

**Docket No. SA-520**

**Exhibit No. 11-T**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D. C.**

DoD Survey of Alaska Airlines of 1998

(29 Pages)



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR MOBILITY COMMAND

4 MAR 1999

HQ AMC/DOB  
402 Scott Drive, Unit 3A1  
Scott AFB IL 62225-5302

Mr. Michael Swanigan  
Vice President, Operations  
Alaska Airlines, Inc.  
2651 S. 192nd  
Seattle WA 98188

Dear Mr. Swanigan

During our September 1998 survey of Alaska Airlines, we were very impressed and, in fact, cited your internal audit and safety programs as exceeding DoD Commercial Air Carrier Quality and Safety Requirements. During our evaluations of your code-share partner airlines, we recognized that they could profit by review and, as appropriate, use your programs; specifically, your safety and internal audit efforts. Many code-share carriers fall short of the depth and analysis your safety and internal audit program provide.

We believe that your program structure and experience in implementing these programs would be beneficial to your code-share partners. Currently, we have noticed a positive trend in the aviation industry where the major partner in a code-share agreement is more active in the oversight and support of their code-share carriers' operations. This includes providing assistance and guidance in the development and implementation of various programs.

Sharing good programs among air carriers is a major step in improving aviation safety. Consequently, we encourage US major air carriers' active participation with their code-share partners. If we can be of any assistance or if you wish to discuss this concept, please contact Major Harry Westcott or myself at [REDACTED]

Sincerely

[REDACTED]  
DENNIS D. EMMONS  
Chief, DoD Air Carrier Survey  
and Analysis Office

cc:  
Mr. James Winkelman  
Director, Regulatory Compliance/  
Flight Operations

AMC—GLOBAL REACH FOR AMERICA

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR MOBILITY COMMAND

23 OCT 1998

HQ AMC/DOB  
402 Scott Drive, Unit 3A1  
Scott AFB IL 62225-5302

Mr. Mike Swanigan  
Vice President, Flight Operations  
Alaska Airlines, Inc.  
2651 South 192<sup>nd</sup> Street  
Seattle WA 98188

Dear Mr. Swanigan

Thank you for your cooperation during our 21-25 September 1998 survey of your company. I have attached a copy of the survey report for your review. Alaska Airlines has been approved for continued participation in the DoD Air Transportation Program.

Sincerely

DENNIS D. EMMONS  
Chief, DoD Air Carrier Survey  
and Analysis Office

Attachment:  
Survey Report

cc:  
IIQ AMC/DOYA  
Federal Aviation Administration

*Mr. Swanigan  
Thanks for your assistance and  
hospitality to my folks!*

This document contains nonpublic information  
for official use only by Department of Defense  
employees. Do not disclose or discuss the contents  
beyond addressees indicated without approval  
by HQ AMC/DOB or higher authority.



DEPARTMENT OF DEFENSE  
CAPABILITY SURVEY OF  
ALASKA AIRLINES, INC.  
SEPTEMBER 1998



The integrity and objectivity of the information presented in this capability survey is the responsibility of the Department of Defense Air Carrier Survey and Analysis Office (HQ AMC/DOB). This office maintains a system composed of inspection and internal data collection. All data is obtained from public sources, those provided by the carrier and officials of the Department of Transportation. The review was conducted in accordance with the guidance contained in the Department of Defense Directive 4500.53, the Air Mobility Command supplements, and the pertinent HQ AMC/DOB operating instructions.

This documentation may contain proprietary nonpublic information, provided to federal officers and employees for their official use only. Do not disclose or discuss contents beyond addressees indicated without approval by HQ AMC/DOB or higher authority.


## SUMMARY

Personnel from the DoD Air Carrier Survey and Analysis Office conducted a biennial survey of Alaska Airlines, Inc., on 21-25 September 1998. The following matrix summarizes results of the survey.

OPERATIONS (O)	DOES NOT MEET STANDARDS	MEETS STANDARDS AFTER CORRECTIVE ACTION	MEETS STANDARDS	EXCEEDS STANDARDS	MAINTENANCE (M)
MANAGEMENT				O, M	MANAGEMENT
SAFETY			M	O	PERSONNEL
FLIGHT OPS			O, M		QUALITY ASSURANCE
CREW HIRING			O, M		INSP ACTIVITY
TRAINING			M	O	TRAINING
CAPT UPGRADE			O, M		CONTROL & PLANNING
SCHEDULING			O, M		ACFT MX PROGRAM
IN-FLIGHT PERF			O, M		ACFT RECORDS
OPS CONTROL			O, M		ACFT APPEARANCE
CHARTERS			O, M		FUELING & SERVICING
SECURITY			O, M		MANUALS
CONTRACT REQ			O, M		FACILITIES

\* Denotes Meets Standards after letter of concern (LOC) follow-up

The commendable practices we observed during the survey were Alaska Airlines' overall training program to include the excellent crew coordination exhibited during DoD cockpit observations. Operations management conducts ongoing internal audits that include effective cross-divisional audits. Alaska's safety program also exceeds standards with a highly motivated staff and exceptional projects like their flight operational quality assurance (FOQA) program.

  
DENNIS D. EMMONS

Chief, DoD Air Carrier Survey  
and Analysis Office

23 OCT 1998

## FACTUAL DATA

## ALASKA AIRLINES, INC.

- Type of survey: Biennial
- Date of survey: 21-25 September 1998
- Certificate number: ASAA802A, authorized FAR Part 121 domestic and flag and supplemental (PAX/Cargo)
- Employs:
  - 1,164 pilots (581 captains, 583 first officers)
  - 1,800 flight attendants
  - 729 mechanics (703 certified, 26 noncertified)
  - 16 dispatchers
- Type of Equipment: 7 B-737-200s, 37 B-737-400s, and 40 DC-9-82/83s
- Type of service provided to DoD: Provides passenger charters under an AMC contract and individually ticketed passenger service through the GSA City Pairs contract. Participates in the Civil Reserve Air Fleet as a member of the Short-Range International program and the Alaska CRAF.

