skill would be more than satisfy the role of trainer required under 14 CFR section 61.55 to give the second in command endorsement.

If you require additional information please contact Ms. Kimberly Burtch, Accident Investigation Division, at 202-493-[redacted].

Sincerely,

[redacted]

Thomas B. Littleton
Manager, Accident Investigation Division

2.0 Go-around question

Federal Aviation Administration

RECEIVED
MAY 1 [illegible] 2013

Memorandum

Date: MAY 1 4 2013

To: Manager, Accident Investigation Division, AVP-100 [redacted]

From: John M. Allen, Director, Flight Standards Service, AFS-1

Prepared by: James A. Viola, Manager, General Aviation and Commercial Division, AFS-800

Subject: NTSB Information Request 13-267 dated 5/2/2013

The following responds to NTSB Information Request 13-267. We have included the NTSB's original questions, followed by the FAA's response to each question.

1. How does the FAA define a "go around" and when it occurs?

   Per the FAA Pilot/Controller Glossary, a go-around is a situation when a pilot abandons his/her approach to land. The term go-around is further explained in the FAA Airplane Flying Handbook, FAA-H-8083-3A page 8-11, stating that a go-around may be warranted whenever landing conditions are not satisfactory, such as unmet air traffic control requirements, unexpected appearance of hazards on the runway, wind shear, wake turbulence, mechanical failure, an/or an unstabilized approach. A go-around allows a pilot to discontinue a landing approach and make another approach under more favorable conditions. A go-around is a normal maneuver which is emphasized and practiced early on in student pilot training and is required to be demonstrated during practical tests.

2. How does the FAA define a "balked landing" and when it occurs?

   Per the Airplane Flying Handbook, FAA-H-8083 page G-2, a balked landing is synonymous with a go-around.

3. Can a balked landing/go around also be defined as after an airplane has touched down?

   Yes. The FAA Aeronautical Information Manual (AIM), page PCG T-4, defines a touchdown as the point at which an aircraft first makes contact with the landing surfaces. The Airplane Flying Handbook, FAA-H-8083-3A page 8-7, explains that the

landing process is not over until the airplane decelerates to a normal taxi speed or comes to a complete stop. For example, loss of directional control, ground loop, etc. can occur if a pilot abandons his/her vigilance and/or positive control. The Airplane Flying Handbook does not explicitly indicate that a go-around/balked landing could be initiated after first contact with a landing surface. However, the FAA expects that a pilot may execute a balked landing/go-around if he/she determines that, after first contact with the landing surface, positive control has not been maintained or if continuing the landing process may expose the aircraft to unsafe conditions such as an unexpected appearance of hazards on the runway.