

Why an Electronic POH Library is the Pilot's and Aircraft Owner's Critical Next Step for Safety

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For The Owner and Pilot, Knowledge Is Power And Safety

It is said that knowledge is power, and for the pilot, operator and owner of an aircraft, knowledge also means safety of flight. While the most up-to-date Pilot's Operating Handbook (POH) is the primary and mandatory source of information for owners and pilots, there is a wide range of additional knowledge that should also be accessible—particularly where maintenance and compliance issues related to the airplane are concerned.

Unlike airline operations, anyone who has invested in an aircraft for personal, business or recreational flying usually does not have a full-time staff focused on managing safety and compliance information. Many pilots and owners rely solely on a mechanic or FBO to inform them of critical airworthiness and safety information. Consequently, there is the potential for the pilot or operator to be completely unaware of a just-released airworthiness directive, for example, which may require compliance prior to the airplane's next trip. The fact is that since the Pilot In Command, by law, is ultimately responsible for the safety of the aircraft, you are accepting a lot of risk by not having direct access to this information yourself. That means becoming familiar—and staying fully updated—with a set of documents beyond the Pilot's Operating Handbook.



Awareness is Fundamental To Being a Safe Pilot

An awareness of any current maintenance issues involving an owner's aircraft is fundamental to being a safe pilot.

"Knowledge is power," said aircraft pilot Tom Philips, who flies a Dassault Falcon 10 jet, as well as a Cessna 182Q, in which he is a part owner. "However, a good deal of the time, the kind of knowledge pilots should have about maintenance and compliance is hard to come by."

Finding the information, and interpreting it, said Philips, often involves a cumbersome research process of culling data from many different sources. "Frankly, it's not all that easy for a pilot to do this. It could literally take hours to determine that your aircraft is airworthy." While Philips concedes that the internet has made access to the information much easier today, he stressed that it can still be a challenge. "A pilot still has to go to multiple websites, and do a keyword search on each site," he explained. "And the sites are not always easy to navigate."

"Although the maintenance facility is responsible for signing off on all the aircraft's documentation, the pilot's responsibility is to be certain the repair station was aware of all the ADs which existed on the aircraft," Philips pointed out. "Without knowing about ADs or service bulletins, the pilot who takes the aircraft in for servicing is going in blind. Just being able to say that an airplane has just come out of an annual inspection is no guarantee that all of the compliances have been done."

Another pilot, Paul Williams, who holds an Air Transport Pilot (ATP) rating on fixed wing aircraft and helicopters, strongly agrees that pilots should check what he called "a multiplicity of sources" for information about their aircraft, so that all the bases are covered. As Williams noted, the many various websites are good sources of an aircraft type's maintenance and compliance history. "If you're not familiar with those sources, and don't take the time to research, then you're definitely behind the power curve," he stressed. "It

