

✓ Has average or better historical safety rating.

**Report Date:** 04/19/2001

**Certificate Summary:** ABCD12345

**Sample AIR CHARTERS INC**

100 AIRPORT ROAD  
CINCINNATI, OH 12345  
CEO: LAST, FIRST

**Employee Data:**

Captains	32
Other Pilots	2
Check Air Men	3
Inspectors	0
Non-Cert Mechanics	1
Certified Mechanics	12

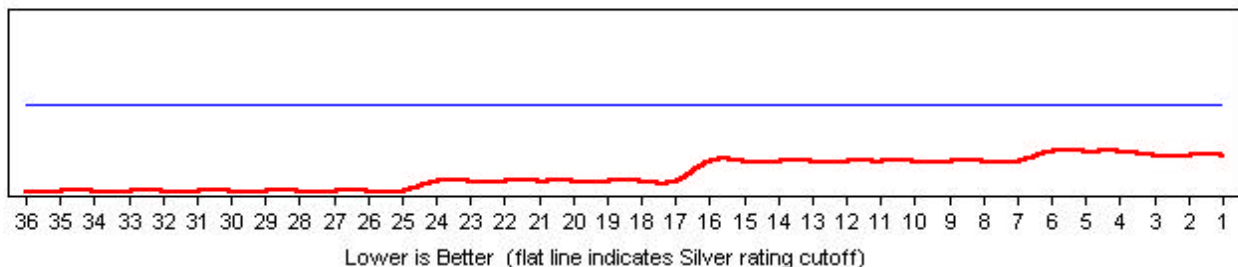
**Aircraft Summary:**

1 CE-500-500
6 PA-31-350
1 CE-402-402
2 SA-227-AT
2 CE-401-B
9 CE-402-C
2 CE-402-B
2 CE-404-404
2 CE-401-A

**Summary of Records Found:**

- 1 (National Transportation & Safety Board - 46727 records dating back to 1983)
- 1 (FAA Accident/Incident Database - 160355 records dating back to 1983)
- 2 (FAA Enforcement Information System - 368516 records dating back to 1962)
- 3 (FAA Service Difficulty Reports - 841200 records dating back to 1974)
- 1 (FAA Operate Certificates Database - 7257 records)
- 1 (FAA Aircraft Registration Database - 344756 records)

ARGUS Three Year Historical Safety Rating Trend



## DISCLAIMER

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### **CHEQ Rating description**

The CHEQ system has three major components: Historical Safety Ratings, Current Aircraft and Pilot Data, and On-Site Safety Audits. Analysis of these components results in three potential levels of safety rating: Silver, Gold, and Platinum. Each level reflects analysis and ranking based on increasing amounts of detailed information on the charter operator.

#### **Silver Rating**

ARG/US conducts in-depth research into multiple public databases to uncover accidents, incidents, enforcement actions, and certification data relating to the operator. Records that are discovered are assigned a score based on the official cause, violation, or other data on record. Older records have less impact on the score and are omitted after ten years. The total of all found records results in a Historical Safety Record score, with the higher score reflecting a greater number of negative events. Those operators with CHEQ scores within one standard deviation of the median score for their class of operation are assigned a silver rating. There are four classes of operations based on the number of aircraft on their certificate: Class 1 is for 1 to 3 aircraft, Class 2 is for 4 to 9 aircraft, Class 3 is for 10 to 49 aircraft, and Class 4 is for greater than 50 aircraft.

#### **Gold Rating**

For those operators who provide data on the aircraft operated, and the pilots employed, ARG/US will evaluate for a Gold Rating. The Gold level is assigned to operators who meet or exceed the established ARG/US standards for equipment, crew experience, and ratings. The emphasis is not only age of aircraft, but also on modern avionics, progressive maintenance, and proven safety devices such as TCAD/TCAS, FMS, and TAWS/GPWS.

