



National Transportation Safety Board

Operational Issues

Execuflyt Hawker 700A
Akron, Ohio
November 10, 2015

Captain David Lawrence
Operations Investigator



Photo by Juan Carlos Photography

Pilots' Recent Employment

- Both pilots had been terminated by their most recent employer
- Captain failed to attend training
- First officer had significant training difficulties
- Execuflyght was aware of first officer's performance issues

Preflight Planning

- Execufight pilots conducted their own flight planning
- Alternate airport required but not filed
- Weight and balance incorrectly calculated
- Execufight failed to ensure accuracy

Standard Operating Procedures (SOPs)

- SOPs are basic element of safe aviation operations
- Flight crew failed to comply with numerous SOPs
- Execufly did not identify operational errors

Flight Data Monitoring (FDM)

- Operational FDM can provide valuable data to operators
- FDMs already required helicopter emergency services (HEMS)
- FDM programs provide an opportunity to correct deviations from SOPs

Hawker Nonprecision Approach Profile

- Profile called for descent when “landing assured”
- No clear definition of “landing assured”
- Required configuration change at MDA
- Profile contrary to stabilized approach guidance

CDFA vs Step Down

CDFA

Step Down
“Dive and Drive”



FAA Oversight of Part 135

- Principal operations inspector (POI) never observed Execuflyght ground school or simulator training
- POI never conducted an en route check
- Since this accident, FAA has implemented new surveillance system



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