**TEAM MEMBERS, (618) 256-4343**

Major Harry Westcott	DoD Commercial Air Carrier Evaluator
Major Lon Schmidt	DoD Commercial Air Carrier Evaluator
Captain Gerry Frederick	DoD Commercial Air Carrier Evaluator
SMSgt Brian Bittner	DoD Commercial Air Carrier Evaluator

**FAA, SEATTLE CMO, (206) 227-2584**

Phil Hoy	Supervisor Operations Section
Dennis Harn	Principal Operations Inspector (POI)
John Hubbard	Principal Maintenance Inspector (PMT)
Christina Dawson	Principal Avionics Inspector (PAI)

**ALASKA AIRLINES, INC., SEATTLE WA, (206) 433-6838**

John Kelly	Chairman, President & CEO, Alaska Air Group
John E. Fowler	Executive Vice President, Technical Operations and System Control
William Weaver	Staff Vice President Maintenance & Engineering
Jim Davey	Assistant Vice President Engineering
Ken Horn	Assistant Vice President Planning/Material Control
Michael Swanigan	Vice President, Flight Operations
Paul Majer	Chief Pilot
Jim Trumberger	Director Safety, Quality Control & Training
Bob Hinman	Director Base Maintenance
Art Fitzpatrick	Director Line Maintenance
Jay Maloney	Director Engineering
Bob Dixon	Director Planning
James Winkelman, Jr.	Director, Regulatory Compliance
Terry Clark	Director, Flight Safety
Dan Wasserstrom	Director, Ground/ Simulator Training
John Gracie	Director, Flight Control Admin. & Crew Scheduling
Martha Minter	Director, In-flight Services Training
Al "Smokey" Schneck	Manager Quality Assurance

## OVERVIEW

- Alaska Airlines started operations in 1932 with single-engine float planes.
- In 1985, Alaska Air Group became parent company to Alaska Airlines and purchased Jet America and Horizon Air Industries in 1986.
- Alaska Airlines is the 10<sup>th</sup> largest US airline, based on 1997 passenger traffic.
- Plans include phasing out the MD-80 fleet with B-737-700s and -900s.
- Since our last survey, Alaska has developed and implemented heads-up display (HUD), global positioning system (GPS), enhanced ground proximity warning system (EGPWS), aircrew qualification program (AQP), FOQA program, and advanced human factors programs.

## MANAGEMENT

### OPERATIONS MANAGEMENT

**Evaluation: Exceeds Standards**

- Well-defined organizational structure, with staffing levels commensurate for their scope of operations.
- Very experienced personnel in key positions with minimal management turnover.

### Internal Audit Program

- Internal Evaluation Board oversees the audit programs.
  - Members are from flight operations, maintenance and engineering, and customer service.
  - Departments conduct their own audits on a continual basis.
  - Managers conduct cross-divisional audits of other departments each quarter.

### MAINTENANCE MANAGEMENT

**Evaluation: Exceeds Standards**

- Maintenance management team provides strong oversight of maintenance.
  - Personnel average more than 15 years in the aviation industry.
  - Carrier has experienced minimal management turnover since the 1996 survey.
- Company structure and lines of authority are satisfactorily defined.
- Excellent communications exist with both operations and mechanics.



- Daily meetings and memorandums keep all personnel informed of current issues.
- Development of maintenance error determination aid program is highly notable.
  - Continued growth of investigation process, coupled with implementation of maintenance human factors training, will provide numerous tangible and intangible benefits to Alaska Airlines.

## OPERATIONS

### SAFETY PROGRAM

**Evaluation: Exceeds Standards**

- Alaska Airlines has a strong safety program that is responsive to employee inputs.
- Director of safety reports directly to the vice president of operations and is primary focal point for all safety issues and initiatives.
  - Director oversees the flight safety incident database, which is used to pinpoint areas where enhanced equipment, training, or procedures are needed.
  - "Between the Lines" is a monthly safety newsletter that ensures employee awareness of all abnormal occurrences, accidents, and incidents.
- Alaska's FOQA program was approved by the FAA in April of this year.
  - Potential FOQA applications include safety considerations and training practices and operating procedures for the MD-80 and B-737-400 fleet.
  - Alaska is the first airline to incorporate simulator captured data into their FOQA program.
- Interaction between safety, functional managers, and unions occurs frequently through formal meetings, written communications, and informal discussion.

### FLIGHT OPERATIONS

**Evaluation: Meets Standards**

#### Pilots

- Crew force is well trained and professional.
- Compensation plan is average for a carrier of this size. Pilot turnover is very low.
- Air Line Pilots' Association represents the pilots.

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### **Flight Attendants**

- Alaska's flight attendants are organized under customer services.
- Assistant vice president of in-flight services manages 1,800 flight attendants.
- Compensation is average for this size of carrier.
- Represented by the Association of Flight Attendants; contract becomes amendable in 1999.
- Flight attendants average 70 hours per month of flying time. Turnover is extremely low.

### **Aircrew Records**

- Pilot and flight attendant records are automated.
- Records specialist sends "illegal" notices to schedulers and managers, who cannot use these individuals, unless the records specialist verifies they are current.
- Company is completing development of their Flight Training Management System, which will further automate record keeping.
- Eleven pilot records and 10 flight attendant records were checked with no discrepancies noted.
- Multiple manual and automated audits ensure records are current and standardized.

### **General Operations Manual**

- Operations manuals are well written and extremely comprehensive.
- Director of regulatory compliance is the focal point for flight publications.
  - Special arrival and departure procedures for Alaskan airports are developed by the company, approved by the FAA, and incorporated into their flight publications.
- Check airmen review individual manuals for currency during pilot evaluations, and flight standards reviews aircraft manuals on a quarterly cycle.

**FLIGHT CREW HIRING**

**Evaluation: Meets Standards**

**Pilots**

- Candidates are screened by human resources, evaluated in a simulator, and interviewed by management.
- Alaska hired 100 pilots in the last year, and expects the same for next year.
- Airline transport pilot ratings and 4,000 hours of experience are minimum requirements.

**Flight Attendants**

- Extensive process, accomplished by the human resources and in-flight divisions.
- Require high school diploma, prefer experience in dealing with the public.
- Last class of 14 flight attendants was hired in July 1998. Plans to hire 150 per year.

**TRAINING**

**Evaluation: Exceeds Standards**

**Facilities**

- Modern training facilities located in Seattle WA, near corporate headquarters.
  - Recurrent MD-80 training is also held at LAX; B-737-200 is held in Anchorage.
- Alaska has begun a multi-million dollar expansion to their training facility; adding several simulator bays, upgrading classrooms, and preparing for computer-based training program implementation.
- Cabin mockups and cabin fire simulators are well maintained.
- Classroom facilities contain excellent training aids.
- Crew resource management (CRM) principles and line-oriented flight training (LOFT) have been incorporated into the training programs.
  - Integrated crew experience (ICE) training involves pilots, flight attendants, and dispatchers in realistic scenarios.

**Pilots**

- Training manual received a complete rewrite, and approved for 1 October 1998 use.

- FAA single-visit training exemption approved: Advanced Qualification Program is in Phase V for MD-80s and Phase IV for B-737s.
- Company has 25 ground instructors and 65 check airmen.
- Flight managers, check airmen, and ground instructors meet monthly to discuss issues and make changes to the training program.
- Observed demonstration of B-737-400 simulator with emphasis on HUD system use and EGPWS display capabilities.
- Observed an MD-80 simulator LOFT session for company instructor pilots.
  - Realistic scenario offered many opportunities to practice CRM techniques: excellent instruction.

### **Flight Attendants**

- All initial training accomplished in Seattle, and some recurrent is conducted in LAX.
- Disruptive passenger training has been implemented into recurrent training.
- There are 12 instructors and 15 supervisors authorized to conduct qualification checks. Initial operating experience is signed off by the lead flight attendant.

