



NTSB National Transportation Safety Board

Office of Aviation Safety



Operations

Captain Roger Cox

Aviation-safety.net © Paul Kanagie / PHLAIRLINE.COM

Topics

- Crew actions
- Standard operating procedures
- Checklist inconsistency
- Crew resource management
- Flap setting callouts
- Commit to stop
- Weather planning
- Part 135 line checks

Crew Actions

- Impatient to land
- Failed to conduct checklists properly
- No Descent checklist
- Approach and Landing checklists not run according to SOPs used in training
- Captain did not brief the approach



Crew Actions

- Nonessential radio calls
- No landing distance assessment before landing

Standard Operating Procedures

- SOPs are basic to safe operation
- AC 120-71A and ICAO Annex 6
- Simcom provided SOPs for the airplane
- East Coast Jets General Operations Manual did not include SOPs



Checklist Inconsistency

- ECJ – Normal Procedures checklist
- Raytheon checklist used for abnormal and emergency situations
- Trained using Simcom checklist
- FSI QRH carried on airplane
- POI accepted but Simcom not notified

Cockpit Resource Management

- CRM taught but no formal curriculum
- Pilots had excellent records as individuals
- Pilots had significant difference in jet experience
- CRM final rule for Part 135 published January 21, 2011



Flap Setting Callouts

- Manufacturer and Simcom flap setting call is “set”
- East Coast Jets flap setting call is “as required”
- Hawker Beechcraft 125-800A must have 45° flaps for lift dump
- Previous recommendations on configuring for takeoff and landing

Commit to Stop

- Go-around initiated 17 seconds after touchdown
- Crews had not been trained to go around after landing
- No written guidance
- Could have been a briefing item

Weather Planning

- No forecast for OWA and no update
- Crew relied on basic weather reports
- No dispatchers in Part 135 operations
- NWS-certificated briefers and some commercial providers can provide similar weather information

Line Checks

- 14 CFR 135.299 governs line checks
- Captain's last line check combined with proficiency check
- Evaluates practical application of knowledge to company operations



NTSB