E. LIST OF ATTACHMENTS

2A Neighbor Interviews

(Malcolm Brenner, Margaret Sweeney, Rick Sauer present)

In-person interviews were conducted on August 22, 1995 with three neighbors who witnessed the accident and assisted at rescue efforts. Mr. Butler said he didn't see the crash but heard a loud noise. He saw a lot of dust and smoke.

Mrs. Jeter also said she heard a loud noise and as she turned and looked out her window she saw the plane hitting the ground. She knew it had broken in two pieces. Mr. Jeter, a retired Air Force aircraft mechanic said he heard a noise prior to impact with the trees that sounded like a low flying jet at a high powered setting. He said he saw the impact, the tail come around and slide toward the house.

2B Tony Abeloe, ASA Captain

Captain Abeloe was interviewed on August 25 by the entire committee. He was an EMB-120 captain based at MCN who rode jumpseat with the crew on the leg from MCN to ATL that preceded the accident flight.

Captain Abeloe stated that he had 10,000 total flight hours, 3000 flight hours in the EMB-120, and 1,800 hours as pilot-in-command on the EMB-120.

Captain Abeloe arrived at MCN at about 0945 on August 21 to deadhead on the 1005 flight to ATL. First Officer Matt Warmerdam was smoking a cigarette outside operations when he arrived. Captain Ed Gannaway advised him that the airplane was delayed because of a need for maintenance to re-rig the left engine. He talked casually with the captain for about 45 minutes. He said, Captain Gannaway mentioned that he sometimes bid either reserve or line operations to maximize his time at home with his family. He was active in Boy Scouts and other activities with his sons. Captain Abeloe stated that Captain Gannaway appeared to be in a normal mood, very relaxed, and that he appeared rested. He had a fresh haircut.

Captain Abeloe went outside to smoke a cigarette and sat with the first officer. The first officer was reading a paperback book and seemed very relaxed.

When the airplane arrived, the first officer went outside to do the preflight. Subsequently, he made no comments about the airplane exterior. Captain Abeloe waited alone in operations until before departure. The flight was booked full, so he had to ride on the jumpseat. When he entered the cockpit, the captain had finished the cockpit check and was waiting for the paperwork. Captain Gannaway was flying the leg, and he and Captain Abeloe joked about this briefly. There was no other social conversation during the flight. Captain Abeloe stated that as he walked out to the plane he saw nothing remarkable about the airplane exterior. All first flight of the day checks were accomplished. Captain Gannaway

tested both the manual and auto feather propeller feathering systems. Captain Abeloe stated that he did not notice any difference in the two engines. Captain Abeloe stated that the whole flight to ATL was uneventful. The Np on the right side fluctuated a little in flight but unremarkably: 100.0% to 100.2%. He said that this might have been because the right engine prop rpm was slaved to the left engine prop rpm in the prop synchronization system.

The airplane appeared to climb normally. There was not a big stagger on the power levels. Captain Abeloe stated that he had thought extensively about this flight leg following the accident, and that he could think of nothing unusual about the airplane during the flight.

The airplane arrived at ATL, around noon, and Captain Abeloe departed. The captain may have stayed in the plane for the clearance. The first officer went outside to smoke a cigarette.

Captain Abeloe had flown previously with First Officer Warmerdam. He stated Warmerdam's non-flying pilot procedures were very good. First Officer Warmerdam had once discussed Captain Gannaway and indicated that his relationship with him was relaxed.

2C David Wayne Freed, ASA Captain

Captain Freed was interviewed on August 24 by the entire committee. He was an EMB-120 captain based at ATL who had flown recently with the first officer.

Captain Freed stated that he had 4500 total flight hours, 1000 flight hours in the EMB-120, and about 800 hours as pilot-in-command on the EMB-120. His date of hire with ASA was 04/02/90.

Captain Freed, a reserve pilot, picked up a trip on its second day on August 13 to replace the captain. He flew five legs with First Officer Warmerdam, alternating the flying. The weather was fairly good, and the trips were routine. First Officer Warmerdam seemed good-natured. He seemed competent in his position and had no problems flying the airplane. He seemed to do quite well with company procedures.

Following the trip, First Officer Warmerdam's wife picked him up at the airport. They appeared to be a loving couple. The first officer was from California, and seemed pretty comfortable settling in Macon. He seemed quite pleased to be with ASA and not disgruntled at all.

Captain Freed stated that a selling point of ASA, for pilots, was its financial stability. He described maintenance as good. He stated that everyone feels that reduced rest was the most detrimental thing about working for a regional airline. About 70% of his trips were scheduled reduced rest, including continuous duty overnights (about 60% if continuous duty overnights were excluded). Captain Freed had not received CRM training with ASA,

although CRM points were discussed and reinforced in LOFT training. He received unusual attitude training, which included going inverted, in a July, 1995 LOFT session. He thought the training was great.

The company safety program was formalized several months before. The company had an open door policy, and he would not hesitate to report safety concerns to the chief pilot or the ALPA LEC[Air Line Pilots Association, Local Executive Council]. He submitted one irregularity report concerning missed approach procedures in changing weather. He stated he felt very well supported in any safety decision he made, and felt absolutely no pressure to fly an airplane he would consider unairworthy.

Captain Freed stated that most normal checklists were done using a flow pattern. He was able to recite the procedure for a propeller overspeed emergency from memory up to and including actuation of the electric feather switch. He stated that the T-handle would be pulled only in the event of an engine fire. He stated that in the event of a prop overspeed of less than 109% Np, it might be appropriate to feather the propeller but not secure the engine. He stated that most prop failures in training required the engine to be secured. Propeller overspeeds were the only problem he had been given in training. He stated that the motion feature of the simulator was off for unusual attitude recognition and recovery training, conducted after the LOFT session.

2D David Miller, ASA Manager of Crew Scheduling

Mr. Miller was interviewed on August 24 by the entire committee.

His date of hire with ASA was 01/86 and he had worked as a crew scheduler from 07/89. He was responsible for all MCN, ATL, and DFW flightcrews. He built trip pairings for the entire system, and bid packages for ATL and MCN bases.

Part 121 pilots were scheduled about 79 hours per month, for a 1000 hour per year maximum. Part 135 pilots were scheduled about 82 hours per month, for a 1200 hours per year maximum.

At the time of the accident, reduced rest scheduled for Part 121 operations were as follows: 2/8 trip pairings out of DFW; and 3/4 out of ATL. For Part 135 operations, about 40% out of ATL base, 4/15 for the EMB-120 out of DFW and 4/9 for EMB-110 out of DFW; 1/2 of the overnights from MCN was reduced rest. Out of ATL, about 30% of pairings were normal rest; 30% were continuous duty overnights; and 40% were reduced rest overnights. Out of DFW, about 50% are continuous duty.

Prior to the 1991 accident, the block times per duty period were about 5 hours and 25 minutes. It was now reduced to 4 hours and 45 minutes. Macon based crews flew closer to

5 hours. The company was now waiting for the FAA to come out with its new regulations on reduced rest limits so the company could act under the same rules as everybody else.

Mr. Miller talked with Captain Gannaway in the crew lounge occasionally, but not in the last six months. All encounters were very pleasant.

Only one pilot had rejected a trip due to fatigue. This occurred around 1990 and was handled by the chief pilot. The occurrence resulted in a grievance being filed.

2E Marvin F. Corty, ASA Captain

Captain Corty was interviewed on August 25 by the entire committee. He was an EMB-120 captain based at MCN, who was familiar with both crewmembers.

Captain Corty stated that he had 13,000 total flight hours, and 5000 flight hours in the EMB-120 of which all was as pilot-in-command. His date of hire with ASA was 06/24/83.

Captain Corty stated that he met Captain Gannaway in 1988 when Gannaway was a new hire. He never socialized with him away from work. He described Captain Gannaway as energetic, a very happy person, happy with his family and work, and very outgoing. Gannaway had three sons, and shared an interest with Corty in motorcycles.

Captain Corty said he flew numerous trips with Captain Gannaway when Gannaway was a first officer. He described Gannaway's flying ability as a first officer as well above average, with no observed operational problems. His control of the airplane was smooth, he was never in doubt, and he made the airplane go where he wanted it to. He was inquisitive and asked Captain Corty many questions.

Captain Corty last saw Captain Gannaway on Thursday or Friday before the accident. They talked briefly in passing at work. Captain Gannaway was in a very good mood, and was excited about an upcoming World Airline Road Race that he planned to run. Captain Gannaway was in very good physical condition and ran marathons.

Captain Corty flew two or three times with First Officer Warmerdam, most recently on August 14. The flights were routine. As a new first officer, First Officer Warmerdam was very capable. He knew the procedures and the airplane well. He had a very good attitude toward the company. His physical shape seemed good.

Captain Corty stated that in the event of an uncommanded propeller feathering, it would not be necessary to shut down the engine in all cases. If the problem was an autofeather system or torque gauge malfunction, the propeller could be brought back out of feather.

2F Michael Block, ASA First Officer

First Officer Block was interviewed on August 25 by the entire committee. He was an EMB-120 first officer based at MCN and had flown with the captain and first officer, together, during his jumpseat observer training.

First Officer Block stated that he had 2000 total flight hours, and 250 flight hours in the EMB-120. His date of hire with ASA was 05/24/95.

First Officer Block stated that he observed Captain Gannaway and First Officer Warmerdam flying one day as a crew during his operating experience jumpseat observation in early June, 1995. The trip was routine. It involved four legs with each pilot flying an alternate leg.

First Officer Block stated that the pilots worked well together, and appeared fond of each other. He did not know if they had flown together before. He said the captain was among the best captains he experienced in terms of CRM, fostering good relations with the crew and making both first officers feel comfortable. Both the captain and first officer, when they were able, tried to keep First Officer Block involved in the flight. The captain appeared to be an above average pilot on flying skills, and was good on following standard procedures. First Officer Block stated that he could not evaluate First Officer Warmerdam's skills, but he noted nothing out of the ordinary. Captain Gannaway commented that First Officer Warmerdam's landings were above average. At the end of the flight, First Officer Block told Captain Gannaway that he enjoyed flying with him because the captain took time to push CRM.

First Officer Warmerdam had been in the training class before First Officer Block. At MCN, Warmerdam had shown Block the operation and had introduced him around. First Officer Warmerdam was married with no children.

First Officer Block flew a trip with Captain Gannaway four days before the accident. It involved four legs and was routine. During the trip, Captain Gannaway spoke proudly about his sons. He said that ASA was a good company, and spoke positively about its atmosphere and equipment. He did not complain.

First Officer Block had not taken the CRM class at ASA, but had completed a CRM class with USAir and taken CRM classes at Delta Air Lines. He had taught CRM. In his simulator training with ASA instructors, CRM concepts were incorporated.

2G Gerald Ash, ASA Captain

Captain Ash was interviewed on August 25 by the entire committee. He was an EMB-

120 captain based at MCN who was familiar with both crewmembers and had delivered the accident airplane to MCN on the evening before the accident.

Captain Ash stated that he had 11,000 total flight hours, 6500 flight hours in the EMB-120, and about 3500 flight hours as pilot-in-command on the EMB-120. His date of hire with ASA was 03/07/88.

Captain Ash stated that he had flown once with Captain Gannaway during the past year, when Captain Gannaway served as his first officer. He said that Captain Gannaway had excellent flying skills. They had played golf together, but otherwise did not socialize. Captain Gannaway had not mentioned being involved in a previous emergency. He appeared to be very stable financially.

Captain Ash met First Officer Warmerdam when Warmerdam first came to MCN. They flew together for 10 to 20 line days. First Officer Warmerdam had low time,and was on his way to becoming an excellent pilot, as he gained experience. He was a well trained young pilot who knew the calls and flows. Captain Ash said he and First Officer Warmerdam were becoming good friends. Captain Ash had worked on Warmerdam's jeep. Warmerdam was happily married; had been married for two years and looked forward to having his wife join him at MCN. He was very positive about ASA, and his financial situation appeared fine.

Captain Ash flew the accident airplane into MCN on August 20, arriving about 2330 after the completion of one leg of revenue service from ATL. He said that the handling of the airplane was normal, except the [air conditioning] packs went to full hot after takeoff. He did not speak to the earlier crew. There was nothing remarkable about the airplane's performance. It seemed no different than any other airplane.

2H Nathan Zapp, ASA First Officer

Telephone Interview August 25, 1995 by the entire group.

First Officer Zapp was a newly hired EMB-120 pilot based in MCN and had flown recently with Captain Gannaway.

First Officer Zapp stated that he had 1,690 total hours and 49 hours in the EMB-120. Approximately 1,400 hours of his total time is pilot in command time. His date of hire with ASA was July 19, 1995 and he had been "on the line" for two to three weeks. He stated his previous flying experience was as a flight instructor at Auburn University.

He stated that he had flown twice with Captain Gannaway (two times during his four trips flown to that point). The first time being on August 10, 1995. They met in MCN at

0920 (report time) and experienced a maintenance delay which resulted in only flying from MCN to ATL and back to MCN.

First Officer Zapp stated that Captain Gannaway was a very friendly person who was easy going but concerned about safety. He was very helpful to him since this was his first trip after his Initial Operating Experience (IOE). They experienced an aircraft duct leak during taxi out at MCN, went through the checklist, and returned to the gate. He felt Captain Gannaway had a good understanding of the problem and procedures to be followed, as well as good systems knowledge. The aircraft had been in maintenance at MCN about one week and Captain Gannaway was very thorough with pre-flight checks. Captain Gannaway told him to look closely at planes that had been in maintenance at MCN for a while. Prior to getting to MCN, he did not know this, but stated that all MCN crews were conscious of it.

The next encounter with Captain Gannaway was a trip on August 15, 1995 which was a one-day trip from MCN to ATL to GPT to ATL to MCN. It was an uneventful trip. This was the last time he saw Captain Gannaway.

First Officer Zapp stated that Captain Gannaway was happy and "very content" with his job. He never heard him say anything negative about the company (ASA). He was competent, smooth and very comfortable in the aircraft. Captain Gannaway helped him (as a new line pilot) with power settings, planning ahead, the operation in and out of ATL, etc. The captain didn't mention anything about previous emergencies or aerobatic experience. He had been a flight instructor in Dublin, GA prior to being hired by ASA.

First Officer Zapp stated the weather for both trips was good. The captain would fly the first two legs, then the first officer would fly the next two legs. During the duct leak episode, the captain was relaxed and calm as he went through the checklist. He used the regular engine shutdown procedure and verbalized everything he was doing for the first officer.

First Officer Zapp felt that the LOFT at the end of his training was very helpful. During the extra time at the end of the LOFT they worked on windshear and critical attitudes. His Flight Safety International (FSI) instruction included propeller problems, including both low and high altitude problems and involved mainly prop overspeeds. He was given two and the captain he was with got four. He was taught to attempt to feather the prop manually, otherwise, slow down and use the electric feather switch. Once the prop feathered, he would shut down the engine as per the pilots operating handbook.

First Officer Zapp thought the FSI ground school instructors were excellent. He did his simulator training with ASA instructors and felt they were patient. Although he had not been through ASA's CRM program he did receive CRM training in his simulator training during pre-brief and debrief sessions.

2I Donald Buckner, ASA Captain

Captain Buckner was interviewed August 24, 1995, by the operations group; Captain William Dudley was not present.

Captain Buckner stated that his total time was 11,000 hours, of which, about 6,000 hours was in the EMB-120. His total time in the EMB-120, as PIC, was about 6,000 hours. He was hired by ASA on 08/20/85.

Captain Buckner was a friend of Captain Gannaway's, but not a close friend. They shared similar habits of off-road motorcycling, running and biking. The last time he had seen Captain Gannaway was on August 17 when he took over the aircraft that Captain Gannaway had flown in. He received a pilot's report (PIREP) from Captain Gannaway, as well as the fuel burnoff. They also talked about preparing for hunting season and other small talk. They did not socialize outside of work and Captain Buckner did not know his family.

Captain Buckner had never spoken to other pilots about Captain Gannaway's flying ability or cockpit mannerisms. He did recall some type of injury that resulted in Captain Gannaway not being able to run hard or ride his motorcycle hard. He did not remember seeing the captain wearing glasses.

He knew of Captain Gannaway as a "low key type person" who got along well with others. He was very professional. He was in a good mood the night of August 17.

Captain Buckner had not received CRM Training but he was debriefed regarding CRM during a LOFT simulator profile. He had filed an Unusual Occurrence Report about two years prior regarding a weight and balance issue. He had not received feedback on this report.

Captain Buckner did not know First Officer Warmerdam.

2J Mr. George Jones, FAA Principal Operations Inspector

Mr. Jones was interviewed on August 25, 1995, with all group members present.

Mr. Jones was the Principal Operations Inspector assigned to Atlantic Southeast Airlines. He had been ASA's POI since June 1992. His total time as a pilot was 9,040 hours and he was not type rated in the EMB-120. He had flown 92 different aircraft and was type rated in the SD-3, F-27 and G-IV. He had an ATP, CFII, A&P, and Ground instructor rating. He thought ASA was a very professional company. They were not "easy" to deal with, but if you showed them a federal requirement, then they were happy to comply.

Mr. Jones was the POI only, for Atlantic Southeast Airlines. He held no other certificates. An Aircrew Program Manager (APM) helped him, but was not an assistant POI. The FSDO manning was so short that an assistant POI was authorized, but the position was not filled. An APM position was also authorized but was not filled. The present APM was type rated in the EMB-120, EMB-110, and ATR-72 and would be type rated in the BAe-146 when it came on-line.

The last NASIP was done on April 3-14, 1995. There were 6 class A findings and only one required a letter of correction. All of the inspection findings were closed out. There were 16 total findings. Of the 16 findings, there were 6 class A findings, 2 class B findings and the rest were class C findings.

The latest Regional Aviation Safety Inspection program was done on June 3-18, 1993. Nothing significant was found relating to safety of flight items.

One hundred percent of The National Program Guideline (NPG) requirements for FY94 and FY95 had been met. This included all "R" and "P" items.

There had been 55 certificate actions since the company's inception. All of these actions had been corrected except one. One was being held in abeyance in Washington. The one being held concerned pilot flight time-standby or reserve pilots not meeting 7 day rule.

The company did go beyond the FAA requirements when they introduced the CRM, which was not a requirement at that time. ASA had implemented FAR Part 121 standards in training and had used simulator training since the EMB-120 had come into operations. They had also implemented a new captain leadership training program.

The company operated 70 aircraft under Part 135 and 12 under Part 121.

Delta had no connections to ASA in the area of training. However, Delta performed an internal audit on ASA. The information was used by the committee of the four Delta connection carriers and Delta.

Since the Brunswick, GA accident, the company had felt that they were doing things properly prior to the accident. To his knowledge the company had not changed anything. The company used reduced rest to maximize the use of their manpower. Morale was generally good. They worked for a tough company. The company required maximum work for pay. The pilots didn't like it but respected it.

Maintenance appeared to be one of the finest in the country. They were thorough.

ASA did not have an internal audit program but an individual was in training and was to be placed into operations by September 15, 1995. That person would be head of the safety program.

Mr. Jones believed that 50% of the trips ASA operated were reduced rest and/or continuous duty overnights. He felt that trips being flown over the scheduled flight hours were very low. He estimated that 10-15% of the trips exceeded scheduled flight times and that was due mainly to weather.

Mr. Jones said he spent about 10% of his time inspecting company records and 15% of his time observing company/line operations. Fifty percent of his time was devoted to company manuals, regulations, and program changes. The remaining 25% of his time was spent on flight standards district office activities and duties. The APM spends about 75% of his time on line operations.

Most of the 54 violations that were closed involved passenger safety on ramp areas and security issues.

Mr. Jones said that the APM had observed CRM and said it was superior to AC 120-51a and it went beyond the advisory circular. CRM was a yearly course.

The company had used self-disclosure in the past. The disclosure was related to four first officers that violated flight duty time. All four pilots checked in too early and didn't have sufficient rest prior to check in.

There had been some calls to the FAA hotline. Ramp safety and cargo markings of average bag weight were concerns. There had never been an identified pilot to call the airline. Unidentified pilots called regarding ramp safety and cargo marking weights (carry-on vs. cargo).

Flight manuals were the manufacturer's recommended procedures. Under FAR Par 135 the pilot operating handbook, checklists and flight manuals did not require approval by the FAA.

Engine shutdown was a normal procedure for a propeller problem.

Mr. Jones was the POI for FlightSafety in Georgia. He said it was an excellent training operation. The EMB-120 training program was part of his POI responsibilities while he was assigned to FSI.

At first, the simulator was of some difficulty, however, the EMB-120 training now had no deficiencies for ASA pilots. He would not change a thing at FSI regarding the EMB-120 program. Exemption 5450 is a Regional Airline Association Exemption (RAA) that permitted training and checking under FAR Part 121 for 135 crewmembers. Atlantic Southeast Airlines was a RAA member. Exemption 5450A was a yearly renewal. One of the other four exemptions allows FSI instruction to teach and train ASA curriculum. ASA uses four other exemptions.

All ACOBs had been given to the carrier. There was no requirement to log delivery. He hand delivered them to the company. The computer system stars items that require follow-up action and are required to be logged into the computer.

Mr. Jones stated that ASA's use of the reduced rest provisions including scheduling crews for reduced rest "meets the FAR's". He advised the Safety Board to consult the preamble to the Rule for the correct interpretation.

2K John Rice, ASA Captain

Interviewed on August 23, 1995. All group members present except Mr. Benjamin Berman.

Captain Rice stated that he had about 11,000 hours total time and about 8,000 hours in the EMB-120. He was based in ATL.

Captain Rice was on the phone in the crew lounge when he saw the accident captain at approximately 1500 on Sunday, August 20, 1995. He remembered the captain after he saw his nametag. He said the captain looked like he had been working all day; his shirt was wrinkled and his shirt tail out. The captain went to the mailboxes and used the telephone. He did not think the captain was wearing glasses. Captain Rice did not know the first officer. He had not heard anything about the pilots before the accident.

2L Allan Nix, ASA Assistant Personnel Manager

Interviewed on August 24, 1995 at the ASA General Offices with all group members present.

Mr. Nix described ASA's hiring practices for pilots. He said that all pilots were screened through FlightSafety. ASA sent a list of criteria to FlightSafety and FlightSafety sent back a group of profiles. Each applicant was reviewed and then passed on to Mr. Shanahan (V.P. of Flight Operations). The candidate interviewed with members of the training, operations and personnel departments. About 6-8 pilots were interviewed. Each interview lasted about a half-day. ASA looked at education/degrees and stable work history. Pre-employment checks were done by FlightSafety who provided a form to ASA verifying the information. Prior to a candidate's interview, the candidate was sent an application which was to be completed and brought back to ASA at the time of the interview. ASA made an employment offer contingent upon the candidate passing the course.

Mr. Nix said that one of the selling points of ASA was job security. He said most pilots did their homework and ASA was at the top of their list for employment.

2M Chris Anderson, ASA Flight Control Manager

Interviewed on August 24, 1995 at the ASA General Offices with all group members present except Captain William Dudley.

Mr. Anderson explained that his duties as a flight control manager were to coordinate with maintenance control and crew scheduling. On a normal day ASA had 2 aircraft dispatchers on duty. One dispatcher provided weather for crews; the other dispatched flights. Dispatchers were only required for FAR Part 121 Flights, and only ATR-72s were operated under FAR Part 121. ASA used a flight follower for tracking all FAR Part 135 flights. The flight follower monitored a computer that showed 3 columns: an awaiting takeoff column for flights scheduled to leave in 20 minutes, an airborne column that gave "out" and "off" times, number of passengers and amount of fuel onboard, and an overdue column for late flights. Information was transmitted to the station personnel by the flightcrews. Station personnel then sent a departure message including any delay codes to Flight Control. The flight follower entered the times and the computer calculated an estimated time of arrival (ETA). If the flight had not arrived or the station had not sent an arrival message within 20 minutes of the ETA the flight follower would initiate a telephone call to the station to verify the status of the flight.

FAR Part 135 pilots rarely talked to flight control, unless they needed a specific weather briefing. Mr. Anderson explained that the weather reports needed for a FAR 135 flight were posted in the Atlanta operations area. Flight control was available to look at radar or to help find an alternate airport for Part 135 crews. Mr. Anderson stated that the fuel load was the total responsibility of the flightcrew. The accident flight was in the airborne column with an ETA in GPT of 1355. Mr. Anderson was sitting next to Mr. T. J. Leverette III in flight control when the call from Atlanta air route traffic control center (ARTCC) controller came, asking about the downed "ASE" flight.

2N Mr. Thomas Jackson Leverette III, Flight Control Shift Manager

Interviewed on August 24, 1995 at the ASA general offices.

Mr. Leverette stated that he was the flight control shift manager at the time of the accident. He stated that aircraft number 256 was the 3rd aircraft out of Macon, that morning. The Flight was booked for 30 passengers and was due to depart at 0930, but due to maintenance had been given an Estimated Time in Commission (ETIC) of 1030. He did not talk directly with the crew but spoke with the station personnel out of Macon. The ETIC was further moved to 1045. By 1200, the aircraft and crew were in Atlanta. He stated that crews out of Macon will swap aircraft at some point during the day in order to take the next aircraft scheduled for maintenance back to Macon.

When the aircraft arrived, a passenger service unit (PSU) was called in as being loose. There was no write-up due to quick service by a mechanic. (PSUs are held in place with 1 screw). Mr. Leverette briefed us on normal communications between himself and the maintenance controller on aircraft deferral status in relations to dispatch. Aircraft 256 had 2 active deferrals but neither affected the dispatchability of Flight 7259.

He stated that at 1318, he received a call from ARTCC [air route traffic control center] watch desk. The person said "we need to know the number of souls on the downed ASE." This was the first indication that there was anything wrong. He then wanted to verify the call sign ASE to mean Atlantic Southeast and the response was "yes ASA". He said he looked down the overdue list on the computer, three were listed: ABI-DFW, ATL-AGS and ATL-CHA. He then told the 135 flight follower to confirm all overdue flights out of ATL. While still holding the phone he tried to call 529 on company Frequency and heard the ARTCC person say "No son, 529 is down." He thought the ARTCC person might be Leon Stinson. Riley Shamburger (corporate safety) was in the room in no time along with Steve Estees (ground training), Dan Waters (chief pilot, training standards) and William Dudley (Senior check pilot E-120). He said the phone banks, then lit up.

Mr. Leverette had spoken with the captain several times in the past and on Saturday and Sunday he spoke with the first officer. He recalled the captain told him once "I want to fly. I have mouths to feed."

2O Erion Starker, ASA Supervisor of Crew Scheduling

Interviewed on August 24, 1995 at the ASA General Offices.

Ms. Starker was hired by ASA in June of 1986. She had worked continuously in crew scheduling since 6 months after joining ASA.

Ms. Starker knew Captain Gannaway. She referred to him as an "American wholesome guy; the kind of man every mother would be proud of, every wife would love to have, and every child would love to have as a parent." Ms. Starker last spoke with Captain Gannaway on August 16, 1995 in regard to an error draft made by crew scheduling. Captain Gannaway was credited 3.5 hours and went home.

The only time Ms. Starker talked to First Officer Warmerdam was when he needed time off to move to Macon after completing his IOE. Mr. Warmerdam had never called to complain about schedules or ask for favors.

Ms. Starker stated that Capt. Gannaway and First Officer Warmerdam were assigned to two back-to-back 2-day trips starting on August 19, 1995. The first trip started with a 0750 duty in for an 0835 departure. This trip had a scheduled block time of 5.88 hours. They actually flew 6.32 hours. This trip was scheduled to have a 10-hour rest period at the

outstation. The crew was given a reduced rest of 8 hours. She said the crew dutied in at 0730 for an 0800 scheduled departure. Scheduled block hours were 7.48; actual hours flown were 8.19. Scheduled on duty time was 12:45. Actual on duty time was 12:48. Compensatory rest (11 hours) was given to crew. Actual crew rest was 13 hours and 02 minutes. On August 21, the crew was scheduled to report at 0920 for a scheduled Albany, GA overnight.

Ms. Starker indicated that ASA scheduled a maximum of 3 day trips. Asked if any changes were made in crew scheduling following the NTSB report of the Brunswick, GA accident regarding reduced rest for crewmembers. She replied that she was not aware of any changes but that we should ask Mr. David Miller.

Ms. Starker stated that ALPA contract negotiations will be starting the first week in September 1995.

She said that Macon had a reduced rest trip every Monday and one normal overnight that operates on Saturday. All the rest of the trips were day lines.

An ASA pilot had never refused a scheduled flight. Ms. Starker said that the company policy was that "if a pilot calls in fatigued or sick, they were to take him off the trip at all costs," and further "if a pilot is crying or emotionally distraught, remove him from the trip."

Captain Gannaway had asked to be scheduled for a trip on August 24, even as a first officer; he probably wanted the extra money. Captain Gannaway was a runner and had run in the Boston Marathon. He often helped out crew scheduling and worked with them to swap trips or build schedules.

2P Mr. Tilden Shanahan, ASA Vice President of Flight Operations

Interviewed on August 25, 1995 by entire group.

Mr. Shanahan stated that he had been vice president of flight operations for 10 years. Prior to ASA he was vice president with Jet Express and Senior Check Pilot at Republic Airlines. He had an ATP with ratings in the DC-9, DC-3, and CV-440. His total flying time was approximately 14,500 hours.

ASA's fleet consisted of 60 EMB-120s (did not include accident aircraft), 12 ATR-72s and 11 EMB-110s. They had 650 pilots (including Capt. Gannaway and F/O Warmerdam), approximately 300 flight attendants, and approximately 2,500 total employees. The company was started in the spring of 1979 with flight operations beginning in June of 1979. George Pickett was the founder of ASA and recently moved from the position of president and CEO to Chairman of the Board and CEO with John Beiser being promoted from senior vice president to the new president.