#### **Platinum Rating**

The highest level of ARG/US safety rating is awarded to those operators who meet the criteria for Silver and Gold, and successfully pass either an ARG/US on-site safety audit, or a recent Department of Defense (DoD) Air Carrier Quality and Safety inspection. The ARG/US audit is conducted identically to a DoD audit by former DoD inspectors. This is a constructive, operational and system oriented evaluation to help identify and correct potential deficiencies or safety issues.

# Certificate Detail: ABCD12345 (FAR 135)

## General Information

Operator Name: SAMPLE AIR CHARTERS INC  
Certificate Number: abcd12345 (ABCD)  
Previous Certificate: DCBA54321  
Cert Issue Date: 06/15/1996  
Cert Valid Date: 01/25/2001  
Cert Status/Type: A/A  
Holding Office: Regional: SW District: SW

CEO: Name, CHIEF EXECUTIVE OFFICER  
CEO Phone: 123-456-7890

Address 1: 100 AIRPORT ROAD  
Address 3: Cincinnati, OH 12345

## Contact Information

Director Of Maintenance	Name	Phone
Chief Executive Officer	Name	Phone
Director Of Operations	Name	Phone
Chief Pilot	Name	Phone

## Employee Summary

Captains: 32  
Other Pilots: 2  
Check Air Men: 3  
Non-Cert Mechanics: 1  
Certified Mechanics: 12  
Flight Engineers: 0

## Aircraft Appearing on Certificate

Make/Model	Cnt	FAR	Class	Comm Svc	135 VFR	Max Pax/Cargo
CE-500-500	1	135	MEL	N	N	6
PA-31-350	6	135	MEL	N	N	4
CE-402-402	1	135	MEL	N	N	4
SA-227-AT	2	135	MEL	N	N	4
CE-401-B	2	135	MEL	N	N	4
CE-402-C	9	135	MEL	N	N	4
CE-402-B	2	135	MEL	N	N	4
CE-404-404	2	135	MEL	N	N	4
CE-401-A	2	135	MEL	N	N	4

## Allowances and Restrictions

Hazmat Carried: Y  
Deviations Authorized: Y  
KO 135 Kind of Operation Fixed: ODA  
TO 135 On Demand 9 Pax or Less: Y

**General Information**

Event ID:	20001205X00460
Event Type:	ACC
NTSB Number:	FTW99FA123
Report Status:	F
Local Date/Time:	04/27/1999 916
City, State:	GOLDSBY OK
Airport Involvement:	Y

**Narrative**

The twin-engine airplane impacted the ground in an uncontrolled descent following the in-flight separation of the right wing during a normal descent. The airplane had accumulated a total time of 20,457 hours and had been flown 52 hours since the most recent annual inspection, which was performed by the current operator 3 weeks prior to the accident. Available maintenance records indicated that since 1988, maintenance personnel had made numerous repairs to the right wing, including repairing skin cracks, working rivets, wing stub spar straps, and the right main landing gear. Metallurgical examination revealed that the right wing's front spar failed due to fatigue that started at an area of mechanical damage and rough machining marks. The presence of primer covering the mechanical damage strongly suggests that the damage was produced during the manufacturing process. It could not be determined whether the mechanical damage or the machining, acting alone, could have caused the fatigue cracking to initiate. Fatigue cracking found on the rear spar and the forward auxiliary spar is most likely secondary fatigue due to load shedding as the crack grew in the front spar.

**Probable Cause**

The fatigue failure of the right wing spar as a result of inadequate quality control during manufacture of the spar. A factor was the inadequate inspection of the right wing by maintenance personnel, which failed to detect the crack.