### **CAPTAIN UPGRADE**

**Evaluation: Meets Standards**

- Upgrade to captain is based solely on seniority system.
  - Must complete a comprehensive course before being designated a captain.
  - Two attempts are allowed for upgrade; personnel who repeat failures remain as first officers.
- Check airmen selection is made by the flight managers and is weighted for communication skills and recommendations from other check airmen.
  - There are four levels in the upgrade process: instructor in training, first officer check airman, captain check airman, and instructor evaluator or aircrew program designee.

### **SCHEDULING**

**Evaluation: Meets Standards**

### **Flight Crew**

- Two schedulers on duty use software to match flights with qualified crew members.



- Selective bidding system monitors flight and duty time to ensure compliance with company and union constraints. Schedulers manually track pilot qualifications.
- Plans are still underway to transition to Maestro, a program more capable of interfacing with training records.

#### **Cabin Crew**

- Flight attendants are scheduled in the same way as the pilots.

#### **IN-FLIGHT PERFORMANCE**

**Evaluation: Meets Standards**

- Performed three cockpit observations; all rated satisfactory; see AMC Form 228s.
  - Excellent crew coordination and standardization were common to all flights.

#### **OPERATIONAL CONTROL**

**Evaluation: Meets Standards**

- Few changes and virtually no turnover have occurred since our last survey.

#### **Dispatchers/Flight Followers**

- Director, flight control administration, and crew scheduling coordinates dispatch, scheduling, and maintenance control.
- 16 licensed dispatchers that average 10 years of experience. Turn over is near zero.
- Dispatcher coverage is continuous with three shifts per day.
- Dispatchers are included in the ICE training.
- Accurate DoD accident/incident notification procedures were in place.

#### **Flight Planning**

- Jeppesen computes aircraft performance and airfield analysis.
- Electronic Data Services supplies flight plans; SABRE Decision Technology, Jeppesen, and KAVOURAS provide NOTAMS and weather information.

#### **Mission Monitoring**

- SABRE provides data feed to in-house system.

- Flights are color-coded to depict scheduled, in-progress, and delayed.
  
- Scheduling, dispatch, and maintenance control share the same work area--identify and resolve problems efficiently.
- Uses company-owned air-to-ground radio to communicate with crews in Alaska, the CONUS, and Mexico. ARINC is available for en route communications in Russia.
- Aircraft situational display gives dispatchers real-time depictions of company aircraft in-flight.
- A permanent crisis action room has been created that contains numerous telephone trunk lines.
- Critical incident response team deals with emotional concerns resulting from accidents and incidents.

**Load Manifests**

- Operations agents prepare weight and balance paperwork.
- We reviewed 10 trip files; all were properly maintained, complete, and accurate.

**CHARTER PROCEDURES**

**Evaluation: Meets Standards**

- Charter administrator, a licensed and current dispatcher, coordinates with departments; bids for mission if capability to perform, and cost analysis are positive.
- Understands and complies with DoD requirements.
- Charter operations receive the same oversight as scheduled operations.

**SECURITY**

**Evaluation: Meets Standards**

- Aircrews receive anti-hijacking training annually during recurrent training.
  - Security information is tested twice a year in the Quarterly Training Review.
- Effective and proactive security program is in place at all Alaska Airlines locations.
- Station managers are regularly screening equipment.
- Security awareness was a high-emphasis item at locations we transited.

**CONTRACT REQUIREMENTS**

**Evaluation: Meets Standards**

- The company satisfies the specific aircrew and equipment requirements specified in the DoD contract.

**MAINTENANCE**

**PERSONNEL**

**Evaluation: Meets Standards**

- Alaska Airlines currently employs nearly 1,100 personnel in maintenance and engineering.
- Highly qualified mechanic work force is in place with low turnover.
  - Airframe and powerplant licenses are verified with the FAA by human resources.

**QUALITY ASSURANCE**

**Evaluation: Meets Standards**

- Alaska's continuous analysis and surveillance program provides strong oversight of all maintenance activities.
- Excellent supervision of the company's internal maintenance functions is provided through a formal internal audit program.
  - Audit requirements are tracked by computer, and audits are accomplished as scheduled.
  - Audit results are documented, and well-organized records are maintained.
  - Prior to our survey, company identified shortfall in consistently identifying the root cause of audit findings. Quality assurance has implemented new procedures to ensure that functional areas determine and address the root causes of all future findings.
    - This action, coupled with innovative meetings where personnel brief senior management on repetitive discrepancies, should improve this area.
    - We will follow-up during next performance evaluation.
- Vendor audit program provides excellent oversight of organizations performing work for the carrier.
  - Audit requirements are tracked by computer, and audits are accomplished as scheduled.
  - Audit results are documented, and well-organized records are maintained.
  - Corrective actions address root cause and follow-up actions ensure adequacy.

- There is an approved vendor list controlled by quality assurance (QA).
- Carrier is a sustaining member of the Coordinating Agency for Supplier Evaluation (CASE) and actively supports CASE with two Level III auditors.
  
- Excellent mechanical performance monitoring is accomplished as a function of the carrier's reliability program.
- There is a formal program to manage the calibration of tools and test equipment.
  - Calibration requirements are tracked by computer.
  - Required calibrations are completed on time, and well-organized records are maintained.
  - Employee-owned tools requiring calibration are prohibited in the company's program.
  - Tools and equipment inspected during the survey were found serviceable and calibrated.

**MAINTENANCE INSPECTION**

**Evaluation: Meets Standards**

- Chief inspector (CI) is responsible for the quality of maintenance at Alaska Airlines.
  - Inspection work force consists of 34 full-time and 137 designated inspectors.
  
- CI maintains a listing of all company personnel who are authorized to perform required inspection items (RII).
- Documented initial training is provided to all inspection personnel.
  - Written recurrent training is performed annually and properly documented.
  
- Review of training records and master RII listing found both to be expertly managed.
- Procedures and requirements for performing RIIs are well defined in company manual.
  - Spot check of records reflected that RII procedures are followed.

**MAINTENANCE TRAINING**

**Evaluation: Meets Standards**

- Alaska's training program provides highly qualified mechanics to support maintenance.
- Formal indoctrination is provided to new employees.
  - Aircraft technical training exceeds the observed industry standard.



- Training is computer tracked by maintenance training personnel and supervisors.
  - Oversight of training requirements is very cumbersome due to technical limitations imposed by current information systems. Introduction of an upgraded database will reduce potential for personnel to inadvertently become unqualified due to overdue recurrent training.
  - Initial and documented annual recurrent engine run training is provided to mechanics by maintenance training personnel and specially authorized maintenance personnel.
  - Winterization/deice training is provided on an annual basis.
  - Category II/III/low weather minimum training is accomplished on an annual basis.
- Prior maintenance experience is evaluated by maintenance training personnel.
- All training records reviewed were satisfactory.