ASA hired first officers through FlightSafety International (FSI). Mr. Shanahan said that once a pilot is hired, ASA personnel gave all upgrade training and checks. The company had a good working relationship with FSI. ASA performed quality control of FSI instructors and monitored ground training. FSI was responsive to quality control inputs.

The company also had a good working relationship with the pilot's union. The most recent contract was signed in 45-50 days. Mr. Shanahan felt the most important issue with the pilots was "quality of life, with pay being second."

Mr. Shanahan thought the current FAA POI assigned to the ASA certificate was one of the best he ever had. Mr. Jones (the POI) runs a very "tight shop" and did a good job of keeping ASA informed. If the POI told them to do something, it gets done. There had been occasional interpretation disagreements. Mr. Shanahan thought POIs trained in the use of the Air Transportation Inspector's Handbook (8400.10) had a better relationship with the company. The handbook was more advisory in nature than regulatory, yet it provided the POI with his marching orders. Therefore it required "educating and negotiating with the POI." On balance, it was good because it defined the "terms of engagement."

Eighteen points (findings) were made as a result of the Brunswick, GA accident. Some minor adjustments were made at ASA, including internal adjustments regarding crew rest. These adjustments resulted in additional work days and choppy work schedules, so the company returned to the earlier methods of scheduling. ASA pilots tended to like pairings that easily put a crew close to violating FAA flight time regulations. Mr. Shanahan estimated 50% of all trips had reduced rest overnights (including continuous duty), with continuous duty trips breaking out between pilot bases as: Atlanta-25-30%, Macon-0%, and Dallas/Ft. Worth-60%. He got more negative feedback from pilots on continuous duty than reduced rest trips. A captain can fly as a first officer if no line first officer wanted the trip, there was no first officer available on reserve status or no captain was available on reserve status. "Seat Dependent" training was required prior to a captain flying as a first officer.

ASA management held a 10 a.m. "stand-up" briefing each day, chaired by the Manager of Dispatch or the duty flight control manager. He had also chaired the meetings. Items discussed included the previous day's on-time statistics, maintenance problems, and cancellations as well as present day's weather, equipment status, crew status and aircraft scheduled for maintenance. There was a good chance that aircraft 256 (the accident aircraft) was mentioned at a recent meeting because it had experienced deferred items that had resulted in cancellations.

Mr. Shanahan knew Captain Gannaway, but was not close to him. He knew of him as a quiet, private man. Mr. Shanahan had met Mr. Warmerdam but just in passing during the new hire meeting.

ASA's CRM program started in January 1993 with its incorporation into the simulator syllabus during the Line Oriented Flight Training (LOFT) profiles. The ground training was

run internally and began in January 1995. As of August 1995 approximately 10-15% of the pilots had been through the two-day CRM program. There were also plans for a recurrent CRM training for the ASA flight attendants.

If an Unusual Occurrence Report was generated by a pilot, it would probably go to the chief pilot. All reports were logged in the computer. Delta Air Lines had a joint safety program with ASA, and the two companies were looking into sharing their safety program computer software. If a specific item was repeatedly reported, a bulletin was issued to appropriate stations, including the training department. One example had been reports on weight and balance discrepancies, which Mr. Shanahan received once or twice a week. Sometimes the problem was caused by inexperienced ramp agents. Mr. Shanahan felt that aircrews were pretty forceful about monitoring aircraft loading. Most of the time the problem was handled by the Manager of Safety, Riley Shamburger. This was a newly created position and was an outgrowth from the Secretary of Transportation's Safety Summit in January, 1995. This office was in place at the time of the accident.

ASA's average failure rate for all types of flight checks was estimated at less than 5%. This was further broken down into new hires 8-10% and line pilots 2-3%.

The averages of actual flight times versus scheduled flight times was estimated at 50%. Mr. Shanahan stated the average annual on-time performance of the company at 95%.

ASA had a NASIP inspection in 1995 which resulted in some findings but nothing major. A safety team from Delta also conducted an appraisal similar to a mini-NASIP, which involved all four Delta Connection carriers (ASA, Sky West, Comair, and Business Express). All four carriers were privileged to the information, both good and bad.

Delta had a financial interest of approximately 20% in each connection carrier, as well as at least one board member, with the exception of Business Express, which was privately owned. Mr. Shanahan liked Delta's "hands-off" approach towards ASA.

2Q JACKIE GANNAWAY
Wife of Captain Gannaway

On August 28, 1995, an interview was conducted with Mrs. Gannaway at her home in Dublin, Georgia, by Malcolm Brenner and Rick Sauer. Mr. James Hilburn, personal attorney to Mrs. Gannaway, was present.

Mrs. Gannaway stated that her husband, when off-duty, normally went to bed about 2300 and awoke between 0700 and 0730. He normally went running after he awoke. On Friday, August 18, he was in bed when she left for work at 0745. He ate lunch at the Rotary Club, and was working in the yard when she returned from work around 1715. Captain and Mrs. Gannaway had dinner together at the Touchdown Club and remained there to watch the

football game until 2230 to 2245. They returned home, watched the news, and went to bed. On Saturday, August 19, Captain Gannaway left the house about 0600 to report to duty at Macon (MCN), about one hour away. He called Saturday night between 2230 to 2300 and said he had a hard day with bad weather.

On Sunday, August 20, Captain Gannaway returned home at 2100. He watched a National Geographic television program, said he was a little tired, and went to bed at 2300. He seemed fine. On Monday, August 21, he was awake at 0715, and drank coffee at breakfast with his sons. He offered to take the boys to school (their first day back after the summer vacation) but, because he was due to leave at 0815 for work, did not.

Mrs. Gannaway characterized her husband's health as excellent. He exercised regularly by running five to six miles, followed by swimming laps. He competed in marathons and triathalons and was scheduled to compete in a running race in late September. His personal physician, whom he rarely visited, was Steve Garner. He did not take prescription medicine, had not received hospitalization in recent years, and was never sick. He regularly took vitamins. He drank alcohol occasionally with friends when he was not scheduled to fly, did not smoke tobacco, and would have taken no drugs in the 72 hours before the accident that might have affected his performance. Captain Gannaway's eye doctor was Lee Whittaker. He used glasses whenever he flew, and occasionally at night, for mild nearsightedness.

Captain and Mrs. Gannaway had been married for 19 years and had three boys. There had been no major changes in their financial or personal situations in the past six months. The family went to a family reunion with relatives during July in Asheville, and Captain Gannaway went white water rafting with his sons. One week later, during July, the family went on a cruise vacation in the Caribbean and Captain Gannaway went scuba diving with the sons. Regarding his aviation background, Captain Gannaway was always interested in airplanes as a child and always went to airshows and air museums. He completed college with a B.S. degree in Business Administration and originally worked as a manager. When Mrs. Gannaway completed an M.A. degree and also began working, he started flying lessons. He became a successful flight instructor and, with his wife's approval, built his flight hours and applied for positions as a pilot. He was hired by ASA, a nearby airline with which he was familiar through a friend.

According to Mrs. Gannaway, Captain Gannaway had aerobatic experience as a result of his training. He loved flying, and especially enjoyed instrument flying because of the challenge. He experienced three emergencies in his flying career. As a private pilot, around 1986, he executed a gear up landing because the gear would not come down. As an ASA captain, about one year ago, he lost an engine and landed safely on one engine. He was not disturbed by this, and remained confident about his ability to land on one engine. He experienced an emergency this past summer due to storms when he was unable to land at his destination airport and had to go to four or five airports before he found one that was not closed by weather. This emergency seemed to bother him more than the one involving the engine loss. He was very calm and analytical in emergencies, such as once when their son

cut himself, and was always stopping to think things out rather than acting emotionally. Matt Warmerdam was a new first officer at the MCN base. Captain Gannaway mentioned flying with "Matt" and described him as a young, but good pilot who did not need close supervision.

M9263 EXCEPT TUE SUN REPORTS- 0600L OPERATES- AUG. 02-AUG. 31

Mo	Tu	We	Th	Fr	Sa	Su
		--	2	3	4	5
--	7	--	9	10	11	12
--	14	--	16	17	18	19
--	21	--	23	24	25	26
--	28	--	30	31		

FOR: 2 Pilots EM2

1	7207	MCN-ATL	0645	0720	35	112
1	7102	ATL-DHN	0832	0832	100	23
1	7103	DHN-ATL	0855	1050	55	105
1	7042	ATL-AGS	1155	1250	55	15
1	7043	AGS-ATL	1305	1400	55	35
1	7214	ATL-MCN	1435	1510	35	

455 0 455 0 925

TOTALS BLOCK 455 T.A.F.B. 925 (LANDINGS 6)

M9264 EXCEPT SAT SUN REPORTS- 0750L OPERATES- AUG. 01-AUG. 31

Mo	Tu	We	Th	Fr	Sa	Su
	1	2	3	4	--	--
7	8	9	10	11	--	--
14	15	16	17	18	--	--
21	22	23	24	25	--	--
28	29	30	31			

FOR: 2 Pilots EM2

1	7209	MCN-ATL	0835	0912	37	113
1	7149	ATL-GNV	1025	1150	125	110
1	7150	GNV-ATL	1300	1425	125	58
1	7230	ATL-MEI	1523	1543	120	16
1	7231	MEI-ATL	1559	1819	120	106
1	7224	ATL-MCN	1925	2000	35	

642 0 642 0 1225

TOTALS BLOCK 642 T.A.F.B. 1225 (LANDINGS 6)

M9265 ONLY ON MON REPORTS- 0920L OPERATES- AUG. 07-AUG. 28

Mo	Tu	We	Th	Fr	Sa	Su
		--	--	--	--	--
7	--	--	--	--	--	--
14	--	--	--	--	--	--
21	--	--	--	--	--	--
28	--	--	--			

FOR: 2 Pilots EM2

MO	7211	MCN-ATL	1005	1040	35	121
MO	7529	ATL-GPT	1201	1236	135	36
MO	7530	GPT-ATL	1312	1542	130	146
MO	7007	ATL-ABY	1728	1823	55	27
MO	7012	ABY-ATL	1850	1945	55	122
MO	7011	ATL-ABY	2107	2202	55	

625 0 625 0 1257 ABY 918

9266 (RR 800) REPORT 0735L QUALITY INN MERRY ACRES (912) 435-7721

TU	7022	ABY-ATL	0805	0900	55	105
TU	7013	ATL-ABY	1005	1100	55	35
TU	7014	ABY-ATL	1135	1230	55	205
TU	7214	ATL-MCN	1435	1510	35	

320 0 320 0 750

(CR 1100)

TOTALS BLOCK 945 T.A.F.B. 3005

M9267 EXCEPT SAT SUN REPORTS- 1450L OPERATES- AUG. 01-AUG. 31

Mo	Tu	We	Th	Fr	Sa	Su
	1	2	3	4	--	--
7	8	9	10	11	--	--
14	15	16	17	18	--	--
21	22	23	24	25	--	--
28	29	30	31			

FOR: 2 Pilots EM2

1	7215	MCN-ATL	1535	1610	35	115
1	7525	ATL-GPT	1725	1800	135	130
1	7534	GPT-ATL	1930	2200	130	115
1	7222	ATL-MCN	2315	2350	35	

415 0 415 0 915

TOTALS BLOCK 415 T.A.F.B. 915 (LANDINGS 4)

M9268 EXCEPT MON SAT REPORTS- 0920L OPERATES- AUG. 01-AUG. 31

Mo	Tu	We	Th	Fr	Sa	Su
	1	2	3	4	--	6
--	8	9	10	11	--	13
--	15	16	17	18	--	20
--	22	23	24	25	--	27
--	29	30	31			

FOR: 2 Pilots EM2

1	7211	MCN-ATL	1005	1040	35	121
1	7529	ATL-GPT	1201	1236	135	36
1	7530	GPT-ATL	1312	1542	130	146
1	7007	ATL-ABY	1728	1823	55	27
1	7012	ABY-ATL	1850	1945	55	127
1	7221	ATL-MCN	2112	2147	35	

605 0 605 0 1242

TOTALS BLOCK 605 T.A.F.B. 1242 (LANDINGS 6)

ATC	FLT SEG	A/C TYPE	CRUISE TAS	ALT	ROUTING	ETE TC	FUEL NM
ZTL	ATLCSG	E120/A	285	100	ATL..SOTWO..CSG	0023	500
						201	73
ZTL	ATLDAB	E120/A	285	230	ATL..SOONE..MCN.J45.DMN..DAB	0119	1350
						147	321
ZTL	ATLDHN	E120/A	285	180	ATL..SOTWO..CSG..RRS..DHN	0043	800
						200	154
ZTL	ATLEVV	E120/A	285	220	ATL..NOONE..GQO..BWG..PXV..EVV	0121	1400
						330	330
ZTL	ATLFAY	E120/A	285	230	ATL..EATWO..IRQ..FLO..FAY	0110	1200
						074	302
ZTL	ATLFLO	E120/A	285	210	ATL..EATWO..IRQ.J4.FLO	0105	1100
						082	243
ZTL	ATLGAD	E120/A	285	140	ATL..WETWO..GAD	0025	600
						284	86
ZTL	ATLGNV	E120/A	285	210	ATL..SOONE.J89.DTK..GNV	0108	1200
						155	267
ZTL	ATLGPT	E120/A	285	240	ATL..WEONE..MGM.J37.SJI..GPT	0126	1400
						231	311
ZTL	ATLGSO	E120/A	285	190	ATL..EAONE..SPA.BROOK1.GSO	0107	1150
						056	265
ZTL	ATLGSP	E120/A	285	170	ATL..EAONE..AHN..ELW.V266.PELZE..GS..GSP	0037	700
						055	135
ZTL	ATLGTR	E120/A	285	200	ATL..WETWO..VUZ..IGB..GTR	0100	1050
						267	210
ZTL	ATLHSV	E120/A	285	280	ATL..WETWO..GAD..DCU..HSV	0043	800
						297	153
ZTL	ATLILM	E120/A	285	230	ATL..EATWO..IRQ.J4.ILM	0116	1300
						083	340
ZTL	ATLJAN	E120/A	285	240	ATL..WEONE..OKW..MEI..JAN	0110	1300
						254	305
ZTL	ATLLEX	E120/A	285	210	ATL..NOTWO.J43.VXU..HYK..LEX	0107	1200
						358	270
ZTL	ATLLYH	E120/A	285	210	ATL..EAONE..AHN..SPA.J37.LYH	0118	1350
						049	348
ZTL	ATLMCN	E120/A	285	090	ATL..SOONE..MCN	0022	500
						146	69
ZTL	ATLMEI	E120/A	285	200	ATL..WEONE..OKW..MEI	0105	1150
						250	242
ZTL	ATLMGM	E120/A	285	100	ATL..WEONE..MGM	0041	750
						231	144
ZTL	ATLMOB	E120/A	285	240	ATL..WEONE..MGM.J37.SJI..MOB	0113	1250
						228	282
ZTL	ATLMSL	E120/A	285	220	ATL..WETWO..GAD..MSL	0050	950
						293	175
ZTL	ATLMYR	E120/A	285	230	ATL..EATWO..IRQ..CAE..CRE..MYR	0107	1200
						090	305
ZTL	ATLOAJ	E120/A	285	230	ATL..EATWO..IRQ.J4.ILM.V70.GOLLA..OAJ	0121	1400
						078	353
ZTL	ATLPFN	E120/A	285	220	ATL..SOTWO..CSG..EUF..RRS..PFN	0058	1000
						197	218

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QU ATLTLEV
.GRBDDDL 211516
 SURFACE WEATHER    AS1  REGION
AS1  051607 BY DL-LIST FOR ASA AIRPORTS
AGS  211500 SA 1456 A02A M110 BKN 18P 171/83/71/2587/004/ 51008
   BKN V SCT
AHN  211500 SA 1458 9 SCT 60 SCT M90 BKN 250 BKN 8 177/79/72
  /2206/008/      8/571/ 51012
ATL  211515 SP 1508 A02A M4V BKN 7 OVC 2R-F 175/73/73/0008/008/
   CIG 2VSPCPN 0002
AVL  211500 SA 1458 30 SCT 65 SCT E130 BKN SH 191/75/69/1303
  /817/ 8/578/    52007
BNA  211500 SA 1458 M6 OVC 21/2F 173/75/73/0008/006/ 8/6///
   52019
CAE  211500 SA 1453 35 SCT E70 BKN 110 OVC 6H 176/84/71/2403
  /006/ 8/17//    52007
CHA  211500 RS 1455 15 SCT M30 OVC 6F 174/78/72/8783/006/ 8/5//
  / 52012
CLT  211500 SA 1458 M37 BKN 90 OVC 6H 181/79/71/2905/009/ 8/17/
  / 52014
CRW  211500 SA 1456 A02A CLR BLO 120 SH 171/88/71/0008/007/
   HAZY ALQDS 51008
CSG  211515 SP 1500 A02A M12 BKN 18P 165/78/73/1004/003
CVG  211500 SA 1458 250 -SCT SH 171/84/74/0105/006/ CU VCNTY
   STN W/ 8/181/  51008
EVV  211500 SA 1458 M6 OVC 21/2FH 179/88/74/0104/007/ 8/6///
   52014
FAY  211500 SA 1446 M65 OVC 7 88/67/0008/007
FTY  211505 SP 1501 M6V OVC 11/2RWF E1607/008/CIG 4V8
GSO  211500 SA 1458 35 SCT 9 178/83/67/2405/009/ 8/108/ 53003
GSP  211500 RS 1453 3 SCT M70 OVC 1R-F 188/73/73/2804/009/ 8/72
  // 52014     6855/
GTR  211500 SA 1455 AWOS 10 SCT 18 81/75/0008/003/   PWWW
HSV  211500 SA 1456 A02A M11 OVC 3F 169/76/73/1206/005/ 51013
   6001/ SFC VSBY 5 PCPN 0001
JAN  211500 SA 1454 A02A 46 SCT 55 SCT 7 154/82/74/3504/008/
   51009
LEX  211500 SA 1458 25 SCT 4H 172/82/76/1403/007/ 8/108/ 51008
LYH  211500 SA 1451 250 SCT 8 170/81/68/2405/006/ 8/001/ 50003
MCN  211500 SA 1456 A02A 110 SCT 18P 178/79/72/1306/005/ 51012
MEI  211500 SA 1456 A02A CLR BLO 120 18P 159/81/73/0504/001/
   51009
MGM  211500 SA 1456 A02A 42 SCT 55 SCT 7 155/83/76/0008/008/
   51010
RDU  211500 SA 1458 250 SCT 12 175/85/64/2505/006/ 8/001/ 51005
ROA  211500 SA 1454 48 SCT 80 SCT 7 166/83/68/3207/006/ 8/170/
   50002
SDF  211500 RS 1454 A02A 17 SCT 31/2H 169/85/78/3603/005/ 51011
TCL  211500 SA 1448 E12 OVC 4H M/M/2305/000
TRI  211500 SA 1458 14 SCT 55 SCT 5H 177/88/68/1004/010/ 8/008/
   51007
TYS  211500 SA 1458 M5 BKN 60 OVC 21/2F 181/76/72/3403/009/ SFC
   VSBY 3/     8/6/// 52010
211517
RES 9634
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 SURFACE WEATHER    AS2  REGION
AS2  051607 BY DL-LIST FOR ASA AIRPORTS
ABY  211500 SA 1448 26 SCT 10 162/88/73/1511/002/ 53010
AGS  211500 SA 1456 A02A M110 BKN 18P 171/83/71/2587/004/ 51008
   BKN V SCT
ATL  211515 SP 1508 A02A M4V BKN 7 OVC 2R-F 175/73/73/0008/008/
   CIG 2VSPCPN 0002
BHM  211500 SA 1448 180 SCT E200 BKN 7 81/68/0910/002
CSG  211515 SP 1500 A02A M12 BKN 18P 165/78/73/1004/003
DAB  211515 SP 1512 A02A M16 BKN 28 BKN 18P 163/82/75/0406/002/
** BKN V SCT
DHN  211503 SA 1448 11 SCT 6H 82/75/1104/003
FAY  211500 SA 1446 M65 OVC 7 88/67/0008/007
FTY  211505 SP 1501 M6V OVC 11/2RWF E1607/008/CIG 4V8
GNV  211500 RS 1448 E20 BKN 150 BKN 250 BKN 7 161/83/73/0807
  /001/ 51010
GPT  211500 SA 1447 250 SCT SH 84/76/0008/998
GSP  211500 RS 1453 3 SCT M70 OVC 1R-F 188/73/73/2804/009/ 8/72
  // 52014     6855/
HSV  211500 SA 1456 A02A M11 OVC 3F 169/76/73/1206/005/ 51013
   6001/ SFC VSBY 5 PCPN 0001
ILM  211500 SA 1458 180 SCT 250 SCT 18 184/82/62/3205/007/ 8
  /871/ 52007
JAX  211500 SA 1452 E130 BKN 7 169/83/71/1107/003/ CU VCNTY STN
   NW/ 8/170/  51010
MCN  211500 SA 1456 A02A 110 SCT 18P 178/79/72/1306/005/ 51012
MEI  211500 SA 1456 A02A CLR BLO 120 18P 159/81/73/0504/001/
   51009
MGM  211500 SA 1456 A02A 42 SCT 55 SCT 7 155/83/76/0008/008/
   51010
VPS  211456 SA 1455 20 SCT E250 BKN 6H 154/84/78/1105/999/MDT
   CU SW/ 8/201    51010
MOB  211500 SA 1453 250 -SCT 7 149/85/75/3604/998/ 8/001/ 51008
FLO  211500 SA 1458 25 SCT M65 BKN 200 BKN 7 182/83/71/1603/007
  / 52007
MYR  211437 SA 1429 AWOS CLR BLO 120 10 88/64/0504/007/    MEA
   NONE  ATIS BCRE  1345Z  E250 BKN 20 88/68 3404 006
PFN  211500 SA 1448 CLR 6H 85/73/1105/998
PNS  211500 SA 1447 E20 BKN 4FH 91/83/0008/998/CU BLDG ALQDS
SAV  211500 SA 1458 38 SCT 10 176/85/72/0806/005/ 8/108/ 52010
SSI  211500 SA 1448 60 SCT E100 BKN 7 169/86/66/1011/003/ 52010
MCO  211500 SA 1458 18 SCT 250 SCT 8 159/86/76/0008/008/ 8/108/
   53008
TLH  211500 SA 1458 CLR 7 163/85/72/0905/001/ CU VCNTY STN
   ALQDS CI DSNT S/ 8/103/ 51012
VLD  211452 SA 1448 25 SCT E80 BKN 200 BKN 7 167/84/72/1207/003
  / 52010
OAJ  211500 SA 1456 AWOS CLR BLO 120 10 82/68/0008/008/   PWWW
211516
RES 9633
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.[illegible] 210030
TERMINAL FORECASTS AS1 REGION
AGS HWS 210746 FT 210000 25 SCT C50 BKN OCNL C25 BKN 4F.
13Z 30 SCT 50 SCT OCNL C30 BKN.
18Z C50 BKN 1106.
00Z 50 SCT C250 BKN..
AHN HWS 210746 FT 210000 10 SCT C30 BKN OCNL C8 BKN 4RW-F.
13Z 20 SCT 35 SCT OCNL C20 BKN.
18Z C35 BKN 0806 CHC TRW.
04Z 35 SCT 80 SCT C250 BKN..
ATL HWS 210746 FT 210000 10 SCT C40 BKN OCNL C8 BKN 4F.
13Z 20 SCT 35 SCT 1006 OCNL C20 BKN.
18Z C35 BKN 1008 CHC TRW.
04Z 35 SCT 80 SCT C250 BKN..
AVL HWS 210745 FT 210000 5 SCT C20 OVC 3F OCNL C5 OVC 11/2F.
10Z 5 SCT C11 OVC 2F OCNL C5 OVC 1F.
13Z 12 SCT C50 BKN OCNL C12 BKN 5H.
17Z 30 SCT C80 BKN OCNL C30 BKN CHC TRW.
20Z C40 BKN 100 BKN CHC C15 BKN 2TRW.
02Z 50 SCT C120 BKN..
BNA HWS 210748 FT 210000 C2 OVC 2F.
11Z C5 BKN 2F.
13Z C10 BKN 4F.
14Z 20 SCT 0208.
16Z 40 SCT 0310.
00Z CLR 0400.
04Z CLR..
CAE HWS 210745 FT 210000 C80 BKN OCNL C40 BKN 5F.
13Z 40 SCT 250 -BKN.
16Z 50 SCT 250 -BKN 0908.
01Z 250 SCT..
CHA HWS 210749 FT 210000 C30 OVC 5F.
12Z 30 SCT C80 BKN 3F.
13Z 80 SCT 3F.
15Z 40 SCT 5H.
18Z 50 SCT CHC TRW.
01Z 100 SCT..
CLT HWS 210745 FT 210000 25 SCT C45 BKN RW VCNTY OCNL C25 BKN 5F.
15Z 30 SCT C80 BKN OCNL C30 BKN.
17Z 40 SCT C100 BKN OCNL C40 BKN CHC RW-.
01Z 50 SCT C120 BKN..
CRW HWS 210745 FT 210000 -X 1/4F OCNL C1 X 1F.
13Z 60 SCT 5FH OCNL -X 2F.
14Z 40 SCT OCNL C40 BKN.
00Z CLR.
06Z CLR OCNL 2F..
CSG HWS 210746 FT 210000 15 SCT C40 BKN OCNL C15 BKN 4F.
14Z 20 SCT 35 SCT OCNL C20 BKN.
18Z C35 BKN 0908 CHC TRW.
04Z 40 SCT C80 BKN..
CVG HWS 210746 FT 210000 CLR OCNL 5F.
09Z 7 SCT 4F OCNL C7 BKN 11/2F.
13Z CLR OCNL 5H.
15Z 30 SCT 3608 OCNL C30 BKN.
17Z 35 SCT 3608.
22Z CLR 3610..
EVV HWS 210746 FT 210000 250 SCT 4FH 3406 OCNL 6P.
14Z 20 SCT 3606 OCNL 5H.
18Z 40 SCT 0107.
01Z CLR..
FAY HWS 210746 FT 210000 250 SCT OCNL 100 SCT.
10Z 100 SCT 250 -BKN OCNL 50 SCT.
17Z 45 SCT 250 -BKN OCNL C45 BKN.
01Z 100 SCT 250 SCT..
GSO HWS 210745 FT 210000 50 SCT 250 SCT OCNL C50 BKN 5H.
10Z 40 SCT C120 BKN OCNL C40 BKN 5FH.
14Z 50 SCT 250 -BKN OCNL C50 BKN.
02Z 100 SCT 250 -BKN..
GSP HWS 210745 FT 210000 15 SCT C25 BKN 3F OCNL C15 BKN.
12Z 10 SCT C30 BKN 5F.
18Z 35 SCT C80 BKN 1006 CHC C30 BKN 4RW.
23Z 30 SCT C60 BKN.
03Z 60 SCT 5F..
HSV HWS 210746 FT 210000 5 SCT C14 BKN 4F OCNL C5 BKN 2F.
14Z C14 OVC OCNL 5H.
16Z C25 BKN 0506.
18Z 40 SCT 0308.
01Z CLR..
JAN HWS 210746 FT 210000 CLR OCNL 5H.
10Z CLR 5H OCNL 2F.
14Z CLR 5H 0308 OCNL 30 SCT.
19Z 40 SCT 0210 TRW VCNTY OCNL C40 BKN.
02Z CLR OCNL 100 SCT 5H..
LEX HWS 210746 FT 210000 35 SCT 5F OCNL 3F.
10Z -X 250 SCT 3F OCNL -X 250 SCT 1F.
14Z -X 10 SCT 2FH OCNL -X 1FH.
18Z 35 SCT 5H 0106 OCNL C35 BKN 6P.
23Z 45 SCT 0106.
02Z 250 SCT..
LYH HWS 210745 FT 210000 DLAD..
MCN HWS 210746 FT 210000 15 SCT C50 BKN OCNL C15 BKN 4RW-F.
13Z 20 SCT 35 SCT OCNL C20 BKN.
18Z C35 BKN 0808 CHC TRW.
04Z 50 SCT C250 BKN..
MEI HWS 210746 FT 210000 CLR OCNL 5H.
10Z CLR 4F OCNL 2F.
13Z CLR OCNL 30 SCT 5H.
19Z 40 SCT 0510 OCNL C40 BKN CHC TRW.
21Z C40 BKN 100 OVC 0510 OCNL C10 OVC 2TRWF 630.
02Z C120 BKN OCNL 120 SCT 5FH..
MGM HWS 210748 FT 210000 25 SCT TRW VCNTY OCNL C25 BKN.
11Z C15 BKN TRW VCNTY OCNL 5H.
16Z C25 BKN CHC TRW.
18Z C40 BKN CHC TRW.
01Z 100 SCT..
RDU HWS 210745 FT 210000 250 SCT OCNL 100 SCT 5H.
10Z 50 SCT 250 -BKN OCNL C50 BKN 5FH.
14Z 100 SCT 250 -BKN OCNL 50 SCT.
19Z 45 SCT 250 -BKN OCNL C45 BKN.
01Z 250 SCT..
ROA HWS 210745 FT 210000 120 SCT 250 SCT.
15Z 40 SCT OCNL C40 BKN.
05Z 100 SCT 3306..
SDF HWS 210746 FT 210000 CLR 4F OCNL 2F.
12Z 20 SCT 3F OCNL 1F.
15Z 30 SCT 5H 0406.
18Z 35 SCT 5H 0307 OCNL C35 BKN 6P.
23Z 45 SCT 0109.
02Z CLR..
TCL HWS 210745 FT 210000 FT NOT AVBL..
TRI HWS 210748 FT 210000 C50 BKN 4F.
13Z 40 SCT 3F.
15Z 40 SCT 5H.
17Z 40 SCT CHC TRW.
01Z 100 SCT..
TYS HWS 210746 FT 210000 C50 BKN 4F.
14Z 40 SCT.
18Z 40 SCT CHC TRW.
01Z 100 SCT..
210851
RES 9364

YY RAMFT
AUG21 1221Z/20 SCT SF 0406 OCNL 20 BKN. 16Z/25 BKN 6N.
18Z/35 BKN OCNL 3RN/TRW. 02Z/45 SCT 120 BKN. 06Z/120 SCT
250 SCT 5N. 08Z.

