



National Transportation Safety Board

Departure From Controlled Flight

Trans-Pacific Air Charter
Learjet 35A, N452DA
Teterboro, New Jersey
May 15, 2017

Operational Factors
presentation



Overview

- Pilots'
 - Training difficulties
 - Decision to allow second-in-command (SIC) to fly
 - Preflight planning and in-flight actions
 - Execution of approach
- Methods to identify pilot noncompliance with standard operating procedures (SOPs)

Pilots' Training Difficulties

- Both pilots demonstrated deficiencies during initial training
 - Postaccident interviews confirmed pilots' performance concerns
 - Trans-Pacific approved additional training
- Trans-Pacific did not monitor pilots' subsequent performance

SIC as Pilot Flying

- SICs had to gain experience before serving as pilot flying (PF)
- Accident SIC was PF, contrary to policy
- SIC's performance was weak
- Captain's coaching distracted him from pilot monitoring tasks

Preflight and In-flight Actions

- Current weather not reviewed
- Altitude filed incompatible for short flight
- Little attention to preflight planning

Execution of Approach

- Instrument landing system runway 6 approach, circle to runway 1
- Captain uncertain about approach, but crew did not seek clarification
- Approach briefing not conducted, and navigation equipment improperly set
- Late initiation of circling maneuver

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Execution of Approach

- Flight crew did not complete any checklists
- Captain failed to go around when approach became unstabilized

Pilot Noncompliance With SOPs

- Resulted in accident crew not being prepared for approach
- Trans-Pacific lacked programs to identify pilot noncompliance with SOPs
- Recurring issue in Part 135 operations

Pilot Noncompliance With SOPs

- Company flight data monitoring (FDM) programs
- Increased Federal Aviation Administration oversight
 - Safety Assurance System (SAS)
 - Identify Part 135 operators not monitoring pilot SOP compliance

Summary

- Safety of Part 135 operations could be improved by requiring
 - Company oversight of pilots with performance and training deficiencies
 - FDM programs and SAS oversight



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