**MAINTENANCE CONTROL AND PLANNING****Evaluation: Meets Standards**

- Manager is responsible for monitoring and controlling maintenance.
- Maintenance control is collocated with flight dispatch in Seattle. Facility is manned around the clock.
  - Personnel utilize a computerized database to monitor current maintenance status.
  - System provides real-time aircraft maintenance updates to flight dispatch.
- Maintenance controllers provide strong management of minimum equipment list (MEL) discrepancies.
  - Personnel track deferrals through a computer program; daily MELs average .5 per aircraft. This is below the observed industry average.
- Contract on-call maintenance is coordinated by maintenance control using only contractors authorized in a QA-managed database.
- Maintenance controllers maintain positive control over all ferry flight requests.
- Maintenance planning department is responsible for maintenance forecasting and planning.
  - Line and heavy maintenance planning functions utilize increasingly automated processes.

--- Innovative line maintenance planning program allows planners to manage maintenance requirements around the real-time operations schedule.

-- During summer 1998, carrier experienced difficulty accomplishing some heavy checks on time due to high summer operations tempo and fluctuating heavy check flow.

--- Alaska Airlines is positively controlling the effects; however, use of short-term escalations and contract vendors were necessary.

--- Carrier believes improvements to scheduling and heavy check processes will negate the need for further escalations by November 1998.

--- We will follow-up during our next performance evaluation.

### AIRCRAFT MAINTENANCE PROGRAM

**Evaluation: Meets Standards**

- Alaska Airlines maintains its aircraft under an industry typical letter check system.

-- All inspections are normally performed by company maintenance personnel.

-- Quality assurance and quality control have closely monitored the recent use of contractors for some heavy checks.

-- Planning, records, production control, and stores personnel are also on-site as required.

- Mechanical performance monitoring is accomplished through a strong FAA-approved reliability program.

-- Monthly meetings are held with senior management; excellent minutes document the issues addressed.

- Engineering personnel accomplish engine performance monitoring utilizing the manufacturers' programs.

- Engineering is responsible for control and oversight of FAA airworthiness directives (AD).

-- Applicable ADs and service bulletins are tracked via a computerized database; review of AD compliance records found them to be expertly managed.

### AIRCRAFT MAINTENANCE RECORDS

**Evaluation: Meets Standards**

- Aircraft records department is well managed.

- Records are maintained in Seattle; historical records consist of hard copy files.

- Quality reviews are performed on all log pages by supervisors; QA auditors conduct quarterly spot-checks.

- All records examined were satisfactory.

**AIRCRAFT APPEARANCE**

**Evaluation: Meets Standards**

- Four ramp inspections were conducted during the survey in Seattle. All inspections were rated "Meets Standards." See attached AMC Form 234s.

- Overall condition of aircraft has improved since the 1996 survey. Attention to detail by mechanics and management was apparent.

**FUELING AND SERVICING**

**Evaluation: Meets Standards**

- Alaska Airlines utilizes a combination of company and contractor-operated fuel trucks and facilities for aircraft servicing.

- Carrier provides formal oversight of fueling operations.

- Quality assurance personnel perform biennial on-site audits of fuel facilities and equipment.

- Review of fuel audits found them expertly managed and controlled.

**MAINTENANCE MANUALS**

**Evaluation: Meets Standards**

- Company manuals are well written; manuals contain strong policy and procedures.

- Revision status of all manuals is controlled via a revision return-receipt system.

- Company procedures only require review of returned manual receipts on a semi-annual basis; however, technical publications provides all manual holders with a monthly listing of revision status. This is an accepted alternative to meet DoD requirements.

- Spot checks of manuals found them to be error-free.

**MAINTENANCE FACILITIES/CAPABILITIES**

**Evaluation: Meets Standards**

- Main base maintenance facilities are located in Oakland and Seattle.

- Main base and line maintenance facilities in Seattle were inspected during our survey.

- Facilities are maintained in good condition; housekeeping and parts control is satisfactory.
- Safety equipment is serviceable and readily available to personnel.
- Planned Seattle facility improvements should help to alleviate overcrowding in areas such as stores and the tool room.
  
- Alaska Airlines' main stores facility is located in Seattle.
  - Facilities are maintained in excellent condition and provide outstanding support.
  - Receiving inspection procedures are well written and include verification that parts are only received from approved vendors.
  - Review of components found all to be properly tagged, environmentally protected, and traceable to an FAA-approved source.
  - Documented shelf-life program is in place; no overdue items were available for issue.
  
- Management of scrap components is covered by a formal program.
  - The survey team suggested the carrier review their process to ensure it adequately addresses scrapping of materials.

**AMC COCKPIT MISSION OBSERVER PROGRAM**  
(Commercial Air Carrier Operational Checkride)

**AUTHORITY**

The authority for this inspection is contained in the Defense Authorization Act as amended Nov 86 (Public Law 99-661). The inspection will be accomplished in accordance with the guidance provided in HQ AMC/XOBS operating instructions.

NO COPY TO (Check (X) appropriate addressee(s))

MTMC

FAA/POI

CARRIER


**CARRIER**

1. NAME OF CARRIER Alaska Airlines	2. MISSION NUMBER AND DATE Flt 721/ 20 Sep 98	3. TYPE OF AIRCRAFT / TAIL NUMBER DC-9-82/N935AS
4. ROUTE (ICAO) KPHX-KSEA		5. TOTAL FLIGHT TIME 3.2 hours

**CREW MEMBERS**

a. CAPTAIN'S NAME Rich Quarte	b. FIRST OFFICER'S NAME Kevin Hampson	c. SECOND OFFICER'S NAME	d. SENIOR FLT ATTENDANT'S NAME Elaine Zentzen
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**OBSERVER**

a. NAME / GRADE / ORGANIZATION Lon Schmidt/Major/DoD Commercial Air Carrier Survey Office	b. SIGNATURE 
--	--

**LEGEND**

U = Unsatisfactory (Explain)      S = Satisfactory      E = Exceeds General Industry Practices  
P = Potential Problem (May need further investigation)      I = Information      N = Not observed

CODE	AREA OBSERVED	BRIEF COMMENTS
	<b>MISSION</b>	
	PREDEPARTURE CREW ACTIVITIES	
S	PASSENGER BOARDING	
S	AIRCRAFT EXTERIOR APPEARANCE	
S	CABIN CONDITION	
S	WALK-AROUND INSPECTION	
	<b>FLIGHT DECK</b>	
S	CLEANLINESS	
S	OPERATIONS AND MAINTENANCE MANUALS	All manuals were onboard and current.
S	REGISTRATION AND AIRWORTHINESS CERTIFICATES	All certificates were onboard and current.
S	MAINTENANCE LOG	No deferred maintenance items.
S	INSTRUMENTATION	
S	EMERGENCY EQUIPMENT	
S	PLANNED FUEL LOAD	
	WEIGHT AND BALANCE	
S	MANIFEST / MAZMA	

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**LEGEND**

U = Unsatisfactory (Explain)  
 P = Potential Problem (May need further investigation)

S = Satisfactory  
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E = Exceeds General Industry Practices  
 N = Not observed