GS RAMFT
AUG21 1247Z/15 BKN 4F 1205 OCNL 8 OVC 2L-F.
14Z/15 BKN 4F. 16Z/25 BKN OCNL RW-.
18Z/40 BKN 0800 OCNL 40 OVC 4RW-/TRW-.
00Z/40 SCT 100 BKN 0805. 08Z.

ITL RAMFT
AMD1 AUG21 1402Z/8 OVC 4F 1505 OCNL 2 OVC 2R-F.
16Z/8 OVC SRW-F. 17Z/15 BKN 40 OVC 5F.
18Z/40 BKN 0800 OCNL 40 OVC 4RW-/TRW-.
00Z/40 SCT 100 BKN 0805. 08Z.

VVL RAMFT
AUG21 1252Z/5 OVC 2F 3505 OCNL -X 4 OVC 1F.
14Z/15 BKN 3F. 15Z/25 SCT 40 BKN 4N.
18Z/40 BKN OCNL 25 OVC 3RW-/TRW-F.
01Z/40 SCT 120 SCT 1205. 08Z.

HHA RAMFT
AMD1 AUG21 1456Z/6 OVC 2F 1205.
16Z/8 OVC 3F. 17Z/15 BKN 4FN.
19Z/40 SCT 8200.
02Z/CLR 0307. 09Z.

BOK RAMFT
AUG21 1223Z/25 SCT 6N L-V. 15Z/30 BKN 0506. 18Z/35 BKN
OCNL 20 OVC 3RW/TRW. 23Z/45 SCT 120 BKN. 04Z/120 SCT
250 BKN 1405. 08Z.

CHA RAMFT
AUG21 1243Z/25 OVC 3F L-V.
15Z/40 SCT 5N.
18Z/40 SCT 3205 OCNL 40 OVC 4RW-/TRW-.
23Z/40 SCT 100 SCT L-V. 08Z.

CLT RAMFT
AUG21 1251Z/80 BKN L-V.
15Z/40 SCT 120 BKN 1000.
18Z/40 BKN 120 BKN TRW VCNTY.
01Z/40 SCT 120 SCT 1205. 08Z.

CRW RAMFT
AMD1 AUG21 1401Z/CLR 1/2F L-V.
15Z/CLR 3F. 16Z/40 SCT 3006.
23Z/CLR 3305. 06Z/-X 2F. 08Z.

CSG RAMFT
AUG21 1221Z/20 SCT SF 0406 OCNL 20 BKN. 16Z/25 BKN 6N.
18Z/35 BKN OCNL 4RW/TRW. 02Z/45 SCT 120 BKN. 06Z/120 SCT
250 SCT 5N. 08Z.

DAB RAMFT
AUG21 1226Z/45 BKN 80 OVC 0405 OCNL RW-. 15Z/35 BKN
120 BKN 1308 OCNL 15 SCT 25 OVC 4TRW. 17Z/35 BKN OCNL
12 OVC 11/2TRW 025. 22Z/35 BKN OCNL 20 OVC 3TRW. 02Z/
35 SCT 120 BKN 0406. 08Z.

DHN RAMFT
AUG21 1209Z/20 BKN 250 BKN 4F 0405. 16Z/25 BKN
RW/TRW VCNTY. 18Z/35 BKN 0406 OCNL 12 OVC 2TRW 035.
22Z/35 BKN OCNL 20 OVC 3TRW. 01Z/45 SCT 250 -BKN. 06Z/
250 SCT 5N. 08Z.

EVV RAMFT
AMD1 AUG21 1457Z/6 OVC 2F 0205.
17Z/15 BKN 4FN. 18Z/25 BKN.
19Z/40 SCT 8200.
00Z/CLR 0307. 09Z.

FAY RAMFT
AUG21 1251Z/120 SCT L-V.
15Z/40 SCT 120 BKN 1000.
18Z/40 BKN 120 BKN.
01Z/40 SCT 120 SCT 1205. 08Z.

FLO RAMFT
AUG21 1258Z/40 BKN L-V.
15Z/40 SCT 120 BKN 1000.
18Z/40 BKN.
00Z/40 SCT 100 BKN 1205. 08Z.

FTY RAMFT
AMD2 AUG21 1435Z/5 OVC 2R-F 1200 OCNL 2 X 1/2RF.
17Z/8 OVC 4R-F.
19Z/40 BKN 0800 OCNL 25 OVC 4RW-/TRW-F.
00Z/40 SCT 100 BKN 0805. 08Z.

GNV RAMFT
AUG21 1224Z/120 SCT 250 BKN 3FN 0506 OCNL 20 BKN 3FN.
15Z/35 BKN 40 1406. 17Z/35 BKN OCNL 3RW/TRW. 19Z/35 BKN
OCNL 12 OVC 2TRW .232211509
. 02Z/
40 SCT 120 BKN 0406. 06Z/120 SCT 250 -BKN 4FN. 08Z.

GPT RAMFT
AUG21 1350Z/250 BKN 0405. 17Z/35 BKN RW/TRW VCNTY.
19Z/35 BKN OCNL 12 OVC 2TRW . 02Z/35 BKN TRW VCNTY.
04Z/40 SCT 250 BKN. 09Z.

GSO RAMFT
AUG21 1253Z/120 SCT 250 BKN L-V.
15Z/40 BKN 250 BKN 1506.
18Z/40 BKN OCNL 40 OVC 4RW-/TRW-.
00Z/40 SCT 120 SCT 1205. 08Z.

GSP RAMFT
AUG21 1251Z/12 OVC 3R-F L-V OCNL 8 OVC 1R-F.
15Z/15 BKN 4F. 16Z/25 SCT 40 BKN 0808.
18Z/40 BKN OCNL 35 OVC 4RW-/TRW-.
01Z/40 SCT 120 SCT 1205. 08Z.

GTR RAMFT
AUG21 1332Z/-X 2 OVC 3F L-V.
15Z/15 BKN 5FN.
17Z/40 BKN 0200 OCNL 20 OVC 4TRW-.
02Z/40 SCT 0307. 09Z.

HSV RAMFT
AUG21 1244Z/15 OVC 2F L-V.
15Z/25 BKN 5N.
18Z/40 SCT 3505 OCNL 40 OVC 4RW-/TRW-.
00Z/40 SCT 100 SCT L-V. 08Z.

ILM RAMFT
AUG21 1250Z/120 SCT L-V.
15Z/40 SCT 120 BKN 1000.
18Z/40 BKN 120 BKN.
01Z/40 SCT 120 SCT 1205. 08Z.

JAN RAMFT
AUG21 1350Z/35 BKN SF 0405. 16Z/45 BKN 0400. 19Z/
45 BKN OCNL 4TRW. 01Z/40 SCT 6N. 09Z.

LEX RAMFT
AUG21 1346Z/-X 3F L-V OCNL -X 1F.
15Z/15 SCT 5N.
16Z/40 SCT 0100.
00Z/CLR 0307. 09Z.

LYH RAMFT
AUG21 1234Z/250 SCT 2005.
16Z/40 SCT 250 SCT 2505.
02Z/CLR L-V. 08Z.

MCN RAMFT
AUG21 1248Z/80 BKN L-V.
13Z/20 BKN 80 OVC SF. 16Z/40 BKN.
18Z/40 BKN 0800 OCNL 40 OVC 4RW-/TRW-.
00Z/40 SCT 100 BKN 0805. 08Z.

MEI RAMFT
AUG21 1350Z/35 BKN SF 0405. 16Z/45 BKN 0400. 19Z/
45 BKN OCNL 4TRW. 01Z/40 SCT 6N. 09Z.

MGM RAMFT
AMD1 AUG21 1303Z/6 OVC 4F L-V. 14Z/10 BKN 5F. 16Z/25 BKN
18Z/35 BKN OCNL 4RW/TRW. 23Z/45 BKN TRW VCNTY. 02Z/50 SC
1406. 06Z/250 SCT 5N. 08Z.

MOB RAMFT
AUG21 1205Z/20 SCT 250 BKN 6F OCNL 20 BKN. 16Z/25 BKN
RW/TRW VCNTY. 18Z/35 BKN 0406 OCNL 12 OVC 11/2TRW 035.
22Z/35 BKN OCNL 15 OVC 2TRW. 01Z/45 SCT 250 -BKN. 06Z/
250 SCT 5N. 08Z.

MYR RAMFT
AUG21 1249Z/40 SCT L-V.
15Z/40 SCT 120 BKN 1000.
18Z/40 BKN.
00Z/40 SCT 100 BKN 1205. 08Z.

OAJ RAMFT
AUG21 1254Z/120 SCT 250 SCT L-V.
15Z/40 SCT 250 SCT 1300.
17Z/40 BKN.
00Z/120 SCT 250 SCT 1505. 08Z.

PFN RAMFT
AUG21 1209Z/20 BKN 250 BKN 0405. 16Z/25 BKN
RW/TRW VCNTY. 18Z/35 BKN 0406 OCNL 12 OVC 2TRW 035.
22Z/35 BKN OCNL 20 OVC 3TRW. 01Z/45 SCT 250 -BKN. 06Z/
250 SCT 5N. 08Z.

PNS RAMFT
AUG21 1206Z/20 BKN 250 BKN 0405. 16Z/25 BKN
RW/TRW VCNTY. 18Z/35 BKN 0406 OCNL 12 OVC 11/2TRW 035.
22Z/35 BKN OCNL 15 OVC 2TRW. 01Z/45 SCT 250 -BKN. 06Z/
250 SCT 5N. 08Z.

ROD RAMFT
AUG21 1254Z/50 SCT 120 BKN L-V.
15Z/40 SCT 250 BKN 1506.
00Z/120 SCT 250 SCT 1205. 08Z.

ROA RAMFT
AUG21 1235Z/80 SCT L-V.
15Z/40 BKN 2505.
01Z/80 SCT L-V. 08Z.

SDW RAMFT
AUG21 1224Z/25 SCT 6N L-V. 15Z/30 BKN 0506. 17Z/35 BKN
OCNL 4RW/TRW. 23Z/45 SCT 120 BKN. 04Z/120 SCT
250 BKN 1405. 08Z.

SDF RAMFT
AUG21 1346Z/-X 3F L-V OCNL -X 1F.
15Z/15 SCT 5N.
16Z/40 SCT 0100.
00Z/CLR 0307. 09Z.

TLH RAMFT
AUG21 1209Z/20 BKN 250 BKN 0405. 16Z/25 BKN
RW/TRW VCNTY. 18Z/35 BKN 0406 OCNL 12 OVC 2TRW 035.
22Z/35 BKN OCNL 20 OVC 3TRW. 01Z/45 SCT 250 -BKN. 06Z/
250 SCT 5N. 08Z.

TRI RAMFT
AUG21 1242Z/80 BKN 3F L-V.
15Z/40 SCT 80 SCT 5N.
18Z/40 SCT 3505 OCNL 40 OVC 4RW-/TRW-.
23Z/40 SCT 100 SCT L-V. 08Z.

VLD RAMFT
AUG21 1221Z/20 SCT SF 0406 OCNL 20 BKN. 16Z/25 BKN 6N.
18Z/35 BKN OCNL 3RW/TRW . 02Z/45 SCT 120 BKN. 06Z/120 S
250 SCT 5N. 08Z.

VPS RAMFT
AUG21 1208Z/20 BKN 250 BKN 0405. 16Z/25 BKN
RW/TRW VCNTY. 18Z/35 BKN 0406 OCNL 12 OVC 2TRW 035.
22Z/35 BKN OCNL 20 OVC 3TRW. 01Z/45 SCT 250 -BKN. 06Z/
250 SCT 5N. 08Z.

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211509
RES 9621

.UAUUUUL 210800

TERMINAL FORECASTS AS2 REGION

ABY NWS 210746 FT 210808 50 SCT C200 BKN OCNL 20 SCT 4F.
14Z 20 SCT OCNL C20 BKN.
17Z C40 BKN 1108 CHC TRWP.
06Z 40 SCT C80 BKN..

AGS NWS 210746 FT 210808 25 SCT C50 BKN OCNL C25 BKN 4F.
13Z 30 SCT 50 SCT OCNL C30 BKN.
18Z C50 BKN 1106.
00Z 50 SCT C250 BKN..

ATL NWS 210746 FT 210808 10 SCT C40 BKN OCNL C8 BKN 4F.
13Z 20 SCT 35 SCT 1006 OCNL C20 BKN.
18Z C35 BKN 1008 CHC TRW.
04Z 35 SCT 80 SCT C250 BKN..

CSG NWS 210746 FT 210808 15 SCT C40 BKN OCNL C15 BKN 4F.
14Z 20 SCT 35 SCT OCNL C20 BKN.
18Z C35 BKN 0908 CHC TRW.
04Z 40 SCT C80 BKN..

DAB NWS 210748 FT 210808 10 SCT 100 SCT 5F OCNL C10 BKN 2TRW/RWF.
14Z 20 SCT 120 SCT C250 BKN 1007 OCNL C20 BKN 2TRW/RWH.
16Z 30 SCT C120 BKN 1010 OCNL C30 BKN CHC C15 BKN 2TRWP G25. 04Z 25 SCT C120 BKN 0606 RW VCNTY OCNL C25 BKN..

DHN NWS 210748 FT 210808 5 SCT 5F OCNL C5 BKN 3F.
14Z C12 BKN 5H.
16Z C25 BKN 0806 CHC 3TRW.
19Z C35 BKN 0608 CHC C8 X 1TRWP G35.
03Z 100 SCT..

FAY NWS 210746 FT 210808 250 SCT OCNL 100 SCT.
10Z 100 SCT 250 -BKN OCNL 50 SCT.
17Z 45 SCT 250 -BKN OCNL C45 BKN.
01Z 100 SCT 250 SCT..

GNV NWS 210746 FT 210808 3 SCT C50 BKN 5F OCNL -X C3 BKN 1F.
13Z 8 SCT 120 SCT 5FH 1107.
15Z 20 SCT 120 SCT C250 BKN 5H 1109 OCNL C20 BKN.
18Z 25 SCT C100 BKN 1209 OCNL C15 BKN 2TRWP G25.
04Z 25 SCT C100 BKN 0606 RW VCNTY OCNL C25 BKN..

GPT NWS 210747 FT 210808 DLAD..

GSP NWS 210745 FT 210808 15 SCT C25 BKN 3F OCNL C15 BKN.
12Z 10 SCT C30 BKN 5F.
18Z 35 SCT C80 BKN 1006 CHC C30 BKN 4RW.
23Z 30 SCT C60 BKN.
03Z 60 SCT 5F..

HSV NWS 210746 FT 210808 5 SCT C14 BKN 4F OCNL C5 BKN 2F.
14Z C14 OVC OCNL 5H.
16Z C25 BKN 0506.
18Z 40 SCT 0308.
01Z CLR..

ILM NWS 210745 FT 210808 120 SCT 250 SCT OCNL 5F.
11Z 15 SCT 250 SCT OCNL C15 BKN 4F.
14Z 35 SCT 250 -BKN OCNL C35 BKN.
19Z 45 SCT 250 -BKN 1408 OCNL C45 BKN.
01Z 30 SCT 250 SCT..

JAX NWS 210746 FT 210808 6 SCT 100 SCT RW VCNTY OCNL C6 BKN 3F.
13Z 20 SCT 120 SCT C250 BKN 1007 OCNL 5H.
16Z 30 SCT C120 BKN 1010 OCNL C30 BKN CHC C15 BKN 2TRWP G25. 04Z 25 SCT C120 BKN 0606 RW VCNTY OCNL C25 BKN..

MCN NWS 210746 FT 210808 15 SCT C50 BKN OCNL C15 BKN 4RW-F.
13Z 20 SCT 35 SCT OCNL C20 BKN.
18Z C35 BKN 0808 CHC TRW.
04Z 50 SCT C250 BKN..

MEI NWS 210746 FT 210808 CLR OCNL 5H.
10Z CLR 4F OCNL 2F.
13Z CLR OCNL 30 SCT 5H.
19Z 40 SCT 0510 OCNL C40 BKN CHC TRW.
21Z C40 BKN 100 OVC 0510 OCNL C10 OVC 2TRWF G30.
02Z C120 BKN OCNL 120 SCT 5FH..

MGM NWS 210748 FT 210808 25 SCT TRW VCNTY OCNL C25 BKN.
11Z C15 BKN TRW VCNTY OCNL 5H.
16Z C25 BKN CHC TRW.
18Z C40 BKN CHC TRW.
01Z 100 SCT..

VPS NWS 210548 0505 VRB05KT 9999 SCT100 SCT200 QNH2983INS VCTSRA AFT 08
TEMPO 0912 VRB10G25KT 3200 -TSRA BR SCT010 BKN020CB CIG020
BECMG 1112 VRB05KT 4800 BR SCT030 BKN100 BKN250 QNH2987INS
CIG100 VCTSRA WND 20012G18KT 17-01
** TEMPO 1901 VRB10G25KT 4800 -TSRA SCT010 BKN020CB CIG020

MOB NWS 210748 FT 210808 CLR 5F.
14Z 25 SCT 0506 OCNL C25 BKN CHC 2TRW.
17Z C35 BKN 0308 OCNL 3TRW CHC C8 X 1/2TRWP G40.
22Z C40 BKN CHC TRW..

FLO NWS 210745 FT 210808 C80 BKN OCNL C40 BKN 5F.
13Z 40 SCT 250 -BKN.
18Z 50 SCT 250 -BKN 0908.
01Z 250 SCT..

PFN DL 210751 DL FCST..FT 210808 8 SCT 250 SCT OCNL C8 BKN 3FH.
13Z 250 -BKN OCNL 5H.
15Z 30 SCT 250 -BKN 0907 OCNL C30 BKN.
17Z 35 SCT 100 SCT C250 BKN 1208 OCNL C20 BKN 2TRWP G25.
04Z 30 SCT 250 -BKN 0506 OCNL C30 BKN..

PNS NWS 210749 FT RTD 210808 0745Z 20 SCT.
14Z 25 SCT OCNL C25 BKN CHC 2TRW.
17Z C30 BKN CHC C8 X 1TRWP G35.
01Z 30 SCT CHC TRW..

SAV NWS 210746 FT 210808 250 SCT OCNL 4F.
13Z 30 SCT 250 SCT 0506.
16Z 35 SCT 0908 OCNL C35 BKN CHC TRW.
00Z 120 SCT C250 BKN..

SSI NWS 210746 FT 210808 30 SCT 1008 OCNL C30 BKN 4FH.
14Z 30 SCT 0810 OCNL C30 BKN CHC TRW.
00Z 30 SCT C250 BKN 0908..

MCO NWS 210746 FT 210808 4 SCT 120 SCT C250 OVC 5F OCNL C4 BKN 1F.
13Z 10 SCT 120 SCT 5FH 0906 OCNL C10 BKN.
15Z 20 SCT 120 SCT C250 BKN 1108 OCNL C20 BKN.
17Z 25 SCT C100 BKN 1109 OCNL C12 BKN 2TRWP G25.
04Z 25 SCT C100 BKN 0606 RW VCNTY OCNL C25 BKN..

TLH NWS 210746 FT 210808 4 SCT 250 SCT OCNL C4 BKN 3FH.
13Z 250 -BKN OCNL 5H.
15Z 30 SCT 250 -BKN 0907 OCNL C30 BKN.
17Z 35 SCT 100 SCT C250 BKN 1208 OCNL C20 BKN 2TRWP G25.
04Z 30 SCT 250 -BKN 0506 OCNL C30 BKN..

VLD NWS 210746 FT 210808 CLR OCNL 5 SCT 4F.
10Z 5 SCT 3F OCNL -X C3 BKN 1/2F.
13Z 10 SCT OCNL C10 BKN 4H.
16Z C25 BKN 0808.
18Z C30 BKN 0808 CHC TRW.
06Z 40 SCT C80 BKN..

