

VOLUME 6 SURVEILLANCE**CHAPTER 1 PART 91 INSPECTIONS****Section 4 Conduct a Part 91 Ramp Inspection****6-87 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.**

A. Operations: 1661.

B. Maintenance: 3627.

C. Avionics: 5627.

6-88 OBJECTIVE. The objective of this task is to determine that an airman, operator, and/or aircraft is in continuing compliance with Title 14 of the Code of Federal Regulations (14 CFR). Completion of this task results in an indication in district office files and the national PTRS of either a satisfactory or an unsatisfactory inspection.

6-89 GENERAL. Title 14 CFR part 91 ramp inspections are numerous; however, it is important that the aviation safety inspector (ASI) become familiar with the aircraft he or she is inspecting. Ramp inspections involving other 14 CFR parts are available in the appropriate related task heading. This section covers ramp inspections for part 91 operators only.

NOTE: Airworthiness and Operations inspectors conduct ramp inspections on airmen and aircraft operating under various 14 CFR parts. The information provided may be applicable to either discipline, depending on the conditions observed by the inspector and the 14 CFR part under which the aircraft is operated.

A. Definitions.

1) Operator. For the purposes of this section, an operator may be an owner, pilot, executive/corporate operator, etc.

2) Ramp Inspection. A ramp inspection is defined as surveillance of an airman, operator, air agency, or aircraft, which may include conducting maintenance record inspections (PTRS code 3694/5694) sufficient to show compliance with 14 CFR during actual operations at an airport or heliport.

B. Inspector Conduct. The inspector must always have his or her Federal Aviation Administration (FAA) credentials available, since an airman or operator may or may not know an inspector.

NOTE: For special considerations concerning surveillance at fly-ins, airshows, and other gatherings of General Aviation (GA) aircraft and airmen, see Volume 6, Chapter 11, Section 10, Surveillance of an Aviation Event,

subparagraphs 6 2373A1) through 5). The inspector during a ramp inspection at a glider race or similar aviation event (where a waiver or authorization is not required) should not interrupt or distract a pilot during his or her pre-race routine within 1 hour of his or her race unless there is a safety-related issue. Should the inspector need to address an issue, he or she will do it as professionally as possible.

- 1) An inspector must not open or board any aircraft without the knowledge and consent of the crew or owner/operator. Some operators may prefer to have a company representative present to answer questions.
- 2) If the surveillance will delay a flight, the inspector should use prudent judgment whether or not to continue an inspection that may affect an operator's busy schedule.
- 3) The inspector should also bear in mind that he or she may not be able to complete all items on every ramp inspection, but the operator should provide the inspector with enough information that he or she is confident that the aircraft is in compliance with the regulations.

C. Common Reasons for a Ramp Inspection. Ramp inspections may result when the inspector:

- 1) Observes an unsafe operation in the traffic pattern or in the ramp.
- 2) Receives notification from air traffic control (ATC) of an unsafe operation.
- 3) Observes obvious discrepancies that may affect the airworthiness of the aircraft.
- 4) Conducts routine surveillance activities.
- 5) Receives a task from the current edition of FAA Order 1800.56, National Flight Standards Work Program Guidelines.

D. Ramp Inspections Planned for a Specific Operator. When an ASI plans an inspection for a specific operator, the inspector should review the office files. Some of the reasons the ASI might plan a ramp inspection include:

- Recurring complaints.
- Suspected violations of 14 CFR.
- A special emphasis program required by the Regional Office (RO) or headquarters (HQ).

E. Title 14 CFR Parts 91K, 121, 125, 129 (§ 129.14), 133, 135, and 137. Procedures and details for these 14 CFR parts appear in their appropriate chapter of this volume.

F. Additional Background. When conducting a ramp inspection of a part 91 executive/corporate operator or a part 125 deviation holder, see Volume 6, Chapter 1, Section 1, Inspect an Executive/Corporate Operator.

6-90 RAMP INSPECTION JOB AIDS. The Part 91 Ramp Inspection Job Aid (Figure 6-5) is a job aid provided for the inspector's use in accomplishing this task. He or she uses this job aid when conducting a ramp inspection of a single pilot, a flight instructor, an air agency, or other, less complex ramp inspections. You may also refer to Job Task Analyses (JTA), GA JTA 2.2.1 (Operations) and 2.2.4 (Airworthiness).