**Environmental Information**

Basic Weather Conditions:	VMC
Visibility (sm):	10
Visibility RVR (ft):	0
Temperature:	59
Wind Direction (deg):	320
Wind Speed (knots):	7
Cloud Height:	0
Precipitation Type:	UNK
Light Condition:	DAYL

**Aircraft Information: Aircraft #1**

Phase of Flight:	0
Aircraft Damage:	DEST
Operator Code:	ABCD
Aircraft Type:	AIR
Aircraft Make/Model:	Cessna 402C
Aircraft Regist Nbr:	N12345
Aircraft Serial Nbr:	402C0123
Number of Seats:	2

**NTSB Detail: FTW99FA123 (RECORD CHANGED)**

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Landing Gear:	RETR
Cert. Max Gross Weight:	7190
Number Engines:	2
Engine Type (Eng1):	REC
Engine Make (Eng1):	
Engine Model (Eng1):	TSIO-520-VB
Type of Operation	UNK
Domestic/International:	DOM
Passenger/Cargo:	PACA
Departure Airport ID:	DAL
Departure City:	DALLAS
Departure State:	TX
Destination Airport ID:	OKC
Destination City:	OKLAHOMA CITY
Destination State:	OK
Flight Plan Filed:	IFR

**Sequence of Events for Aircraft 1**

Occurrence #2	
Phase of Flight	553
Altitude	0

Sequence of Events	
Event Number 1	
Subject Code:	19200
Cause Factor:	
Modifier Code:	2407
Person Code:	0

Occurrence #1	
Phase of Flight	551
Altitude	0

Sequence of Events	
Event Number 4	
Subject Code:	24102
Cause Factor:	F
Modifier Code:	3115
Person Code:	4108

Event Number 3	
Subject Code:	24102
Cause Factor:	F
Modifier Code:	3115
Person Code:	4107

Event Number 5	
Subject Code:	10100
Cause Factor:	
Modifier Code:	1180
Person Code:	0

Event Number 1

**NTSB Detail: FTW99FA123 (RECORD CHANGED)**

Subject Code: 10101  
Cause Factor: C  
Modifier Code: 1137  
Person Code: 0

Event Number 2  
Subject Code: 84110  
Cause Factor: C  
Modifier Code: 0  
Person Code: 5330

**Flight Crew Information for Aircraft #1**

**Crew Person 1**

Crew Category: PLT  
Seat Occupied PIC: LEFT  
Pilot Profession: PCIV  
Medical Certif: CL1  
Med Certif Valid: VWW  
Date Last Med: 03/24/1999  
BFR: Y

**Flight Time Information for Crew Person 1**

	MAKE	ALL	ACTUAL	SIMU	SENG	MENG	NIGHT
INST							
L24H							
L30D							
L90D							
PIC							
TOTL		1754				650	

**Injury Summary for Aircraft 1**

Injury summary	Fatal	Serious	Minor	None	Total
First Pilot	1				1
Co-Pilot					
Dual Student					
Flight Engineer					
Cabin Crew					
Other Crew					
Passengers					
Total Aboard	1				1

**Record Match Explanation**

**Aircraft Owner: Partial Match on SAMPLE AIR CHARTERS INC**

Could be Operator Name, Owner Name or a "Doing Business As Name".

**General Information**

Control Number: 19991227038279C  
Accident Date: 12/27/1999  
Accident State: OK  
Accident City: GUYMON  
Airport: GUYMON MUNI ARPT  
Event Type: C  
Total On Board: 1  
Total Fatalities: 0  
Total Injuries: 0

**Operations Information**

Aircraft Group: 401  
Aircraft Damage: MINR  
Phase of Flight: LAND-LVL OFF TOUCH  
Aircraft Manufacturer: CESSNA  
Operator Designator: ABCD  
Operator Cert Nbr: ABCD12345  
Owner Name: SAMPLE AIR CHARTERS INC  
FAR Part Number: 135  
Pri Type of Flying: ATCO  
Sec Type of Flying: ACAR

**Remarks**

(-5) AIRCRAFT LANDED GEAR UP PMI-MARK WILBORN (SW-19) WILL INSPECT AIRCRAFT

**Cause Factors & Contributing Factors**

General Cause: PILOT  
Primary Cause Factor: GEAR/NONE  
Supporting Cause Factor A: INATT  
Primary Contributing Factor: MISCL

**Aircraft Information**

Aircraft Make: CESSNA  
Aircraft Model: 401  
Aircraft Regist Nbr: 12345  
Weight Class: UNDER 12501 LBS  
Number of Engines: 2  
Tech Cert Data Sheet: A7CE

