



**SAFETY in AIRCRAFT FLYING
EXPERIENCE (SAFE)
&
SAFETY SEMINAR PROGRAM**

A HANDBOOK TO SAFER FLYING

APRIL 1, 2013

INTRODUCTION

The Missouri Pilots Association (MPA) sponsors two safety in aviation award programs with awards presented to the winning chapter(s) at the Annual State Convention. The MPA Safety in Aircraft Flying Experience (SAFE) and the Safety Seminar Program have been designed to assist the pilot and in many cases the co-pilot in developing and maintaining safe flying practices, and in the end a safe flying program throughout Missouri.

The purpose of the MPA Safety in Aviation Awards program is to promote safety and the safe enjoyment of flying, and to demonstrate to the general public that aviation enthusiasts are concerned for public safety. It is the goal of the Missouri Pilots Association to have every member participate in one form or another of the MPA Safety in Aviation program, ***not for the sake of the contest, but for the sake of safe flying***, to be supportive of major FAA programs, and to maintain a positive image of general aviation safety in the eyes of the public. The Missouri Pilots Association therefore encourages every each member to participate in as many safety seminars as possible and each certificated/legal to fly pilot to complete the MPA SAFE program.

MPA SAFETY in AIRCRAFT FLYING EXPERIENCE (SAFE)

BACKGROUND

The Federal Aviation Administration, to ensure safer flying practices, implemented their Pilot Proficiency Program (WINGS). WINGS is based on the premise that when you maintain currency and proficiency in the basics of flight, you will enjoy a safe and stress-free flying experience. WINGS is designed to encourage you to participate in an on-going training program that will provide an opportunity to fly on a regular basis with an authorized flight instructor. FAA believes the program is most effective when training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in the different flight conditions you may encounter. With this in mind, three levels were designed to allow for flexibility in obtaining the level of currency and proficiency you desire. You can earn as many phases in a level as you wish.

Basic Level. This level is designed for those pilots who want to establish a recurrent training program that will provide them a higher level of proficiency than merely preparing for a normal Flight Review as required by 14 CFR 61.56. In addition, because the Basic Level addresses primary accident causal factors, every pilot is required to complete a phase at the Basic Level at least once every 12 calendar months. This ensures pilots are aware of accident causal factors and possible mitigation strategies.

To earn a phase at the Basic level, you must complete three knowledge credits of instruction and demonstrate proficiency when required as shown in the respective Practical Test Standard, (PTS). These knowledge areas are designed to cover current subject matter that the FAA has determined to be critical areas of operation, which in the preceding months have been found to be major causal factors in aircraft accidents.

A pilot must also complete three credits of flight activities. Completion of a credit of flight for this level of flight requires demonstration of proficiency in the Area of Operation(s) required for the credit sought, as stated in the appropriate Practical Test Standards. This level requires the use of the PTS for the pilot certificate held or the Private Pilot PTS, whichever is lower, for the category and class of aircraft used.

Advanced Level. This level is designed for those pilots who want a training program that will take them a step above Basic. It affords you the opportunity, in concert with your instructor, to tailor the training to fit more specific needs. To complete a phase of WINGS at the Advanced level, you must simultaneously complete or already hold the Basic level as outlined previously. The Advanced level requires an additional three flight credits and three knowledge credits using the Commercial PTS for the category and class of aircraft used, or the Private PTS when there is not a Commercial PTS, or if completion of the Basic level used the Sport or Recreational PTS, the Private PTS will be used for this level.

Master Level. This level is designed to give even more flexibility to your needs for specialized training. While most often this level will require the use of higher PTS standards, it will also allow for the addition of specialized equipment and flight environment training scenarios. To obtain the Master level, you must simultaneously complete or already hold a phase at the Advanced level as outlined previously. The Master level requires an additional three flight credits and three knowledge credits using the Commercial or ATP PTS for the category and class of aircraft used and the Instrument Rating PTS, if one is available for the category and class of aircraft used. A Light Sport Aircraft (LSA) may not be used at this level.