6-91 AIRWORTHINESS COORDINATION. Although it is advisable to accomplish a ramp inspection with another inspector, inspectors may perform ramp inspections individually, without the presence of both an Airworthiness and Operations inspector. If either an Airworthiness or Operations inspector is not available during the inspection, and the inspector performing the ramp inspection discovers airworthiness discrepancies, he or she must coordinate with the appropriate inspector at the district office to determine the disposition of the discrepancy. He or she should accomplish this before completing the inspection.

6-92 DISCREPANCIES FOUND DURING INSPECTION. The inspection should continue unless the inspector discovers a discrepancy that would affect the safety of flight or dispatch of the aircraft that may result in a violation of 14 CFR. In those cases, the inspector should take action appropriate to the discrepancy. He or she must note all discrepancies on the job aid and discuss them with the owner/operator. The inspector may explain how to correct discrepancies found during the inspection, but the inspector should keep in mind that it is the operator's responsibility to ensure that items are in compliance with 14 CFR.

A. Responsibility for Airworthiness. The airworthiness of the aircraft is the responsibility of the pilot (refer to part 91, § 91.7) and monitored by Airworthiness inspectors. However, if an inspector finds an obviously unairworthy aircraft, it is the responsibility of the inspector to see that an FAA Form 8620-1, Aircraft Condition Notice (Figure 6-6) is issued. However, an inspector may need to contact the nearest Flight Standards Service (AFS) office to coordinate issuance of the notice.

B. FAA Form 8620-1. The Aircraft Condition Notice form (Figure 6-6) is in triplicate. The top and middle sheet (both white) go to the airworthiness unit, which mails the original to the owner/lessee and retains the second. The buff-colored card must be on the aircraft where the operator can easily see it. (See Volume 8, Chapter 5, Section 5, Issue Aircraft Condition Notice.)

6-93 PILOT DOCUMENTS. When asked to present airman and medical certificates, a pilot may present a radio license formerly required by the Federal Communications Commission (FCC), or make a statement that he or she does not have one. The FCC has determined that pilots are no longer required to have this license unless flying internationally.

6-94 PILOT CONDITION. If an inspector has reason to suspect a pilot or other required crewmember is under the influence of drugs or alcohol, see Volume 6, Chapter 1, Section 6, Alcohol or Drug Testing of Flight Crewmembers.

6-95 AIRCRAFT DOCUMENTS. The following are considerations when examining aircraft documents, including registration and airworthiness certificates and approved Airplane Flight Manuals (AFM). The inspector will bring discrepancies found concerning the airworthiness

or registration certificates to the attention of the owner/operator, document them, and give them to the airworthiness unit for action.

A. Aircraft Identification. The N-number and serial number on the registration certificate must match the N-number and serial number on the airworthiness certificate.

B. Registration Certificate. If the registered owner changes, the owner may display a temporary registration (pink slip), which is good for 90 days (refer to 14 CFR part 47, § 47.31). If the ownership has changed without a pink slip or the N-numbers do not match, the registration is not valid.

C. Flight Manual. An AFM may be required on board the aircraft if required by 14 CFR part 21, § 21.5, or the appropriate markings and placards in accordance with § 91.9.

D. Weight and Balance (W&B) Information. W&B documents, including a list of equipment, as appropriately revised, should be available for the inspector's review. Some multiengine operators have minimum equipment lists (MEL) with a letter of authorization (LOA) issued by a district office. These constitute required documentation for the aircraft and must be on board. The inspector should compare inoperative equipment to the MEL to ensure compliance.

E. Aircraft Logbooks. Inspectors should check aircraft maintenance logbooks, when available, for currency and compliance with 14 CFR part 43, §§ 43.9(a) and 43.11(a). Aircraft maintenance records come in many styles. There is no standard form or format as long as the regulatory requirements (§§ 43.9 and 43.11) for maintenance entries are provided.

F. Airworthiness Certificate.

1) There are two different classifications of FAA airworthiness certificates: standard airworthiness certificates and Special Airworthiness Certificates. The certificate most often seen by an inspector is a standard airworthiness certificate, which is issued for normal, utility, acrobatic, and transport category aircraft. Special Airworthiness Certificates are issued in the following categories:

- Primary,
- Restricted,
- Multiple,
- Limited,
- Light-sport,
- Experimental,
- Special flight permit, and
- Provisional.

NOTE: The lamination of a certificate issued under part 21 is not considered to be an alteration.

