

Docket No. SA-540

Exhibit No. 14 H

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

FAA-Hageland Post-Accident Agreement

(2 Pages)

Attachment 7

to the Human Performance Specialist's Factual Report

ANC17MA001

FAA-Hageland Post-Accident Agreement

Following the accident, the FAA and Hageland have now agreed to a 7 point mitigation plan to prevent any further CFIT events at Hageland. The following actions will be fully incorporated into the carrier's manual system with multiple implementation dates. The final implementation for all pieces of the plan is September 1, 2017.

Actions agreed upon:

- 1) GPS VFR Routes. Hageland has committed to fully implementing GPS VFR routes for all flights. These company derived GPS routes have minimum altitudes, routing, minimum visibility and ceiling assigned for day/night operations. The operational parameters for every single route will be entered into the Hageland flight management software system (FlightMaster) and will be auto generated on the release for every departure. This is a significant undertaking as Hageland has approximately 7600 possible city pair routes. This will be fully implemented NLT September 1, 2017.
- 2) FOQA. Hageland has committed to installing FOQA type equipment in the entire fleet. This commitment will allow the company to have specific knowledge of exactly what is taking place on each individual flight. This commitment will require imagination on the part of Hageland and the FAA as there is no specific FOQA equipment approved for the C207, C208 and PA31 airframes. Implementation dates are a function of identifying the equipment and an installation schedule. However, the final implementation will be NLT September 1, 2017.
- 3) Electronic Manual system. Hageland has committed to reformatting the GOM, GMM and the OTM into a 100% electronic format/presentation. This complete rework will allow Hageland to enjoy complete consistency and ease of revision across the accepted manual system. The GOM is expected to be complete by February 1, 2017. Final implementation will be NLT September 1, 2017.
- 4) IFR. Hageland currently has 213 non-GPS night routes (with altitudes) in their OPSPECS. Hageland will begin immediately flying these routes, utilizing GPS lateral guidance, both day and night when VFR conditions are present on the route. Hageland will conduct an impact study on utilizing IFR whenever possible based on current infrastructure. This study will be complete NLT January 30, 2017.
- 5) Professional Pilot Program. Hageland is in the process of developing a program to address human factors training, SIC to PIC transition training, leadership and pilot evaluations. Hageland is currently interviewing third party consultants to help develop the program. Hageland intends to start conducting human factors training in January of 2017.
- 6) Flight Operations Compliance Monitoring Department. Hageland has committed to creating a separate department tasked with the monitoring of flights, reviews of proper flight release procedures and verification of operations. This department will be staffed with Flight Data Analysts (FDA's) and company Flight Inspectors (FI's) and will be managed by a Director of Flight Standards. The FDA's will review FOQA data looking for anomalies. The FI's will verify pilot compliance with company procedures and make recommendations to management on procedures that need to be modified. The primary focus of this department is to maintain the company's Operations Manual and assure compliance with company procedures thru data analysis, follow up to anomalies and flight operations inspections.
- 7) GPS Inoperative. Hageland has committed to operating all flights with the GPS operative. Currently, the GPS is deferrable. This commitment will require a change to the company MEL.