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, FAA hoped to reduce the number of accidents seen each year for the same causes. As was seen, it is not a simple “Award” program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

HISTORY

Since the Federal Aviation Administration implemented the Pilot Proficiency Program, (WINGS), the Missouri Pilots Association has experienced intense competition among its chapters to win the WINGS completion award each year. That is, until recent years, when the FAA automated its Pilot Proficiency Program and placed stricter requirements on the training that could be used to qualify for the FAA sponsored WINGS program. Since the program was automated and required training was available mainly on the FAA WINGS program web site, the Missouri Pilots Association has seen a continuous decline in the number of pilots completing the FAA sponsored program.

To determine the factors causing the continuous decline in interest in the WINGS program, the WINGS Coordinator at the State level interviewed several members of the association. The main concern from pilots was the cumbersome and strict structure of

the automated WINGS program maintained by the FAA. Flight instructors were equally concerned about the amount of time needed to approve a pilot for the WINGS program after all training was obtained. In most cases, flight instructors were spending as much or more time getting a pilot approved on the automated WINGS system as they were spending with the pilot to complete three credits of flight activities.

Pilots stated, to meet the FAA automated requirements they were required to spend time at a computer completing the three knowledge credits to qualify for WINGS because the FAA would only accept knowledge credits previously approved by the FAA Safety Team.

To alleviate the problems causing the decline in participation in a safety program, the Missouri Pilots Association is implementing its own version of a Pilot Proficiency Program which will meet the major objective of the FAA WINGS program, becoming a safer pilot, without strict requirements on approved safety seminars and interfacing with automated systems. Because the pilot is the one to benefit from experiences from any safety program and winning an award is secondary, the revised system is based on the honesty of the pilot and the Safety in Aviation Flying Experience (SAFE) Coordinator of each chapter.

THE PROGRAM

To meet the objectives of the FAA approved WINGS program, the Missouri Pilots Association, Safety in Aircraft Flying Experience (SAFE), will require a minimum of three safety seminars (See Safety Seminar Program) and the pilot demonstrating proficiency to a qualified flight instructor as shown in the Flight Review, Part 61.56 of the Federal Aviation Regulations, an entry into your pilot's logbook. The program in the beginning will have only one level and this level is designed to meet the Basic Level of the FAA approved program. More levels may be added in the future based on the interest shown in this revised SAFE program. The Missouri Pilots Association will not attempt to obtain approval from the FAA for its Safety in Aircraft Flying Experience (SAFE) and the program in no way should be considered as competing with the FAA WINGS Program; therefore for those pilots who choose to satisfy the FAA WINGS requirements at any level, completion will qualify as meeting the State sponsored SAFE. In addition for benefits, if any, that can be obtained from completing the FAA sponsored WINGS program, the Missouri Pilots Association does not guarantee those same benefits after completing the Safety in Aircraft Flying Experience (SAFE).

Safety in Aircraft Flying Experience (SAFE) Coordinators

The State President will choose a SAFE Coordinator at the state level to monitor and revise the program as required to meet the concerns of the pilots of the state. The state coordinator will accumulate chapter results for the year, compare those results to other chapter results, and award the winning plaques at the state conventions.

If a chapter chooses to participate in the Program, it must elect, or the chapter president select, an individual to act as the chapter SAFE Coordinator. The State SAFE

coordinator should be notified as soon as possible of the name and address of the person selected. This individual will act as the official over determining when a pilot has met the requirements after receiving completion notice from a qualified flight instructor. This individual will also keep the state coordinator informed of the numbers of pilots completing the program for state award purposes and revising the program as necessary.

Demonstrating Proficiency to a Qualified Flight Instructor

One objective of the Missouri Pilots Association SAFE, as well an objective of the FAA WINGS program, is for the program to meet the FAA Flight Review requirements. The FAA Flight Review requirements require a proof of proficiency to a qualified flight instructor before the end of the 24th month after a Flight Review has been completed. The demonstration of proficiency for the Missouri Pilots Association SAFE must be completed annually to meet the annual requirements of the program. For the demonstration of proficiency to qualify, a certification from a qualified flight instructor must be presented to the chapter SAFE Coordinator. FAR 61.56 states to meet the Flight Review requirements a flight review must consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include a review of the current general operating and flight rules of FAR part 91 and a review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate. A pilot who has passed a pilot proficiency check conducted by an FAA examiner during the period of the program will be considered as meeting the FAR 61.56 Flight Review.