210852

RES 9365

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QU ATLTLEV
.GRBDDNL 210858
 WINDS/TEMPS ALOFT  ASS  REGION
ATL  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P11 9900P07 3206-05 3305-15 361838 351348 331751
 09 210448 9900P11 9900P07 0112-05 3612-14 351238 321641 311952
 17 201648 9900P11 3305P06 3411-05 3509-15 351429 351248 331852
 21 201648 9900P11 9900P06 3605-05 3310-15 331438 341739 341851
BHM  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 0307P12 0208P08 0314-04 0216-15 011229 341248 321751
 09 210448 0508P11 0312P08 0218-04 0316-14 351838 321448 321652
 17 201648 3516P12 3614P07 3618-05 0118-15 361429 021348 041452
 21 201648 0115P11 0114P07 0114-05 0114-15 361229 361139 361851
BNA  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 0610P13 0411P09 0416-04 0221-16 331632 312241 302851
 09 210448 0312P11 0216P08 0117-04 0113-15 351132 341542 322852
 17 201648 3519P11 0117P07 0116-05 0115-16 031929 031839 021252
 21 201648 0413P11 0213P07 0120-05 0119-15 361329 341248 321352
CAE  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P10 9900P06 2410-05 2611-16 331231 341839 342058
 09 210448 9900P10 2305P07 2406-05 2914-16 321731 331941 331752
 17 201648 9900P10 2606P06 2206-06 2206-16 310932 321048 350650
 21 201648 9900P11 9900P07 2105-05 2508-16 301231 332140 342551
CRW  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 0206P11 9900P06 0406-06 3614-17 332431 322640 312351
 09 210448 3606P11 3506P06 3210-06 3416-17 352432 342141 321451
 17 201648 9900P10 9900P06 9900-07 9900-18 340532 351248 351549
 21 201648 9900P10 1205P06 9900-07 3411-17 352231 342248 331958
ILM  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P13 1806P10 1710-06 2110-17 221832 248748 310658
 09 210448 9900P12 2106P09 1912-06 2410-18 251832 271548 300950
 17 201648 0107P12 9900P08 1611-05 1615-17 201433 221241 220658
 21 201648 9900P14 9900P10 1808-05 1914-16 211233 250842 280951
JAN  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 0114P13 0116P08 0322-04 0225-14 011829 361839 351851
 09 210448 3628P13 0124P08 0319-04 0323-14 011838 351948 342851
 17 201648 0306P13 0209P08 0219-07 0118-16 011629 022339 023851
 21 201648 3516P13 3616P08 0317-05 0419-15 031528 011639 361551
JAX  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P11 9900P07 9900-05 9900-14 270938 281241 301152
 09 210448 1005P12 9900P08 9900-04 2511-15 260831 310741 351152
 17 201648 9900P11 9900P06 9900-05 9900-16 290731 300840 320852
 21 201648 9900P11 9900P07 9900-04 9900-15 310931 291841 271153
LOU  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 0607P12 0409P08 0217-05 3628-16 322632 312641 302451
 09 210448 0111P11 3614P07 3414-05 3315-16 331832 331942 322851
 17 201648 0111P11 0311P07 0212-06 0116-16 362330 362248 361551
 21 201648 0618P11 0308P07 3617-05 3622-16 342231 322241 302352
MDW  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 0112P13 3407P08 0207-05 0214-15 021729 021739 021751
 09 210448 0206P12 3618P07 0113-05 0314-15 031729 022839 022351
 17 201648 0409P13 0412P08 0215-08 3613-16 331829 351539 362352
 21 201648 3516P12 3513P08 0215-06 0516-15 031729 011639 351351
MSY  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 0216P13 0118P09 0213-05 0117-14 361729 011739 011652
 09 210448 0111P12 0116P07 0116-06 0418-15 042129 032539 032751
 17 201648 0518P14 0609P08 0415-08 0214-16 321829 331738 342458
 21 201648 3616P12 0112P07 0414-06 0517-15 011829 011838 361758
PIE  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P13 9900P07 9900-05 9900-14 290638 280941 281153
 09 210448 9900P13 9900P08 9900-05 2906-14 270838 271348 271752
 17 201648 9900P11 2905P06 3207-06 3208-16 341238 331348 321852
 21 201648 9900P12 3207P07 3207-04 3107-15 258529 278739 270952
RDU  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P12 1707P09 2014-05 2114-18 180832 290548 311349
 09 210448 9900P11 2206P08 2813-06 2509-18 281232 311248 331858
 17 201648 3607P12 9900P08 1714-07 1721-17 201633 221841 240649
 21 201648 9900P13 9900P09 1812-05 1916-17 230934 300942 311458
RIC  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P14 9900P10 2216-06 2116-18 192834 211341 261849
 09 210448 9900P12 2306P08 2215-06 2213-18 241334 271841 300849
 17 201648 0506P13 9900P09 1808-06 1819-17 192235 191943 191758
 21 201648 9900P13 9900P10 1809-05 1818-16 201435 241843 271251
TLH  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P12 9900P08 9900-05 1505-15 990830 990840 360752
 09 210448 9900P12 9900P08 9900-05 9900-15 990838 020748 021351
 17 201648 9900P11 9900P07 3206-06 3508-16 300630 320640 360952
 21 201648 9900P11 3305P07 0106-05 0505-15 011138 351848 320653
TRI  FD    9000    12000   18000   24000   30000   34000   39000
 05 210448 9900P10 9900P06 0105-05 3613-16 342630 322748 302451
 09 210448 9900P10 0205P06 3513-05 3618-16 352131 341841 321352
 17 201648 9900P10 9900P06 9900-06 9900-17 331231 331648 331658
 21 201648 9900P10 9900P06 3505-06 3212-17 342231 342339 331949
210851
RES 9363
```

ATLANTA Departure (R) North Rwys 8L/26R, 8R/26L 125.7
South Rwys 9L/27R, 9R/27L 125.0

ATLANTA, GA
THE HARTSFIELD ATLANTA INTL

ATLANTA FOUR DEPARTURE (VECTOR)

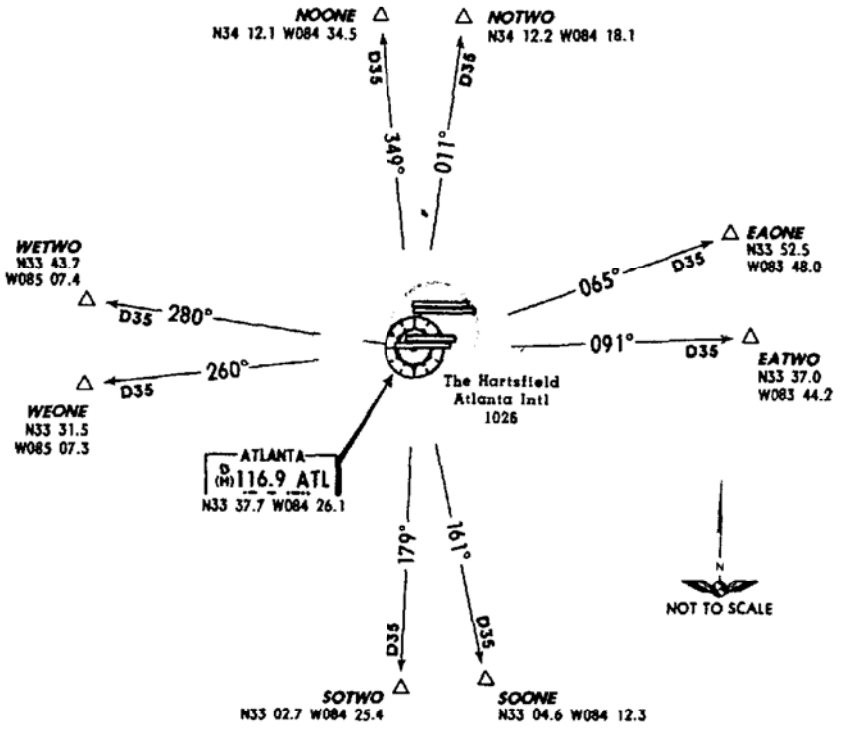
Monitor Tower frequency when advised by Ground Control.
Use departure frequency depicted unless otherwise assigned.
Turbojets: Accelerate to 250 KIAS as rapidly as feasible until reaching 10000', unless requested by ATC to do otherwise.
Turboprops: Operate in a manner that will result in best forward speed and climb rate.

DEPARTURE
All aircraft cleared as filed.
MAINTAIN 10000' turbojets, 4000' propellers.
Expect further clearance to filed altitude 10 minutes after departure.
Maintain heading as assigned until vectored to appropriate VOR airway or jet route.
Unless otherwise assigned, departure frequency for North Rwys (8L-26R and 8R-26L) - 125.7; for South Rwys (9L-27R and 9R-27L) - 125.0.
Transponder code will be issued via PDC or Atlanta Clearance Delivery.

SPECIAL INSTRUCTIONS
Midfield aircraft at ramps 1,2,3,5 & 6 will advise ramp towers of their vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

INTERSECTION		VECTOR AREA
NOONE	-	NORTH-ONE
NOTWO	-	NORTH-TWO
EAONE	-	EAST-ONE
EATWO	-	EAST-TWO
SOONE	-	SOUTH-ONE
SOTWO	-	SOUTH-TWO
WEONE	-	WEST-ONE
WETWO	-	WEST-TWO

Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway.
Upon receipt of ATC clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.



CHANGES: Departure frequency depiction.

ASA
Atlantic Southeast Airlines

LOAD MANIFEST WORKSHEET

FLIGHT 7529 A/C# 256 DATE 8-21-95

STATION ATL DEST. GSP

	FWD (ATR ONLY)			AFT		
	CIV #	MIL #	OTHER CARGO/ HEAVY BAGGAGE WEIGHT IN LBS.	CIV #	MIL #	OTHER CARGO/ HEAVY BAGGAGE WEIGHT IN LBS.
				28	1	5
Total				28	1	5
Corrections						
Revised Total						

Passengers On Board	Total	Revised Total	Pertinent Security Info Exists Yes / No
	26		[redacted]

Captain's Signature

5
13
8

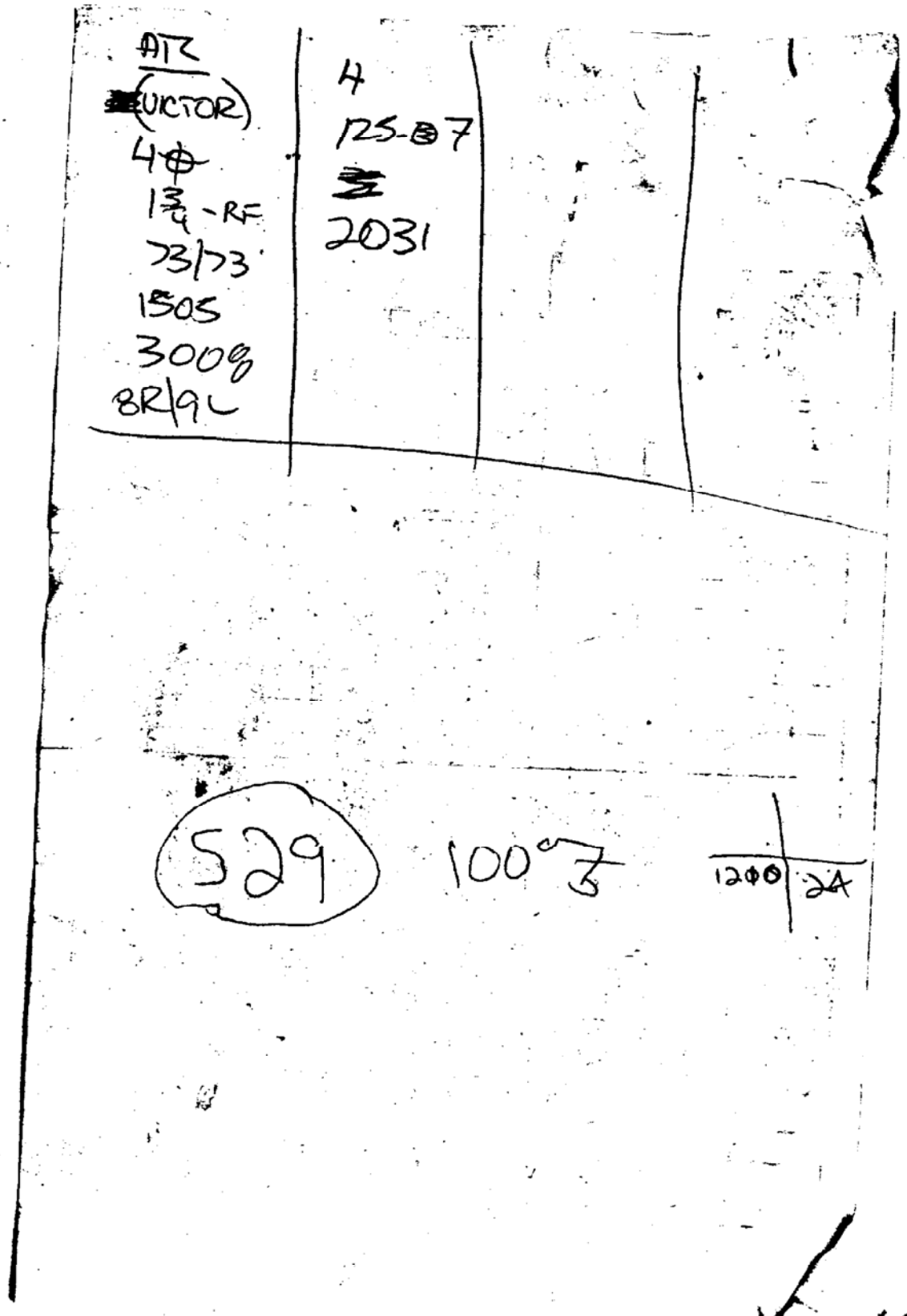
Remarks

Loading Agent's Signature [redacted]

Form CSRF20/8-94 SP 2014

White - Station
Yellow - Flight Operations

Back side of load manifest for accident flight



PASSENGER & BAG WEIGHTS

#	Bag	Duffel
1	24	47
2	48	94
3	72	141
4	96	188
5	120	235
6	144	282
7	168	329
8	192	376
9	216	423
10	240	470
11	264	517
12	288	564
13	312	611
14	336	658
15	360	705
16	384	752
17	408	799
18	432	846
19	456	893
20	480	940
21	504	987
22	528	1034
23	552	1081
24	576	1128
25	600	1175
26	624	1222
27	648	1269
28	672	1316
29	696	1363
30	720	1410
31	744	1457
32	768	1504
33	792	1551
34	816	
35	840	
36	864	
37	888	
38	912	
39	936	
40	960	
41	984	
42	1008	
43	1032	
44	1056	
45	1080	
46	1104	
47	1128	
48	1152	

# Pax	Winter	Summer	Child
1	170	165	80
2	340	330	160
3	510	495	240
4	680	660	320
5	850	825	400
6	1020	990	480
7	1190	1155	560
8	1360	1320	640
9	1530	1485	720
10	1700	1650	800
11	1870	1815	880
12	2040	1980	960
13	2210	2145	1040
14	2380	2310	1120
15	2550	2475	1200
16	2720	2640	1280
17	2890	2805	1360
18	3060	2970	1440
19	3230	3135	1520
20	3400	3300	1600
21	3570	3465	1680
22	3740	3630	1760
23	3910	3795	1840
24	4080	3960	1920
25	4250	4125	2000
26	4420	4290	2080
27	4590	4455	2160
28	4760	4620	2240
29	4930	4785	2320
30	5100	4950	2400

#	Bag
49	1176
50	1200
51	1224
52	1248
53	1272
54	1296
55	1320
56	1344
57	1368
58	1392
59	1416
60	1440
61	1464
62	1488
63	1512
64	1536

Winter: Nov 1 - Apr 30

Summer: May 1 - Oct 31

ATLANTIC SOUTHEAST AIRLINES
EMB-120 LOAD MANIFEST

DATE: 21 AUG 95	FLIGHT #: 7529	CA: C GARNAWAY	JUMPSEAT:
A/C #: N-256AS	FROM: ATL	FIRST OFFICER: M WARMBRAN	TAKEOFF ALTERNATE: NR
PREPARED BY: FO	TO: GPT	FLIGHT ATTENDANT: C FEIL	DESTINATION ALTERNATE: NR

FUEL ON BOARD COMPUTATION

STD	1400
+WND	0
+DLY	200
=LEG	1600
+ALT	0
+RES	750
+GND	1776
=REQ	2926
+ADD	1774
=FOB	2700

AIRCRAFT WEIGHT COMPUTATION

B.O.W.	+	16699
JUMPSEAT WT (170 #)	+	0
ADULT WEIGHT	+	42900
CHILD (80#) WEIGHT	+	0
CARGO WEIGHT	+	724
ZERO FUEL WEIGHT	=	21713
FUEL ON BOARD WT	+	8700
RAMP WEIGHT	=	30413
GROUND FUEL WT	-	1776
TAKE-OFF WEIGHT	=	28637
LEG FUEL WEIGHT	-	16000
LANDING WEIGHT	=	26637

T/O & LND INDEX — 14.3 — DETERMINED BY COMPUTER WHEEL

CORRECTION

ZERO FUEL WEIGHT	FROM ABOVE	TAKE-OFF WEIGHT
	J/S WT ±	
	ADULT WT ±	
	CHILD WT ±	
	CARGO WT ±	
	= REVISED	
LEG FUEL USED WT.	-	
REVISED LANDING WT.	=	

T/O & LND INDEX — DETERMINED BY COMPUTER WHEEL

INBOUND FLIGHT # —
ON: — IN: —

PASSENGERS ON BOARD

ADULT WEIGHT
- [X] STANDARD SUMMER
- [ ] STANDARD WINTER
- [ ] NON-STANDARD (ACTUAL WEIGHT)

DO NOT INCLUDE JUMPSEAT/INFANTS

ADULTS	26	+	=
CHILDREN	1	+	=
TOTAL	26	CORP TOT	

MAX ALLOWED TAKE-OFF WEIGHT THIS FLIGHT

28345

DUE TO
- [X] STRUCTURAL LIMIT
- [ ] CLIMB LIMIT
- [ ] RUNWAY LIMIT
- [ ] LANDING LIMIT

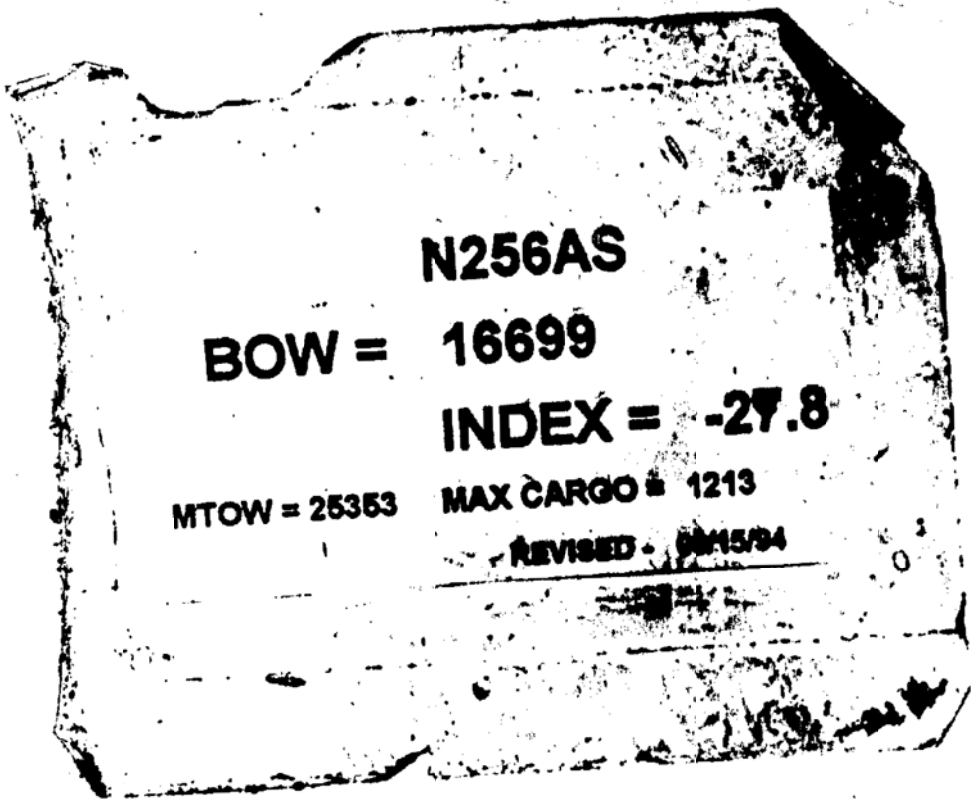
COMPUTED FOR R/W: 8R

NOTE
WHEN THE AIRCRAFT IS LOADED IN ACCORDANCE WITH THE CURRENT STANDARD PRACTICE, THE C.G. IS WITHIN LIMITS

FO-010
11/01/93

WHITE: STATION (ATTACH LOAD MANIFEST WORKSHEET)
YELLOW: FLIGHT CREW

TIME SHEET



Sparco

FILE FOLDERS
LETTER SIZE—SP111⅓
Mfg. for S.P. Richards Co.

ASA AIRCRAFT & CREW LOG

DATE 8/21/95 | LOG N
TYPE E-120 | REG N

LEG	FLT NO.	FROM / TO	IN / OUT	BLK	ON / OFF	FLY	NGT	WX	FUEL USED POUNDS	F A NO.	POS
		MCN									
1	211	ATL	1540 / 1500	80	1343 / 1313	47			670	1	OBS
2	529	GPT									
3											
4											
5											
6											
7											
8											

PILOTS

S.S. NO.	POS	NAME	DI	DO	HOOD	DL	NL	IA
[redacted]	C	E GANDAW H 1324						
	F	M WAL/EASAN 1324						

FLIGHT CHECK/CERTIFICATION/REMARKS

F.A.

NO.	S.S. NO.	NAME
1	[redacted]	R FH
2		

TYPE CHECK	STA	A/C HOURS	DATE	COMPLETED BY

FLY TIME & LANDINGS					LDGS
BROUGHT FORWARD *	17	15	26		18171
THIS SHEET					
TOTAL					

MAINTENANCE RELEASE

STA	DATE	TIME	CHECK	BY
MCN	8-95			[redacted]

NO.	DISCREPANCY	NO.	CORRECTIVE ACTION
	... Check due 48 hr.	*	Time and Landings corrected per Master Log MCN 8-20-95 RJ
			... to Defer Log # 23780 ... Exp. 8-23-95 at 5:00 Am operate per ... 8-20-95 [redacted]
			... to Defer log # 23779 Cat "C" Exp. 8-...-95 Placard installed operate per MEL 8-20-95 [redacted]

FO-37

CRAFT & CREW LOG

DATE 8/19/95 | LOG No. 742
TYPE E120 | REG N-256

ON / OFF	FLY	NGT	WX	FUEL USED POUNDS	FA NO.	JUMPSEAT POS	NAME S.S. NO.
1552 / 1530	.37			470	1		
2033 / 2008	.42		30	580	1		
1.08	.79						

	POS	NAME	DI	DO	HOOD	DL	NL	IA
3385	C	J. Escato	→	2055		1		
964701	F	J. Knapp	→	2055		1		1

FLIGHT CHECK CERTIFICATION/REMARKS

S.S. NO.		NAME	
[redacted]		K. Kleem	1.08
		L. Dimio	1.08

CHECK	STA	A/C HOURS	DATE	COMPLETED BY

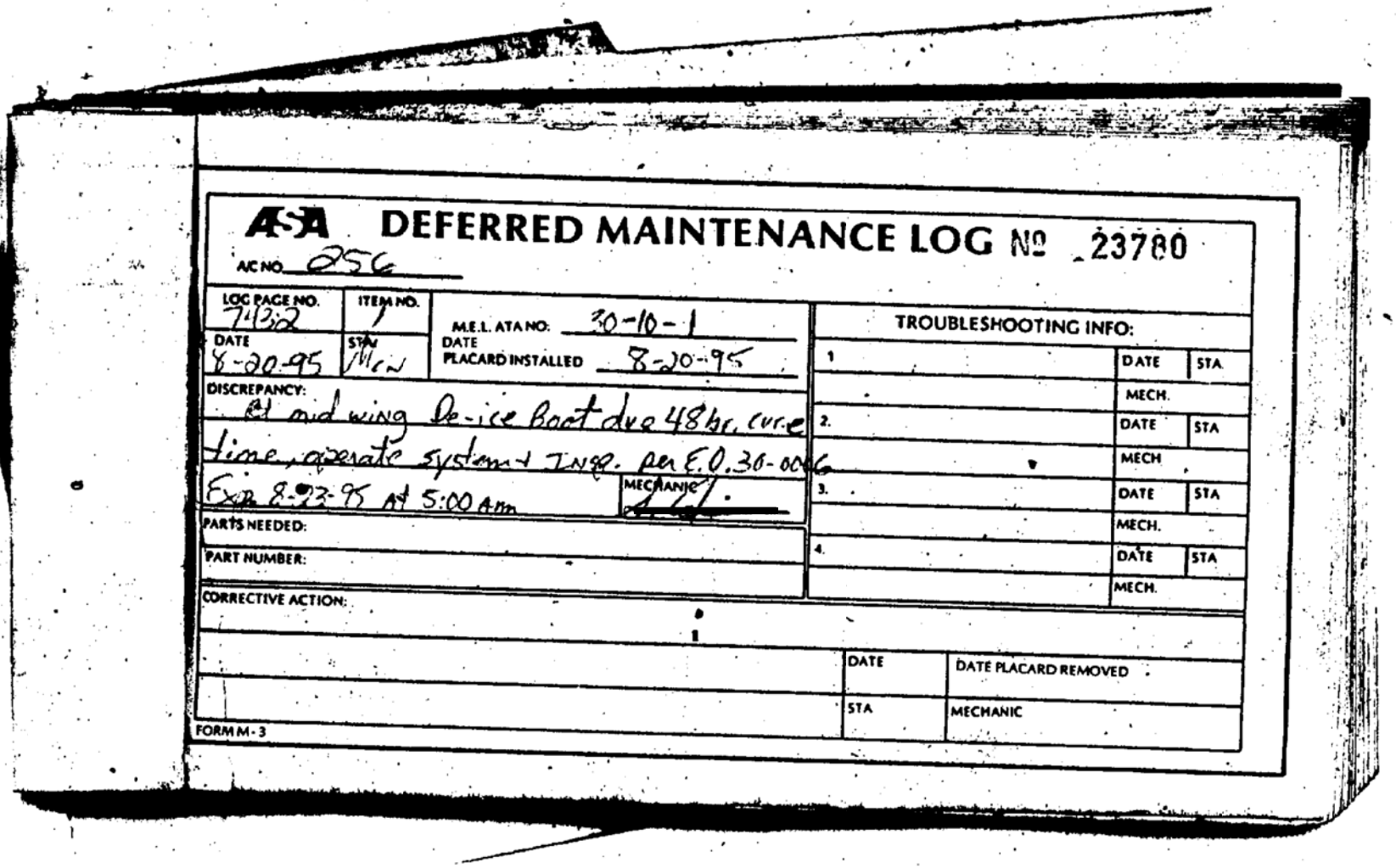
MAINTENANCE RELEASE

DATE	TYPE CHECK	BY

FLY TIME & LANDINGS

BROUGHT FORWARD	171.45 14
THIS SHEET	.79
TOTAL	171.45 93

DISCREPANCY	NO.	CORRECTIVE ACTION

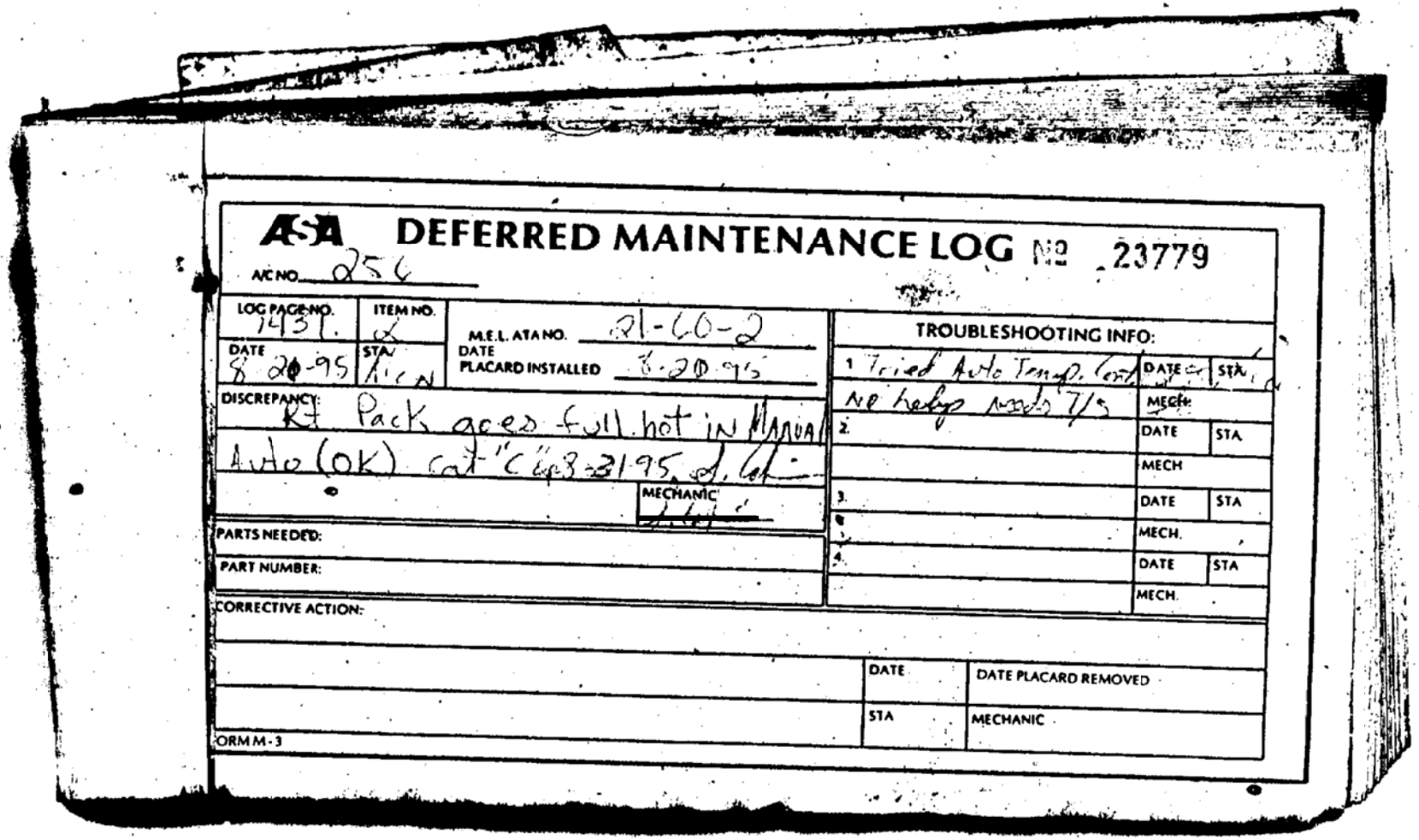


DEFERRED MAINTENANCE LOG NO 23780

A/C NO. 256

LOG PAGE NO. 7132	ITEM NO. 1	M.E.L. ATA NO: 30-10-1	TROUBLESHOOTING INFO:
DATE 8-20-95	STA MCN	DATE PLACARD INSTALLED 8-20-95	1. DATE STA / MECH.
DISCREPANCY: Rt mid wing De-ice Boot due 48 hr. cure time, operate system + INSP. per E.O. 30-006 Exp 8-23-95 at 5:00 Am		MECHANIC	2. DATE STA / MECH
			3. DATE STA / MECH.
PARTS NEEDED:			4. DATE STA / MECH.
PART NUMBER:			
CORRECTIVE ACTION:			
		DATE	DATE PLACARD REMOVED
		STA	MECHANIC

FORM M-3



ASA DEFERRED MAINTENANCE LOG № 23779

A/C NO. 256

LOG PAGE NO. 1431	ITEM NO. 2	M.E.L. ATA NO. 21-60-2	TROUBLESHOOTING INFO:
DATE 8-20-95	STA. Lic	DATE PLACARD INSTALLED 8-20-95	1. Tried Auto Temp. Cont. DATE STA.
DISCREPANCY: Rt Pack goes full hot in Manual Auto (OK) cat "C" 8-21-95 J. Col			No help needed T/S MECH.
	MECHANIC		2. DATE STA.
PARTS NEEDED:			MECH
PART NUMBER:			3. DATE STA.
			MECH.
			4. DATE STA.
			MECH.

CORRECTIVE ACTION:

	DATE	DATE PLACARD REMOVED
	STA	MECHANIC

ORM M-3

PROCESSED on Thursday 10/06/94 12:37

...R 1994 ATL & MCN E-120 TRIP PAIRINGS

PAGE NO. 5

FLTNO DPS-ARS DEPL ARRL BLKT GRNT BLK TDHD TCRD TPAY TDUTY LAYOVER

M9454 EXCEPT TUE SUN REPORTS- 0600L OPERATES- NOV. 02-NOV. 30

FOR: 2 Pilots EM2 EXCEPT ON NOV. 25 NOV. 26

	1	550	7207	MCN-ATL	0645	0720	35	112			
(18)	1	800	7102	ATL-DHN	0832	0832	100	23	112, 111.6		
(17)	1	900	7103	DHN-ATL	0855	1050	55	105	(150°) 112.1		
(15)	1	700	7042	ATL-AGS	1155	1250	55	15	113.9		
(14)	1	800	7043	AGS-ATL	1305	1400	55	35	(242°) 113.9		
(8)	1	500	7214	ATL-MCN	1435	1510	35		455	0	455 0 925

TOTALS BLOCK 455 T A F P 925 LANDINGS

Mo	Tu	We	Th	Fr	Sa
	--	2	3	4	5
7	--	9	10	11	12
14	--	16	17	18	19
21	--	23	24	--	--
28	--	30			

	2	3	4	--							
9	10	11	--								
16	17	18	--								
23	--	--	--								
30											

MINUTES CONVERSION TABLE

60	1.00	10	0.17	20	0.33	30	0.50	40	0.67	50	0.83
1	0.02	11	0.18	21	0.35	31	0.52	41	0.68	51	0.85
2	0.03	12	0.20	22	0.37	32	0.53	42	0.70	52	0.87
3	0.05	13	0.22	23	0.38	33	0.55	43	0.72	53	0.88
4	0.07	14	0.23	24	0.40	34	0.57	44	0.73	54	0.90
5	0.08	15	0.25	25	0.42	35	0.58	45	0.75	55	0.92
6	0.10	16	0.27	26	0.43	36	0.60	46	0.77	56	0.93
7	0.12	17	0.28	27	0.45	37	0.62	47	0.78	57	0.95
8	0.13	18	0.30	28	0.47	38	0.63	48	0.80	58	0.97
9	0.15	19	0.32	29	0.48	39	0.65	49	0.82	59	0.98

NON REV – DEP, FLT#, / DATE, CITY /S/

ASA

CREWMEMBER FLIGHT TIME AND PAY REPORT

DUE AFTER LAST ASSIGNED DUTY FOR MONTH, BUT NO LATER THAN 0900 ON SECOND WORKING DAY OF FOLLOWING MONTH.

C

NAME: LN, FN, MI: GANNAWAY, EDWIN C | POSITION: CAPT | SEN # ~~242740169~~ 204 | EMPLOYEE # 242740169 | EQUIP: E-120 | DOM: ~~ATL~~ MCN | MON: AUG | YEAR: 995

DAY	SCHEDULED BID CODE	SCHEDULED BID HOURS	SCHEDULED BID TAFB	UTC DUTY IN	UTC DUTY OUT	RON CITY	PER DIEM ACTUAL TAFB	PER DIEM CUMULATIVE TAFB	FLOWN DAY	FLOWN NIGHT	FLOWN INST	DAY LNG	NGT LNG	INST APP	FLOWN DAILY BLOCK	FLOWN CUMULATIVE TOTAL	CREDIT HOURS	CREDIT CODE	REMARKS
1																			
2																			
3	9263	455		1000	1928				614		80	3		2	614	6.14			
4	9264	642		1150	0018				810		120	3		2	810	14.24			
5	9021	340		1850	0200				357	50		1	1		407	18.31			
6	9222	435		1850	0400				320	240	60	2			560	23.91	3.0 2.0	E B	SIM CHECK
7	F																		
8																			
9	9244	642		1150	0005				765		110		1	1	765	31.56			
10	9266	605		1330	0215				133	58					191	33.47			
11																			
12																			
13	9203	435		1850	0353				301	211			2		512	38.59			
14	9267	445		1850	0407				350	153		2			503	43.62			
15	9267	415		1850	0408				310	120		2			480	48.42			
16																	3.5	O	DRAFTED DO NOT FLY
17																			
18																			
19	9269	552		1150	0254	TBA			450	257		2			707	55.49			
20	9220	730	3625	1130	0020		36.50	36.50	819			3			819	63.68			
21	9265	626		1320															
22	9266	320																	
23																			
24																			
25																			
26																			
27																			
28																			
29																			
30																			
31																			
					# RON'S		TOT. PER DIEM HRS.								TOTAL THIS MO.				
															PREV. YTD	48293			
															TOTAL YTD				

CREDIT HOUR CODES

ALL CREDIT HOURS WILL BE PAID IN ACCORDANCE WITH CURRENT WORKING AGREEMENT.

- AB: Association Business
- B: Bereavement
- D: Deadhead
- F: Flight Check
- G: Grd Sch Attend
- J: Jury
- JE: Jumpseat IOE
- LB: Lost Block - IOE/Chief Pilot
- O: Off Day Fly
- RP: Reposition Pay
- RT: Recurrent Training
- S: Sick
- V: Vacation

PAY COMPUTATION COMPANY USE ONLY

GUARANTEE	75.00
ADJUSTMENT -	
ADJ GUAR =	
FLOWN	
CREDIT +	
FLOWN + CREDIT =	

ENTER HIGHER OF ADJUSTED GUARANTEE OR FLOWN PLUS CREDIT AS MONTH DUE

MONTH DUE =	
ADJUSTMENT +/-	
REVISED MO. DUE	

REASON FOR MONTH DUE ADJUSTMENT

DISTRIBUTION
WHITE - FLT OPS
YELLOW - PAYROLL
ACCOUNTS PAYABLE
MEMBER

FILL OUT ON A DAILY BASIS TO MEET FAA REQUIREMENTS

ASA

CREWMEMBER FLIGHT TIME AND PAY REPORT

DUE AFTER LAST ASSIGNED DUTY FOR MONTH, BUT NO LATER THAN 0900 ON SECOND WORKING DAY OF FOLLOWING MONTH.

NAME: LN, FM, MI	POSITION:	SEN #	EMPLOYEE #	EQUIP:	DOM:	MON:	YEAR:
WARMERDAM, MATTHEW	FO	672	536370	E-120	MCN	AUG	95

DAY	SCHEDULED BID			UTC			PER DIEM		FLIGHT TIME					FLOWN		CREDIT		REMARKS
	CODE	HOURS	TAFB	DUTY IN	DUTY OUT	RON CITY	ACTUAL TAFB	CUMULATIVE TAFB	DAY	NIGHT	INST	DAY LNG	NGT LNG	INST APP	DAILY BLOCK	CUMULATIVE TOTAL	HOURS	CODE	
1	9264	642		1150	0620				7.27			111			7.27	727			
2	OFF																		
3	OFF																		
4	OFF																		
5	9269	552		1150	0345	TRI			6.28	.50	.40	111		1	6.28	1355			
6	9270	730	3625	1130	0020		3635	3635	7.73		.80	111		11	7.73	21.28			
7	9265	625		1326	0210	ABI			6.87	.00	.20	111		1	6.87	28.15			
8	9266	320	3005	1135	1920		29.95	66.30	4.13		1.50	11		11	4.13	32.28			
9	OFF																		
10	OFF																		
11	OFF																		
12	9269	552	3625	1150	0107	TRI	3610	102.40	6.47	1.37	.20	11	1		6.47	38.75			
13	9270	730		1136	0007				7.15		.20	111			7.15	45.90			
14	9264	642		1150	0019				7.29			111			7.29	53.19			
15	OFF																		
16	OFF																		
17	OFF																		
18	OFF																		
19	9269	552		1150	0254	TRI			7.07	2.78	1.02	11	1	1	7.07	60.26			
20	9270	730	3625	1130	0020		3645	138.85	8.19		.70	111		1	8.19	68.45			
21																			
22																			
23	OFF																		
24	OFF																		
25	OFF																		
26																			
27																			
28																			
29																			
30	OFF																		
31	OFF																		
					# RON'S		TOT. PER DIEM HRS							TOTAL THIS MO.				
														PREV. YTD	293.74			
														TOTAL YTD				

CREDIT HOUR C

ALL CREDIT HOURS WILL IN ACCORDANCE WITH WORKING AGREEMENT.

- AB: Association Business
- B: Bereavement
- D: Deadhead
- F: Flight Check
- G: Grd Sch Attend
- J: Jury
- JE: Jumpseat IOE
- LB: Lost Block - IOE/C
- O: Off Day Fly
- RP: Reposition Pay
- RT: Recurrent Training
- S: Sick
- V: Vacation

PAY COMPUTA
COMPANY USE C

GUARANTEE	
ADJUSTMENT -	
ADJ GUAR =	
FLOWN	
CREDIT +	
FLOWN + CREDIT =	

ENTER HIGHER OF ADJ GUARANTEE OR FLOW CREDIT AS MONTH DUE

MONTH DUE =	
ADJUSTMENT +/-	
REVISED MO. DUE	

REASON FOR MO
DUE ADJUSTME

DISTRIBUTION
WHITE - FLT OPS
YELLOW - PAYROLL
PINK - ACCOUNTS PAYABLE
GOLDENROD - CREWMEMBER

FO-007
3-1-93

FILL OUT ON A DAILY BASIS TO MEET FAA REQUIREMENTS

ASA AIRCRAFT WEIGHT AND BALANCE DATA REVISION DATES AS OF 8/14/95

EMB-120

AIRCRAFT	SERIAL NUMBER	BOW	INDEX	REVISION DATE	LOAD CHART
N131AM	158	16,803	-27.1	08/04/95	SP690
N210AS	006	17,236	-27.6	06/02/95	SP690
N211AS	007	17,082	-28.1	08/14/95	SP690
N212AS	008	17,014	-27.1	07/27/95	SP690
N214AS	009	16,804	-27.6	04/18/95	SP690
N215AS	010	16,985	-27.7	04/18/95	SP690
N217AS	011	17,013	-27.3	04/27/95	SP690
N218AS	015	16,890	-27.7	07/28/95	SP690
N221AS	020	16,845	-26.9	06/10/94	SP690
N223AS	021	16,866	-27.0	04/18/95	SP690
N225AS	022	16,886	-26.9	12/09/94	SP690
N227AS	023	16,972	-27.3	04/18/95	SP690
N228AS	025	16,827	-26.9	04/18/95	SP690
N229AS	042	16,941	-26.6	06/30/95	SP690
N230AS	032	16,834	-26.9	12/04/94	SP690
N232AS	036	16,984	-27.0	07/27/94	SP690
N233AS	031	16,899	-26.6	06/26/95	SP690
N235AS	047	16,878	-26.8	10/25/94	SP690
N236AS	049	16,793	-27.9	04/01/94	SP690
N237AS	051	16,758	-27.3	08/04/95	SP690
N238AS	053	16,828	-27.3	05/26/95	SP690
N239AS	057	16,709	-27.4	08/11/95	SP690
N240AS	060	16,665	-27.0	04/03/95	SP690
N241AS	065	16,827	-27.6	07/27/95	SP690
N242AS	069	16,769	-27.5	03/04/95	SP690
N243AS	072	16,797	-27.6	07/27/95	SP690
N244AS	073	16,664	-27.2	11/01/94	SP690
N245AS	075	16,742	-27.5	06/26/94	SP690
N246AS	100	16,774	-27.5	05/10/95	SP690
N247AS	113	16,736	-27.9	07/07/95	SP690
N256AS	122	16,699	-27.8	06/15/94	SP690
N257AS	126	16,731	-28.0	07/11/94	SP690
N258AS	131	16,739	-27.6	08/29/94	SP690

DISTRIBUTION:

CHIEF PILOT - ATL	CHIEF PILOT - DFW
FLIGHT CONTROL - ATL	FLIGHT TRAINING - ATL
MGR LINE MTC - ATL	MGR LINE MTC - DFW
CHIEF INSPECTOR - MCN	CHIEF INSPECTOR - TXK
MGR OF ENGINEERING - MCN	ATL OPS - JERRY OVERSTREET

8/21/95

