

areas of Canada and Alaska. Alaska State Department of Transportation and Canadian Ministry of Transport officials can provide specific information on survival gear requirements. The kit should be assembled in one container and be easily reachable and preferably floatable.

TBL 7-6-1

Jurisdictions Controlling Navigable Bodies of Water

| Authority to Consult For Use of a Body of Water | | |
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| Location | Authority | Contact |
| Wilderness Area | U.S. Department of Agriculture, Forest Service | Local forest ranger |
| National Forest | USDA Forest Service | Local forest ranger |
| National Park | U.S. Department of the Interior, National Park Service | Local park ranger |
| Indian Reservation | USDI, Bureau of Indian Affairs | Local Bureau office |
| State Park | State government or state forestry or park service | Local state aviation office for further information |
| Canadian National and Provincial Parks | Supervised and restricted on an individual basis from province to province and by different departments of the Canadian government; consult Canadian Flight Information Manual and/or Water Aerodrome Supplement | Park Superintendent in an emergency |

e. The FAA recommends that each seaplane owner or operator provide flotation gear for occupants any time a seaplane operates on or near water. 14 CFR Section 91.205(b)(12) requires approved flotation gear for aircraft operated for hire over water and beyond power-off gliding distance from shore. FAA-approved gear differs from that required for navigable waterways under USCG rules. FAA-approved life vests are inflatable designs as compared to the USCG's noninflatable PFD's that may consist of solid, bulky material. Such USCG PFDs are impractical for seaplanes and other aircraft because they may block passage through the relatively narrow exits available to pilots and passengers. Life vests approved under Technical Standard Order (TSO) TSO-C13E contain fully inflatable compartments. The wearer inflates the compartments (AFTER exiting the aircraft) primarily by independent CO₂ cartridges, with an oral inflation tube as a backup. The flotation gear also contains a water-activated, self-illuminating signal light. The fact that pilots and passengers can easily don and wear inflatable life vests (when not inflated) provides maximum effectiveness and allows for unrestricted movement. It is imperative that passengers are briefed on the location and proper use of available PFDs prior to leaving the dock.

f. The FAA recommends that seaplane owners and operators obtain Advisory Circular (AC) 91-69, Seaplane Safety for 14 CFR Part 91 Operations, free from the U.S. Department of Transportation, Subsequent Distribution Office, SVC-121.23, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785; fax: (301) 386-5394. The USCG Navigation Rules International-Inland (COMDTINSTM 16672.2B) is available for a fee from the Government Publishing Office by facsimile request to (202) 512-2250, and can be ordered using Mastercard or Visa.

7-6-10. Flight Operations in Volcanic Ash

a. Severe volcanic eruptions which send ash and sulphur dioxide (SO₂) gas into the upper atmosphere occur somewhere around the world several times each year. Flying into a volcanic ash cloud can be exceedingly dangerous. A B747-200 lost all four engines after such an encounter and a B747-400 had the same nearly catastrophic experience. Piston-powered aircraft are less likely to lose power but severe damage is almost certain to ensue after an encounter with a volcanic ash cloud which is only a few hours old.

b. Most important is to avoid any encounter with volcanic ash. The ash plume may not be visible, especially in instrument conditions or at night; and even if visible, it is difficult to distinguish visually between an ash cloud and an ordinary weather cloud. Volcanic ash clouds are not displayed on airborne or ATC radar. The pilot must rely on reports from air traffic controllers and other pilots to determine the location of the ash cloud and use that information to remain well clear of the area. Additionally, the presence of a sulphur-like odor throughout the