**Environment & Location**

Primary Flying Condition: VFR  
Secondary Flying Cond: NOWX  
Light Condition: DAY

**Pilot In Command**

Certificate Type: ATF  
Qualification: QUAL  
Rating: ASMEL  
Profession: PILT  
State of Residence: TX  
Residence Region: SW  
Total Hours Flown: 2000  
Hours Flown Last 90 Days: 60

**Injury Summary**

Injury Summary	On Board	Injured	Fatal
First Pilot			N
Co-Pilot			
Flight Crew	1	0	0
Cabin Crew	0	0	0
Grnd Crew		0	0
Passengers	0	0	0
Other		0	0
Total Aboard	1	0	0

**Record Match Explanation**

**Violator: Partial Match**

Operator Name or DBA Name, or possibly the registration number of the aircraft.

**Record Information**

Report Number: 1999SW910117  
Status: CLOSED  
  
Year: 1999  
Fiscal Year: 1999  
Region: SW  
Field Office: SW91  
RO Discov: SW  
Invest Offc: SW91  
Record Owner: 91  
Rec Own Region: SW  
Secat Code:

**Violation Details**

Violation Category: DRUG TESTING  
FAR Reg Violated: 135.251A  
Caused Accident: NO AX  
Violation Source: DRUG ABATEMENT PROG  
Final Action: ADMIN ACTION  
Final Action Date: 12/29/1999  
Final Saction: LTR CORRECTION  
Sanction Amount:  
Violation Date: 01/19/1998  
Date Known to FAA: 09/03/1999  
Violation Time:  
Violator: SAMPLE AIR CHARTERS INC  
DBA Name:  
Designator: ABCD  
Certificate Number: ABCD12345  
Equipment Make:  
  
Av Employer:  
Cert Region: SW  
Cert Type: AIR CARRIER ON DMAND  
Airport Identifier:  
Airport Name:  
City:  
State:  
Operation Type: AIR CARRIER ON DMAND  
Operation Sub-Type: ON DEMAND PASSENGER

**Record Match Explanation**

**Employer: Partial Match**

Operator Name or DBA Name as given by the employee. It is possible that part 91 violations of a pilot or mechanic will impact their current employer even if the violation was not on company time.

**Record Information**

Report Number: 2001SW010013  
Status: CLOSED  
  
Year: 2001  
Fiscal Year: 2001  
Region: SW  
Field Office: SW01  
RO Discov: SW  
Invest Off: SW01  
Record Owner: 01  
Rec Own Region: SW  
Secat Code:

**Violation Details**

Violation Category: FLT OPNS  
FAR Reg Violated: 091.135A  
Caused Accident: NO AX  
Violation Source: AIR TRAFFIC SVC  
Final Action: ADMIN ACTION  
Final Action Date: 01/23/2001  
Final Saction: LTR CORRECTION  
Sanction Amount:  
Violation Date: 10/01/2000  
Date Known to FAA: 10/02/2000  
Violation Time: 1825  
Violator:  
DBA Name:  
Designator:  
Certificate Number:  
Equipment Make: ACFT  
SA227AC  
Av Employer: SAMPLE AIR CHARTERS INC  
Cert Region:  
Cert Type: ATP  
Airport Identifier:  
Airport Name:  
City: ALBUQUERQUE  
State: NM  
Operation Type: AIR CARRIER ON DMAND  
Operation Sub-Type: ON DEMAND - CARGO

**Record Match Explanation**

Found either the serial number, current registration number, or a previous registration number for this aircraft.