Weight & Balance
EMB 120 RT

Flight 7529 Ak 256AS

	Weight	ARM	Moment
BOW	16699		BOW Moment 5283944.9
Fuel	2700	348.7	941490
PAX			
1 2	330	225.6	74448
345	495	256.7	127066.5
67 ~~8~~ (8) Empty	330	287.8	94974
7 10 11	495	318.5	157657.5
12 13 14	495	349.6	173052.
15 ~~16 17~~	165 ~~495~~	382.7	63145.5
16 17	330	380.7	125631.0
18	165	415.7	68590.5
19 20	330	411.8	135894.0
~~21 22~~ Empty	165	448.8	74052.0
~~2~~ 23	~~330~~ 165	461.8	76197.0
24	165	481.9	79513.5
25 26	330	491.7	162261
27 Empty	165	515.7	85090.5
28 (29 30)	165	521.7	86080.5
Cargo	724	578.0	418472
	24413	337.015	8227560.4 % MAC ~~8.65~~
AT 24min	-580 Fuel Burn ~~580~~	348.7	-181324 ~~860 160~~
	23893	336.76	8046236 % MAC 28.3

Weight & Balance

	Actual / Maximum	CG Actual / Fwd Limit / Aft Limit
Ramp Weight	24413 / 25529	
Takeoff Weight	24237 / 25353	28.65 / 21.0 / 42.0
:24 min into Flight/Emergency Declared	23895 / 25353	28.33 / 16.3 / 43.5

08/23/95 08:07 FAX 404 209 0162 ASA GENERAL OFFC ☑001

RSVD SEATS-CI 7529/21AUG-ATL/GPT

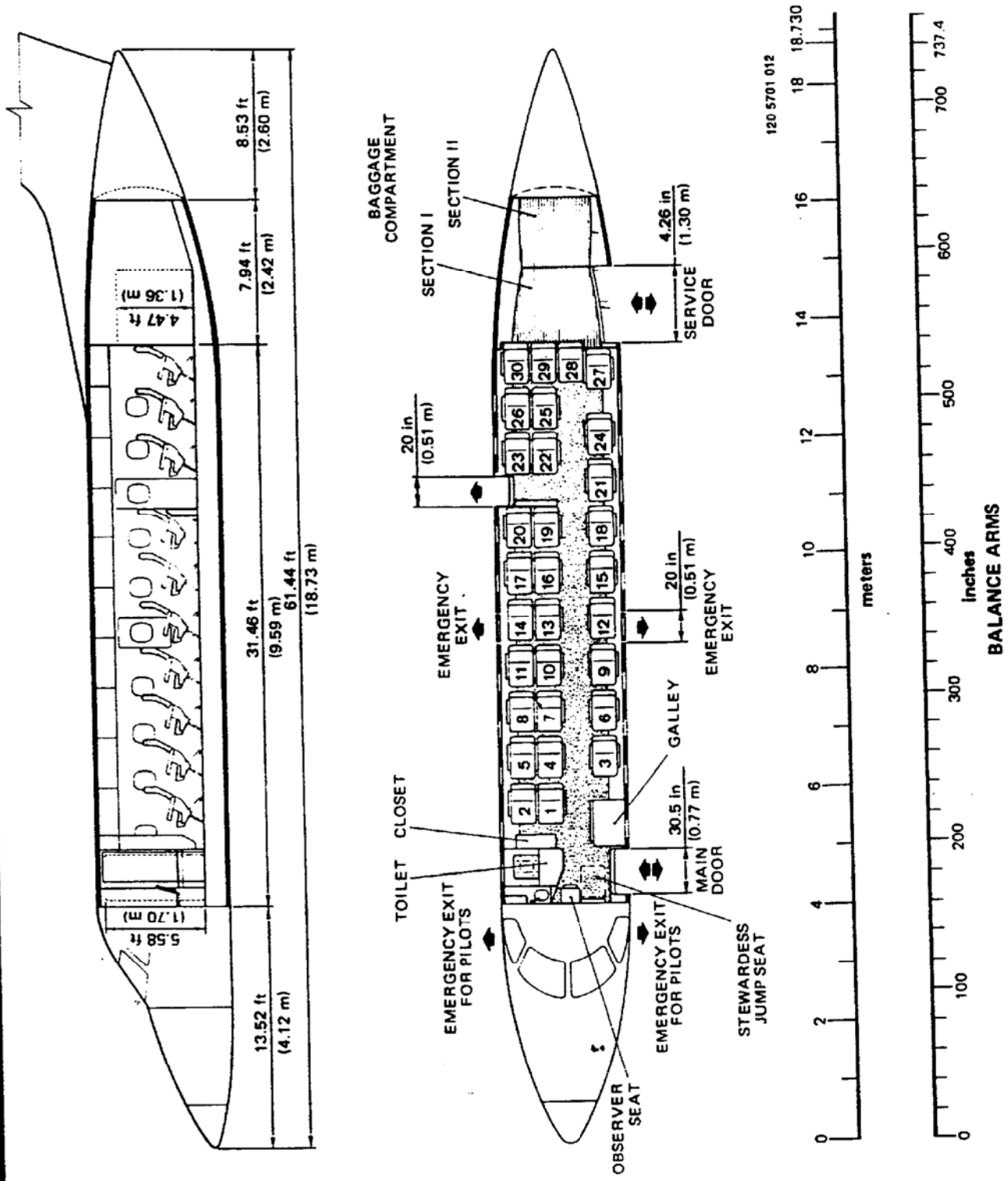
ATL-GPT
1B ADAIR/MARYJSAN
3A ALESHIRE/JASON
7A ARENAS/ALFRED
6C BARRINGTON/ALAN
9B BARTON/CHARLES
4C BRUCATO/JEAN
7C BUBIER/KEVINL
5B BURTON/LONNIE
5C BURTON/LUCILLE
2A CHAPMAN/RENEE
1C DUMM/MARYDAWN
10A FETTERMAN/SONYA
3B GASKILL/BYRONS
4A GRAY/EDWARD
4B GRUNBECK/JENNIFER
9A HENDRIX/MICHAEL
5A KENNEDY/JAMES
6B LEMAY/CHARLES
7B MCCORKELL/DAVID
6A PFISTERER/CHARLESHA
10B RHUE/BONDE
2C S/BRUMFIELD/A
8C SCHNEIDER/DAVID
9C THOMPSON/TOD
2B TWEEDY/JOHNB
8A WILKINSON/STEVEN
END
END COPY 05DF28
211737
RES 2100

PASSENGERS
26
TOTAL

CREW

CP - ED GANNAWAY
FO - MATHEW
FA - ROBIN TECH

60



Interior Arrangement No. 7

Figure 19E

BALANCE REFERENCE SYSTEMS

Balance Arms/Body Station

Longitudinal location of all airplane and component Centers of Gravity (C.G.) identified throughout this manual will be referred to as Balance Arms. Balance Arms are a true measure in inches from the reference origin which is located 366.42 in (9.307 m) forward of the airplane wing rear spar.
Balance Arms (B.A.) are equivalent to Body Stations (B.S.) on the EMB-120 BRASILIA. The relationship between Balance Arms and Body Stations is exemplified on figure 2 for interior arrangement n° 1.

Wing Mean Aerodynamic Chord (MAC)

The length of the MAC is 78.74 in (2.000 m).
The leading edge of the MAC (L.E.MAC) is Balance Arm 314.45 in (7.987 m).
Percentage MAC is derived using the following formula:

$$\% \text{ MAC} = \frac{(X - 314.45) \times 100.0}{78.74},$$

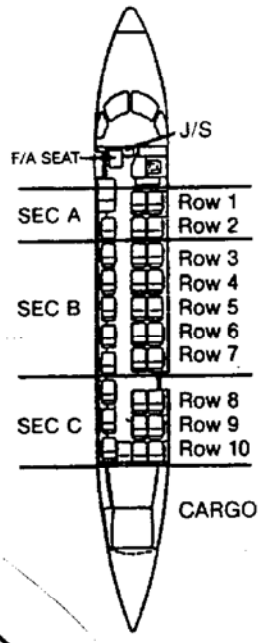
where X = B.A. of Airplane C.G. measured in inches.

ASA

EMB 120

BRASILIA

C. G. CALCULATOR



ZERO

PAX

SEC A

(lbs.)

F/A

CARGO

J/S

30 PAX

SEC C

Valid only for Atlantic Southeast Airlines
EMB 120 BRASILIA Aircraft Specification AS1B

– – – – – TRIM (UNITS NOSE-UP)

AIRCRAFT WEIGHT

AFT CAUTION ZONE
ALL EMPTY SEATS
MUST BE AFT

INDEX

INDEX

SEE GEE™
Center of Gravity
Calculator

CAVU Consulting, Inc.
Box 19191, Spokane, WA 99219

Weight Limitations

Airplanes Model EMB-120 RT:

- Maximum Ramp Weight (MRW)	25,529
- Maximum Takeoff Weight (MTOW)	25,353
- Maximum Landing Weight (MLW)	24,802
- Maximum Zero Fuel Weight (MZFW)	23,148

Airplanes Model EMB-120 ER:

- Maximum Ramp (MRW)	26,609
- Maximum T/O	26,433
- Maximum Landing	25,794
- Maximum Zero Fuel Weight (MZFW)	24,030

To comply with the performance and operating limitations of the regulations, the maximum allowable takeoff and landing operational weights may be equal to but not greater than structural limits. The takeoff weight (weight at brake release or at start of takeoff roll) is limited by the most restrictive of the following requirements:

- Maximum takeoff weight for altitude and temperature determined from maximum Takeoff Weight Climb Limited Chart, Section 5 of AFM.

- Takeoff field length requirements from Maximum Takeoff Weight Field Length Limited Chart, Section 5 of AFM.

- Obstacle Clearance, en-route and landing operating requirements.

The landing weight is limited by the most restrictive of the following requirements:

- Landing field length requirements determined from Landing Field Length and Speed Charts, Section 5 of AFM.

[illegible] in the event [illegible] AFM section [illegible] for the required speed.

The above weight limits are [illegible] use of the Takeoff Power Static Setting Chart, Section [illegible] of AFM.

- Maximum weight in baggage compartment

EMB-120 RT	213 lbs.
EMB-120 ER	543 lbs.

- Maximum floor loading	Section [illegible]	100 lbs./sq. ft.
	Section 2	33 lbs./sq. ft.
- Maximum overhead compartment		40 lbs./section

NOTE: The maximum permissible take-off weight and landing weight are the lesser values of structural or performance limits.

Configuration Deviation

When operating under a configuration deviation all operating limitations must be observed except as modified by the configuration deviation list. The CDL is found in the appendices section of the AFM.

Center of Gravity Limits

The center of gravity limits are derived from Section 2 of the AFM.

Center of gravity computations will be made using the Cee Gee™ calculator located on the flight deck. In the event the calculator is missing or broken, Flight Control can perform the computations.

Loading instructions

The aircraft shall be loaded normally (i.e., crew, passengers, fuel, freight and baggage) to remain within the weight and center of gravity limits. Procedures for calculating weight and center of gravity of a loaded aircraft are contained in the Flight Operations Manual.

Maneuvering limit load factors

The following maneuvering limit load factors limit the permissible angle of bank to 60° and limit the load severity of pull-up and push-over maneuvers.

- Maneuver limits

This airplane is certified in the normal category. No aerobatic maneuvers including spins are approved.

- Flight load factors

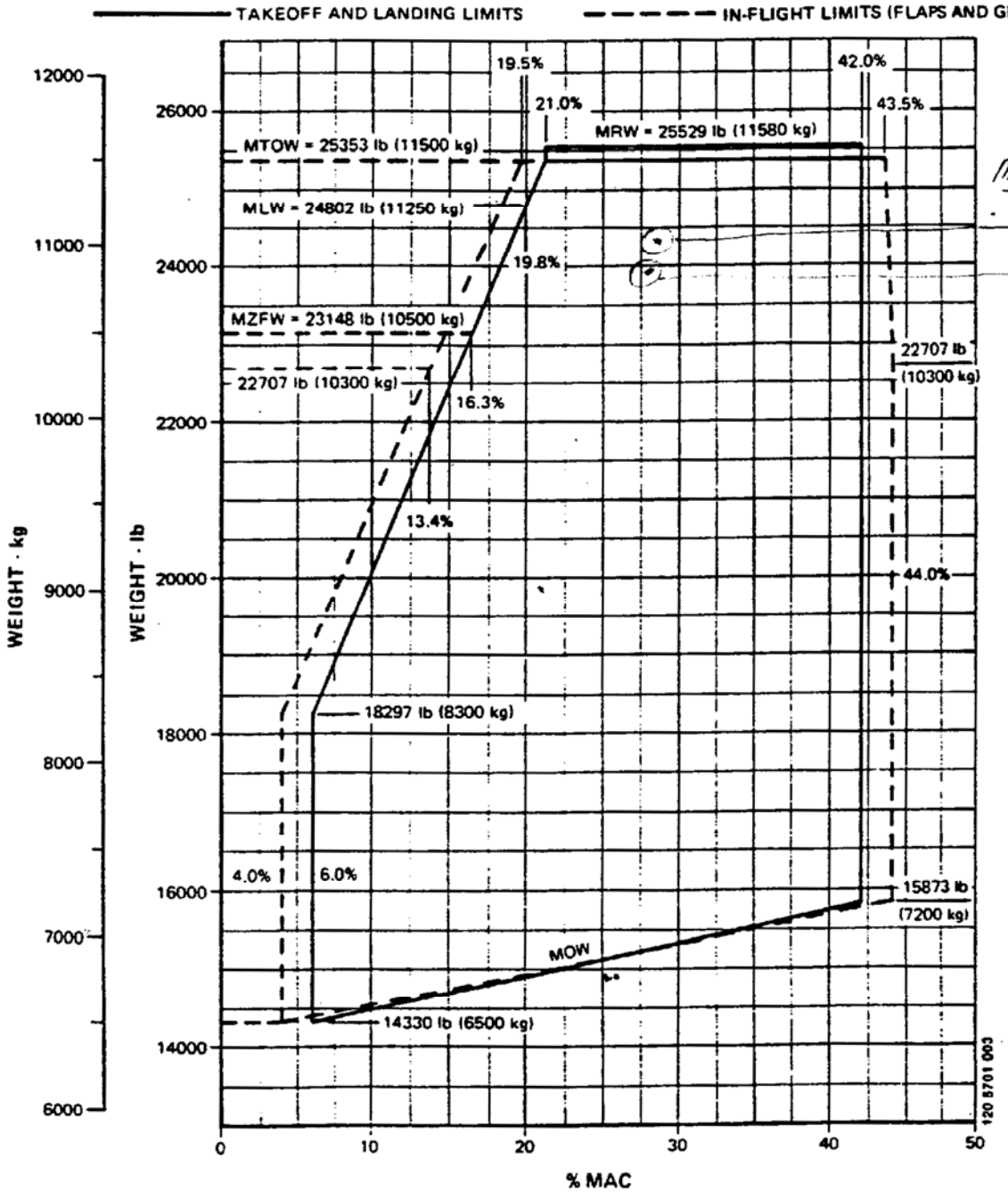
At maximum take-off weight of 25,353 lbs.
- With retracted flaps (-)1G to 2.80 G
- With extended flaps 0G to 2.00 G

5/1/92 Rev. # 1

MAXIMUM DESIGN GROSS WEIGHTS AND CENTER OF GRAVITY LIMITS (Continued)

CENTER OF GRAVITY LIMITS

AIRPLANES MODEL EMB-120RT



Maximum Design Gross Weights and Center of Gravity Limits

Figure 3

Sheet 1

ENGINE FAILURE/FIRE IN FLIGHT

1. Power Lever ..... Flight Idle
2. Condition Lever ..... Feather

In case of no feathering:

- Electric Feather Switch ..... On

3. Condition Lever ..... Fuel Cut Off
4. Fire Handle (If Fire) ..... Squeeze and Pull
5. Agent A (If Fire) ..... Discharge

Wait 30 seconds.
If warning remains:

Agent B ..... Discharge

6. Main and Aux Generators (Failed Engine) ..... Off
7. APU (If Available) ..... Start

NOTE: Reduce electrical load to below 150 AMPS prior to starting APU.

8. Sync ..... Off
9. Fuel Pumps (Failed Engine) ..... As Required
10. Electric Hydraulic Pump (Failed Engine).. As Required
11. Engine Bleed (Failed Engine) ..... Close

NOTE: If APU is available, close both engine bleeds.

12. Crossbleed ..... Open
13. Electrical Load ..... Below 400 AMPS

LAND AT NEAREST SUITABLE AIRPORT

CAUTION: Do not attempt to restart engine after engine fire.

PROPELLER OVERSPEED

Emergency procedures in case of propeller overspeed.

1. Power lever (affected engine)	FLT IDLE
2. Condition lever (affected engine)	FEATHER, CHECK

NOTE: Operative engine power lever may be reduced depending on airspeed and altitude to avoid VMC.

If propeller does not feather:

Flaps	Below 200 kts, 15°
Airspeed	Reduce to 125 kts
Electric Feather Switch	On, CHECK

NOTE: If prop does not feather the electrical auxiliary feathering pump is automatically turned off after 20 seconds, therefore, for further pump operation, it is necessary to turn the switch off, then on. Pump is capable of six consecutive operations. In previous overspeed incidents it has been noted that the engine will catastrophically fail at approximately 140% Np including at least partial destruction of all shafts. Therefore in order to attempt more than one feathering operation you must dry motor the engine to refill the AUX oil reservoir.

At 10% Nh:

14. Condition Lever ..... Feather
15. Engine Instruments ..... Monitor
16. Ignition Light ..... Check Off at 50% Nh

At 60% Nh:

17. Condition Lever ..... Min. RPM, then set
18. Power Lever ..... Set
19. Engine Instruments ..... Checked
20. Main & Auxiliary Generators ..... On
21. Fuel Pump ..... Auto
22. Electric Hydraulic Pump ..... Auto
23. Engine Bleed ..... As Required
24. Electrical Load ..... Restore
25. Synchrophasing ..... On

FORCED LANDING

1. Airspeed ..... 1.3 V_S (Minimum)
2. ATC/Cabin Crew ..... Notify
3. Transponder 7700
4. Emergency Lights ..... On
5. Passenger ..... Prepare for Forced Landing
6. Airplane (Below 10,000') ..... Depressurize

With engines operative, accomplish the procedures below and carry out a normal approach.

7A. Landing Gear ..... As Required

(DOWN or UP according to the landing surface characteristics.)

8A. Flaps ..... 45°
9A. Airspeed ..... V_{REF} 45

With engines inoperative, accomplish the procedure only when landing is assured.

7B. Landing Gear ..... As Required

(DOWN or UP according to the landing surface characteristics. With all engines inoperative the landing gear must be extended according to ABNORMAL LANDING GEAR EXTENSION procedure, if required.)

8B. Flaps ..... As Required
9B. Airspeed ..... 1.3 V_S

NOTE: Depending on battery condition.

- Flaps may be extended by setting the electrical emergency switch to NORMAL and turning on the electric hydraulic pumps.
- With green system electric hydraulic pump turned on, the rudder control, steering and outboard pair of brakes will be available. Turn off outboard anti-skid.

EMERGENCY
(LANDING & EVACUATION)

Pre-landing

1. Brief Crew ..... As Required
2. Distress Message ..... Transmit
3. Seat Belt/Harness ..... Lock
4. Emergency Signal ..... Before Impact

Post-landing

1. Parking Brake (If Necessary) ..... Apply
2. Condition Levers ..... Fuel Cutoff
3. Engine Fire Handles (If Necessary) ..... Pull
4. APU Shutoff/Extg. Switch (If Necessary) ..... Close
5. Agent A & B (If Necessary) ..... Discharge
6. APU Shutoff/Extg. Switch (If Necessary) ..... Extg.
7. Emergency Lighting Switch ..... On
8. Evacuation ..... Initiate Before Leaving the Airplane
9. Power Select Switch ..... Off

STRUCTURAL DAMAGE

The airplane structure may be affected in the following cases:

- Bird impact
- Propeller blade failure
- Engine rotor burst
- Hail impacts
- Engine fire

On evidence of any structural damage:

Airspeed Under Turbulence ..... BELOW 170 KIAS
Load Factor ..... BELOW 1.7

Refer to Buffet Onset Envelope to obtain altitude and speed required for the desired load factor.

Aileron and Rudder deflection ..... BELOW 30%

Avoid excessive deflection of rudder and aileron after stabilization.

If fuselage is damaged with the cabin pressurized:

Manual Controller Selector ..... 1 O'CLOCK POSITION

Wait 15 seconds to allow eletropneumatic outflow valve to reach its neutral position, thus avoiding a sudden cabin differential pressure increase.

Mode Selector Switch ..... MAN
Manual Controller Selector ..... UP
Altitude ..... BELOW 10000 FT

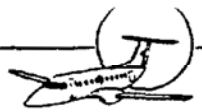
When cabin ΔP needle reaches zero:

Mode Selector Switch ..... DUMP

When landing:

Rate of Descent ..... LESS THAN 300 FT/MIN

CTA APPROVED



EMERGENCY DESCENT

1. Power Levers	FLT IDLE
2. Airspeed	THE LOWEST OF V_{MO} OR 200 KIAS
3. Landing Gear	DOWN
4. Condition Levers	MAX RPM

Advance the condition levers steady and continuously.

Cabin Crew	NOTIFY
Fasten Belts Switch	ON

NOTE:
- It is recommended that descent be initiated by a turn.
- Descend to 10000 ft or minimum altitude for terrain clearance, whichever is higher.

CAUTION:
- THIS PROCEDURE ASSUMES THAT THE INTEGRITY OF THE STRUCTURE IS NOT AFFECTED. IF STRUCTURAL DAMAGE IS SUSPECTED USE THE FLIGHT CONTROLS WITH CAUTION AVOIDING HIGH MANEUVERING LOADS AND REDUCING AIR SPEED AS APPROPRIATE.
- DO NOT SET POWER LEVER BELOW FLT IDLE IN FLIGHT.

FORCED LANDING

This procedure is recommended for landings, with engines operative or not, including places other than a runway.
Landing on unprepared surfaces is not recommended; however, if specific circumstances render such landing inevitable, accomplish the following procedures:

Airspeed	1.3 V_S (MINIMUM)
Pitot Static 1 (if necessary)	ON
ATC/Cabin Crew	NOTIFY
Transponder	7700
ELT Remote Switch	ON RESET
Emergency Lights	ON
Passenger	PREPARE FOR FORCED LANDING
Airplane (below 10000 ft)	DEPRESSURIZE

With engines operative, accomplish the procedures below and carry out a normal approach.

Landing Gear ..... AS REQUIRED

DOWN or UP according to the landing surface characteristics.

Flaps ..... 45°

Airspeed ..... V_{REF} 45

With engines inoperative, accomplish the procedure only when landing is assured.

Landing Gear ..... AS REQUIRED

DOWN or UP according to the landing surface characteristics. With all engines inoperative, the landing gear must be extended according to ABNORMAL LANDING GEAR EXTENSION procedure, if required.

Airspeed ..... 1.3 V_S

NOTE: If APU generator is available and functioning:

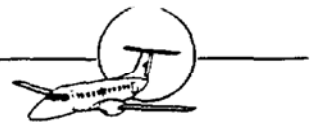
- Flaps may be extended by setting the Electrical Emergency Switch to NORMAL and turning on the electric hydraulic pumps.
- With electric hydraulic pumps turned on, the rudder control, steering and normal brake system will be available.

FORCED LANDING (Continued)

If a crash is unavoidable, just before touchdown:

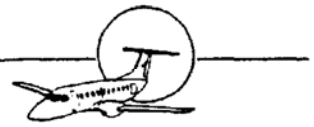
Fire Handles	SQUEEZE AND PULL
APU SHUTOFF/EXTG Switch (if installed)	CLOSED
PWR SELECT Switch	OFF

When the airplane comes to a complete stop, immediately accomplish the EMERGENCY EVACUATION procedure.



EMERGENCY EVACUATION

Cabin Crew	NOTIFY
Passengers	PREPARE FOR EMERGENCY EVACUATION
Parking Brake (if necessary)	APPLY
Power Levers	GND IDLE
Condition Levers	FUEL CUT OFF
Fire Handles	PULL
APU SHUTOFF/EXTG Switch	CLOSE
Agents A and B (if necessary)	DISCHARGE
APU SHUTOFF/EXTG Switch (if necessary)	EXTG
Emergency Lighting Switch	ON
Evacuation	INITIATE
Before leaving the airplane:	
PWR SELECT Switch	OFF



ENGINE FAILURE

CAUTION: IF DET INOP ENG/WW OR DET INOP PIPE ZONE LIGHT ILLUMINATES SIMULTANEOUSLY WITH ENGINE FAILURE, APPLY ENGINE FIRE PROCEDURE.

REJECTED TAKEOFF (BELOW V_1)

Immediately and simultaneously proceed:

Power Levers ..... REVERSE
Brake ..... APPLY MAXIMUM

Maintain the directional control with the rudder pedals and the nosewheel steering, as necessary.
Immediately after stopping, perform the PRECAUTIONARY ENGINE SHUTDOWN or ENGINE FIRE procedure, as applicable.

CAUTION: AVOID MAX REVERSE IN AREAS OF STANDING WATER.

TAKEOFF WITH ENGINE FAILURE (ABOVE V_1)

At V_R rotate to the takeoff attitude (7°).
At 35 ft height and positive rate of climb:

Landing Gear ..... UP
Airspeed ..... V_2

Retract flaps at V_2 + 20 KIAS at the level off height and accelerate to final segment speed or, if a close-in turn is performed, maintain the takeoff flaps and the airspeed at V_2 + 10 KIAS with a maximum bank of 20°.
Complete PRECAUTIONARY ENGINE SHUTDOWN or ENGINE FIRE procedure, as applicable.

ONE ENGINE INOPERATIVE APPROACH AND LANDING

Auto Feather ..... OFF
Landing Gear ..... DOWN

When landing is assured:

Flaps ..... 25°
Airspeed ..... V_{REF} 25

NOTE: Operative engine air bleed should be closed during final approach, to provide an increase on the approach climb gradient.

CTA APPROVED
AUGUST 20, 1986
REV. 25 – OCTOBER 26, 1990

ENGINE FAILURE (Continued)

ONE ENGINE INOPERATIVE GO-AROUND

Simultaneously rotate to go-around attitude (7°) and apply takeoff power (inflight setting).

Airspeed	V_2
Flaps	15°

With positive rate of climb:

Landing Gear	UP

At level off height, proceed as for takeoff with engine failure.

ENGINE FAILURE WITH AUTOPILOT/YAW DAMPER ENGAGED

Autopilot	DISENGAGE
Applicable Engine Failure Procedure	PERFORM
Rudder/Aileron	TRIM
Autopilot	AS REQUIRED

ENGINE FAILURE (Continued)

LOW OIL PRESSURE

- OIL PRESS light illuminated on the multiple alarm panel.
- WARNING light flashing.

Engine oil pressure between 40 and 55 psid should be tolerated only for completion of flight, at reduced power setting (less than 75% N_H).
With oil pressure below 40 psid, shut the affected engine down.

CHIP DETECTOR FAILURE

- CHIP DETR light illuminated on the multiple alarm panel.
- CAUTION light flashing.

Continue flight monitoring engine instruments.

EEC FAILURE

- EEC light illuminated on the glareshield panel.
- MANUAL light illuminated on the EEC panel.

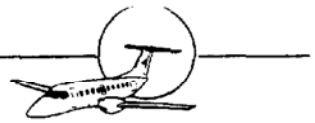
Power Lever	FLT IDLE
EEC Switch	SELECT MAN THEN RESET AS REQUIRED

If EEC light does not extinguish:

EEC Switch	MAN
Altitude	AT OR BELOW MAX OPERATING ALTITUDE
Power Lever	AS REQUIRED

EEC in manual control will result in a limited power reduction. Restore power by advancing the power lever.

It is recommended that the torque of the engine with EEC failed be maintained above 20%. If necessary, select MAN position in the other EEC switch in order to avoid power levers misalignment.



ENGINE FAILURE (Continued)

ELECTRONIC FUEL CONTROL FAILURE

If engine parameters become erratic (abrupt loss, increase or excessive fluctuations) proceed:

Power Lever ..... FLT IDLE
EEC Switch ..... MAN
Altitude ..... AT OR BELOW MAX OPERATING ALTITUDE

Verify engine control by using the power lever.

If the control is regained:

Continue flight with EEC in manual mode.

Power Lever ..... AS REQUIRED

EEC in manual control will result in a limited power reduction. Restore power by advancing the power lever.

It is recommended that the torque of the affected engine be maintained above 20%. If necessary, select MAN position in the other EEC switch in order to avoid power levers misalignment.

If the control is not regained or the engine parameters are still out of limits.

Affected Engine ..... SHUT DOWN

Land as soon as possible.

PRECAUTIONARY ENGINE SHUTDOWN

Power Lever ..... FLT IDLE
Condition Lever ..... FEATHER, THEN CHECK

In case no feathering is observed:
Electric Feather Switch ..... ON

Propeller feathering is confirmed when Np indication drops to approximately 20%.

NOTE: The electrical auxiliary feathering pump will be automatically turned off 20 seconds after the electrical feathering switch is set to ON. Therefore, for further pump operation, it is necessary to turn the electrical feathering switch to OFF, then ON.
The pump may be operated for no more than six consecutive operations.

After propeller feathering:
Condition Lever ..... FUEL CUT OFF
Main and Auxiliary Generators ..... OFF
Autofeather ..... OFF
Synchrophasing ..... OFF
Fuel Pump ..... OFF
Electric Hydraulic Pump ..... AS REQUIRED

The electric hydraulic pump should be turned on or off according to the necessity of operation of each related system.
In case of right engine shutdown, do not keep the electric hydraulic pump in AUTO position, in order to avoid the rudder pedals bumps above 120 KIAS.

Respective Bleed ..... CLOSE
Electric Load ..... REDUCE TO LIMIT
APU (if available) ..... START

APU starting is not possible if the right engine is not operating and crossfeed is closed.

Bleed and Pack (operative engine) ..... LOW

This action should be done in order to obtain more efficiency in the operative engine.

NOTE: Monitor fuel imbalance and use crossfeed operation, if necessary.

PROPELLER FAILURE

BETA LIGHT

– BETA light illuminated on glareshield panel.

Np Indication ..... CHECK
Torque Indication ..... CHECK

If there is an Np increase associated with a torque decrease, proceed:

Power Lever ..... FLT IDLE
Condition Lever ..... FEATHER

In case no feathering is observed:

Electric Feather Switch ..... ON, THEN CHECK

NOTE: The electrical auxiliary feathering pump will be automatically turned off 20 seconds after the electrical feathering switch is set to ON. Therefore, for further pump operation, it is necessary to turn the electrical feathering switch OFF, then ON.
The pump may be operated for no more than six consecutive operations.

If there is an Np decrease associated with a torque increase, proceed:

Power Lever ..... FLT IDLE
Affected Engine BETA Circuit Breaker (C1 or C2) ..... PULL

If propeller unfeathering is observed:

Power Lever ..... SET MIN REQUIRED

If propeller does not unfeather:

Condition Lever ..... FEATHER

Shut the affected engine down if neither generator or bleed are required.
If no changes in Np or torque are verified, monitor the conditions for the remainder of flight.
Land as soon as practical.

PROPELLER FAILURE (Continued)

PROPELLER OVERSPEED

CAUTION: NEVER SET POWER LEVER BELOW FLT IDLE IN FLIGHT.