Proof of Completion

For a pilot to receive credit for completing the SAFE, he or she must forward the following form to the Safety in Aircraft Flying Experience (SAFE) Coordinator properly certified by a qualified flight instructor under part 61.183 of the Federal Aviation Regulations. Flight instructor should complete this form only after making proper logbook entries showing completion of the Flight Review as outlined in FAR 61.56.



**MISSOURI PILOTS ASSOCIATION SAFETY in AIRCRAFT FLYING EXPERIENCE
(SAFE)**

The following information is being provided only for the purpose of qualifying for the Missouri Pilots Association Safety in Aviation Flying Experience (SAFE), as a certification of completion of the requirements of a Flight Review as described in part 61.56 of the Federal Aviation Regulations. This information is intended solely for the use of the Missouri Pilots Association SAFE and is not intended to be and should not be used by anyone other than this specified party.

Date(s) of Flight Review		
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To be completed by pilot before beginning Flight Review:
I have completed the following knowledge sessions to be considered during the flight review

Course Title	Date Completed

Flight Instructor Comments:

Flight Review Certified Flight Review not Certified

Date of Log Book Entry:	Signature:
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SAFETY SEMINAR PROGRAM

BACKGROUND

As we are all aware, the co-pilot on each flight keeps the pilot informed of safety functions the pilot has either forgotten, has not recognized, or has neglected. The FAA in its WINGS program has failed to provide to and recognize training received by individuals other than certificated pilots. For these reasons, the MPA has implemented the Safety Seminar Program to recognize those pilots and non-pilots that complete safety training during the year. Again this program has resulted in intense competitions among the chapters for the annual award until recent years when FAA placed stricter rules on seminars that counted toward the completion of the WINGS program. The MPA has consistently placed less strict rules on seminars that count for the annual award.

THE PROGRAM

To meet the objectives of the Missouri Pilots Association SAFE, three seminars with emphasis in safe flying need to be completed by a pilot during the competition period. It is suggested, as required by the FAA WINGS Program, that each seminar include a one-hour session set for the session to count for the Safety Seminar Program. SAFE Coordinators at the chapter level will determine if a seminar held during a chapter meeting can be considered as a qualified program for the Missouri Pilots Association SAFE. It is suggested that chapters provide safety seminars throughout the year that flight instructors can consider as the ground training for the FAA Flight Review (FAR 61.56). The SAFE Coordinators will also determine chapter or individual activities that count for the Safety Seminar Program. Again the pilot and co-pilot are the ones to benefit from experiences from any safety seminar and winning a Safety Seminar Program award is secondary; therefore, the revised system is based on the honesty of the individual and the SAFE Coordinator of each chapter.

Safety in Aviation Flying Experience (SAFE) Coordinators

The State President will choose a SAFE Coordinator at the state level to monitor and revise the program as required to meet the concerns of the pilots and others of the state. The state coordinator will determine chapter results for the year and award the winning plaques at the state conventions.

If a chapter chooses to participate in the Program, it must elect, or the chapter president select, an individual to act as the chapter SAFE Coordinator. The State SAFE Coordinator should be notified as soon as possible of the name and address of the person selected. This individual will act as the official over determining when a chapter or individual activity qualifies for the Safety Seminar Program.

Proof of Completion

For an individual to receive credit for a seminar, a title and description of the training received with proper signature of presenters of the session must be forwarded to the chapter SAFE Coordinator using the form below:



MISSOURI PILOTS ASSOCIATION SAFETY SEMINAR PROGRAM

Title of the seminar attended		
Seminar Date		
Hours Attended		
Briefly describe the session contents		

Name (Please print)	
Signature	
Coordinator Comments	

Approved Unapproved

Signature	
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For chapter sponsored seminars the SAFE Coordinator should present the following form at the seminar to be signed by each participant:



MISSOURI PILOTS ASSOCIATION SAFETY SEMINAR PROGRAM

Title of the seminar attended		
Seminar Date		
Hours Attended		
Signature		Signature
Coordinator Comments		

Approved	<input type="checkbox"/>	Unapproved	<input type="checkbox"/>	Signature
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The SAFE Coordinator should complete the Proof of Completion form for each participant at a chapter sponsored safety seminar which should be then provided to the flight instructor when completing SAFE requirements for the safety in flying program.



