



Type Club Coalition Update

March 2013

www.eaa.org/govt/tcc.asp

I hope this Update answers any outstanding questions, and with your help results in a renewed infusion of effort by TCC members to realize the goals of the Coalition. If you have questions or comments, please send them to asf@bonanza.org.

FAQs from recent inquiries

What is the purpose of the Type Club Coalition?

The TCC exists to serve as a repository of flight training best practices, so member organizations may benefit from each others' experience to improve type-specific pilot training and reduce the rate of fatal general aviation accidents. A secondary purpose is to provide accurate data in response to pilot safety-related Notices of Proposed Rulemaking (NPRMs), and ensure regulators have accurate data with which to make informed decisions regarding safety and training requirements.

Who may join the TCC?

There are three target audiences for membership in the TCC: airplane owners groups, including type clubs; operation-specific aviation organizations, such as warbirds, Soaring Society of America and Helicopter Association International; and aviation support organizations such as EAA, AKIA, the Commemorative Air Force, and AOPA's Air Safety Institute.

The Type Club Coalition is an unincorporated independent organization with support from and providing technical support to the Experimental Aircraft Association.

What are the goals of the TCC?

The Strategic Principles of the Type Club Coalition are:

TCC Strategic Principles

November 15, 2012

- 1) The members of the TCC pledge to incorporate safety best practices as they are agreed upon by the TCC.
- 2) The TCC acts as a collection point and forum for discussion on safety, instructional and regulatory issues affecting TCC members and the general aviation community. Participation is voluntary. The TCC exists as a free exchange of information for use or modification at the option of members.
- 3) The TCC promotes the interests of all its member organizations. Since Experimental-Amateur-Built (E-AB) aircraft are clearly under increased scrutiny by FAA and NTSB, however, priority will be given to issues of E-AB safety when prioritization of resources must be exercised.
- 4) The TCC will work cooperatively with FAA to avoid regulatory responses to safety issues whenever possible. TCC will freely provide data to support safety programs and initiatives, to support informed decision-making regarding proposed regulation.
- 5) If circumstances should require a regulatory response to a data-defined issue, the TCC will work to ensure that regulatory decisions are limited only to those aircraft models or situations for which data supports the need for regulation. A prime goal of the TCC is to ensure that issues affecting one type of aircraft are not applied with a broad brush to other aircraft types for which the issue does not apply.
- 6) The TCC will work with FAA, the aircraft insurance industry, other industry groups and individual aircraft owners to promote and encourage participation in type clubs(s) applicable to the aircraft type. TCC will investigate the causal relationship between type club membership and reduced accident rates and generate statistical data. If those data show a clear causality or correlation between type club membership and reduced accident rates, the TCC will use those data to

promote type club membership, support informed regulation, and engage the FAA, the insurance industry and others to encourage aircraft owners, pilots and mechanics to join the applicable type club.

- 7) TCC members will coordinate and cooperate on issues of aircraft systems reliability, airframe and electrical systems fatigue, parts availability and substitution, and compliance with E-AB kit plans and aircraft construction best practices that transcend specific makes and models of aircraft.
- 8) Beyond the adoption of agreed-upon safety best practices, the TCC will not impose any obligations or requirements on member organizations.

What does it cost to join the TCC?

There is no cost to join or maintain membership in the TCC. It is an entirely volunteer organization.

What resources are available to TCC members?

EAA's Government Affairs office is generously hosting the TCC web page at www.eaa.org/govt/tcc.asp. Currently this is merely a description of the Coalition, its vision and mission, and a list of member organizations and websites.

If your organization is not listed on this page and you wish to be part of the TCC, email your organization's name and website address to Tom Charpentier at tcharpentier@eaa.org and he'll add your link.

We'll be adding a Technical Resources page that will include items generated by the TCC (see "An Example," below) and documents volunteered by member organizations that others may use as models for developing or upgrading their own programs.

What obligations do members incur?

Only those stated in the TCC Strategic Principles, above.

How does my organization become a member of the TCC?

Just let us know your organization's name and a contact name, phone number and email.

An Example

An example of TCC output is the Industry Best Practices for teaching go-arounds and missed approaches. Late last year the TCC was asked by the FAA/Industry General Aviation Joint Steering Committee (GA-JSC) to submit our best practices as part of the JSC's effort to address Loss of Control (LOC) crashes in this maneuver. LOC (stalls, really) during go-around and missed approach are high on the list of fatal accident causes.

TCC polled its members and combined their responses into a single Best Practices document (attached). TCC submitted this to GA-JSC, and EAA included the TCC guidance in its response to the GA-JSC as well.

Moving forward

There is considerable work to be done to achieve the goals of the TCC, and it cannot be done by one person alone. I volunteer to remain the chairman of the TCC and to participate in the Steering Committee on type-specific pilot training. For the TCC to succeed, however, we need a **membership chairperson**. This volunteer will receive and respond to inquires from potential members and answer routine questions about the TCC, and help us carry the message and invitation to join to other potential member organizations. We'll provide the information needed to get started.

Please email asf@bonanza.org if you are willing to serve as the TCC membership chairperson.

We have also recently received requests for Flight Training Best Practices working groups on the following:

- Very light airplanes (Cub, Champ, LSA, Pietenpol, etc).
- High-performance E-AB (Lancair, Glasair, Epic, etc.)

Please email asf@bonanza.org to volunteer to chair one of these subcommittees.

Feel free to propose additional working groups (and volunteer to chair them).

Other requests

We have received requests for assistance in areas that fall outside the scope and mission of the Type Club Coalition. If you have interest in setting up an organization separate from the TCC to pursue one or more objective below, please let me know and I'll include your announcement in the next Type Club Coalition Update.

- Guidance for starting a type club (administration, marketing, membership recruiting, etc.)
 - Parts pricing and availability issues (group parts purchases across type club lines)
 - Aircraft longevity issues (investigations and initiatives affecting more than one airplane type)
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Aviator's Model Code of Conduct

The TCC's mission is to serve as a resource for Industry Best Practices techniques and procedures for providing type-specific transition and recurrent flight instruction. Many instructional Best Practices, however, are not type-specific, and in that arena a lot of the work is already done. Take a look at the Aviator's Model Code of Conduct (AMCC) at www.secureav.com for voluntary best practices for operating and maintaining aircraft, including guides, supporting materials and teaching aids for the:



- Aviators Model Code of Conduct
- Flight Instructors Model Code of Conduct
- Student Pilots Model Code of Conduct
- Seaplane Pilots Model Code of Conduct
- Light Sport Aviators Model Code of Conduct
- Glider Aviators Model Code of Conduct
- Aviation Maintenance Technicians Model Code of Conduct

...and a host of other resources. It's all free and ready for you to adopt or modify to fit your needs.

Sun n Fun

Will you be at Sun n Fun? Do you want to arrange a short TCC meeting for some time on Thursday or Friday of the event? Let me know your preferred day and time. If there is sufficient interest I'll set up a meeting time and location.

Thank you for your continued interest in the Type Club Coalition. We can meet the TCC's goals if we get more member participation.

Fly safely

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