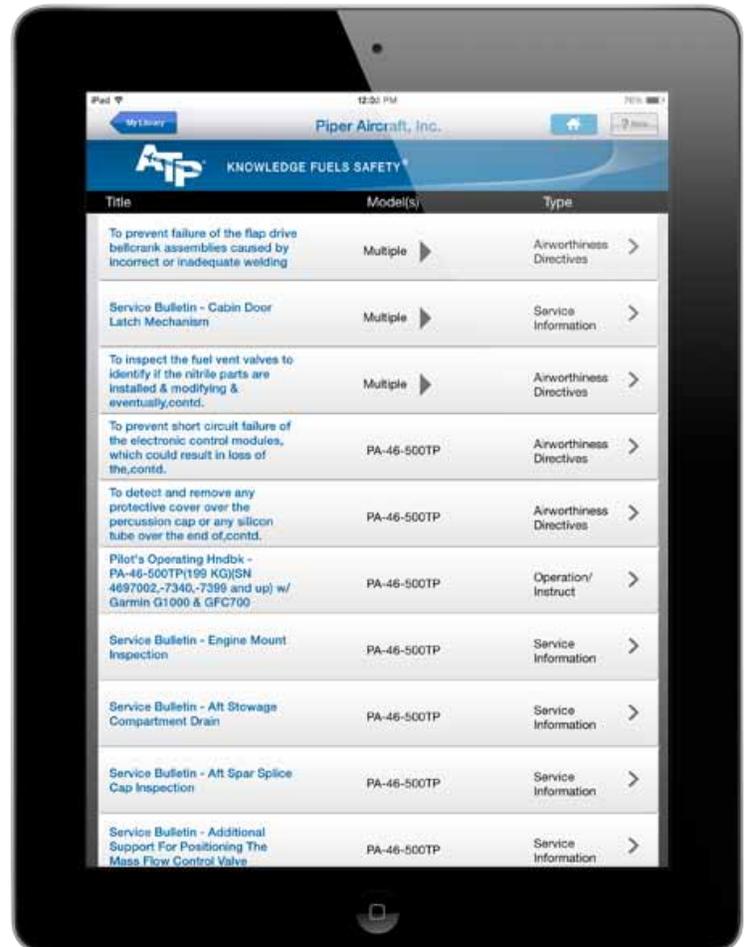


definitely helps to have knowledge of the aircraft (maintenance compliance status) at the time it is taken in for a shop visit, so you're not being sold some items that you don't need."

According to Art Dykstra, an instructor pilot who flies a Bombardier Challenger 300 business jet, most pilots of owner-flown aircraft rely on their mechanics to be their primary source of safety and compliance information. "I have seen pilots rely—99 percent of the time—totally on their mechanic. The danger here is that the mechanic may or may not be totally up to date on all of the aircraft's service bulletins or ADs." As an example, he said that while a specific repair station can be relied upon to do an annual airframe and engine inspection, it may not do a transponder or pitot static check. "Unless the repair station has an avionics capability, in-house, it would probably need to send those components to a specialty shop, which may or may not research AD or compliance issues with those components."

Mark Jensen, Director of Maintenance at Loyd's Aircraft Maintenance, Inc., a Piper and Cessna authorized service center in Bakersfield, California, said that "It's possible for an individual to find out about the service bulletins on their own, but it is a very time consuming process to do this." When it comes to safety and compliance matters, Jensen said that better than 90 percent of the aircraft owners are hearing about them from their mechanics—for the first time. "Sometimes," said Jensen, "I will get an inquiry about something I know nothing about, because the owner got the information first. That actually helps us, because then we'll look into it further to see if the information really applies to that customer's airplane."

