

Docket No. SA-531

Exhibit No. 14-D

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

HP Group Chairman Factual Report
Attachment 3: Quarterly Flight Standards Newsletter
Information

(1 Page)

Attachment 3: Quarterly Flight Standards Newsletter Information

In the fall of 2008, Colgan began publishing a newsletter specifically for its line pilots titled "Flight Standards Fall 2008 Newsletter." According to the description in the first edition, the newsletter would include information about recent aircraft incidents and lessons learned, findings from line checks and proficiency checks to help pilots prepare and perform on their next checking event, and "hot items" the Flight Standards and Flight Ops departments are focused on.

The first issue (a 4-page newsletter) contained brief articles on: pilots need to ensure currency of manuals and bulletins; review of recent SF-340 and Q400 bulletins; review of FOPPM Revision 30 changes;¹ tips for proficiency checks and line checks; and recent flight events. Recent flight events were discussed under headings emphasizing crew concept; standardizing your routine; complacency; attention to detail; risks of aborted takeoffs; and don't let technology make you lazy. None of the recent flight events involved adherence to sterile cockpit, speed awareness, or use of the ice protection systems on the Q400.

The second issue was titled "Flight Standards Winter 2009 Newsletter." It discussed approach briefing procedures on page 1 "With the issuance of Revision 30 of the FOPPM, this revised the procedure for the conduct of the Approach Briefing. If the Auto Pilot is engaged or disconnected, you are required to swap controls to brief the approach." The issue also contained a "Flight Standards 2008 Summary" which was the same information provided in the December 2008 check airman newsletter. The issue contained brief articles on: manuals and bulletins; a list of check airman pet peeves – checklists and briefings²; Saab 340 de-icing boot operations³; and recent flight events – lessons learned discussed under the headings: departure clearances; pushback communications; communications with SOC; when fixation and prior communication leads to an emergency⁴; don't engage your personal autopilot; look at all that dispatch release; working with ground crews; re-dispatch after an aborted takeoff.

¹ Including mention of page 5-46 "For all aircraft (auto-pilot equipped and or not), the PF & PM must always swap controls before every approach briefing."

² The satirical 10 item list describing common errors found on checks... included "8. The order is: "Descent Checklist," the Approach briefing, and then the "Approach & In-Range Checklist." "7. The Approach Briefing is a briefing, not a "talk and do and dial setting up" event while you are digging for your approach plate. Get out your plate, set up what you can set up at that time, & then conduct your briefing in a timelier manner." Also, #1 "Memorizing Checklists... if checklists were supposed to be memorized, we wouldn't keep a hard copy in the airplane. Knowing & understanding the checklist is necessary; memorization leads to mistakes & oversights."

³ The item discussed a procedure addressing turning the boots to continuous mode when in visible moisture and temperatures are +5C or colder and must remain on for 15 minutes after exiting the conditions; and if the aircraft is in fog with visibility greater than 1sm boots do not need to be operated. implemented in 2008 on the SF-340 arising from an airworthiness directive. The 15 minute post-operation cycle can be reduced if landing is imminent.

⁴ A ground de-icing event involving an operating APU leading to smoke in the cabin and aircraft evacuation.