COD		AREA OBSERVED	BRIEF COMMENTS
FLIGHT OPERATIONS	<input checked="" type="checkbox"/> FR	<input type="checkbox"/> VFR	
S	TAXI TECHNIQUES		
S	USE OF RADAR		
S	DEPARTURE		
S	ENROUTE NAVIGATION		
S	ARRIVAL		
S	STABILIZED APPROACH		
S	WIND SHEAR		
S	WEATHER UPDATES		Indicated via ATIS
S	LANDING		
FLIGHT CREW			
S	LICENSE / MEDICAL CERTIFICATES		All certificates were onboard and current.
S	USE OF CHECKLISTS		
S	STERILE COCKPIT		
S	BRIEFINGS		
S	RESTRAINT OF TEVS		
S	ATC COMMUNICATIONS		
S	AIRPORT / HAZARDOUS TERRAIN FAMILIARIZATION		
E	COORDINATION, FLIGHT DECK		Excellent job of coordinating all activities on the flight deck and also with the flight attendants.
E	COORDINATION, FLIGHT ATTENDANTS		Great job of keeping pilots informed of issues throughout the flight.
S	COORDINATION, COMPANY		
S	CREW Demeanor		
S	JUDGEMENT		
PASSENGER COMFORT			
S	PUBLIC ADDRESS		
S	GROUND HANDLING		
S	PASSENGER SERVICE		

REMARKS

# AMC COCKPIT MISSION OBSERVER PROGRAM

(Commercial Air Carrier Operational Checkride)

### AUTHORITY

The authority for this inspection is contained in the Defense Authorization Act as amended Nov 86 (Public Law 99-551). The inspection will be accomplished in accordance with the guidance provided in HQ AMC/XOBS operating instructions.

SEND COPY TO: (Check (X) appropriate address(es))

MTMC

FAA/POI

CARRIER

### CARRIER

1. NAME OF CARRIER Alaska Airlines	2. MISSION NUMBER AND DATE Flt 63/ 24 Sep 98	3. TYPE OF AIRCRAFT / TAIL NUMBER B-737-400/N772AS
4. ROUTE (ICAO) KSEA-PAKT-PAJN		5. TOTAL FLIGHT TIME 2.9 hours

6. CREW MEMBERS			
a. CAPTAIN'S NAME Gary Gullickson	b. FIRST OFFICER'S NAME Steve Winn	c. SECOND OFFICER'S NAME	d. SENIOR FLY ATTENDANT'S NAME Merritt Schubacker

7. OBSERVER	
a. NAME / GRADE / ORGANIZATION Lon Schmidt/Major/DoD Commercial Air Carrier Survey Office	b. SIGNATURE 

### LEGEND

U = Unsatisfactory (Explain)	S = Satisfactory	E = Exceeds General Industry Practices
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CODE	AREA OBSERVED	BRIEF COMMENTS
<b>MISSION</b>		
S	PREDEPARTURE CREW ACTIVITIES	
S	PASSENGER BOARDING	
S	AIRCRAFT EXTERIOR APPEARANCE	
S	CABIN CONDITION	
S	WALK-AROUND INSPECTION	
<b>FLIGHT DECK</b>		
S	CLEANLINESS	
S	OPERATIONS AND MAINTENANCE MANUALS	All manuals were onboard and current.
S	REGISTRATION AND AIRWORTHINESS CERTIFICATES	All certificates were onboard and current.
S	MAINTENANCE LOG	No deferred maintenance items.
S	INSTRUMENTATION	
S	EMERGENCY EQUIPMENT	
S	PLANNED FUEL LOAD	
S	WEIGHT AND BALANCE	
S	MANIFEST / HAZMAT	

**LEGEND**

U = Unsatisfactory (Explain)  
 P = Potential Problem (May need further investigation)

S = Satisfactory  
 I = Information

E = Exceeds General Industry Practices  
 N = Not observed

COD	AREA OBSERVED	BRIEF COMMENTS
FLIGHT OPERATIONS	<input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR	
S	TAXI TECHNIQUES	
S	USE OF RADAR	
S	DEPARTURE	
S	ENROUTE NAVIGATION	
S	ARRIVAL	
E	STABILIZED APPROACH	Well flown turning approach into PAJN.
S	WIND SHEAR	
S	WEATHER UPDATES	Updated via ATIS.
S	LANDING	Very nice landings on both legs.
<b>FLIGHT CREW</b>		
S	LICENSE / MEDICAL CERTIFICATES	All certificates were onboard and current.
S	USE OF CHECKLISTS	
S	STERILE COCKPIT	
S	BRIEFINGS	
S	RESTRAINT OF ITEMS	
S	ATC COMMUNICATIONS	
E	AIRPORT / HAZARDOUS TERRAIN FAMILIARIZATION	Excellent awareness and good discussion of terrain hazards on both legs.
E	COORDINATION, FLIGHT DECK	Good communications between crewmembers during entire trip.
S	COORDINATION, FLIGHT ATTENDANTS	
S	COORDINATION, COMPANY	
S	CREW Demeanor	
S	JUDGEMENT	
<b>PASSENGER COMFORT</b>		
S	PUBLIC ADDRESS	
S	GROUND HANDLING	
S	PASSENGER SERVICE	
<b>REMARKS</b>		



# AMC COCKPIT MISSION OBSERVER PROGRAM

(Commercial Air Carrier Operational Checkride)

### AUTHORITY

The authority for this inspection is contained in the Defense Authorization Act as amended Nov 86 (Public Law 99-661). The inspection will be accomplished in accordance with the guidance provided in HQ AMC/XOBS operating instructions.

SEND COPY TO: (Check (X) appropriate addressee(s))

MTMC

FAA/FOI

CARRIER

### CARRIER

1. NAME OF CARRIER Alaska Airlines	2. MISSION NUMBER AND DATE Flt 64/ 24 Sep 98	3. TYPE OF AIRCRAFT / TAIL NUMBER B-737-210C/N743AS
4. ROUTE (ICAO) PAJN-PAPG-PAWG-PAKT-KSEA		5. TOTAL FLIGHT TIME 3.6 hours

### CREW MEMBERS

a. CAPTAIN'S NAME Steve Cagley	b. FIRST OFFICER'S NAME David Roper	c. SECOND OFFICER'S NAME	d. SENIOR FLT ATTENDANT'S NAME Bonnie Brown
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### OBSERVER

a. NAME / GRADE / ORGANIZATION Lon Schmidt/Major/DoD Commercial Air Carrier Survey Office	b. SIGNATURE 
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### LEGEND

U = Unsatisfactory (Explain)      S = Satisfactory      E = Exceeds General Industry Practices  
 P = Potential Problem (May need further investigation)      I = Information      N = Not observed

CODE	AREA OBSERVED	BRIEF COMMENTS
<b>MISSION</b>		
S	PREDEPARTURE CREW ACTIVITIES	
S	PASSENGER BOARDING	
S	AIRCRAFT EXTERIOR APPEARANCE	
S	CABIN CONDITION	
S	WALK-AROUND INSPECTION	
<b>FLIGHT DECK</b>		
S	CLEANLINESS	
S	OPERATIONS AND MAINTENANCE MANUALS	All manuals were onboard and current.
S	REGISTRATION AND AIRWORTHINESS CERTIFICATES	All certificates were onboard and current.
S	MAINTENANCE LOG	No deferred maintenance items.
S	INSTRUMENTATION	
S	EMERGENCY EQUIPMENT	
S	PLANNED FUEL LOAD	
	WEIGHT AND BALANCE	
S	MANIFEST / HAZMAT	