COMPILING THE RESULTS

The award programs year will begin April 1 of each year and conclude March 31 of the following year. For the 2014 program year, they started April 1, 2013, and will end March 31, 2014. At the conclusion of the of the program year, the SAFE Coordinator must first determine the total number of chapter members in good standing on March 31. This total will be used both for the SAFE and Safety Seminar Programs. To determine the percentage completion for the SAFE program, divide the number of pilots that completed the program by the total chapter membership number. To determine the percentage completion for the Safety Seminar Program, first determine the total number of seminars completed by each chapter member in good standing, (Note: for pilots completing the SAFE program this will be at least three seminars completed), then accumulate the total number of Safety Seminars completed for all chapter members and divide this total by the total number of chapter members as of March 31. This percentage will, in most cases, equal more than 100%.

Example:

Perfect Town Chapter has 75 members in good standing as of March 31

	Points Awarded
SAFE Program Completion	
35 pilots each complete the SAFE program to meet MPA requirements	35
Total points achieved during the year	35
Percentage Chapter Completion Safety SAFE Program	46.6%
Membership Safety Seminar Completion	
50 pilots each complete 3 MPA approved seminars to complete the SAFE program	150
15 members each attend and complete 3 MPA, FAA, AOPA sponsored seminars	45
43 members attend and complete two chapter sponsored seminars	83
Total points achieved during the year	178
Percentage Chapter Completion Safety Seminar Program	237%

CONCLUSION

As a State sponsored program, we do not want to lose site of the purposes and benefits that can be obtained from completing the FAA encouraged WINGS program. As an organization we can all remember how beneficial that program has been to assist and encourage safe flying for all our pilots and for us to show as an organization that we support safe flying through proficiency programs and safety training sessions.

As our research shows the organization has lost interest in the program, not because of its lack of effectiveness, but because of its difficulty to show completion. Through this revised program we as pilots, co-pilots, and those with interest in general aviation can continue to show our organizational encouragement in safety in flying. But to make the program work and improve our safety in flying, we all need to take the requirements to meet the program seriously, and with the help of our flight instructors and available safety related training sessions, absorb all the valuable practices and information available to us to make us a safer flying organization.

Remember when we get into a critical situation, that is not the time to review the manuals and obtain information from our flight instructors, to assure we complete that flight safely and a flight we will live to discuss with our fellow aviation enthusiast.



**MISSOURI PILOTS ASSOCIATION SAFETY in AIRCRAFT FLYING EXPERIENCE
(SAFE)**

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Date(s) of Flight Review		
To be completed by pilot before beginning Flight Review: I have completed the following knowledge sessions to be considered during the flight review		
Course Title	Date Completed	
Course Title	Date Completed	
Course Title	Date Completed	
Flight Instructor Comments:		
Flight Review Certified	<input type="checkbox"/>	Flight Review not Certified <input type="checkbox"/>
Date of Log Book Entry:	Signature:	





MISSOURI PILOTS ASSOCIATION SAFETY SEMINAR PROGRAM

Title of the seminar attended		
Seminar Date		
Hours Attended		
Briefly describe the session contents		

Name (Please print)	
Signature	
Coordinator Comments	

Approved Unapproved

Signature	
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MISSOURI PILOTS ASSOCIATION SAFETY SEMINAR PROGRAM

Title of the seminar attended		
Seminar Date		
Hours Attended		
Signature		Signature
Coordinator Comments		

Approved	<input type="checkbox"/>	Unapproved	<input type="checkbox"/>	Signature
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MPA SAFETY IN AVIATION AWARDS

April 2013 - March 2014

The Missouri Pilots Association Safety in Aviation Awards program consists of two awards to be presented at the Annual Convention held in June of each year. The first award presented is the Safety Seminar Program Award presented to the Chapter with the highest percentage of participation of its chapter membership completing safety seminars during the year. The second award is the SAFE Program Award presented to the Chapter with the highest percentage of its membership that completes the MPA approved SAFE program.