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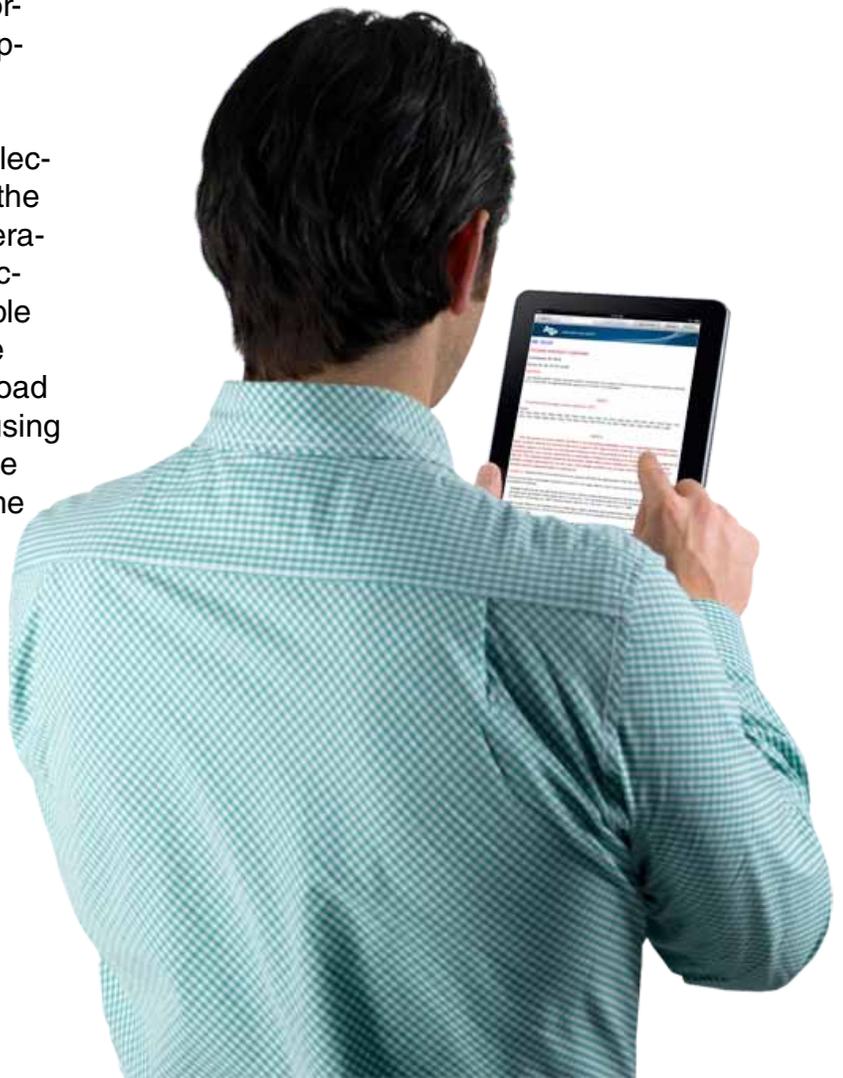


The Quick and Simple Solution – an ePOH Library

In October 2013, Piper Aircraft teamed up with ATP of Brisbane, California, to launch a new electronic Pilot Operating Handbook (ePOH) library, using ATP's HubConnect™ App for iPad® or iPhone®. Pilot owners of the single engine Meridian, Matrix, Mirage, and Archer, and twin engine Seneca V and Seminole models, are able to have mobile access to the Pilot Operating Handbook (POH), and have anytime, anywhere access to the documentation necessary to support their compliance and safety efforts. ATP has since expanded this service to include ePOH Libraries for Champion, Piaggio, Sikorsky, Viking, MD Helicopters, and Bell Helicopters.

Originally conceived by ATP as a powerful electronic POH that would operate on the iPad, the company quickly realized that pilots and operators desperately needed quick and simple access to more than just the POH. ATP was able to make its vast library of safety, compliance and maintenance information, covering a broad range of aircraft, available to the operators using a mobile device, or on any computer over the Internet. "Looking at these benefits, we came up with the owner-operator library concept, and created the first system to combine the POH and the safety-critical maintenance information into a single library that is always up to date with the latest revisions," said Bob Jones, a Product Marketing Specialist at ATP. He added that the system was developed in collaboration with ATP's many aircraft manufacturing partners, as well as pilots of fixed wing aircraft and helicopters.

"We are providing the same kind of information that the maintenance vendor has accessed for years directly to the pilot who flies his own airplane. It is now available to the private pilot for the first time in the form of a convenient, comprehensive library that has been specifically created and organized for that owner's aircraft," said Jones.



After The POH, What Information Is Critical For Safety?

A comprehensive, electronic library with mission critical safety knowledge that is easy to access and always up to date is your critical next step to complete confidence in your aircraft's safety and airworthiness. The documentation available in ATP's ePOH Library is shown in the list below along with an explanation of each type:

- Service Bulletins (SB) – Service bulletins are generated by manufacturers and provide important information for improving the safety, airworthiness, longevity or performance of the aircraft.
- Airworthiness Directives (AD) –The FAA and EASA both issue ADs against an airframe, engine or subsystem, mandating an inspection or modification in order to address a safety of flight problem. Usually the AD specifies a time frame in which compliance needs to take place.
- Special Airworthiness Information Bulletins (SAIB) – This is an information tool issued by the FAA that alerts, educates, and makes recommendations to the aviation community. SAIBs contain guidance that does not meet the criteria for an Airworthiness Directive.
- Advisory Circular (AC) 43-16A Maintenance Alerts – Issued by the FAA, these are reports containing issues discovered by the maintenance community that have been reported to the FAA.
- Aeronautical Information Manual (AIM) – The AIM is an FAA-issued official guide to basic flight information and air traffic control (ATC) procedures.