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**LEGEND**

U = Unsatisfactory (Explain)  
 P = Potential Problem (May need further investigation)

S = Satisfactory  
 I = Information

E = Exceeds General Industry Practices  
 N = Not observed

COD		AREA OBSERVED	BRIEF COMMENTS
FLIGHT	OPERATIONS	<input checked="" type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR	
S	TAXI TECHNIQUES		
S	USE OF RADAR		
S	DEPARTURE		
E	ENROUTE NAVIGATION		Excellent job enroute and on approaches without high-tech capability.
S	ARRIVAL		
S	STABILIZED APPROACH		
S	WIND SHEAR		
S	WEATHER UPDATES		Updated via ATIS.
S	LANDING		
FLIGHT CREW			
S	LICENSE / MEDICAL CERTIFICATES		All certificates were onboard and current.
S	USE OF CHECKLISTS		
S	STERILE COCKPIT		
E	BRIEFINGS		Very thorough approach and departure briefings prior to each leg.
S	RESTRAINT OF ITEMS		
S	ATC COMMUNICATIONS		
S	AIRPORT / HAZARDOUS TERRAIN FAMILIARIZATION		
E	COORDINATION, FLIGHT DECK		Excellent verbal work with the flight attendants due to the inherent separation.
S	COORDINATION, FLIGHT ATTENDANTS		
S	COORDINATION, COMPANY		
S	CREW DEMEANOR		
S	JUDGEMENT		
PASSENGER COMFORT			
S	PUBLIC ADDRESS		
S	GROUND HANDLING		
S	PASSENGER SERVICE		
REMARKS			

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# AMC RAMP INSPECTION CHECKLIST

JULIAN/CALENDAR DATE <p style="text-align: center;">24 Sep 98</p>	TIME AIRCRAFT INSPECTION COMPLETE <p style="text-align: center;">0900</p>	INSPECTION LOCATION AND STATION CODE <p style="text-align: center;">Seattle WA (SEA)</p>	INSPECTION <input checked="" type="checkbox"/> DEPARTURE <input type="checkbox"/> EN ROUTE
CAMMISSION NUMBER	CARRIER <p style="text-align: center;">Alaska Airlines (ASAA)</p>	AIRCRAFT TYPE <p style="text-align: center;">B-737-490</p>	TAIL NUMBER <p style="text-align: center;">N793AS</p>

## TYPE INSPECTION

<input checked="" type="checkbox"/> PAX	<input type="checkbox"/> CARGO	<input type="checkbox"/> INTERNATIONAL	<input checked="" type="checkbox"/> DOMESTIC	<input type="checkbox"/> SAAN/WEXERCISE
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LEGEND: N/R = NOT REQUIRED, S = SATISFACTORY, U = UNSATISFACTORY	N/R	S	U	REMARKS
<b>I. FLIGHT DECK INSPECTION ITEMS</b>				EXPLAIN ALL UNSATISFACTORY ITEMS AND CORRECTIVE ACTION TAKEN BY CARRIER. NOTIFY THE CREW OF ALL DISCREPANCIES NOTED AND OPEN MEL ITEMS. (ITEMS MARKED WITH ( 1 ) WILL BE CONFIRMED BY FLIGHT CREW)  Rating: Meets Standards  No MEL Items
1. REVIEW LOG BOOK FOR MEL, REPEAT TREND ITEMS AND AIRWORTHINESS CERTIFICATE		✓		
2. OPERATIONS AND MAINTENANCE MANUALS AVAILABLE		✓		
3. FLIGHT DECK FOR CLEANLINESS		✓		
4. WINDSHIELDS AND WINDOWS FOR CONDITION		✓		
5. CREW SEATS AND SAFETY BELTS		✓		
6. INSTRUMENTS - FLIGHT/ENGINE		✓		
7. CREW/SMOKE AND OXYGEN MASKS FOR CONDITION		✓		
8. FLIGHT DECK/FIRE EXTINGUISHER		✓		
9. EMERGENCY AX/FLIGHT DECK		✓		
10. CREW CHECKLISTS/NORMAL AND EMERGENCY		✓		
11. OXYGEN QUANTITY		✓		
12. WEATHER AVOIDANCE RADAR (1)		✓		
13. RADIOS NAV/COMM (1)		✓		
14. DE-ICING SYSTEM OPERATION (1)		✓		
15. HEATING AND COOLING SYSTEM (1)		✓		
16. PRESSURIZATION (1)		✓		
<b>II. MAIN CABIN INSPECTION ITEMS</b>				
17. GENERAL CONDITION/CLEANLINESS		✓		
18. SECURITY OF SEATS IN TRACK		✓		
19. SAFETY BELTS		✓		
20. MAIN CABIN FIRE EXTINGUISHER		✓		
21. FLASHLIGHTS (1 Per Crew Member)		✓		
22. PASSENGER OXYGEN EQUIPMENT AND QUANTITY		✓		
23. EMERGENCY EXITS-MARKINGS AND ACCESSIBILITY		✓		
24. ESCAPE SLIDES AND ROPES		✓		
25. EMERGENCY LIGHTING FOR OPS AND INTENSITY		✓		
26. MEGAPHONE		✓		
27. LIFE RAFTS		✓		
28. SIGNAL FLARES		✓		
29. EMERGENCY RADIO		✓		
30. LIFE VESTS		✓		
31. SECURITY OF EQUIPMENT/CARGO		✓		
<b>III. AIRCRAFT EXTERIOR INSPECTION ITEMS</b>				
32. GENERAL AIRFRAME CONDITION/CLEANLINESS		✓		
33. SECURITY OF DOORS AND PANELS		✓		
34. EMERGENCY EXIT-MARKINGS/INSTRUCTIONS		✓		
35. LIGHTS/LANDING, NAV AND ANTI-COLLISION		✓		
36. ENGINE CONDITION AND COWLING INSTALLATION		✓		
37. LEAKS/FUEL, OIL, HYDRAULIC		✓		
38. FLIGHT CONTROL SURFACES		✓		
39. WHEEL WELL AREAS FOR CONDITION		✓		
40. TIRES AND BRAKES FOR CONDITION		✓		
<b>IV. OTHER INSPECTION ITEMS NOT LISTED ABOVE</b>				
41.				