2) A list of limitations and conditions (§§ 21.183–21.191) necessary for safe operation must accompany a restricted, limited, or experimental certificate. Special flight permits (ferry permits) are issued to aircraft that may not be Airworthy but are capable of safe flight under certain conditions, which are listed and issued with the permit (§§ 21.197, 91.203 and 91.213). Review the list of limitations and conditions to ensure a valid airworthiness certificate. The N-number on the certificate must match the N-number on the fuselage to be valid.

G. LOAs. Some operations (e.g., Reduced Vertical Separation Minimum (RVSM), North American Free Trade Agreement (NAFTA), and Category (CAT) II) require approved LOAs, which may include additional operational and maintenance requirements. Inspectors should verify an operator's authorization based on observed or anticipated activity. Inspectors should search the Web-based Operations Safety System (WebOPSS) database for an operator's most current authorization(s).

6-96 FOREIGN PILOTS OR AIRCRAFT. An operator with a foreign pilot certificate and an aircraft registered in the same foreign country (e.g., Canadian pilot and Canadian-registered aircraft) may operate in the United States; however, the holder of a foreign pilot certificate may not operate a U.S.-registered aircraft in the United States without first receiving a U.S. pilot certificate. The foreign pilot may show a current medical of his or her country or a U.S. medical.

6-97 INSTRUMENT FLIGHT RULES (IFR) HELICOPTER OPERATIONS. Most rotorcraft are certificated visual flight rules (VFR) only. Under Special Federal Aviation Regulation (SFAR) No. 29-4, some rotorcraft have been approved for IFR. Operators holding approval issued before March 2, 1983, under SFAR No. 29 through SFAR No. 29-4 may continue to use that approval until it is surrendered, revoked, or otherwise terminated, or there is a change in aircraft ownership. After March 2, 1983, the new applicant must meet all certification requirements of 14 CFR part 27 (Airworthiness Standards: Normal Category Rotorcraft) or part 29 (Airworthiness Standards: Transport Category Rotorcraft).

A. Helicopter Documents. A letter of approval (Figure 6-7, Instrument Flight Rules Helicopter Letter of Approval) with a list of limitations is issued for the helicopter. This letter, list of limitations, and a copy of SFAR No. 29-4 combine to become a Supplemental Type Certificate (STC) for the rotorcraft and must be on board in the Rotorcraft Flight Manual (RFM).

B. Pilot Documents. The operator may be approved for a one-pilot or a two-pilot crew as listed in the letter of approval.

- 1) Each pilot must have an instrument-helicopter rating on his or her pilot certificate.
- 2) Each pilot must have a current instrument proficiency check (IPC) accomplished in one of the rotorcraft listed on the letter of approval. The initial IPC must include a check in each type rotorcraft authorized. Subsequent 6-month checks must be in at least one type of rotorcraft in rotation.
- 3) A single-pilot operation must have demonstrated ability using a Stability Augmentation System (SAS) or an autopilot.

4) The pilot may produce an FAA Form 8410-3, Airman Competency/Proficiency Check, if the check was done under part 135 or a logbook endorsement (or copy of one). If a pilot took this check in the calendar-month before or after the month in which it was due, the check is considered to have been done when due.

6-98 CAT II/III AUTHORIZATIONS. CAT II/III operators under part 91 are issued an LOA.

A. Aircraft Documents. The authorization or a facsimile must be on board. The operator must comply with a CAT II/III manual, which must also be on board. Operations specifications (OpSpecs) authorize CAT II/III authorizations other than part 91.

B. Pilot Documents. CAT II/III operators must use a pilot in command (PIC) and, in some cases, a second in command (SIC). Initially, the ASI must check the PIC in each type of airplane authorized. Every 6 months thereafter, the ASI must check the PIC in at least one type to renew all types. The flightcrew must meet regulatory pilot training and currency requirements, including those specified in the operator's FAA approved CAT II/III manual. There is no grace month as in part 125 or 135. The PIC may substitute a part 135 Airman Competency/Proficiency Check (FAA Form 8410-3) endorsed for CAT II or III or a logbook endorsement (or facsimile of one) to meet currency requirements.

6-99 PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. This task requires knowledge of the regulatory requirements of 14 CFR parts 61 and 91, as well as part 43 for Airworthiness inspectors, and FAA policies and qualification as an ASI-Operations.

B. Coordination. This task requires coordination between operations and airworthiness units and with the airman records section of the Airmen Certification Branch (AFS 760).