All of this information can be accessed on an iPad or iPhone using ATP's HubConnect™ App, which can be downloaded from the App Store, or on any computer with an Internet connection. ATP automatically updates all information on a daily basis so that users always have access to the most current content.



For most pilots in the general aviation community, said Jones, the primary value of the ePOH library is that it will “make them a lot more aware of any maintenance or safety issues pertaining to their airplane that only their maintenance vendors, until now, had readily at hand.” One example of such information is a maintenance alert, which, as Jones explained, is a report issued by mechanics to the FAA concerning issues involving their aircraft. “If a maintenance alert pertaining to a specific aircraft has been made available to all operators, the pilot of that aircraft will have access to it, and pay a little more attention to the fact that there is an issue not only at the time of preflight, but at the time the airplane goes to the maintenance provider. Knowing about a certain issue will encourage the pilots to monitor it and be more sensitive to maintenance and safety compliance related to their aircraft.”

Another benefit, explained Jones, is that ATP's highly qualified staff of librarians and IAs are constantly acquiring, maintaining and updating the ePOH Library with the most current and up-to-date content. “Pilots and operators no longer need to worry about the never-ending task of finding and replacing each updated page in the POH or other documents,” said Jones. “We are your library staff and we do the management work so that you don't have to.”

Bob Jones noted that while some OEMs post FAA advisory publications on their websites, none transmit that information directly to a pilot in the cockpit. “The pilot has to go search through various websites and browse endless pages of data to find the information related to their aircraft,” he remarked. “What ATP is doing is to deliver a comprehensive library of the important safety content related to your specific aircraft, along with the POH, directly to the cockpit via the pilot's iPad or iPhone. Only ATP has the capabilities, resources, and partnerships to bring all of this all together, and it represents a tremendous value to the pilot operator and owner of the aircraft.”

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Comprehensive ePOH Libraries from ATP

Whether you are in the office, out in the hangar, or cruising at 10,000 feet, ATP makes it easy to access the information you need. With ATP you get much more than just an electronic Pilot Operating Handbook (POH). You have access to a comprehensive, up-to-date, library of mission critical content that is tailored to your aircraft and supports your safety and airworthiness efforts.

ATP's ePOH Libraries can be accessed anytime, anywhere, using the HubConnect™ App for iPad® or iPhone®, or the ATP Aviation Hub™ cloud application. The ATP Aviation Hub application allows you to view, search, and even print ePOH library content from any computer with an Internet connection. ATP updates all revised content on a daily basis, and the app synchronizes all revisions with the push of a button. Simple reporting tools are included to easily track and demonstrate currency.

About ATP

ATP is a global information services company serving business sectors obligated to meet the most demanding safety and compliance standards. ATP's 40 years of industry leading innovation has produced the premier aviation information services platform, ATP Knowledge™ Information Service Platform, and continues to set the pace for the adoption of best practices in the aviation industry. Headquartered in Brisbane, California, ATP's team is comprised of tightly coupled engineers and entrepreneurs with deep technology and aviation related experience.

Note On Using iPads in the Cockpit

Aircraft specific Equipment Lists and Weight and Balance should be retained with the paper POH and carried onboard. For more information on using an iPad in the cockpit, view the article, "Can I Use an iPad in the Cockpit?" at www.askbob.aero.

Learn More about ePOH libraries on your iPad or iPhone.

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