TYPED/PRINTED NAME, GRADE, UNIT, AND PHONE NUMBER OF INSPECTOR BRIAN D. BITTNER, SMSgt, HQ AMC/DOBS, DSN 576-4343	SIGNATURE 
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## AMC RAMP INSPECTION CHECKLIST

JULIAN/CALENDAR DATE <p style="text-align: center;">24 Sep 98</p>	TIME AIRCRAFT INSPECTION COMPLETE <p style="text-align: center;">0945</p>	INSPECTION LOCATION AND STATION CODE <p style="text-align: center;">Seattle WA (SEA)</p>	INSPECTION <input checked="" type="checkbox"/> DEPARTURE <input type="checkbox"/> EN ROUTE
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CAM/MISSION NUMBER	CARRIER <p style="text-align: center;">Alaska Airlines (ASAA)</p>	AIRCRAFT TYPE <p style="text-align: center;">B-737-4Q8</p>	TAIL NUMBER <p style="text-align: center;">N763AS</p>
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TYPE INSPECTION			
<input checked="" type="checkbox"/> PAX	<input type="checkbox"/> CARGO	<input type="checkbox"/> INTERNATIONAL	<input checked="" type="checkbox"/> DOMESTIC
			<input type="checkbox"/> SAAM/EXERCISE

LEGEND: N/R = NOT REQUIRED, S = SATISFACTORY, U = UNSATISFACTORY	N/R	S	U	REMARKS
<b>I. FLIGHT DECK INSPECTION ITEMS</b>				EXPLAIN ALL UNSATISFACTORY ITEMS AND CORRECTIVE ACTION TAKEN BY CARRIER. NOTIFY THE CREW OF ALL DISCREPANCIES NOTED AND OPEN MEL ITEMS. (ITEMS MARKED WITH ( 1 ) WILL BE CONFIRMED BY FLIGHT CREW)  Rating: Meets Standards  No MEL Items
1. REVIEW LOG BOOK FOR MEL, REPEAT TREND ITEMS AND AIRWORTHINESS CERTIFICATE		✓		
2. OPERATIONS AND MAINTENANCE MANUALS AVAILABLE		✓		
3. FLIGHT DECK FOR CLEANLINESS		✓		
4. WINDSHIELDS AND WINDOWS FOR CONDITION		✓		
5. CREW SEATS AND SAFETY BELTS		✓		
6. INSTRUMENTS - FLIGHT/ENGINE		✓		
7. CREW/SMOKE AND OXYGEN MASKS FOR CONDITION		✓		
8. FLIGHT DECK/FIRE EXTINGUISHER		✓		
9. EMERGENCY AX/FLIGHT DECK		✓		
10. CREW CHECKLISTS/NORMAL AND EMERGENCY		✓		
11. OXYGEN QUANTITY		✓		
12. WEATHER AVOIDANCE RADAR <sup>1</sup>		✓		
13. RADIOS NAV/COMM <sup>1</sup>		✓		
14. DE-ICING SYSTEM OPERATION <sup>1</sup>		✓		
15. HEATING AND COOLING SYSTEM <sup>1</sup>		✓		
16. PRESSURIZATION <sup>1</sup>		✓		
<b>II. MAIN CABIN INSPECTION ITEMS</b>				
17. GENERAL CONDITION/CLEANLINESS		✓		
18. SECURITY OF SEATS IN TRACK		✓		
19. SAFETY BELTS		✓		
20. MAIN CABIN FIRE EXTINGUISHER		✓		
21. FLASHLIGHTS (1 Per Crew Member)		✓		
22. PASSENGER OXYGEN EQUIPMENT AND QUANTITY		✓		
23. EMERGENCY EXITS-MARKINGS AND ACCESSIBILITY		✓		
24. ESCAPE SLIDES AND ROPES		✓		
25. EMERGENCY LIGHTING FOR OPS AND INTENSITY		✓		
26. MEGAPHONE		✓		
27. LIFE RAFTS		✓		
28. SIGNAL FLARES		✓		
29. EMERGENCY RADIO		✓		
30. LIFE VESTS		✓		
31. SECURITY OF EQUIPMENT/CARGO		✓		
<b>III. AIRCRAFT EXTERIOR INSPECTION ITEMS</b>				
32. GENERAL AIRFRAME CONDITION/CLEANLINESS		✓		
33. SECURITY OF DOORS AND PANELS		✓		
34. EMERGENCY EXIT-MARKINGS/INSTRUCTIONS		✓		
35. LIGHTS/LANDING, NAV AND ANTI-COLLISION		✓		
36. ENGINE CONDITION AND COWLING INSTALLATION		✓		
37. LEAKS/FUEL, OIL, HYDRAULIC		✓		
38. FLIGHT CONTROL SURFACES		✓		
39. WHEEL WELL AREAS FOR CONDITION		✓		
40. TIRES AND BRAKES FOR CONDITION		✓		
<b>IV. OTHER INSPECTION ITEMS NOT LISTED ABOVE</b>				
41.				
42.				

TYPED/PRINTED NAME, GRADE, UNIT AND PHONE NUMBER OF INSPECTOR BRIAN D. BITTNER, SMSgt, HQ AMC/DOBS, DSN 576-4343	SIGNATURE 
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## AMC RAMP INSPECTION CHECKLIST

JULIAN/CALENDAR DATE 24 Sep 98	TIME AIRCRAFT INSPECTION COMPLETE 1015	INSPECTION LOCATION AND STATION CODE Seattle WA (SEA)	INSPECTION <input checked="" type="checkbox"/> DEPARTURE <input type="checkbox"/> EN ROUTE
CAM/MISSION NUMBER	CARRIER Alaska Airlines (ASAA)	AIRCRAFT TYPE DC-9-83 (MD-83)	TAIL NUMBER N949AS

