

FULLY QUALIFIED: ARE AIRMEN TRULY TRAINED TO WORK INDEPENDENTLY

Kevin Ramon Derrickson

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Granite State College

CIVILIAN (COMMERCIAL) AVIATION DATA

The FAA (Federal Aviation Administration) requires aircraft mechanics to:

- Have at least 18 months of practical experience working with power plants or airframes
- Have at least 30 months of practical experience working on both simultaneously
- Pass a written exam
- Pass an oral exam
- Pass a practical test

Worldwide Commercial Mishap/Accident Statistics

- Average of over 44,000 flights per day
- Average of 15.2 airliner accidents per year over last five years
- As high as 18 (2018), as low as 13 (2019)
- Average of 262 airline fatalities over last five years
- As high as 561 (2018), as low as 59 (2017)
- Zero US airliner crash fatalities in United States since 12 Feb 2009

* Note: The FAA does not govern military aircraft maintenance requirements.

MILITARY AVIATION DATA

The US Air Force's mandatory aircraft maintenance training requirements are:

- No minimum time in training
- No written exam
- No oral exam
- No practical test
- Airman is fully qualified to work as aircraft mechanic once "signed off" on training tasks
- Supervisor and Commander approve/affirm completion of training

US Military Mishap/Accident Statistics

- 5,500 aircraft mishaps/accidents between 2013 and 2017
- 133 service member fatalities between 2013 and 2017
- 38 aircraft-related fatalities in fiscal year 2018 (24 on training flights)
- In 2018, 13 more service members were killed in military aviation accidents than in Iraq, Syria, and Afghanistan (direct combat).

* Note: In US National Airspace, military and civilian aircraft follow same operational regulations.

SUMMARY & FINDINGS

- In military aviation, the rate of mishaps and accidents has increased or remained the same despite flight hours decreasing significantly.
- Post-incident investigations have revealed human error as the most common cause of many mishaps.
- The government sequestration and massive defense budget cuts of 2013 has been largely attributed as the reason for the lack of experience and proficiency in military aircraft maintenance (tens of thousands of trained and experienced service members were separated from active duty during this time).
- Increased aviation accidents and fatalities over the last five years have signaled the need for Congress' continued support of maintenance and training across the services.

2018 Puerto Rico ANG C-130 Crash



WC-130H Tail Number 65-0968

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2018 Puerto Rico ANG C-130 Crash



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2018 Puerto Rico ANG C-130 Crash



Major Jose R. Roman Rosado
Pilot



Master Sergeant Mario Brana
Flight Engineer

2018 Puerto Rico ANG C-130 Crash



Initial Emergency Response

RESOURCES

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