**Record Information**

Control Number: 1987102600111  
Control Date: 19871026  
Control Region: CE  
Sequence Number: 00111  
Micro Film Roll Nbr:  
Micro Fiche Frame Nbr::  
Rec Region: SO  
Rec Dist Office: 19  
  
Status: C  
Difficulty Date: 19871017  
SDR Type: G  
Alert Code: T  
Submitter: G  
Severity: 2

**Details**

ATA: 5510  
Operator Ctrl Nbr: SO658789468  
Designator:  
  
Acft Reg Nbr: 2FOR  
Air Make: BEECH Engine Make:  
Air Model: 200BEECH Engine Model:  
Acft Ser Nbr: BB290 Engine Ser Nbr:  
  
Prop Make: Comp Make:  
Prop Model: Comp Model:  
Prop Ser Nbr: Comp Ser Nbr:  
  
Part Name: BRACKET  
Part Number:  
Part Condition: CORRODED  
Part Location: HORIZONTAL STAB  
Precautionary Proc 1: NONE  
Nature of Cond 1: OTHER  
Equip Total Time: 0  
Time Since OH: 0  
Stage of Operation: INSP/MAINT

**Record Match Explanation**

Found either the serial number, current registration number, or a previous registration number for this aircraft.

**Record Information**

Control Number: 1987121000042  
Control Date: 19871210  
Control Region: CE  
Sequence Number: 00042  
Micro Film Roll Nbr:  
Micro Fiche Frame Nbr::  
Rec Region: SO  
Rec Dist Office: 19  
  
Status: C  
Difficulty Date: 19871109  
SDR Type: G  
Alert Code:  
Submitter: H  
Severity: 2

**Details**

ATA: 5520  
Operator Ctrl Nbr: SO658793144  
Designator:

Acft Reg Nbr: 2FOR  
Air Make: BEECH Engine Make:  
Air Model: 200BEECH Engine Model:  
Acft Ser Nbr: BB290 Engine Ser Nbr:

Prop Make: Comp Make:  
Prop Model: Comp Model:  
Prop Ser Nbr: Comp Ser Nbr:

Part Name: HINGE ASSY  
Part Number: 101620011  
Part Condition: CORRODED  
Part Location: OTBD ELEV  
Precautionary Proc 1: NONE  
Nature of Cond 1: OTHER  
Equip Total Time: 5370  
Time Since OH: 5370  
Stage of Operation: INSP/MAINT

**Record Match Explanation**

Found either the serial number, current registration number, or a previous registration number for this aircraft.

**Record Information**

Control Number: 1999121800046  
Control Date: 19991218  
Control Region: CE  
Sequence Number: 00046  
Micro Film Roll Nbr:  
Micro Fiche Frame Nbr::  
Rec Region: NM  
Rec Dist Office: 07  
  
Status: C  
Difficulty Date: 19991118  
SDR Type: A  
Alert Code:  
Submitter: A  
Severity: 4

**Details**

ATA: 5711  
Operator Ctrl Nbr: 99ZZZX4491  
Designator: DQIA  
  
Acraft Reg Nbr: 290SJ  
Air Make: BEECH  
Air Model: 200BEECH  
Acraft Ser Nbr: BB290  
  
Prop Make:  
Prop Model:  
Prop Ser Nbr:  
  
Engine Make:  
Engine Model:  
Engine Ser Nbr:  
  
Comp Make:  
Comp Model:  
Comp Ser Nbr:  
  
Part Name: SPAR  
Part Number: 1011100303  
Part Condition: CORRODED  
Part Location: LT WING  
Precautionary Proc 1: NONE  
Nature of Cond 1: OTHER  
Equip Total Time: 10006  
Time Since OH:  
Stage of Operation: INSP/MAINT

**Aircraft Information**

Registration Number: 123SA  
Aircraft Make: CESSNA  
Aircraft Model: 500  
Serial Number: 500-0123  
Manufacturer Code: 2076602  
Aircraft Type: 5  
Gross Weight: CLASS 1  
Year Manufactured:

Engine Type:  
Engine Make:  
Engine Model:  
Engine Horsepower:

Engine Fuel Cons:

**Ownership Information**

Ownership Type: 4  
Owner Name: SAMPLE AIR CHARTERS INC  
Address 1: 100 AIRPORT ROAD  
Address 2:  
City: CINCINNATI  
State: OH  
Zip: 12345  
Region: S  
County Code: 001  
Country: US

**Record Activity**

Registration Date: 09/01/2000  
Last Action Date: 09/01/2000

