

✓ 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

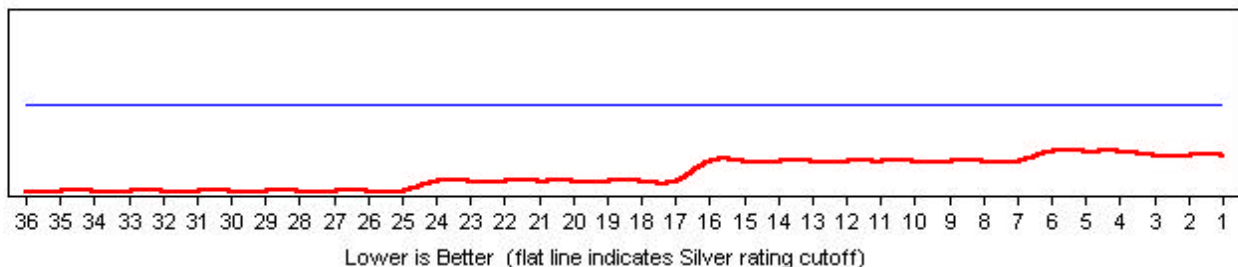
Aircraft Summary:

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

The data contained in this report has been obtained from the US Federal Aviation Administration and the National Transportation Safety Board under the Freedom of Information Act, as well as through primary research techniques. The data contained in this report is of an advisory nature only. Although significant effort has been made to verify that the data is true and correct, ARG/US does not warrant that this data is complete or without errors. ARG/US specifically does not warrant that this data is applicable or fit for a specific purpose. Any conclusions drawn from this data are done so at your own risk. ARG/US is not the official source of this data, so users are encouraged to verify the data through official sources prior to drawing any conclusions or basing decisions on this data. Neither Aviation Research Group/U.S., Inc (ARG/US) nor any agency thereof, nor AeroKnowledge, nor any of their employees or officers, makes any warranty, expressed or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. In no event shall ARG/US or AeroKnowledge be liable for any special, indirect or consequential damages or any damages whatsoever resulting from loss of use, data or profits, whether in an action of contract, negligence or other action, arising out of or in connection with the use or performance of this information.

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)

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

