

APPENDIX H

CHECK PILOT STANDARDIZATION MEETING MINUTES & CHECK PILOT LETTERS

USAir B737-300/400
AGENDA
STANDARDIZATION MEETING
BEST WESTERN HOTEL 8-09-94

GUEST SPEAKERS
MATT SHACK FAA 737-300 APM
CAPT. TOM JOHNSON DIR. FLT. TRAINING
CAPT. JON ADAMS AQP & TREND

09:30.....CAPT. JIM GIBBSWELCOME/INTRODUCTIONS

09:45.....MATT SHACK FAA 737-300 APM

10:15.....CAPT. TOM JOHNSON DIR. FLT. TRAINING

10:45.....CAPT. PAT BANKS FMS APPROACHES

11:15.....CAPT. JON ADAMS AQP/TREND

11:30.....CAPT. WAYNE MANN/ CAPT. DAVE BAUGHMAN LOFT/RLF

12:15.....LUNCH

13:00.....CAPT. ED BULAR CFM 56 EXCEEDANCES/MEX. CITY
RLF SCHEDULING

13:45.....CAPT. CHRIS LYON STANDARDIZATION

14:30.....QUESTIONS/SUMMARY CAPTS. GIBBS, BULAR,LYON

15:15.....ADJOURN

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B 737-300/400
STANDARDIZATION MEETING
9 AUG 94

Jim Gibbs

Company is looking into installing GPS in the B 737-200s. This would help in their pursuit to combine the 300 and 200. That would include combining the check airmen. Expect 18 day work months until Oct. Hopefully we will have some new checkpilots by then.

Matt Shack (FAA)

USAir's initial AQP application has been approved. Fatal accidents tracked over the last 5, 10, and 25 years show USAir #1. Adherence to procedures ranks as the #1 cause. From 1016 at CLT review the required briefing items for a visual approach. Runway and appropriate frequency and course, if available. Also, if applicable, 10-7, braking action, and wind shear. Recent in house inspection showed almost 50% deviations in the following areas: procedures, dual response checklist items, and emergency/abnormals.

Tom Johnson

Look for additional changes to the FOM and pilot's handbook. We are trying to break the PHB into two sections, one that you can carry with you and one for home (self study). The primary section would include all applicable normal, abnormal, and emergency sections. We are attempting to develop CRM into more realistic training designed to be more in line with what we expect from AQP. The 300 will be the lead on A/C type for AQP training.

Simulator engineers (Pat Banks)

New PIT visual includes the new terminal (gates A-23, B-47). Two new flap 5 windshear profiles are being approved. Also loft 395 is being loaded. New FMS transitions to BWI runway 33L and 10 will be available soon. The Neida is being constructed as an IFR approach. Desk FMS approach (LSV) has still not been approved for USAir yet even though we have the Jepps.

Wayne Mann

Training for the check airmen on the new loft will begin in Oct, with expected start date of 1 Dec.

John Adams (AQP)

Steering committee is busy trying to collect data and begin AQP development. 737-300 will be the lead on aircraft type for this training. Target date of Sep 95. Must show FAA that our program will tie our proficiency objectives to the tasks we develop. TREND is our primary vehicle for data collection. Very important to have everyone's input.

Ed Bular

Mex gates are leased by the min, thus the urgency particularly when we exceed 30 min on the gate. Prebrief anything that you can before the A/C arrives. Refer to the check airmen letter for new policy regarding no shows (including RLFs). Look for a new job aid with more specific oral

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information (this was a write up on the in house inspection). 8 x 400s are scheduled to be configured for extended overwater flying. We will require Class II navigation training. Kay still needs photocopies of licenses. We might be doing intermediate walk arounds in the near future. Review the land and hold short guidance in the FOM. Give a courtesy call to the respective chief pilot when releasing pilots for line flying. Line checks are to be performed in uniform. IOEs will be scheduled for more than the bare minimum time. New ops topics-EGT exceedences. 1st T/O is first flight after 2 hours. 55% start procedure is now in PHB (supp procedures)

Chris Lyon

Make sure that the fuel is verified by both pilots prior to loading it into acars. Check for proper Cat II/III call outs. High emphasis items (from 1016) will be windshear training and missed approach procedures. **Jim will get a reading from Boeing as to the definition of "severe damage".