Power Lever (Affected Engine)	FLT IDLE
Condition Lever (Affected Engine)	FEATHER
Synchrophasing	OFF
Power Lever (Operative Engine)	AS REQUIRED

NOTE: The power lever may be reduced to avoid airplane adverse controlability condition.

Propeller ..... CHECK FEATHERING

If the propeller does not feather:

With Np at or below 120%:

Electrical Feathering Switch ..... ON

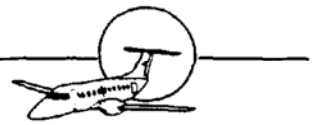
With Np above 120%:

NOTE: With Np above 120%, both mechanical and electrical feathering systems may not have sufficient authority to feather the propeller.
Therefore, it is necessary to reduce Np to or below 120% in order to obtain satisfactory feathering action. Np reduction will be achieved by reducing the airspeed.

Airspeed	REDUCE
Flaps	AS REQUIRED (OBSERVE TABLE BELOW)

FLAPS	MINIMUM AIRSPEED
15°	125 KIAS
25°	115 KIAS
45°	110 KIAS

NOTE: With the flaps extended beyond 15° and landing gear up, the aural and visual landing gear warnings will be activated and can not be cancelled.



PROPELLER FAILURE (Continued)

Power Lever (Operative Engine)	AS REQUIRED
Np	CHECK BELOW 120%
Electrical Feathering Switch	ON

NOTE: The electrical auxiliary feathering pump will be automatically turned off 20 seconds after the electrical feathering switch is set to ON. Therefore, for further pump operation it is necessary to turn the electrical feathering switch OFF, then ON.
If the affected engine is not running, it is necessary to carry out an engine dry motoring to replenish the auxiliary electrical pump oil tank.
The pump may be operated for no more than six consecutive operations.

If even so the propeller still does not feather, proceed:

Airspeed	125 TO 130 KIAS
Flaps	15°

CAUTION: DO NOT SHUT THE AFFECTED ENGINE DOWN UNLESS ADDITIONAL FAILURES WARRANT SHUTDOWN.

Land as soon as possible using ONE ENGINE INOPERATIVE APPROACH AND LANDING procedure and maintain $V_{REF\ 25}$ until landing is assured.

When the propeller feathers:

Condition Lever	FUEL CUTOFF

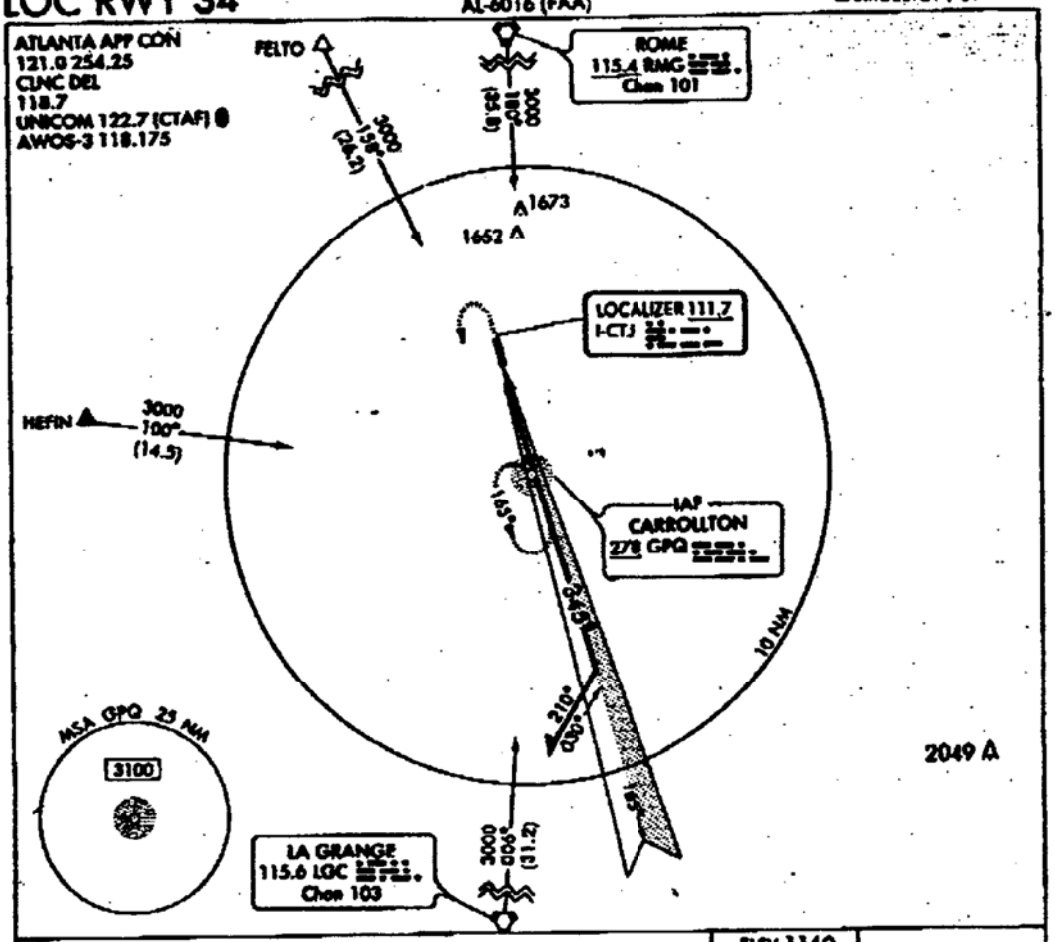
Complete PRECAUTIONARY ENGINE SHUTDOWN procedure prior to landing.

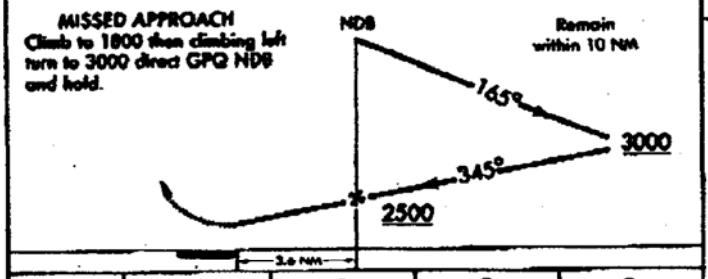
Amdt 1A 95...

LOC RWY 34

CARROLLTON/WEST GEORGIA REGIONAL (CTJ)
CARROLLTON, GEORGIA

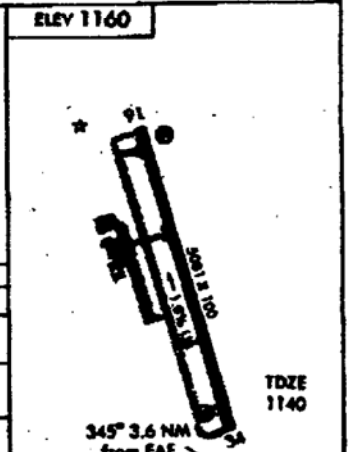
AL-6016 (FAA)





CATEGORY	A	B	C	D
S-34	1500-1 360 (400-1)			1500-1¼ 360 (400-1¼)
CIRCLING	1620-1 460 (500-1)	1680-1 520 (600-1)	1680-1½ 520 (600-1½)	1720-2 560 (600-2)

If local altimeter setting not received, use Fulton County Airport-Brown Field altimeter setting and increase all MDAs 120 feet.
ADF Required.
NA



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

LOC RWY 34

33°38'N–85°09'W

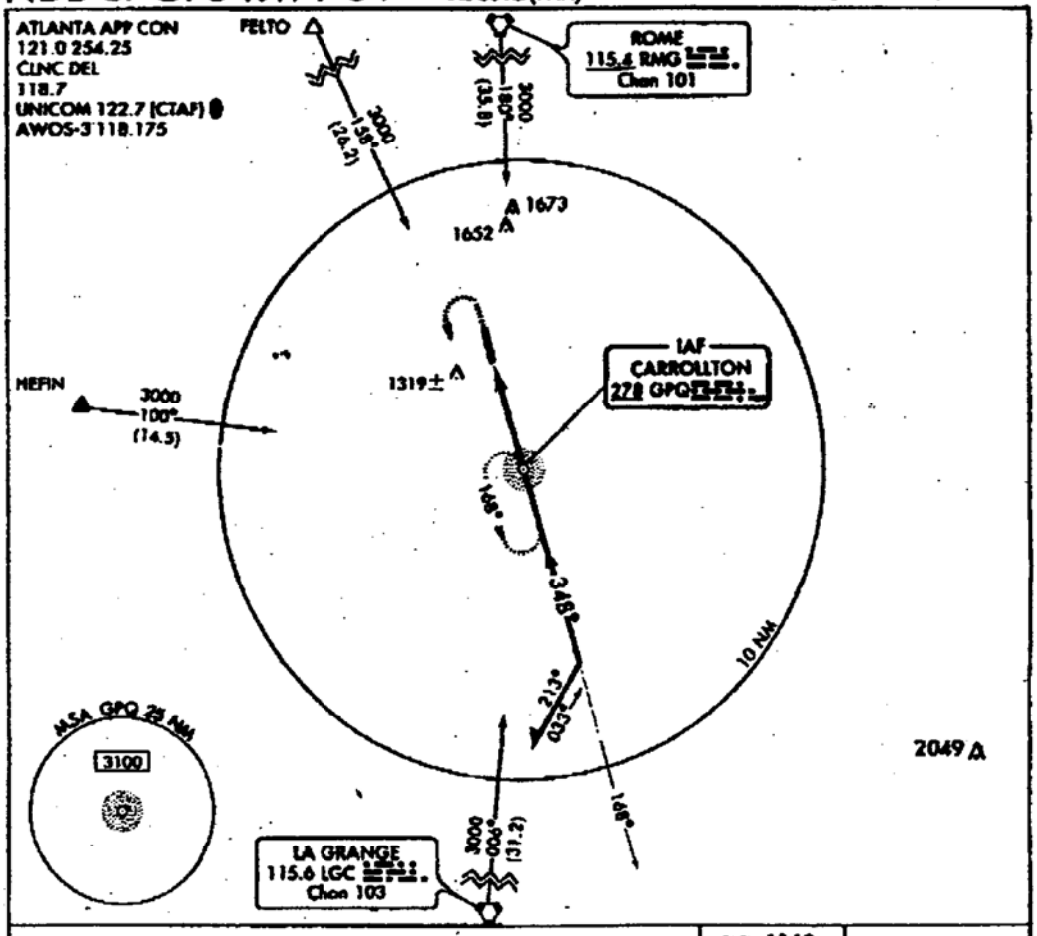
CARROLLTON, GEORGIA
CARROLLTON/WEST GEORGIA REGIONAL (CTJ)

Amdt 1A 95201

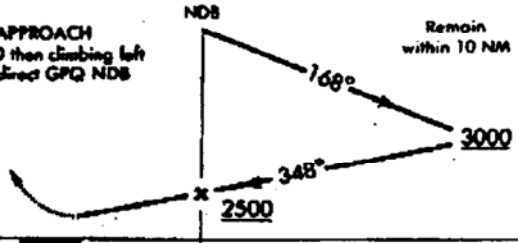
Amdt 1A 95201

NDB or GPS RWY 34

CARROLLTON/WEST GEORGIA REGIONAL (CTJ)
AL-6016 (FAA) CARROLLTON, GEORGIA



MISSED APPROACH
Climb to 1800 then climbing left turn to 3000 direct GPQ NDB and hold.



CATEGORY	A	B	C	D
S-34	1620-1 480 (500-1)		1620-1¼ 480 (500-1¼)	1620-1½ 480 (500-1½)
CIRCLING	1620-1 460 (500-1)	1680-1 520 (600-1)	1680-1½ 520 (600-1½)	1720-2 560 (600-2)

If local altimeter setting not received, use Fulton County Airport-Brown Field altimeter setting and increase all MDAs 120 feet.

▽ NA

ELEV 1160

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NDB or GPS RWY 34

Amdt 1A

33°38'N-85°09'W CARROLLTON, GEORGIA
CARROLLTON/WEST GEORGIA REGIONAL (CTJ)

U.S. Department of Transportation
Federal Aviation Administration

Air Carrier Certificate

This certifies that

ATLANTIC SOUTHEAST AIRLINES, INC.
100 HARTSFIELD CENTRE
SUITE 800
ATLANTA, GEORGIA 30354-1356

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator.

Certificate number: [redacted]

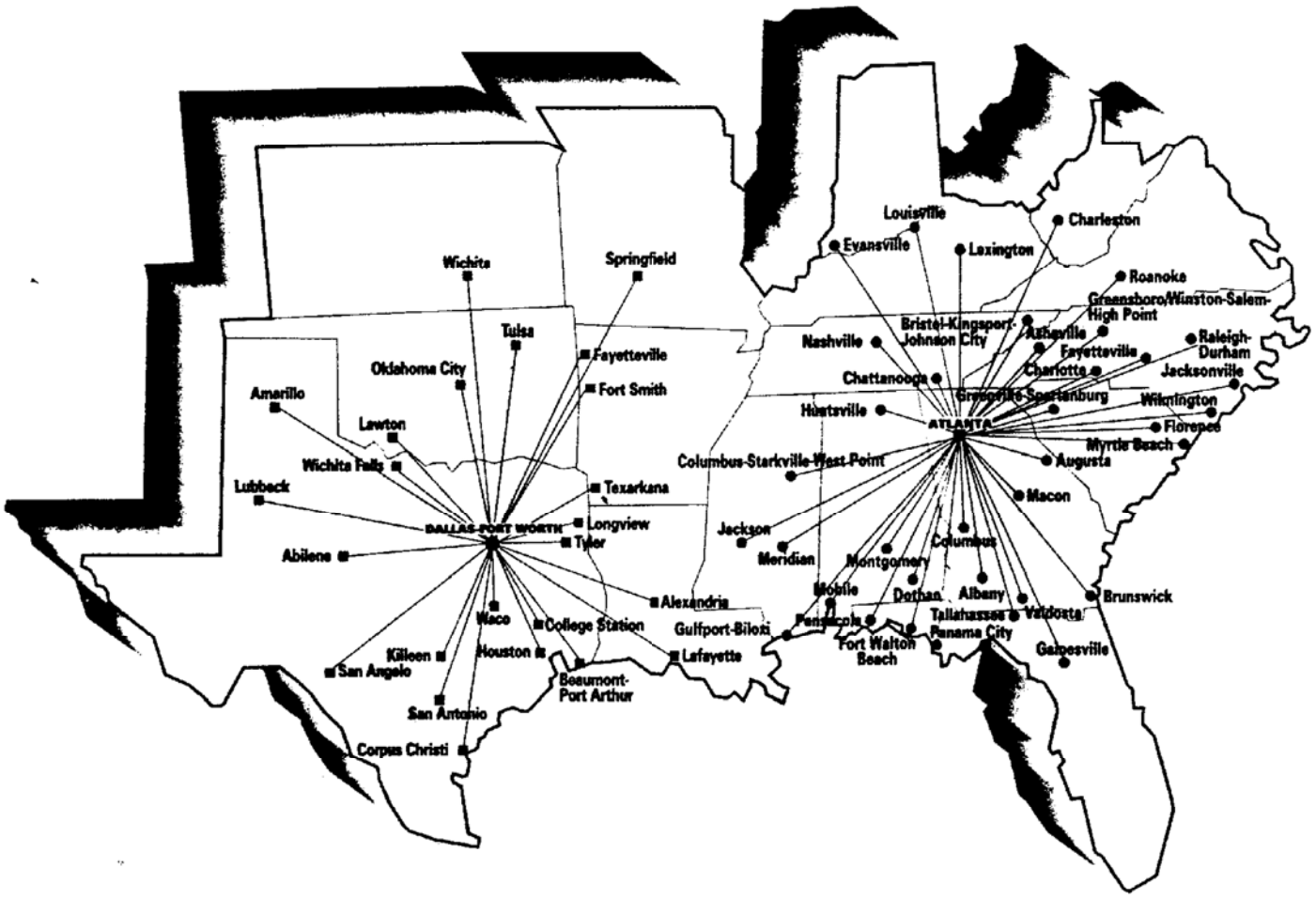
REISSUE DATE: APRIL 6, 1992
Effective date: NOVEMBER 26, 1984

Issued at: SO11

[redacted]
EDGAR C. FELL
(Signature)
ACTING MANAGER,
FLIGHT STANDARDS DIVISION
(Title)
SOUTHERN REGION
(Region/Office)

FAA Form 8430-18 (6-87)

Atlantic Southeast Airlines is the largest regional carrier in the Southeast. The Company celebrated its fourteenth anniversary in 1993, posting record revenues, net income and passenger traffic. ASA provides air service to 61 markets with over 4,000 flights per week from its hubs in Atlanta and Dallas/Fort Worth. The Company's common stock is traded on the NASDAQ Market under the symbol ASAI.



5. COMPANY ORGANIZATION CHART
See enclosed Standard Practices

FLIGHT PERSONNEL
644 Pilot
309 Flight Attendants
Crew bases at ATL, DFW, MCN

NUMBER/TYPE OF AIRCRAFT
11 EMB-110
61 EMB-120
12 ATR-72

MAINTENANCE BASES
MCN Macon, Georgia
TXK Texarkana, Arkansas

LINE MAINTENANCE
ATL
DFW

ROUTE STRUCTURE HUB AND SPOKE
From ATL and DFW to 36 and 26 cities respectively.

A5. Exemptions and Deviations (10/05/90). The certificate holder is authorized to conduct operations in accordance with the provisions, conditions, and/or limitations set forth in the following exemptions and deviations issued in accordance with Title 14 of the Code of Federal Regulations (CFR). The certificate holder is not authorized and shall not conduct any operations under the provisions of any other exemptions and/or deviations issued under Title 14 of the CFR.

a. Exemptions.

EXEMPTION NUMBER	DATE OF EXPIRATION	REMARKS AND/OR REFERENCES
5487 OR AS AMENDED	JULY 30, 1994 OR AS AMENDED	PILOT CERTIFICATES FAR 121, ISSUE ON A TEMPORARY BASIS, CONFIRMATION OF ANY CREW MEMBER CERTIFICATE.
5560 OR AS AMENDED	NOVEMBER 30, 1994 OR AS AMENDED	PILOT CERFIFICATES FAR 135, ISSUE ON A TEMPORARY BASIS, CONFIRMATION OF ANY CREW MEMBER CERTIFICATE.
3474 OR AS AMENDED	NOVEMBER 30, 1995 OR AS AMENDED	TESTING 61.49(A) FAR 121, RETESTING WITHOUT WAITING 30 DAYS, AFTER A SECOND FAILURE.
5492 OR AS AMENDED	JULY 31, 1994 OR AS AMENDED	TESTING 61.49(A) FAR 135, RETESTING WITHOUT WAITING 30 DAYS, AFTER A SECOND FAILURE.
5408 OR AS AMENDED	FEBRUARY 28, 1994 OR AS AMENDED	FSI, FAR-121 TRAINING PROGRAM, ALLOWS FSI INSTRUCTOR PILOT TO INSTRUCT AIR CARRIER PILOTS, WITHOUT MEETING ALL SUBPART N REQUIREMENTS, AND THE EMPLOYMENT REQUIREMENTS OF APPENDIX H OF PART 121.
5317 OR AS AMENDED	FEBRUARY 28,1996 OR AS AMENDED	FSI, FAR-61 TRAINING PROGRAM, ALLOWS CERTAIN CHECKS TO BE CONDUCTED IN SIMULATORS BY FSI.
5241 OR AS AMENDED	SEPTEMBER 30,1993 OR AS AMENDED	FSI, FAR-135 TRAINING PROGRAM, ALLOWS FSI INSTRUCTOR PILOTS TO INSTRUCT AIR CARRIER PILOTS, WITHOUT MEETING ALL SUBPART G REQUIREMENTS.
5450 OR AS AMENDED	FEBRUARY 28, 1994 OR AS AMENDED	FAR 135.63(A)(4) SUBPARTS E,G AND H TO CHECK AND TRAIN UNDER FAR 121.681,121.683 SUBPARTS N AND O, APPENDICES E,F AND H.
5515 OR AS AMENDED	AUGUST 25, 1992 OR AS AMENDED	AIRWORTHINESS, REGISTRATION FAR 91.203(A) AND FAR 47.49, PROVIDE RELIEF.

EXEMPTION NUMBER	DATE OF EXPIRATION	REMARKS AND/OR REFERENCES
5190 OR AS AMENDED	MAY 31, 1996 OR AS AMENDED	ALLOWS REFLECTONE TRAINING CENTER-DULLES, INSTRUCTORS/CHECK AIRMAN TO INSTRUCT ASA FLIGHT CREWS ON THE BAE-146 AIRCRAFT.

b. Deviations.

APPLICABLE FAR SECTION	REMARKS AND/OR REFERENCES
135.213(B)	ATLANTIC SOUTHEAST AIRLINES, INC., IS AUTHORIZED TO USE KAVOURAS, INC., WEATHER FORECASTS BASE ON THE FOLLOWING CONDITIONS: THE FORECASTS USED TO CONTROL FLIGHT MOVEMENTS WITHIN THE 48 CONTIGUOUS STATES AND AND THE DISTRICT OF COLUMBIA, SHALL BE PREPARED FROM WEATHER REPORTS APPROVED BY THE U.S. NATIONAL WEATHER SERVICES. WEATHER REPORTS AND FORECASTS OPERATIONS CONDUCTED UNDER IFR AT LAWTON'S MUNICIPAL AIRPORT, WHEN THE CONTROL TOWER IS CLOSED AND CURRENT LAW WEATHER REPORTS ARE NOT AVAILABLE, MAY BE CONDUCTED USING WEATHER REPORTS AND/OR FORECASTS FOR HENRY POST ARMY AIRFIELD, FORT SILL, OKLAHOMA (SIL).

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

[redacted]
Principal Inspector

3. Date Approval is effective: 7/24/95 Amendment No.: 11
4. I hereby accept and receive the Operations Specifications in this paragraph.

[redacted]
TILDEN M. SHANAHAN VP OF OPERATIONS Date: 7-24-95

C O R R E C T E D C O P Y

Exemption No. 5450

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20591

In the matter of the petition of	
REGIONAL AIRLINE ASSOCIATION	Regulatory Docket No. 26721
for an exemption from § 135.63(a)(4) and Subparts E, G, and H of Part 135 of the Federal Aviation Regulations	

GRANT OF EXEMPTION

By letter dated December 10, 1991, Mr. William Keil, Vice-President, Regional Airline Association (RAA), 1101 Connecticut Avenue, N.W., Washington, D.C. 20036, petitioned the Federal Aviation Administration (FAA) on behalf of its member airlines and other similarly situated commuter air carriers for an exemption from § 135.63 (a)(4) and all sections in Subparts E, G and H of Part 135 of the Federal Aviation Regulations (FAR) to the extent necessary to permit RAA member airlines and other similarly situated commuter air carriers to train, check and qualify their crewmembers under §§ 121.681, 121.683 and all sections of Subparts N and O, and Appendices E, F and H of Part 121 of the FAR.

The petitioner requires relief from the following regulations:

Section 135.63 (a)(4) states, in pertinent part, that each certificate holder shall keep and make available to the Administrator an individual record of each pilot used in its operations under Part 135. This record must include the following:

(i) The full name of the pilot.
(ii) The pilot certificate (by type and number) and ratings that the pilot holds.
(iii) The pilot's aeronautical experience in sufficient detail to determine the pilot's qualifications to pilot aircraft in operations under this part.
(iv) The pilot's current duties and the date of the pilot's assignment to those duties.
(v) The effective date and class of medical certificate.

(vi) The date and result of each of the initial and recurrent competency tests and proficiency and route checks required by this part and the type of aircraft flown during that test or check.

(vii) The pilot's flight time in sufficient detail to determine compliance with the flight time limitations of this part.

(viii) The pilot's check pilot authorization, if any.

(ix) Any action taken concerning the pilot's release from employment for physical or professional disqualification.

(x) The date of the completion of the initial phase and each recurrent phase of the training required by this part.

FAR 135 Subpart E - Flight Crewmember Requirements
All sections which include: 135.241, 135.243, 135.244, 135.245, 135.247, 135.249, 135.251.

FAR 135 Subpart G - Crewmember Testing Requirements
All sections which include: 135.291, 135.293, 135.295, 135.297, 135.299, 135.301, 135.303.

FAR 135 Subpart H - Training
All sections which include: 135.321, 135.323, 135.325, 135.327, 135.329, 135.331, 135.333, 135.335, 135.337, 135.339, 135.341, 135.343, 135.345, 135.347, 135.349, 135.351, 135.353.

The petitioner supports its petition with the following information:

The RAA states this petition is consistent with item No.1 of the recommendations of the Joint Government/Industry Task Force on flight crew performance which was submitted to Administrator McArtor on June 8, 1988. To upgrade Part 135 commuter training, it recommended amending Part 135 as necessary to require commuter air carriers conducting operations with airplanes that require two pilot crewmembers to comply with the training, checking, and qualification requirements of FAR Part 121 Subparts N and O, Appendices E, F, and H, and the record keeping requirements of FAR 121.683.

Granting this petition will recognize the growth and maturing of the regional, commuter segment of the scheduled air

carrier industry. Many regional carriers currently operate under both Part 121 and 135 operating certificates, and some are operating entirely under Part 121. Carriers operating under Part 135 are acquiring airplanes of increasing sophistication, and are upgrading their training programs to take advantage of improvements in flight simulator capabilities and training techniques. The recently approved Advanced Qualification Program (AQP) recognizes advancements in flight crew training and testing techniques, and provides opportunities for Part 121 and Part 135 carriers to take advantage of them. Development and implementation of AQP may be costly and time consuming. Standardization of requirements wherever possible will benefit all air carriers and the FAA.

The FAA has recognized that training, checking, and qualification requirements of Part 121 meet or exceed the requirements of Part 135, and has encouraged Part 135 operators to comply with Subparts N and O of Part 121. However, several Part 135 carriers have been unsuccessful in obtaining FAA approval of their training and checking programs that comply with Subparts N and O of Part 121. Approval has been refused because this policy is in conflict with the FAR's. Consistent with the FAA's policy at least one carrier has submitted a separate petition to allow it to use Part 121 training, checking, and qualification requirements rather than Part 135.

Granting of this petition will result in an increased level of safety, because it will allow Part 135 carriers to use Part 121 standards, which FAA recognizes to be the highest standards of safety for civil aviation operations. It will also be in the public interest because it will enhance safety while allowing air carriers which operate under both Parts 121 and 135 to standardize their training, checking, qualification, and records programs, which will enhance administrative and operating efficiency and thereby reduce costs of providing scheduled air service to the public.

A summary of the petition was published in the Federal Register on February 15, 1992 (57 FR 4509). One supporting comment was received from the Airline Pilots Association (ALPA).

The FAA's analysis/summary is as follows:

Air carrier operations conducted under Part 121 represent the highest standards of safety in civil aviation. This is due

largely to the complexity of these operations which use large, sophisticated aircraft with extended range capabilities. Such larger scale operations require more extensive application of safety regulations and procedures, and it follows that, owing to the nature of Part 121 operations, higher standards of safety are maintained.

However, the high standards of safety of a Part 121 operation does not mean that this type of operation is necessarily safer than an operation conducted under Part 135.

Part 135 operations are usually conducted over shorter routes with smaller, slower, less sophisticated aircraft. These operations can include a wider variety of air carrier activities than air carrier operations under Part 121.

Nevertheless, Part 135 operations also represent a high standard of safety for the types of operations conducted under this Part.

Many RAA member airlines are in the particular position of having many of the characteristics of Part 121 operators yet conducting business under Part 135 operations specifications. In order to cope with growth within the industry, many RAA member airlines have contracted with "training centers" in order to use more sophisticated training techniques and higher levels of flight simulation to train and check their pilots. These training centers are using Phase II simulators and other advanced training devices as part of their current training programs.

Many RAA member airlines have the resources, facilities and capability for training, checking and qualifying their pilots at the level of a Part 121 domestic carrier. The FAA agrees that such training, checking and qualification for a Part 135 operator would maintain the current level of safety required by the regulations. The FAA also agrees that the additional use of simulators by RAA member airlines would be in the public interest.

Section 121.683 requires that essentially the same records as § 135.63(a)(4), with the exception of dispatcher records, be kept. Therefore, the FAA finds that § 121.683 may be substituted for § 135.63(a)(4) without affecting the present level of safety established by the regulations.

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority in Sections 313(a) and 601(c) of the Federal Aviation Act of 1958, delegated to me by the Administrator (14 CFR 11.53), Regional Airline Association member airlines and similarly situated commuter air carriers are granted exemptions from the following regulations:

FAR 135 Subpart B - Record Keeping Requirements, specifically Section 135.63 (a)(4).

FAR 135 Subpart E - Flight Crewmember Requirements, specifically Sections 135.241, 135.243, 135.244, 135.245, 135.247, 135.249, 135.251.

FAR 135 Subpart G - Crewmember Testing Requirements, specifically Sections 135.291, 135.293, 135.295, 135.297, 135.299,135.301, 135.303.

FAR 135 Subpart H - Training, specifically Sections 135.321, 135.323, 135.325, 135.327, 135.329, 135.331, 135.333, 135.335, 135.337, 135.339, 135.341, 135.343, 135.345, 135.347, 135.349, 135.351, 135.353;

to the extent necessary to permit Regional Airline Association member airlines and similarly situated commuter air carriers to train, check, and qualify crewmembers in accordance with the following regulations:

FAR 121 Subpart N - Training Program, specifically Sections 121.400, 121.401, 121.403, 121.404, 121.405, 121.407, 121.409, 121.411, 121.413, 121.415, 121.417, 121.418, 121.419, 121.421, 121.424, 121.427, 121.429.

FAR 121 Subpart O - Crewmember Qualifications, specifically Sections 121.431, 121.432, 121.433, 121.433a, 121.434, 121.437, 121.439, 121.440, 121.441, 121.443, 121.445, 121.455, 121.457.

FAR 121 Subpart V - Records and Reports, specifically Sections 121.681, 121.683

FAR 121 Appendices E, F, H.

Petitioners shall remain subject to all applicable provisions of FAR Part 135 until they have successfully qualified and

converted to the provisions of this exemption. Petitioners will then be subject to all provisions of FAR Part 121 specified in this grant of exemption. Upon application of the petitioner, the Administrator may grant a deviation to allow reduced programmed hours of ground training required by § 121.419 if it is found that a reduction is warranted based on the certificate holder's operations and the complexity of the make, model, and series (or variant) of the airplanes used. This exemption does not prohibit the petitioners from contracting with approved "training centers" to provide this training.

This exemption terminates on April 30, 1994 unless sooner superseded or rescinded.

[redacted]

William J. White
Acting Director, Flight Standards
Service

Issued in Washington, D.C., on JUN 18 1993

U.S. Department
of Transportation

Federal Aviation
Administration

April 11, 1994

Exemption No. 5450A
Regulatory Docket No. 26721

Mr. William C. Keil
Vice President, Technical Services
Regional Airline Association
1101 Connecticut Avenue, N.W.
Suite 700
Washington, D.C. 20036

Dear Mr. Keil:

This is in response to your January 18, 1994, letter petitioning on behalf of the Regional Airline Association's member airlines and other similarly situated commuter air carriers, for an extension of the termination date of Exemption No. 5450 until April 30, 1996. Exemption No. 5450 grants an exemption from the provisions of Section 135.63(a)(4) and subparts E, G, and H of part 135 of the Federal Aviation Regulations (FAR) to the extent necessary to permit the petitioners to train, check, and qualify their crewmembers under Sections 121.681 and 121.683; subparts N and O; and appendixes E, F, and H of part 121.

In your petition, you state that the justification for Exemption No. 5450 has not changed. The objective of your original petition was to upgrade the part 135 training, checking, and qualification requirements for crewmembers by permitting these actions to be conducted under the equivalent sections of part 121. You stated in that petition that failure to provide such an exemption would preclude air carriers operating under part 135 from using these corresponding requirements and also would preclude air carriers operating under both parts 121 and 135 from standardizing their training, checking, qualification, and

records programs. You further stated that this would decrease operating efficiency and increase the cost of providing scheduled air service to the public.

In your current petition for an extension of Exemption No. 5450, you state that the petition does not set a precedent and that the relief granted would be identical to that provided in the previously granted exemption. Accordingly, you request that the extension of Exemption No. 5450 not be delayed by the publication and comment procedures of section 11.27 of the FAR.