6-100 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Title 14 CFR Parts 1, 43, 61, 65, 67, 91, and 125.
- Title 47 of the Code of Federal Regulations (47 CFR) Part 87.
- CAT II/III Authorization and Manual, if applicable.
- PTRS Procedures Manual (PPM).

B. Forms:

- FAA Form 8000-36, Program Tracking & Reporting Subsystem Data Sheet.
- FAA Form 8620-1, Aircraft Condition Notice.

C. Job Aids. Sample letters and figures, including applicable JTAs.

6-101 PROCEDURES.

A. PTRS. Open the PTRS file.

B. Pre-Inspection Activities.

1) Review the district office file, if applicable, on the operator to determine if any prior violations of 14 CFR, past complaints, or inspection reports exist.

2) Note the review findings and any areas of emphasis on the part 91 job aid.

C. Location of Inspection. Proceed to the airport where the inspector will conduct the ramp inspection. Determine whether or not it is necessary to identify FAA presence to the airport operator or other operators on the airport (see Figure 6-8, Ramp Inspection Flowchart). Use the part 91 job aid to conduct the ramp inspection.

D. Inspect Airman Documents.

1) Inspect Airman Certificates to determine appropriate ratings and limitations for the type of operations they are conducting.

2) Determine if certificates are genuine and legible.

3) Inspect airman medical certificates to determine if they are current and of the appropriate class. In the case of an airman exercising the privileges of a sport pilot certificate, the airman may not possess an airman medical certificate; however, they may present a U.S. driver's license or neither (in certain cases); please refer to part 61, § 61.303 for sport pilot requirements. Check for a Statement of Demonstrated Ability (SODA), if required, on the medical certificate.

4) If available, examine pilot logbooks (or other reliable records) to determine recency of experience and qualifications, such as:

- Flight review,
- IPC, and
- PIC proficiency check.

NOTE: Sport pilots have a requirement for endorsements authorizing use of specific category and class of light-sport aircraft (LSA) and also for certain privileges; please refer to part 61 subpart J, Sport Pilots.

5) If applicable, inspect pilot CAT II and/or CAT III authorization letters for currency (refer to § 91.189).

6) Note any discrepancies on the job aid.

E. Record Aircraft Information. Record the N-number, make and model, and whether leased or owned on the job aid.

F. Inspect Aircraft Documents.

- 1) Determine that the operator displays the proper airworthiness certificate at the cabin or cockpit entrance.
- 2) Examine the registration certificate to ensure that it is issued for that specific aircraft. Determine that the N-number on the certificate matches the N-number on the aircraft. Check that the certificate is issued to the present owner of the aircraft.
- 3) Determine that there is a current, approved AFM on board the aircraft, if required by § 91.9.
- 4) Determine if an AFM is required and if current W&B information is available for review. Compare equipment listed on the W&B form and the aircraft equipment list to the actual equipment installed.
- 5) If applicable, check the MEL to determine that it has:
 - a) Been issued by N-number and serial number to the aircraft operator.
 - b) An LOA from a district office; check deferred items for placards and dates.
- 6) If a Letter of Deviation (for part 125 aircraft) has been issued, ensure that a true copy is in the aircraft.
- 7) If the operator is leasing the aircraft, determine that the aircraft is carrying a copy of the lease agreement or contract. Note the expiration date on the lease and determine if the lease is still valid.
- 8) If applicable, determine that copies of the approved CAT II or CAT III authorization and manual are in the aircraft.
 - a) Review the CAT II/III authorization and provisions.
 - b) Check that the authorization and manual list the aircraft make, model, and N-number.
 - c) Consider any instrument, airport, or weather requirements listed in the authorization or in the manual.
- 9) If the aircraft operates under an LOA for special use airspace (e.g., North Atlantic High Level Airspace (NAT HLA) or RVSM), determine if the authorization is carried on board the aircraft, or is available upon the Administrator's request.
- 10) Determine if pertinent and current aeronautical charts are available.
- 11) Ask the operator what type of instrument operations he or she conducts (e.g., instrument landing system (ILS), distance measuring equipment (DME), Area Navigation (RNAV), Global Positioning System (GPS), and Required Navigation Performance (RNP)).

Determine if the required radio and navigational equipment is installed for the specific operations conducted.

G. Inspect Aircraft.

1) Determine the general airworthiness of the aircraft by inspecting for items such as cracks, damage, loose or missing fasteners, or other deficiencies that may affect the safety of the flight.