Safety Seminar Award

The purpose of the Safety Seminar Award program is to promote general aviation safety awareness, and further to demonstrate to the general public that all Missouri Pilots Association members are concerned for safe flying. It is the goal of the Missouri Pilots Association to ensure every member participates in physical safety seminars in their chapter, regardless of whether they are active pilots or not, and to ensure each chapter host/sponsor at least one safety seminar per year.

Benefits of participation:

- Greater awareness of safety issues
- Promotes involvement of safety concepts to ALL chapter members
- Generates public relations opportunities (invite the local media)
- You get to enjoy some really good seminars.
- Non-pilot participants encourage full safety in flying participation by active pilots
- An exciting program involving the whole chapter

RULES:

1. The contest shall involve only members in good standing of the Missouri Pilots Association as of March 31.
2. The contest will be judged on the basis of percentage of chapter membership participation.
3. "Hosting" shall mean organizing/presenting a safety seminar that is open to all area pilots and interested persons.

4. Safety seminars need not be approved by the FAA to qualify as a seminar eligible for the award. In the interest of the goals of the Missouri Pilots Association as stated above, SAFE Coordinators of each chapter should ensure that seminars of the chapter include safe flying material before being counted for this award.
5. To score points for their chapter, members must attend or participate in at least one Safety seminar during the contest period. Attendance can be at a physical seminar and/or an online seminar.
6. Every safety seminar completed by a chapter member shall be counted.
7. To qualify a Chapter must report on the total membership of their respective chapter at the closing date of the contest. Members who change chapters during the contest year may choose the chapter to which their Safety Seminar Award and membership affiliation is credited but must inform the respective SAFE Coordinator in both chapters of their choice so that there is no duplication in reporting.
8. The contest reporting period shall be from the first day in April each year to the last day in March the following year.
9. Final reporting of numbers must be filed with the State SAFE Coordinator before the end of April each year. Late entries cannot be accepted, nor shall individual achievements be carried over to the following contest year. The State SAFE Coordinator will not be responsible for ensuring chapter report for this award, the chapter SAFE Coordinator is responsible for ensuring that reports are received by the State SAFE Coordinator.

Safety in Aircraft Flying Experience (SAFE) Award

The purpose of the SAFE program is to promote safe flying for all members of the Missouri Pilots Association and to prove to the public that one of the MPA's main goals is safe flying. The active participation of all pilots of the Missouri Pilots Association in this program further proves to the FAA and the public that MPA stands for safe flying for its pilots and the public. It is the goal of the Missouri Pilots Association to ensure every active pilot participates in and completes the SAFE program.

RULES:

1. The contest shall only be open to pilots in good standing with the MPA and who qualify to participate in the SAFE program under published FAA regulations.
2. To count, all parts, (Flight Review logbook entry and safety seminars) must be completed during the contest period.
3. To participate a Chapter must report its total number of members.
4. Pilots who change Chapters during the contest year may choose the Chapter to which their SAFE completion is credited but must inform the respective SAFE

Coordinator in both chapters of their choice so that there is no duplication in reporting.

5. The contest reporting period shall be from the first day in April each year to the last day in March the following year.
6. Final reporting of numbers must be filed with the State SAFE Coordinator before the end of April each year. Late entries cannot be accepted, nor shall individual achievements be carried over to the following contest year. The State SAFE Coordinator will not be responsible for ensuring chapters report for this award, the chapter SAFE Coordinator is responsible for ensuring that reports are received by the State SAFE Coordinator.



**MPA SAFETY IN AVIATION AWARDS
April 2013 - March 2014**

Chapter Reporting Form

Safety in Aircraft Flying Experience (SAFE)

Chapter name	
Total chapter membership	
Total completing WINGS (seminar & flight)	
Percentage achieved	

Safety Seminar Award

Chapter name	
Total chapter membership	
Total participation points in the contest year	
Percentage achieved (may be more than 100%)	
Participation index is therefore (same number as above without the % sign)	

Authenticated by the Chapter SAFE Coordinator, or president

Signed _____ Date _____

Telephone _____