AFS-94-174-E

The Federal Aviation Administration has determined that, because of the potentially far-reaching effects of the exemption, public notice should be included in this action. Accordingly, the petition was published in the Federal Register on March 9, 1994 (59FR11101) and no comments were received.

The FAA has also determined that the justification for the granting of Exemption No. 5450 remains valid with respect to your latest request.

In consideration of the foregoing, I find that a grant of exemption is in the public interest and will not have an adverse effect on safety. Therefore, pursuant to the authority contained in sections 313(a) and 601(c) of the Federal Aviation Act of 1958, as amended, delegated to me by the Administrator (14 CFR 11.53), Exemption No. 5450 is amended by extending its termination date to July 31, 1996, or the final compliance date of any amendment to section 135.63(a)(4) and subparts E, G, and H of part 135, whichever first occurs, unless sooner superseded or rescinded.

All conditions and limitations of Exemption No. 5450 remain the

same. This letter shall be attached to and is a part of Exemption No. 5450.

Sincerely,

/s/ William J. White
Acting Director, Flight Standards Service

Specific approval for training aids requiring FAA approval is contained in appendix B.

OBJECTIVE OF TRAINING: To prepare the ASA Pilot trainee for satisfactory completion of qualification curriculum segment requirements.

SIMULATOR/AIRCRAFT TRAINING

INITIAL NEW HIRE, INITIAL EQUIPMENT

	PIC	*SIC*
SIMULATOR	12:00	9:00
LOFT*	4:00	4:00
AIRCRAFT	2:00	1:00
TOTAL*	18:00	14:00

* LOFT optional for Initial New Hire and Initial Equipment

AIRCRAFT TRAINING

ALL CATEGORIES OF TRAINING

PIC	*SIC*
15:00	10:00

ADVANCED SIMULATION PLAN TRAINING

TRANSITION

	PIC	*SIC*
SIMULATOR	12:00	9:00
LOFT	4:00	4:00
AIRCRAFT	N/A	N/A
TOTAL	16:00	13:00

Flight training hours does not include flight check hours.

The total number of flight training sessions to complete the curriculum segment, and time and event content per session, may vary due to mechanical interruptions, progress of the trainee, etc. The segment contents must be satisfactorily complete, and trainee recommended by an Instructor prior to receiving the flight check. The planned time need not be completed. However, if the flight check is unsuccessful, then the planned time must be achieved and trainee re-recommended prior to re-check.

Any or all of the simulator events may be completed in the aircraft (except LOFT in Transition and Upgrade training, and Low-Level Windshear Training) if a simulator is unavailable. (Emergency and abnormal events are simulated in the aircraft.)

Pictorial displays and descriptions of normal, abnormal, and emergency maneuvers and procedures are located in the Pilots Operating Handbook.

NOTE: Simulators approved for this segment are listed in Appendix B.

EMERGENCY DRILLS:

-Opening of Each Type Emergency Exit
-Operation of Fire Extinguisher While Combatting an Actual Fire*
-Emergency Oxygen Equipment
  •Quick Donning Mask
  •Portable Oxygen Bottle & Mask
  •Full Face Mask
-Life Vest

*One time drill

CURRICULUM SEGMENT: **EQUIPMENT GROUND/GENERAL EMERGENCY TRAINING** 20:00 HOURS

Specific approval for training aids requiring FAA approval is contained in appendix B.

OBJECTIVE OF TRAINING: To ensure that ASA Pilots: continue to be knowledgeable of and proficient in their duty assignments; receive changes to operating procedures, duties and responsibilities.

Recurrent Ground Training is required within the preceding 12 months for PIC's and SIC's. However, completion of any category of training within the preceding 12 months satisfies this requirement, except the Quarterly Home Study Modules must be completed by all Pilots except those completing the Initial New Hire category of training.

QUARTERLY HOME STUDY MODULES

Each Quarterly Home Study Module contains material, as necessary, to present current up-to-date information between each annual ground training session.

QUARTERLY HOME STUDY:
-Systems Update Information
-Policy/Procedures/Techniques Update
-General Information
-Accident/Incident Briefs
-Basic Indoctrination Subjects
-Other Timely Information

RECURRENT PROFICIENCY FLIGHT CHECKS

Training programs which utilize a simulator approved for training and checking under this program allow Recurrent Checking/Recurrent Training as follows:

METHODS FOR COMBINING RECURRENT TRAINING, PART 121

Months	0	6	12	18	24
PIC	P	P	P	P	P
	P	T or L	P	T or L	P
	P	P	L or T	P	L or T
SIC	P		P		P, L, T
	P		L		P, L, T
	P		T		P or L

P = Proficiency check in an airplane or simulator
L = LOFT
T = Simulator training

Aircraft without a simulator conduct Recurrent Proficiency checks in-lieu of flight training.

QUALITY CONTROL

ASA maintains quality control of Instructors and Check Pilots by the following methods:

- Class Critique forms for each course
- Instructor Evaluation form
- LOFT Instructor Critique form
- Monthly Instructor/Check Pilot Standardization Classes
- Line Pilot critique of LOFT Instructor Performance

All of the above forms are reviewed and signed by the Chief Pilot and Senior Check Pilot.

Line Pilot quality control is maintained by the checks required by FAR's and this program, and additionally by:

- A newly qualified pilot pairing program
- Probationary pilot tracking and checking
- Standardization ride tracking
- Line/LOFT observation to track CRM and technical skills.
- Special tracking on pilots with previous deficiencies

Specific approval for training aids requiring FAA approval is contained in appendix B.

OBJECTIVE OF TRAINING: To ensure that ASA Pilots continue to be knowledgeable of and proficient in their duty assignments.

FLIGHT TRAINING MODULES

REQUIREMENTS

-PIC's. Recurrent flight training required within the preceding 6 calendar months.
-SIC's. Recurrent flight training required within the preceding 12 calendar months.

A FAR 121.441 flight check may to substituted for this flight training. For alternate periods of recurrent flight training, simulator training may be substituted.

AIRCRAFT/SIMULATOR EQUIPMENT TRAINING:

-Procedures, Maneuvers, and Events from FAR 121 Appendix F.
-Low Level Windshear (Simulator only),

or,

SIMULATOR LOFT TRAINING:

Recurrent LOFT is conducted using approved scenarios, representing actual flight segments from the company's area of operation. Scenarios contain realistic circumstances including a variety of abnormals.

All LOFT scenarios run real time and comply with guidelines from AC 120-35B.

Employment Application

LOE/RDR ✓
Interview

Atlantic Southeast Airlines, Inc.

Atlantic Southeast Airlines, Inc., is an Equal Opportunity Employer. Applicants under 18 years of age will not be accepted. All information on this application will be treated confidentially. Applicants must answer all questions fully and accurately.

OMR Q No ATP

Mail to:
Atlantic Southeast Airlines, Inc.
1688 Phoenix Pkwy.
College Park, Georgia 30349

Position Applied For: PILOT
Date of Application: 12/16/87

Name (Last, First, Middle): GANNAWAY, Edwin Craig
Social Security Number: [redacted]

Present Address (Street/Box Number): [redacted]
City: DUBLIN State: GA. Zip Code: 31021 How Long? 8 YEARS

Home Phone Number (Include area code): [redacted]
Business Phone (Include area code and ext.): [redacted]
May we contact you at this number? [✓] Yes [ ] No
Have you ever been convicted? [ ] Yes [✓] No

Have you ever failed a U.S. Government Security check? [ ] Yes [✓] No
Will you accept employment anywhere on our system? [✓] Yes [ ] No
Location preferred: MACON

Will you accept temporary work? [✓] Yes [ ] No
Will you accept shift work? [✓] Yes [ ] No
Will you accept part time work? [✓] Yes [ ] No

In case of emergency notify (name): JACQUELYN GANNAWAY
Relationship: WIFE
Address: [redacted], DUBLIN
Telephone (Include area code): [redacted]

Name of person who will always know your whereabouts: SAME AS ABOVE
Address:
Telephone (Include area code):

Father's Full Name: LAWRENCE CRAIG GANNAWAY
Address: [redacted]
Living? [ ] Deceased? [✓]
If Living, his occupation:

Mother's Full Name: PATRICIA GANNAWAY McGRANE
Address: WINSTON-SALEM, N.C.
Living? [✓] Deceased? [ ]
If Living, her occupation: HOUSE WIFE

Name of Spouse: JACQUELYN NEW GANNAWAY
Occupation: SOCIAL WORKER - U.A. MEDICAL CENTER

Names and Ages of Children:
LAWRENCE CRAIG - 8
RUSSELL DAVID - 6
ROBERT JACOB - 2

List three persons who have known you three years or longer and who are not relatives or former employers.

Name	Occupation	Address (Street no., City & State)	Telephone (Include area code)
KEITH PORTER	PLANT MGR.	[redacted], ATLANTA, GA 30088	[redacted]
LEE WHITAKER	OPTOMITRIST	[redacted], DUBLIN, GA. 31021	[redacted]
NOEL TURNER	PROP. MGR.	[redacted], ATLANTA, 30328	[redacted]

Physical Data

Height: 6' 0" Weight: 165 LBS. Color of Eyes: GREEN Color of Hair: BROWN
Have you ever or are you receiving workmen's compensation or disability compensation? [ ] Yes [✓] No
Have you left any previous positions due to health reasons? [ ] Yes [✓] No

Any defects in: Speech? [ ] Yes [✓] No Sight? [ ] Yes [✓] No Hearing? [ ] Yes [✓] No
If yes, please explain

Do you wear corrective lenses? [ ] Yes [✓] No
Have you ever had any serious injuries, accidents or illnesses? [ ] Yes [✓] No
If yes, please explain

Are you now, or have you ever been treated for any of the following? If yes, give dates.

Tuberculosis	NO	Pneumonia	NO	High Blood Pressure	NO	Heart Trouble	NO
Varicose Veins	"	Kidney Disease	"	Diabetes	"	Fractures	YES - 1963 - 19[illegible]
Ulcers	"	Arthritis	"	Rupture (Hernia)	"	Nervous Breakdown	NO
Epilepsy	"	Mental Disease	"	Asthma	"	Sinus	"
Hay fever	"	Allergy	"	Cancer	"	Skin Disease	"
Blood Disease	"	Back Injury	"	Polio	"		
Veneral Disease	"	Alcoholism	"	Operations	"		

Are you willing to take a physical examination? [✓] Yes [ ] No
Date of last physical examination: 12/8/87
Reason? FLIGHT MEDICAL CLASS I
Results: (NO PROBLEMS)

Flight Attendant

Condition of Skin:
Condition of Teeth:
Registered Nurse? [ ] Yes [ ] No
Public Speaking Experience? [ ] Yes [ ] No

Residence Information - List your previous addresses for the past five years, including temporary addresses.

Street and Number	City	State	Zip Code	From (Mo/Yr)	To (Mo/Yr)
[redacted], DUBLIN, GA			31021	3/79	PRES.

Educational Record

Did you complete Elementary school? [✓] Yes [ ] No

What High School Activities did you engage in? SEN. SERVICE CLUB, VAR. FOOTBALL + BASEBALL, VARIOUS COMMITTEES

Honors Received

College Activities: ΣΝ FRAT. CONTACT COMM. CHAIR, DEAN'S LIST

To what clubs or organizations do you belong? ROTARY CLUB, CHAMBER OF COMMERCE

	Dates Attended (Mo/Yr) From	To	Name of School	City	State	Grade Point Average	Graduate? Yes	No	Degree or Certificate
High School	9/65	6/69	R.J. REYNOLDS HIGH	WINSTON-SALEM	N.C.	2.5	[✓]	[ ]	HS
College	9/68	6/72	PRESBYTERIAN COLLEGE	CLINTON	S.C.	2.5	[✓]	[ ]	BS/BUS
Other							[ ]	[ ]	
							[ ]	[ ]	

Military Service Record - Final processing prior to employment will include a review of the original or a copy of your military release or discharge record.

Have you served in the U.S. Military Service? [ ] Yes [✓] No

Selective Service Classification

Condition of Discharge: [ ] Honorable [ ] Medical [ ] Other (explain)

Date of entry to active duty | Date of release from active duty | Last rank held | If you are a reservist, indicate status

Employment Record – List all full or part time work including military service and work during school years. Account for your unoccupied time and be exact as to dates.

Have you ever been employed by another airline? [ ] Yes [ ] No

Name of Airline | Dates of employment

Name of Present or Last Employer: ALLGOOD SERVICES INC., 106 ROOSEVELT ST., DUBLIN, GA 31021 Telephone: (912) 272-6271

Date Started: 6/79 | Starting Position: VICE PRES. | Starting Rate of Pay: 1500 Hour [ ] Week [ ] Month [✓]

Date Left: STILL EMPLOYED | Final Position: VICE PRES. | Final Rate of Pay: 2400 Hour [ ] Week [ ] Month [✓]

Name of Last Immediate Supervisor: JIMMY ALLGOOD | Phone Number: (912) 272-6271 | Reason for Leaving: (STILL EMPLOYED)

Name of Next Previous Employer: CENTRAL OFFICE SUPPLIERS | Address (Street, City, State & Zip): S. JEFFERSON ST. DUBLIN, GA 31021 Telephone: (912) 272-2528

Date Started: 5/78 | Starting Position: SALES | Starting Rate of Pay: 1500 Hour [ ] Week [ ] Month [✓]

Date Left: 6/79 | Final Position: SALES | Final Rate of Pay: 1500 Hour [ ] Week [ ] Month [✓]

Name of Last Immediate Supervisor: LUCIAN WHIPPLE | Phone Number: (912) 272-2528 | Reason for Leaving: BETTER OPPORTUNITY

Name of Next Previous Employer: AGENCY INSURANCE | Address (Street, City, State & Zip): RENTALS, EXECUTIVE PARK DR, ATLANTA, GA Telephone:

Date Started: 2/75 | Starting Position: FIELD REP. | Starting Rate of Pay: 625 Hour [ ] Week [ ] Month [✓]

Date Left: 5/78 | Final Position: DISTRICT MGR (SE. UNITED STATES) | Final Rate of Pay: 1200 Hour [ ] Week [ ] Month [✓]

Name of Last Immediate Supervisor: GARY MADDEN | Phone Number: | Reason for Leaving: (TO TAKE POSITION WITH FIRM IN DUBLIN)

Name of Next Previous Employer: WALT DISNEY WORLD | Address (Street, City, State & Zip): LAKE BUENA VISTA, FLA Telephone:

Date Started: 9/72 | Starting Position: FRONT OFFICE - CONTEMPORARY HOTEL | Starting Rate of Pay: 500 Hour [ ] Week [ ] Month [✓]

Date Left: 2/75 | Final Position: CONSTRUCTION WORKER | Final Rate of Pay: 1000 Hour [ ] Week [ ] Month [✓]

Name of Last Immediate Supervisor: MIKE WILSON | Phone Number: | Reason for Leaving: UNHAPPY WITH POTENTIAL

If presently employed, how much notice is required before you could accept employment? 2 WEEKS

Your work phone number (& extension)

May we contact your present employer? [✓] Yes [ ] No

Remarks: MR. ALLGOOD IS NOW AWARE OF MY APPLICATION - BUT DOES NOT WANT TO BE

Have you ever been discharged or asked to resign by any employer? If yes, explain NO

100

Applicants for General Office, Reservations, Communications, Station Agent, Clerical, Mechanic

Check if you have had experience in any of the following:

[ ] Filing	[ ] IBM Machines	[ ] Adding Machines	[ ] Telephone Contact
[ ] Comptometer	[ ] Multigraph Machine	[ ] Switchboard	[ ] Public Contact
[ ] Dictaphone	[ ] Duplicator Machine	[ ] Payroll or Accounting	
[ ] Addressograph	[ ] Calculator	[ ] Statistical	

Typing Speed (WPM) | Teletype Speed (WPM) | Shorthand Speed (WPM) | Tape-reading Speed (WPM)

Licenses Held (Indicate Date Obtained)

[ ] FCC _____ [ ] A _____ [ ] P _____ [ ] Dispatch _____ [ ] Other (Type) _____

Applicants for Pilot

Name: EDWIN CRAIG GANNAWAY

FAA Pilot Certificate No.: [redacted]

ATP: [ ] Multi-Engine [ ] Single-Engine [X] Written Only

COMM: [✓] Multi-Engine [✓] Single-Engine [ ] Instrument

Other Certificates & Ratings: CFII; CFII (MULTI ENGINE)

FAA Physical: Class, Date, Waivers/Restrictions: FIRST CLASS, 12/8/87 - NO RESTRICTIONS

All flight times must be substantiated by certified logs or records

Total pilot fixed wing time

Airplane	Civilian	402	Airplane	Civilian	1061	Instrument	Actual	142
Multi-Engine Land	Military	-0-	Single-Engine Land	Military	-0-		Act. PIC	139
	Total	402		Total	1061		Hood	72
(c/l Thrust ___ %)	PIC	395					Simulator	-0-
NIGHT	PIC	234	Turboprop	PIC	-0-	Turbojet	PIC	-0-
	SIC	-0-		SIC	-0-		SIC	8 (SABRE)

Flight Hours	Last 6 mo.	550	Over 12,500#	8	FAR 121	-0-
	Last 12 mo.	950	More than 2 Eng.	-0-	FAR 135	-0-
	Last 24 mo.	1300	Helicopter	-0-	Cross-Country	777

FIXED WING LAND AIRCRAFT FLOWN (min. 100 hrs.)

TYPE	PIC	SIC	LAST DATE FLOWN	FAR 121 or 135?
BE-55	150		10/26/87	
BE-95	100	"	12/15/87	
C-310	70		11/29/87	
C-206	160		11/7/87	
B-17-30	120		11/28/87	
C-172	500		12/9/87	
C-152	250		11/21/87	

List Violations (Give Dates, Type Aircraft, Circumstances, Penalties)

NONE

Remarks: Use for other pertinate information or elaboration of information given

(SEE ATTACHED COVER LETTER)

Are you on furlough from an airline? NO

If yes, are you subject to recall? NO

IMPORTANT

If employed, in consideration thereof, and/or in consideration of the continuance thereof, and without further consideration, I do hereby agree:

That any and all inventions, discoveries or improvements in any way relating to business of the character now or hereafter carried on or contemplated by Atlantic Southeast Airlines, Inc. (hereafter referred to as "Company"), or to processes of Company, or to apparatus particularly adapted to business acquired by me individually, or jointly with others, in the line of work assigned or in any other line of work or investigation in which Company is or may be engaged or may contemplate during the term of my employment, shall immediately become absolute property of Company; and shall be disclosed fully to Company; and I further agree to make application for such letters patent or copyrights thereon, or related legal protection, as Company may consider desirable, necessary or useful, and to sign and execute any and all papers incident to the filing, prosecution and protection of such letters, copyrights, or related matters, Company, however, to bear the cost and expenses incident thereto.

That without further consideration I will assign all my rights, title, and interests in such inventions, discoveries, improvements, letters patent, copyrights or other evidences of possession or ownership to Company, its successors or assigns, and will give Company the right to apply for and obtain patents, copyrights, or related legal protection in any and all foreign countries as Company may select.

That I will at any and all times cooperate with Company in the prosecution and/or defense of any litigation which may arise in connection with any of the foregoing; that no termination or cancellation of this agreement or of my employment will relieve me of any of my above-stated obligations.

That Company may request, and I also authorize and request each former employer and each person, firm or corporation given above as reference to answer any questions that may be asked and to furnish any informtion that may be sought by Company concerning me and my work, habits, character or skill, and I hereby waive any privileges involved.

That at any time in the future, whether during or after termination of my employment, upon request of any party or any surety, Company may furnish reports and information relative to my record and services with and for Company;

That I will submit myself to physical examination by physicians of the Company's selection as often as requested during my employment, and understand that failing to pass any such examination may not be retained in Company's service, and I further understand and agree that failure of Company to request physical examination shall not be construed as an admission by Company that I am physically qualified to perform any specific type of service.

That if at any time I shall make claim against Company for personal injuries, I will submit to examination by physicians of Company's selection as often as requested.

That Company, its successors, assigns, subsidiaries, employees, servants, agents, independent contractors, customers and purchasers at any time may copyright, sell, use and publish all negatives made of me at any time, whether before, during, or after termination of my employment, together with all photographic prints or other reproductions from all or any parts thereof, including making, altering or adding to the same by publication, advertising, testimonial, or otherwise, and including any and all commercial use thereof whatsoever, with or without the use of my name;

That Company is subject to and is operating under workman's compensation law, and that in case of injury, I will accept compensation as provided by said law, where applicable, and thereby waive any and all other claims for damages or other relief on account of any injury including all actions at law.

That should I be given employment either in the position applied for or any other, now or theratter, such employment may be terminated at any time without notice or liability for wages or salary, except such earned at date of such termination, and without any other liability whatsoever (for the purposes fo this paragraph, wages or salary earned at date of termination shall only include pay for time worked, and shall not include pay for accrued vacation time, sick leave or the like);