2) Inspect seats and safety belts for proper installation and condition.

3) If applicable, determine if the operator has performed a current very high frequency omni-directional range (VOR) equipment check.

4) Determine if an emergency locator transmitter (ELT) is installed. Check the expiration date of the battery.

5) Determine that the aircraft identification plate exists and is secured to the aircraft fuselage exterior (refer to 14 CFR part 45, § 45.11(a)).

6) Inspect to determine that all required placards are present and legible.

H. Inspection Items for Large and Turbine-Powered Multiengine Airplanes Only.

In addition to the items in subparagraphs 6-101F1–11) and 6-101G1)–6), inspect the following items, if applicable:

1) Determine if the aircraft has an emergency checklist available to the flightcrew.

2) Determine if the aircraft has one-engine-inoperative climb performance data available to the flightcrew.

3) Determine if pertinent and current aeronautical charts are available.

4) Determine if a flashlight having two D-sized cell batteries, or equivalent, is accessible from the pilot station and in good working order.

5) If the operator conducts overwater operations, determine that the required radio equipment is installed (refer to § 91.511).

6) If the operator conducts overwater operations, inspect the following survival equipment for installation and condition:

- Life preservers with approved survivor locator light (for each occupant);
- Liferafts with approved survivor locator light (number should accommodate the number of occupants of the aircraft);
- Pyrotechnic signaling devices (for each liferaft);
- Emergency radio signaling device;

- Lifeline; and
- Appropriately equipped survival kit.

7) For transport category aircraft only, have the operator demonstrate that the aural speed warning device is in operating condition.

8) Have the operator activate the smoking and safety belt signs. Determine if they are in operable condition. Check operation from the cockpit and the cabin. If applicable, at this time, conduct the altitude alerting system or device check.

9) Determine if the operator provides the fire extinguishers in accordance with part 91 subpart L and § 91.513, and if the fire extinguishers are in compliance with Department of Transportation (DOT) inspection requirements.

10) Note whether the operator uses passenger briefing cards to supplement oral briefings. If so, inspect the cards for location and correct information (refer to part 91, § 91.519).

11) Determine if appropriate emergency equipment is on board the aircraft (refer to § 91.513).

I. Inspection Items for Turbojet Powered Civil Airplanes Only. In addition to the items in subparagraphs 6-101F1)–11), 6-101G1)–6), and 6-101H1)–11), inspect the altitude alerting system or device for installation and operation. Conduct this test at the same time as the smoking/safety belt sign and aural speed warning device test.

J. Inspection Discrepancies. If the inspector discovers a discrepancy during the inspection, he or she enters it on the appropriate job aid in the remarks section.

1) Advise the operator that if he or she operates the aircraft without correcting the discrepancy, he or she may be in violation of 14 CFR.

2) If necessary, issue FAA Form 8620-1 (Figure 6-6).

a) Attach the bottom card (buff) on the aircraft by using the string provided or any other acceptable means. Place it so that the operator will easily see it.

b) Retain the top and middle portions of FAA Form 8620-1 for return to the Flight Standards District Office (FSDO) airworthiness unit.

K. Review Job Aid. Upon completion of the inspection, review the job aid to determine if an enforcement investigation is necessary.

L. Conclude Inspection.

1) Discuss any pertinent safety information with the pilot(s) or operator.

2) Return any documentation.

3) Advise the pilot(s) or operator of any upcoming accident prevention or other safety meetings.

4) If no discrepancies are evident, compliment the pilot(s) or operator.

M. PTRS Report. Send a followup Letter of Correction (Figure 6-9) with the Privacy Act Notice required by the Pilot's Bill of Rights (PBR) (see Volume 14, Chapter 1, Section 3) with suspense date to remind the pilot or operator of noted discrepancies. Enter the report status in the PTRS. If the pilot's aircraft are not based in the inspector's district, forward a copy of the PTRS report and the job aid to the appropriate district office.

N. District Office File. File the job aids in accordance with normal office procedures.

6-102 TASK OUTCOMES. Completion of this task results in one or more of the following:

- An indication in the district office files of a satisfactory inspection.
- An indication in the district office files of an unsatisfactory inspection.
- A Letter of Correction.
- An Aircraft Condition Notice.
- An information package sent to another district office.

6-103 FUTURE ACTIVITIES:

- A pilot or operator may be subject to a compliance investigation if the inspection reveals a possible violation of 14 CFR.
- A followup inspection may be conducted to determine if any noted discrepancies have been corrected.