### TYPE INSPECTION

<input checked="" type="checkbox"/> PAX	CARGO	INTERNATIONAL	<input checked="" type="checkbox"/> DOMESTIC	SAAM/EXERCISE
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LEGEND: N/R = NOT REQUIRED, S = SATISFACTORY, U = UNSATISFACTORY	N/R	S	U	REMARKS
<b>I. FLIGHT DECK INSPECTION ITEMS</b>				EXPLAIN ALL UNSATISFACTORY ITEMS AND CORRECTIVE ACTION TAKEN BY CARRIER. NOTIFY THE CREW OF ALL DISCREPANCIES NOTED AND OPEN MEL ITEMS. (ITEMS MARKED WITH ( 1 ) WILL BE CONFIRMED BY FLIGHT CREW)  Rating: Meets Standards  No MEL Items
1. REVIEW LOG BOOK FOR MEL, REPEAT TREND ITEMS AND AIRWORTHINESS CERTIFICATE		✓		
2. OPERATIONS AND MAINTENANCE MANUALS AVAILABLE		✓		
3. FLIGHT DECK FOR CLEANLINESS		✓		
4. WINDSHIELDS AND WINDOWS FOR CONDITION		✓		
5. CREW SEATS AND SAFETY BELTS		✓		
6. INSTRUMENTS - FLIGHT/ENGINE		✓		
7. CREW/SMOKE AND OXYGEN MASKS FOR CONDITION		✓		
8. FLIGHT DECK/FIRE EXTINGUISHER		✓		
9. EMERGENCY AX/FLIGHT DECK		✓		
10. CREW CHECKLISTS/NORMAL AND EMERGENCY		✓		
11. OXYGEN QUANTITY		✓		
12. WEATHER AVOIDANCE RADAR 1		✓		
13. RADIOS NAV/COMM 1		✓		
14. DE-ICING SYSTEM OPERATION 1		✓		
15. HEATING AND COOLING SYSTEM 1		✓		
16. PRESSURIZATION 1		✓		
<b>II. MAIN CABIN INSPECTION ITEMS</b>				
17. GENERAL CONDITION/CLEANLINESS		✓		
18. SECURITY OF SEATS IN TRACK		✓		
19. SAFETY BELTS		✓		
20. MAIN CABIN FIRE EXTINGUISHER		✓		
21. FLASHLIGHTS (1 Per Crew Member)		✓		
22. PASSENGER OXYGEN EQUIPMENT AND QUANTITY		✓		
23. EMERGENCY EXITS-MARKINGS AND ACCESSIBILITY		✓		
24. ESCAPE SLIDES AND ROPES		✓		
25. EMERGENCY LIGHTING FOR OPS AND INTENSITY		✓		
26. MEGAPHONE		✓		
27. LIFE RAFTS		✓		
28. SIGNAL FLARES		✓		
29. EMERGENCY RADIO		✓		
30. LIFE VESTS		✓		
31. SECURITY OF EQUIPMENT/CARGO		✓		
<b>III. AIRCRAFT EXTERIOR INSPECTION ITEMS</b>				
32. GENERAL AIRFRAME CONDITION/CLEANLINESS		✓		
33. SECURITY OF DOORS AND PANELS		✓		
34. EMERGENCY EXIT-MARKINGS/INSTRUCTIONS		✓		
35. LIGHTS/LANDING, NAV AND ANTI-COLLISION		✓		
36. ENGINE CONDITION AND COWLING INSTALLATION		✓		
37. LEAKS/FUEL, OIL, HYDRAULIC		✓		
38. FLIGHT CONTROL SURFACES		✓		
39. WHEEL WELL AREAS FOR CONDITION		✓		
40. TIRES AND BRAKES FOR CONDITION		✓		
<b>IV. OTHER INSPECTION ITEMS NOT LISTED ABOVE</b>				
41.				

TYPED/PRINTED NAME, GRADE, UNIT AND PHONE NUMBER OF INSPECTOR BRIAN D. BITTNER, SMSgt, HQ AMC/DOBS, DSN 576-4343	SIGNATURE 
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# AMC RAMP INSPECTION CHECKLIST

JULIAN/CALENDAR DATE 24 Sep 98	TIME AIRCRAFT INSPECTION COMPLETE 1040	INSPECTION LOCATION AND STATION CODE Seattle WA (SEA)	INSPECTION <input checked="" type="checkbox"/> DEPARTURE <input type="checkbox"/> EN ROUTE
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CAM/MISSION NUMBER	CARRIER Alaska Airlines (ASAA)	AIRCRAFT TYPE DC-9-82 (MD-82)	TAIL NUMBER N955AS
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TYPE INSPECTION			
<input checked="" type="checkbox"/> PAX	<input type="checkbox"/> CARGO	<input type="checkbox"/> INTERNATIONAL	<input checked="" type="checkbox"/> DOMESTIC
			<input type="checkbox"/> SAAM/EXERCISE

LEGEND: N/R = NOT REQUIRED. S - SATISFACTORY, U - UNSATISFACTORY	N/R	S	U	REMARKS
<b>I. FLIGHT DECK INSPECTION ITEMS</b>				EXPLAIN ALL UNSATISFACTORY ITEMS AND CORRECTIVE ACTION TAKEN BY CARRIER. NOTIFY THE CREW OF ALL DISCREPANCIES NOTED AND OPEN MEL ITEMS (ITEMS MARKED WITH ( 1 ) WILL BE CONFIRMED BY FLIGHT CREW)  Rating: Meets Standards  Two MEL Items
1. REVIEW LOG BOOK FOR MEL, REPEAT TREND ITEMS AND AIRWORTHINESS CERTIFICATE		✓		
2. OPERATIONS AND MAINTENANCE MANUALS AVAILABLE		✓		
3. FLIGHT DECK FOR CLEANLINESS		✓		
4. WINDSHIELDS AND WINDOWS FOR CONDITION		✓		
5. CREW SEATS AND SAFETY BELTS		✓		
6. INSTRUMENTS - FLIGHT/ENGINE		✓		
7. CREW/SMOKE AND OXYGEN MASKS FOR CONDITION		✓		
8. FLIGHT DECK/FIRE EXTINGUISHER		✓		
9. EMERGENCY AX/FLIGHT DECK		✓		
10. CREW CHECKLISTS/NORMAL AND EMERGENCY		✓		
11. OXYGEN QUANTITY		✓		
12. WEATHER AVOIDANCE RADAR 1		✓		
13. RADIOS NAV/COMM 1		✓		
14. DE-ICING SYSTEM OPERATION 1		✓		
15. HEATING AND COOLING SYSTEM 1		✓		
16. PRESSURIZATION 1		✓		
<b>II. MAIN CABIN INSPECTION ITEMS</b>				
17. GENERAL CONDITION/CLEANLINESS		✓		
18. SECURITY OF SEATS IN TRACK		✓		
19. SAFETY BELTS		✓		
20. MAIN CABIN FIRE EXTINGUISHER		✓		
21. FLASHLIGHTS (1 Per Crew Member)		✓		
22. PASSENGER OXYGEN EQUIPMENT AND QUANTITY		✓		
23. EMERGENCY EXITS-MARKINGS AND ACCESSIBILITY		✓		
24. ESCAPE SLIDES AND ROPES		✓		
25. EMERGENCY LIGHTING FOR OPS AND INTENSITY		✓		
26. MEGAPHONE		✓		
27. LIFE RAFTS		✓		
28. SIGNAL FLARES		✓		
29. EMERGENCY RADIO		✓		
30. LIFE VESTS		✓		
31. SECURITY OF EQUIPMENT/CARGO		✓		
<b>III. AIRCRAFT EXTERIOR INSPECTION ITEMS</b>				
32. GENERAL AIRFRAME CONDITION/CLEANLINESS		✓		
33. SECURITY OF DOORS AND PANELS		✓		
34. EMERGENCY EXIT-MARKINGS/INSTRUCTIONS		✓		
35. LIGHTS/LANDING, NAV AND ANTI-COLLISION		✓		
36. ENGINE CONDITION AND COWLING INSTALLATION		✓		
37. LEAKS/FUEL, OIL, HYDRAULIC		✓		
38. FLIGHT CONTROL SURFACES		✓		
39. WHEEL WELL AREAS FOR CONDITION		✓		
40. TIRES AND BRAKES FOR CONDITION		✓		
<b>IV. OTHER INSPECTION ITEMS NOT LISTED ABOVE</b>				
41.				
42.				

TYPED/PRINTED NAME, GRADE, UNIT, AND PHONE NUMBER OF INSPECTOR BRIAN D BITTNER, SMSgt, HQ AMC/DOBS, DSN 576-4343	SIGNATURE 
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