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CHECK PILOT MEETING

MAR 2, 1994

- 0800 COFFEE
- 0815 PAUL STURPE
 - OPENING REMARKS
- 0845 BILL MATHIS
- 0915 BREAK
- 0930 STANDARDIZATION ISSUES
 - ED BULAR
- 1030 BREAK
- 1045 FMC APPROACHES
 - PAT BANKS
- 1115 REVIEW
- 1130 LUNCH - MEXICO CITY MTG (CHOSEN 12)
- 1230 AL JONES
 - MEXICO CITY
- 1330 LOFT DISCUSSION
- 1400 BREAK
- 1415 DON FRANKLIN, FAA
- 1445 REVIEW
- 1500 BREAK
- 1515 CLOSED SESSION
- 1600 ADJOURN

AGENDA

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**MINUTES FROM THE B-737-300/400
CHECK PILOT MEETING 2 MAR 94**

PAUL STURPE

Opening remarks and introductions. Al presented the award for naming the new pre-initial training course to George Rozniak. The winning entry was Pre-initial training (PINT). In addition, ground school is in the process of going back to 1/2 day of academics and 1/2 day of ATD (1 Apr). It is still to be determined if we will be required to go back to training hand flown non-precision approaches. We have some help in that United and BA require the use of the auto pilot on those approaches. Thus, for the time being, we will continue with business as usual. Please direct any comments to our Standardization committee. Beginning with the Mar schedule we will use a new schedule activity form. Hopefully to help us emphasize the 18 day work schedule and also track any additional or miscellaneous activity. Review the CAL that describes how to log landings on I.O.E.s. Remember that you can maintain and reestablish landing currency in the simulator. By the end of Mar we should have an answer concerning whether we will receive international pay. The B 737-3 is not considering F/Os as check pilot candidates. Look for the X-wind limit chart to reappear as soon as a new Director of Safety is named. In light of recent incidents be very aware of compliance during any training/I.O.E.s.

ED BULAR

For reference, a new CFM costs \$3.4M and just an overhaul is \$.5M. B737-3 should be deiced with the flaps up and the trim full nose down. It is no longer required to cycle the flaps after deicing. New checklist out this month will include transition altitude and repeats fuel qty on the before T/O. IRS is also annotated OFF on the Parking checklist. Reviewed the new ops topics (handout). On LNAV approaches, the PF will now display raw data. Remember that you can still arm App or VOR/LOC in LNAV as long as the HSI switch is in VOR/ILS. On FMS approaches, be sure to select a transition if applicable. For FMS departures, be sure to use the most accurate alignment available and a position update (400). Discuss the pros and cons of using VNAV on FMS approaches. Review FIL 133-1 for Caribbean and Latin America operations. Special emphasis on ICAO procedures, ACARs frequencies, transition altitudes/levels, and specific airport special procedures. A new flight plan format will be available this month. Clarified gate fuel vs T/O min fuel. This will correspond with the checklist revision.

PAT BANKS

The Neida FMS is the only procedure that we are legal to fly at this time. USAir has two procedures in development, the river visual (DCA) and an approach to BWI. Presently these approaches are available by request only. The river must be in sight at Neida or Cabbn on those respective approaches. Paul will determine specific procedures to be used when flying these approaches.

AL JONES

International ground school will be available in Apr with a May back-up for those check pilots who haven't been. No Class II nav required for the Caribbean/Mexico City. Presently the 300 is 162NM qualified. That requires min FL250, ditching/diversion crew planning, and guarding 121.5 (Ops spec A-13). Our engine reliability is well above ETOPS criteria. For special procedures, refer to the FIL. Particularly, Special airport procedures, Cuba overflight, ACARs procedures, etc. Mex flyers - be prepared to read wx in intl text. Use the quick ref key. Mex-Phi leg is important to be on schedule as it code shares with BA (Phi-Htr) 4 times/week. Expect max effort T/Os out of Mex (bleeds off, 5 improved). Review the NASA reports for recent incidents.

A-5

To: Captain Paul Sturpe
From: Gary G.
Subject: Action items from STD's mtg of 5-11
Date: 6-8-94

Paul, I talked to Ed today, will be staying in CLT to fly A/C 581, but I wanted to address the action items from the last mtg. and 2 other items.

1. FMS transitions - sent data to Ed.
2. App of EM and ABN procedures is good. Do we need to add anything about writing up at next station? It's obvious, BUT.....well you know.
3. Have been using the GPWS warning in the sims for a while now and the CFIT training profile that Al had in the handout works well.
4. RTO training. I would like to see some of those scenarios as presets in our machines, especially # 4,5,6, and 7. Emphasis on V1 min., -5 call, and blown tires.
5. LNAV tracking on NDB approaches; My recommendation would be that LNAV must be used if available, but it must be enforced that raw data is primary for stepdowns and missed appr criteria (plus or minus 10 degrees) Several reasons, mostly human factors: 1. Ambiguity of needle movement inbound vs. outbound. 2. reading and rounding errors with not bearing selector as a mental course reminder. 3. AP establishes crosswind track and allows more time for crew monitoring. 4. Backup to ADF indicators. 5. Distance to runway and crosstrack error.

Other items

1. We do not define, as Boeing does, landing at nearest suitable airport after a firewall thrust event.
2. My understanding of the windshear escape FD guidance is that there are times when a pitch in excess of 15 may be required. Our PH says to fly the FD guidance if available, page 18-47-5. (This is how I think our system works) Anytime the climb rate is less than 600 fpm. the FD is limited to 15 or 2 deg below the SS AOA, whichever is lower. If flight path is unacceptable then a higher attitude is warranted, even if only for a short time, always respecting SS. In other words as good as the system is, it's still a "dumb" system and we should not hesitate to rotate to greater than 15 when necessary. That one should generate plenty of discussion, but I don't see any reason to limit our pitch to 15 via the FD simply because it is not capable of commanding anything greater, when climb rate is degraded. Have I missed something important here?