Figure 6-5. Part 91 Ramp Inspection Job Aid

PILOT NAME/ADDRESS		INSPECTION LOCATION			DATE OF INSPECTION	
		INSPECTOR NAME				
AIRCREW INFORMATION						
CERTIFICATES		AIRMAN			MEDICAL	
Name		Grade	Ratings	Number	Class	Date
1.						
2.						
3.						
4.						
5.						
INSPECTION ITEMS	S	U	REMARKS			
Pilot Certificates						
Pilot experience/qual.						
Biennial Flight Review						
AIRCRAFT DOCUMENTS						
Airworthiness Certificate						
Registration Certificate						
Radio Station License						
Operating Limitations						
Weight/Balance Information						
Minimum Equipment List						
Issued by N-Number						
Issued by Serial Number						
Letter of Authorization						
Inoperative Equipment						
Aeronautical Charts						

Figure 6-5. Part 91 Ramp Inspection Job Aid (Continued)

BASIC AIRCRAFT DATA			PAGE TWO	
N-Number	Make/Model		Owned/Leased (91.54)	
INSPECT AIRCRAFT	S	U	REMARKS	
General Airworthiness				
ELT Battery				
VOR Check				
Seats/Safety Belts				
INSPECTION RESULTS				
REMARKS				
REGION	DISTRICT OFFICE		INSPECTOR'S SIGNATURE	

Figure 6-7. Instrument Flight Rules Helicopter Letter of Approval

ABC Construction, Inc.
1234 Any Street
USA

To Whom It May Concern:

ABC Construction, Inc., is authorized by this approval to conduct helicopter operations under instrument flight rules (IFR) in accordance with Special Federal Aviation Regulation (SFAR) No. 29, and the limitations contained herein. A copy of this approval and a copy of SFAR No. 29-4 will be set forth as a supplement to the Rotorcraft Flight Manual (RFM), along with those operating limitations considered necessary for the safe operation of the rotorcraft in IFR operations, as incorporated in the operating limitations section. This letter of approval, the operating limitations, and a copy of SFAR No. 29-4, constitute a Supplemental Type Certificate (STC) and must be on board the aircraft.

LIMITATIONS:

1. Only those helicopters listed, as follows, will be operated under this approval: (e.g., Bell Model 206, Serial No. 123245, Registration No. N54321).
2. For single-pilot operation, an approved and operable Stability Augmentation System (SAS)/autopilot may be used in lieu of a second in command (SIC). Otherwise, the minimum flightcrew must include a pilot in command (PIC) and an SIC (e.g., SAS/autopilot, make (XYZ), and model (123)).
3. Each pilot must hold a rotorcraft-helicopter rating and an instrument-helicopter rating (except as specified in paragraph 4).
4. For the purpose of instrument instruction, each PIC must hold a flight instructor certificate with rotorcraft-helicopter and instrument helicopter ratings. The SIC must hold a pilot's certificate with a rotorcraft-helicopter rating. The second pilot need not comply with paragraph 5 of this letter while undergoing the formal training program leading toward an instrument-helicopter rating.
5. Each PIC authorized single-pilot approval must have satisfactorily accomplished an instrument proficiency check (IPC) utilizing an SAS or autopilot in lieu of an SIC within the preceding 6 calendar-months.
6. Each pilot crewmember must have in his or her personal possession evidence of proficiency issued by an FAA inspector or authorized check pilot within the previous 6 calendar-months.

7. Each helicopter operated under IFR shall meet the instrument and equipment requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.205 and the following additional equipment:

- a. An independently powered standby attitude indicator.
- b. A heated pitot tube and static port, or equivalent means of preventing airspeed and static system malfunction due to icing.
- c. The required instruments per 14 CFR part 27, §§ 27.771 and 27.1321, or 14 CFR part 29, §§ 29.771 and 29.1321, as appropriate.
- d. The PIC must use a boom mike. The transmitter must be capable of being activated through a device located on the flight controls.

The instruments and equipment must be operable. A complete set of flight controls shall be installed and operable at each pilot station, except that single pilot approval will require a set of flight controls only at the PIC station.

8. In accordance with paragraph 4 of SFAR No. 29-4, fuel reserve required by part 91, § 91.23(a)(3) may be reduced to 30 minutes.