Thank you,
Gary G.

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USAir

CAL 300-4 R6

Date: SEPTEMBER 15, 1993
To: ALL B-737-300/400 CHECK AIRMEN
From: FLIGHT MANAGER - B-737-300/400
Subject: LINE CHECK REQUIREMENTS

*Interoffice
Correspondence*

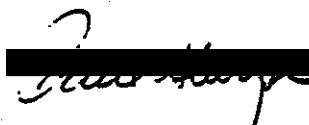
Line checks and IOE's continue to go well. After completing an annual line check, please call Mary McFadden [REDACTED] and advise her of the completed check. Immediately forward the white and yellow copies of form OF-46 to Mary McFadden. Keep the pink copy for 90 days in case the original copy is lost in transit.

If you are scheduled for a line duty day, please check with Mary McFadden the previous day [REDACTED].

FAR 121.440 requires us to give an annual line check to the Pilot-in-Command. The Captain must pass a "...line check in which he satisfactorily performs the duties and responsibilities of a Pilot-in-Command...". Our FAA office interprets this to mean that we must observe the Captain perform the Pilot Flying duties during the annual line check.

I appreciate your cooperation.

Thank you,


[REDACTED]
Captain Paul Sturpe

/dlm

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USAir

CAL 300-10 R2

Date: **DECEMBER 14, 1991**
To: **ALL B-737-300/400 CHECK PILOTS**
From: **FLIGHT MANAGER TRAINING - B-737-300/400**
Subject: **CURRENCY REQUIREMENTS**

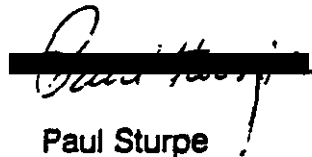
*Interoffice
Correspondence*

A Check Pilot must serve as a crewmember on three legs every ninety days in order to be eligible to participate in advanced simulation programs. In addition, you must log three takeoffs and landings every 90 days to remain current to fly. The first requirement must be met on the line. The second requirement may be met in the simulator. (See Check Airman Handbook, page 3-1-2.)

In order to assure your currency on these items is recorded, please complete form OF-100 each month. Submit it with your monthly expense report. Always show the most recent landings and legs flown, even if you have zero for the reporting month.

Please don't allow your ninety day currency to expire.

Thank you,


Paul Sturpe

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USAir

CAL 300-14

Date: APRIL 26, 1991
To: ALL B-737-300/400 CHECK PILOTS
From: PAUL STURPE
Subject: BASE BID

*Interoffice
Correspondence*

REISSUE

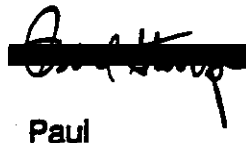
I would like to establish a "permanent" base bid for all 737-300/400 Check Pilots. The purpose of this bid is to have your preference on file in case an opening occurs at the base of your preference.

Here's how it will work. If for example, an opening occurs in CLT, I would search through the base domicile bid file to determine if any PIT based Check Pilot is desiring CLT. This would be done before bringing in the new Check Pilot.

This bid file will have no correlation to your rights as a line pilot should you desire to return to line flying.

I have attached a bid form for you to complete. Please indicate your preference. The bid will be kept on file in my office. You may change it at any time.

Thank you,


Paul

/dlm

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USAir

CAL 300-15

Date:

APRIL 23, 1991

*Interoffice
Correspondence*

To:

ALL B-737-300/400 CHECK AIRMEN

From:

PAUL STURPE

Subject:

RIGHT SEAT QUALIFICATION

Effective approximately June 1, 1991, Captains will not be permitted to occupy the right seat during takeoff, approach, or landing in Part 121 revenue operations unless they are "right seat qualified". (This restriction will not apply to Simulator Training/Checking.)

Effective immediately the following maneuvers will be accomplished for all Check Pilots in conjunction with each PC or PT (or during initial qualification if applicable).

1. A low visibility takeoff while performing the normal duties of the Pilot flying.
2. A CAT IIIa ILS approach (including a missed approach) while performing the normal duties of the Pilot normally occupying the right seat.
3. A landing (VFR or IFR) while performing the normal duties of the Pilot Flying.

After completing the above maneuvers indicate "Right Seat Qualification Accomplished" in the remarks section of the OF-32 or OF-82.

Since we almost always schedule two Check Airmen together in the simulator for their PC/PT rides, this additional requirement should not be burdensome. Item 2 will normally be accomplished while the Pilot in the left seat takes his check. That leaves only a low visibility takeoff (600 RVR) plus a VFR landing to be accomplished by the right seat pilot prior to switching seats.

Please note that Line Captains will not be kept right seat qualified in the 737-300/400.

Thank you,



Paul

/dlm

cc: B. Gadd

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