9. ABC Construction, Inc., will provide immediate notification to the Flight Standards District Office (FSDO) issuing this approval of any “hazardous” flight conditions encountered during IFR operations under SFAR No. 29-4.

This approval will remain in effect until such time as it is surrendered, revoked, or otherwise terminated, or a change in the aircraft ownership takes place.

John P. Brown,
Manager

Figure 6-8. Ramp Inspection Flowchart

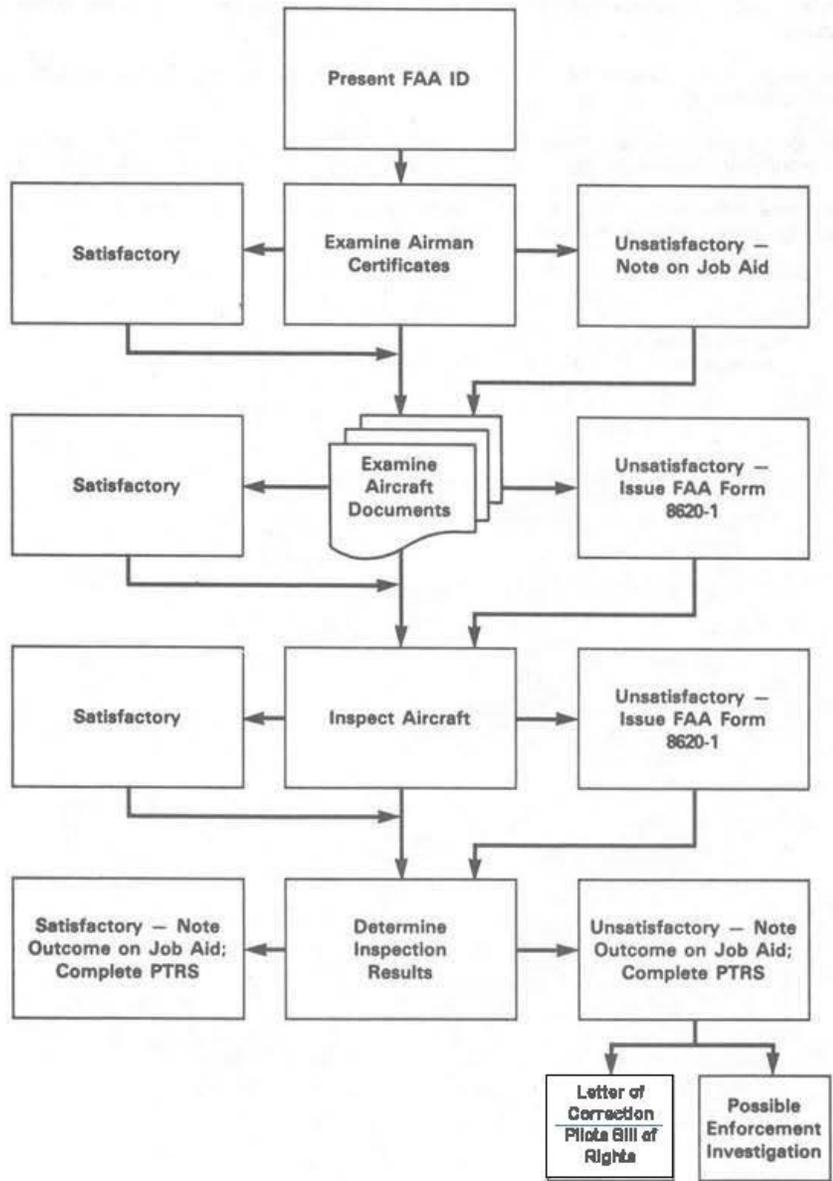


Figure 6-9. Letter of Correction

FAA LETTERHEAD

Addressed to pilot/operator

Dear _____:

This letter is to notify you that an inspection of your [insert either documents or aircraft; if aircraft, indicate the make, model, and N-number] on [insert date of the inspection] at [insert location] revealed deficiencies in the following:

List specific items and the related Title 14 of the Code of Federal Regulations (14 CFR) (e.g., minimum equipment list (MEL) letter of authorization (LOA) not carried on board the aircraft, refer to 14 CFR part 91, § 91.213).

Your prompt attention to correcting these items is appreciated. Please respond to this office within 10 days to indicate your corrective action. If we may be of assistance, please call [include telephone number and operating hours of the district office].

Sincerely,

Signed by the inspector conducting the inspection

RESERVED. Paragraphs 6-104 through 6-118.