That all terms and conditions of my employment, except as inconsistent with this contract or any other valid contract between Company and me (or someone legally acting on my behalf) shall be determined and governed by Company's Employee Handbook, as same may be amended from time to time hereafter (a copy of which, together with all amendments shall at all times be available to me);

That this Agreement, including the foregoing application shall apply to all positions I may hereafter hold with Company; that upon my initial employment, and any subsequent change of my position by Company, I promptly will familiarize myself with all governmental and Company rules and regulations (including all parts of the aforementioned Employee Handbook) applying to any positions to which I may be assigned; and it shall be sufficient cause for my discharge if I shall fail to familiarize myself with and to faithfully abide by all such rules and regulations, or by the decisions of Company or such instructions as may be given to me at any time;

That I will observe all Company regulations regarding Company uniforms after my employment has ceased;

That I will be on a six months probationary period following my initial employment (unless I am a pilot, in which case, I shall be on probation for a period not to exceed twelve months) and that my continued or permanent employment beyond above-mentioned probationary period will be contingent upon completion of all employment requirements of whatever position I hereafter may hold to complete satisfaction of Company;

That I will give Company two weeks advance notice before terminating my association with Company, on condition that otherwise I shall forfeit all wages and salary due me on termination date;

That the Company reserves the right to terminate my employment at any time if I have withheld or omitted any material circumstances or information concerning the past and present state of my health;

That any falsification of facts in this application shall be sufficient cause for my immediate discharge without any notice or liability to me by Company, whenever any such falsification is discovered.

That it is the Company policy not to discriminate in employment in relation to race, creed, color, national origin or sex; or to discriminate on the basis of age with respect to individuals who are at least 40 but less than 65 years of age.

In making this application for employment, it is understood that an investigation report may be made whereby information is obtained through personal interviews with third parties, such as family members, business associates, financial sources, friends, neighbors, or others with whom I may be acquainted. This inquiry may include information as to my character, general reputation, personal characteristics, and mode of living, whichever may be applicable. I understand that I have the right to make a written request within a reasonable period of time for a complete and accurate disclosure of additional information concerning the nature and scope of the investigation.

I have given careful attention to all provisions of this application which, including all terms and conditions set forth herein, if accepted, constitutes the contract of employment between myself and the Company. All terms and conditions of employment, and all other questions arising relative to my employment, will be determined in accordance with the provisions of this application.

[redacted] 12/16/87 [redacted]

Signature of Applicant in Ink — Date — Witness

For Use By Atlantic Southeast Airlines, Inc. Only

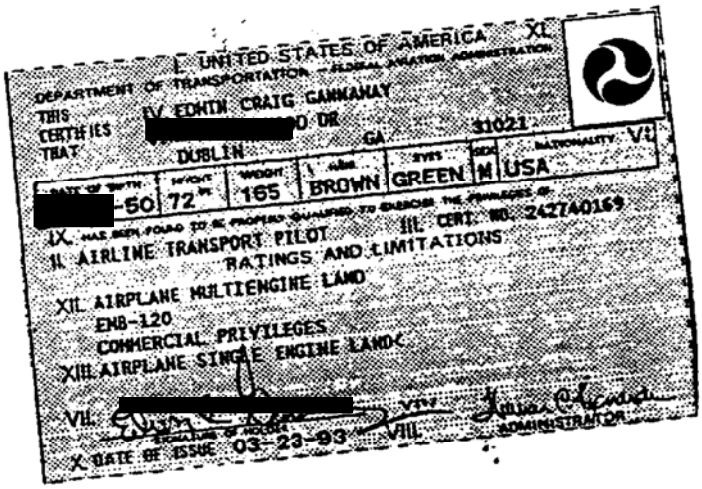
Interviewed By — Date 1-25-88 — Comments

Interviewed By [redacted] — Date 1-26-88 — Comments

[redacted] 1-26-88 good prospect

4/24/85

102



I. UNITED STATES OF AMERICA XI.
DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION ADMINISTRATION
THIS CERTIFIES THAT IV. EDWIN CRAIG CANNADAY [redacted] DR DUBLIN GA 31021 V.

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY
[redacted]-50	72"	165	BROWN	GREEN	M	USA

IX. HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II. AIRLINE TRANSPORT PILOT III. CERT. NO. 242740169
RATINGS AND LIMITATIONS
XII. AIRPLANE MULTIENGINE LAND
ENB-120
COMMERCIAL PRIVILEGES
XIII. AIRPLANE SINGLE ENGINE LAND
VII. [redacted] SIGNATURE OF HOLDER VIV.
X. DATE OF ISSUE 03-23-93 VIII. ADMINISTRATOR

ASA FLIGHT TRAINING
ATTN: TONI

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE First **CLASS**

This certifies that (*Full name and address*):

Edwin Craig Gannaway
[redacted]
Dublin, GA 31021

Date of Birth	Ht.	Wt.	Hair	Eyes	Sex
[redacted]50	72	171	brown	Gr	M

has met the medical standards prescribed in Part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations: Holder Shall wear correcting glasses for distant vision while exercising the privileges of this airman certificate

Date of Examination	Examiner's Serial No.
4/3/95	1217591

Examiner
Signature: [redacted]
Typed Name: Terry D. Melvin, MD

AIRMAN'S SIGNATURE [redacted]

FAA Form 8500-9 (7-92) Supersedes Previous Edition

ISIS Airman Report — CAIS Information - Basic Information

Cert Pfx: Cert No: [redacted] Cert Sfx: Soc.Sec.No: [redacted]

Name: EDWIN CRAIG GANNAWAY Name-Sfx:

DOB: 50[redacted] Sex: M Hair: Brown Eyes: Green Ht: 72 Wt: 171

Status: Legal Action Pending: Name Source: Airm

Address Source: Med Date of Address Update: 95 04 03

Street: [redacted] City: DUBLIN State: GA

Zip: 310212907 County: 175 Country: Nation: USA

TOT CIVIL HOURS: 09500

THIS INFORMATION IS PROTECTED BY THE PRIVACY ACT. FOR OFFICIAL USE ONLY.

ISIS Airman Report — CAIS Information - Medical Information

Cert Pfx: Cert No: [redacted] Cert Sfx:

Medical Information for: GANNAWAY EDWIN CRAIG

Class: Second (commercial)

Certificate Desc.: LIMITED

Medical Date: 95 04 03 Medical ID#: 95086093 Pathology:

Restriction:

MUST WEAR CORRECTIVE LENSES.

THIS INFORMATION IS PROTECTED BY THE PRIVACY ACT. FOR OFFICIAL USE ONLY.

PERRY D. MELVIN, M.D.
1410 Russell Parkway
Warner Robins, GA 31088

Telephone 922-8521

August 8, 1995

Tony Yates
ASA

RE: Edward Gannaway

4/3/95 FAA Physical on the above was a Class I, Class 2 was erroneously typed on Medical Certificate.

[redacted]
Perry D. Melvin, M.D.

ASA
Atlantic Southeast Airlines, Inc. General Office
100 Hartsfield Centre Parkway Suite 800
Atlanta, Georgia 30354-1356
Phone: (404) 766-1400
FAX: (404) 209-0162

To: ASA ATTN: WILLIAM DUDLEY FAX# 830-6511

From: STEVE Date: 8-23-95 Total # Pages 1

Subject: FLIGHT TIME

ED GANNAWAY TT = 9876.13

TT IN TYPE = 7374.68

PIC TIME IN TYPE = 2186.94

MATTHEW WARMERDAM TT = 1192.64

TT IN TYPE = 362.64

ASA

CREWMEMBER INFORMATION

FULL NAME EDWIN CRAIG GANNAWAY

PERMANENT ADDRESS [redacted]

DUBLIN, GA 31021

COUNTY LAURENS

TELEPHONE NUMBER [redacted]

DATE OF BIRTH [redacted] 50

PLACE OF BIRTH PULASKI, VA

TYPE CERTIFICATE ATP

CERTIFICATE NUMBER [redacted]

RATINGS ATP, IT:FT, ME FI

SOCIAL SECURITY NUMBER [redacted]

ASA

FULL NAME: EDWIN CRAIG SANDERS

TO: _____

DATE:

SUBJECT: FLYING TIME SUMMARY

PLEASE FURNISH THE INFORMATION REQUESTED BELOW IN ORDER FOR ME TO SET UP YOUR ASA FLIGHT RECORDS. I WOULD LIKE TO HAVE THIS RETURNED TO FLIGHT OPERATINS ADMINISTRATION AS SOON AS POSSIBLE. (PRIOR TO YOUR FIRST TRAINING FLIGHT).

* TOTAL	1580	HOURS
* MULTI ENGINE	480	HOURS
TURBINE	~~0~~	HOURS
PILOT IN COMMAND	1491	HOURS
DAY TIME	1315	HOURS
NIGHT TIME	265	HOURS
INSTRUMENT	245	HOURS

* PILOT, FIXED WING ONLY

INDICATE THE NUMBER OF "COMMERCIAL" OR "FOR HIRE" HOURS YOU HAVE FLOWN DURING THE LAST 12 MONTHS:

MONTH/YR	TIME	MONTH/YR	
3/87	25	9/87	70
4/87	40	10/87	50
5/87	25	11/87	55
6/87	30	12/87	30
7/87	30	1/88	15
8/87	50	2/88	10

** TYPE OF CERTIFICATE HELD MULTI COMM. INST.

FT 101-02
11-07-84

SECURITY TRAINING
FAR 108

NAME E. C GANNAWAY

INITIAL	RECURRENT
3-7-88	5-11-88
	1-9-88

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

BASIC INDOCTRINATION

PROGRAMMED HOURS	
FAR 135	32:00
FAR 121	40:00

NAME GAINAWAY E C
EMP # 740169

Company Orientation

Crewmember Duties and Responsibilities

Certificate & Operations Specifications

Federal Aviation Regulations

Hazardous Materials

Flight Operations Manual

This certifies that the above Pilot trainee has satisfactorily completed FAR 135 Basic Indoctrination Training(32 hours) in accordance with the approved ASA Pilot Training Program.

[redacted] / 3-7-88
OPERATIONS SUPERVISOR SIGNATURE / DATE

FAR 121 OPERATIONS

This certifies that the above named Pilot trainee has satisfactorily completed FAR 121 Basic Indoctrination Training(8 hours) in accordance with the approved ASA Pilot Training Program.

_____ / _____
OPERATIONS SUPERVISOR SIGNATURE / DATE

NOTE:All Pilots receive 32:00 hours Basic Indoctrination as New Hires under the FAR 135 Training Program. Pilots moving into FAR 121 Operations return for an additional 8:00 hours of FAR 121 Operations instruction.

****

SECURITY(INITIAL) FAR 108 2:00

THIS CERTIFIES THAT THE ABOVE NAMED PILOT HAS SATISFACTORILY COMPLETED FAR 108 INITIAL SECURITY TRAINING

[redacted] / 3-7-88
OPERATIONS SUPERVISOR SIGNATURE / DATE

11-1-89

111

GROUND TRANINIG RECORD

EMB-120

NAME: Edwin C. Cannaday

POSITION: FO

DATE: 3-7-+9

The above crewmember trainee received ground training in accordance with ASA Ground Training Program.

SECTION	SUBJECT	TIME	INSTRUCTOR
BASIC INDOCTRINATION		32:00	
I.	Corporation		
II.	General		
III.	Certificate & Operation Specifications		
IV.	Company Manual (Standard Practice)		
V.	FAR 1		
	FAR 61		
	FAR 91		
	FAR 108		
	FAR 121		
	FAR 135		
	HMR 175-1		
	NTSB 830-1		
	Examinations		
EMERGENCY TRAINING		8:00	
	Emergency Assignments		
	Emergency Equipment		
	Handling Emergency Situations		
	Operation of Emergency Equipment		
	Previous Aircraft Accidents and Incidents		

GROUND TRAINING RECORD

PAGE 2

SECTION	SUBJECT	TIME	INSTRUCTOR
INITIAL/TRANSITION/UPGRADE		20:00	
	Route and Airport Orientation		
	General Subjects		
	Meterology		
	Flight Following Procedures		
AIRCRAFT		40:00	
	General Description		
	Performance Characteristics		
	Power Plant		
	Systems		
	Ground Handling		
	Operating Limitations	30:00	
	Pre-Flight Procedures		
	Normal Procedures		
	Supplementary Procedures		
	Emergency Porcedures		
	Examinations	2:00	
COCKPIT PROCEDURES TRAINER		8:00	

OPERATIONS VERIFICATION [redacted]

DATE 3-30-17

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING RECORD
PILOT ASSIGNMENT

NAME GANNAWAY E. C EMP # 74069

POSITION	EQUIPMENT	DATE ASSIGNED	DATE REMOVED
SIC	EMB120	4-20-88	03-30-93
PIC	EMB120	03-30-93	

5/13/88

FLIGHT TRAINING RECORDS

STUDENT: Eol GANNAWAY	DATE: 04/04/88	A/C REG. N218AS
INSTRUCTOR Keith, Wm. M.	BLOCK TIME: 2.80	A/C TYPE: EMB-120
LESSON: COCKPIT PROCEDURES LESSON	POSITION: FO	

S = SATISFACTORY U = UNSATISFACTORY

PROCEDURES / MANEUVERS	GRADE	REMARKS
1. Preflight Log Book Inspection	S	
2. Preflight Inspection-Exterior	S	
3. Preflight Inspection-Interior	S	
4. Normal APU Operation	S	
5. Emergency Equipment Location & Operation	S	opened emerg. exits, & ckpt escape window.
6. Normal Checklist - Receiving	S	
7. Normal Checklist - Safety Check	S	
8. Normal Checklist - Cockpit Check	S	
9. Normal Checklist- Before Start	S	
10. Normal Checklist- Engine Start	S	
11. Emergency Start - Abort	S	
12. Normal Checklist-Battery Start Checklist	S	
13. Use of EFIS System	S	
14. Use of Performance Data	S	reviewed S.P. 690, load Chart C.
15. Use of Weight & Balance	S	
16. Use of ECS/PNU System	S	
17. Use of Pressuration Auto/Manual	S	
18. Use of Nav and Comm Radios	S	
19. Fuel Management-Cross Feed	S	
20 Normal Checklist-Shutdown	S	
21 Crew/Flight Log	S	"
22. Post Flight Inspection	S	

[redacted]

3-1-88 INSTRUCTORS SIGNATURE

P. & P. 30 mins

STUDENT: ED GANNAWAY	DATE: 04/05/88	A/C REG. N214AS
INSTRUCTOR Keith, Wm. M.	BLOCK TIME: 1.60	SIM. LOC
FLIGHT ONE - FAMILIARIZATION	POSITION: F10	TYPE EMB-120

S = SATISFACTORY U = UNSATISFACTORY

PROCEDURES / MANEUVERS	SIM	A/C	*	REMARKS
1. Preflight Exterior / Interior	S	S		all around, a good flt.
2. Engine Start - GPU	S	S		
3. Taxi with & without Nose Wheel Steering	S	S		
4. Power Plant Ground Checks	S	S		
5. Checklist	S	S		
6. Normal Take-off Flaps 15°	S	S		
7. Max Endurance/Range	S	S		
8. Handling Maneuvers & Rudder Manual Reversion	S	S		surprised with rudder necessity.
9. Use of Flight Director/Auto Pilot	S	S		
10. Turns - Standard Rate & Steep (45°, 180°)	S	S		clumsy - normal
11. Turns - Standard Rate, 120 kts. Flaps 45° Gear Down	S	S		
12. Flap Extension on VFE	S	S		
13. Landing Gear Extension Max. Landing Gear Speed	S	S		
14. Stalls - Series 5000' AGL Min.	S	S		initially, difficult to keep nose up + power out.
15. Engine Fire - Shutdown Inflight (SA)	S	S		
16. Turns & Power with one Engine Inop	S	S		had to be reminded to pw. up good eng. - Calls good.
17. Single Engine Go-Around above 5000' ft.	S	S		slow on pitch-up. Good for this stage, though.
18. Engine Relight - (SA)	S	S		
19. Fuel Cross-Feed	S	S		
20. Emergency Landing Gear Extension	S	S		
21. Normal Landing with Flaps 45	S	S		
22. Ground Idle and Braking	S	S		
23. Blank	S	S		
24. Engine Shutdown - Secure Aircraft	S	S		
25. Crew Flight Log.	S	S		

SA- SIMULATED ONLY IN AIRCRAFT

*-USE COLUMN FOR ADDITIONAL TRAINING

ADDITIONAL MANEUVERS:

[redacted]

INSTRUCTOR'S SIGNATURE P.+P. 45 mins

3-1-88

STUDENT: ED GANNAWAY	DATE: 04/06/88	A/C REG: N214AS
INSTRUCTOR: Keith, Wm. M.	BLOCK TIME: 1.73	SIM. LOC
Flight Two - Familiarization	POSITION: F/O	TYPE EMB-120

S = SATISFACTORY U = UNSATISFACTORY

PROCEDURES / MANEUVERS	SIM	A/C	*	REMARKS
1. Preflight Exterior/ Interior		S		Good lesson, good progress.
2. Engine Start - Battery		S		
3. Hot Start-Shutdown & Restart (SA)		S		
4. Taxiing - Brake Failure (SA)		S		
5. Checklists		S		
6. Takeoff Flaps 15°		S		
7. Climb to Altitude- Set Cruise Power		S		
8. Engine Shutdown Inflight		S		
9. Handling, Engine Out Demos (SA)		S		
10. Pressurization & ECS System		S		
11. Manual Pressurization Control		S		
12. Engine Re-Light		S		
13. Emergency Descent		S		
14. Stall Series 5000' AGL Min		S		good progress
15. Take-Off and Landings:				
A. Take-Offs				
1. Engine Failure below V1 (SA)		S		
2. Engine Failure @ V1 Flaps 15 (SA)		S		Marginal - allowed wing to drop + behind on rudder control.
3. Crosswind				
B. Landings:				
1. Zero Flap		S		Approach to 50' (Runway not 6500'.)
2. Single Engine (SA)		S		
3. Brake Failure (SA)		S		
4 Cross Wind W/Nose Steering In-op				(no x-wind.)
20. Go-Around				
a. All Engines from 100 ft		S		
b. All Engines Balked Landing from 50 ft		S		
c. Single Eng. from 100 ft (SA)		S		
21. Engine Shutdown - Secure Aircraft		S		
22. Crew Flight Log		S		good progress
*-USE COLUMN FOR ADDITIONAL TAINING - Steep Turns		S		[redacted]
SA- SIMULATED ONLY IN AIRCRAFT				INSTRUCTORS SIGNATURE

3-1-88

T. T. = 3.33 hrs.

P.+P. 50 mins

STUDENT: ED GANNAWAY	DATE: 04/07/88	A/C REG. N218AS
INSTRUCTOR Keith, Wm. M.	BLOCK TIME: 2-18	SIM LOC
FLIGHT THREE - TRANSITION/INST	POSITION: F/O	TYPE ENG: [illegible]

S = SATISFACTORY U = UNSATISFACTORY

PROCEDURES / MANEUVERS		SIM	A/C	*	REMARKS
1. Preflight Exterior/Interior			S		Very low ttl. experience. Ed has made very good progress; especially considering his experience level, + our complex Ck lists. He is trying very hard. has excellent attitude + WILL do well - if given enough time. Shows good judgement, + does not quit.
2. Engine Start			S		
3. Pre-Takeoff Checks			S		
4. [illegible]			S		
5. [illegible]			S		
6. [illegible] Take-Off			U		all over runway, did not get command bars on.
7. Instrument Area Departure			S		
8. Fuel Management			S		
9. Pressurization Management - Auto / Manual			S		
10. Electrical Failure			S		
11. Turns - Standard Rate & 45° Bank			S		
12. [illegible]			S		
13. Use of Flight Director			S		very good, for his background.
14. Holding - 1 & 2 Engine			S		
15. Instrument Approaches					good recognition, good calls + continued to fly A/C while doing "Fire" ✓list - but forgot to add pwr. on good eng. Decided to "Miss" when realized got behind. Good Judgement.
- 1 Engine w/ Missed Approach	ILS ✓		S		
17. Single Engine w/ Missed Approach	VOR		S		[redacted]
18. Single Engine w/ Full Stop Landing	NDB		S		Very marginal. Slow to MDA, then "hot + high" over numbers.
19. Single Engine w/ Circling Approach and Landing	ILS		S		Marginal. "Wind Change" after F.A.F., to circling ldg. Left flaps @ 25% while trying to circle + had trouble @ Airspeed.
20. Engine Failure on Missed Approach			U	from #16	Aileron + rudder control. A/C was controlling him.
21. Take-Off Engine Failure @ V1 (SA)			S		rough, but pretty good job. After initial loss, flew A/C very well.
22. Flight Crew Log			S		

SA - SIMULATED ONLY IN AIRCRAFT

* - USE COLUMN FOR ADDITIONAL TRAINING

ADDITIONAL MANEUVERS:

[redacted]

INSTRUCTORS SIGNATURE

3-1-08

T.T. = 5.51

P. + P. = 60 mins

118

STUDENT: ED GANNAWAY	DATE 04/08/88	A/C REG. 218AS
INSTRUCTOR	BLOCK TIME. 2.08	SIM LOC
FLIGHT FOUR- Night Trans./Emer. Inst.	POSITION: F/O	TYPE EMB-120

S = SATISFACTORY U = UNSATISFACTORY

PROCEDURES / MANEUVERS	SIM	A/C	*	REMARKS
1. Preflight Exterior/ Interior		S		Ed is starting to catch-u with the A/C. He is gettin comfortable @ ✓lists + profiles - all new to him. I recommend 1 additional nite of TRN, + he should perform very well on ✓ride for the Co. MK
2. Engine Start - APU		S		
3. Pre-Taxi Checks		S		
4. Powerplant and Ground Checks		S		
5. Taxiing		S		
6. Adjusted Take-off		S		
7. Normal Take-off- Landing Light On		S		
8. Normal Take-off- Landing Lights Off		S		
9. Normal Landing- Landing Light On		S		
10. Normal Landing- Landing Lights Off		S		
11. Engine Failure Above V1 (SA)		S		good ~~improvement~~ improvement tonight. Slow on calling gear up.
12. ILS Normal- Missed Approach		S		→ combined
13. ILS-Autopilot		S		
14. ILS 1 Engine Inop to Landing (SA)		S		
15. ADF- Missed Approach		S		
16. VOR or VOR-DME-Circle to Land		S		
17. ADF- Single Engine-Circle		S		
18. LOC B.C. or (Tracking)		S		
19. In Flight Engine Fire (SA)		S		
20. Electrical Fire/Smoke Evacuation (SA)				
21. Cabin Fire (SA)				
22. Elevator Trim Runaway (SA)		S		
23. Hydraulic System Failure (SA)		S		(with no brake ldg. + cm. ldg. gear extension)
24. Zero Flap Approach to Landing				+ see flt. #2, 15. B. 1.

SA- SIMULATED ONLY IN AIRCRAFT
*-USE COLUMN FOR ADDITIONAL TRAINING

ADDITIONAL MANEUVERS:

[redacted]

3-1-88 INSTRUCTORS SIGNATURE

T. T. = 7.59
P. + P. 40 mins

PILOT COMPETENCY/PROFICIENCY CHECK

FAR 121/135

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL) GANNAWAY EDWIN C		PILOT CERTIFICATE	GRADE: COMMERCIAL NUMBER: [redacted]
DOB: [redacted] 50	DATE OF CHECK: 4/12/88	MEDICAL CERTIFICATE	DATE: 12/8/87 TYPE: FIRST CLASS
DOMICILE: MACON	BLOCK TIME: 1.7	AIRCRAFT TYPE	MAKE: MODEL:
NAME OF CHECK PILOT:		SIGNATURE OF CHECK PILOT:	

FLIGHT MANEUVER GRADES

S-SATISFACTORY U-UNSATISFACTORY W-WAIVED N/O-NOT OBSERVED N/A-NOT APPLICABLE

	GRADE
WEATHER ANALYSIS	S
FLIGHT PLANNING	S
NOTAMS	S
T/O WEIGHT AND BALANCE	S
DISPATCH CLEARANCE	S
FUEL QUANTITY (LBS.)	S
PILOT PREFLIGHT INSPECTION	S
AIRCRAFT LOGBOOK INSPECTION	S
START AND TAXIING	
STARTING PROCEDURES	S
TAXIING	S
RUN UP	S
F/A INSTRUCTIONS ON EMERGENCY PROCEDURES	S
CLEARANCE RECORD AND READ BACK	S
TAKEOFFS	
TAKEOFF WEIGHT (LBS.)	S
TAKEOFF IFR [ ] VFR [✓]	S
NORMAL	S
INSTRUMENT (LOWER THAN STANDARD)	S
CROSSWIND	S
WITH SIMULATED POWER PLANT FAILURE	S
REJECTED TAKEOFF	S
V_1, VR, AND V_2 COMPLIANCE	S
DEPARTURE	
CLEARANCE/SID COMPLIANCE	S
ALTITUDE AWARENESS (CLIMB)	S
ENROUTE	
MEA COMPLIANCE	N/A
USE OF AIRBORNE RADAR	N/O
ADHERENCE TO CLEARANCE	S
FLIGHT FOLLOWING/FLIGHT WATCH	N/O
ALTITUDE AWARENESS (CRUISE)	S
USE OF NAVAIDS	S
ALTITUDE AWARENESS (DESCENT)	S
HOLDING PROCEDURES	S
INFLIGHT MANEUVERS	
STEEP TURNS	S
APPROACHES TO STALL: TAKEOFF [✓]	S
CLEAN [✓] LANDING [✓]	S
POWER PLANT FAILURE	
EMERGENCIES	
EMERGENCY & ABNORMAL PROCEDURES	S
INSPECTOR'S SIGNATURE	

	GRADE
TYPE: IFR [ ] VFR [ ]	
ILS: NORMAL [ ] MANUAL [ ] AUTO [ ]	
WITH POWER PLANT FAIL [ ]	
OTHER: NDB[ ] ADF[ ] VOR[ ] VIS[ ]	
CIRCLING	
MISSED: ILS[ ] VOR[ ] OTHER[ ]	
USE OF AUTOPILOT	
AIRCRAFT CONFIGURATION	
AIRSPEED / AOA CONTROL	
ALTITUDE AWARENESS (DECEND)	
LANDING	
NORMAL	S
FROM AN ILS	N/O
CROSSWIND	S
WITH SIMULATED POWER PLANT(S) FAILURE	S
REJECTED LANDING	N/O
FROM CIRCLING APPROACH	S
LANDING WEIGHT (LBS.)	
GENERAL	
EQUIPMENT EXAM: ORAL [ ] WRITTEN [ ]	S
JUDGEMENT	S
CREW COORDINATION	S
COCKPIT VIGILANCE	S
FLIGHT CREW BRIEFINGS	S
REQUIRED CREW ITEMS	S
USE OF CHECKLIST	S
PROFICIENCY OF ~~SIC~~.	N/O
ADHERENCE TO FAR & ASA PROCEDURES	S

EMERGENCY EXITS OPENED [ ] DEMO [ ]

[ ] FAR 121.440
PREVIOUR EXP: EXPIRES:

[ ] FAR 121.441
PREVIOUS EXP: EXPIRES:

[✓] FAR 135.293 a&b
PREVIOUS EXP: EXPIRES:

[ ] FAR 135.297
PREVIOUS EXP: EXPIRES:

[ ] FAR 135.299
PREVIOUS EXP: EXPIRES:

AUTHORIZATION: PIC [ ] SIC ONLY [ ]

CHECK RESULTS: APPROVED [ ] DISAPPROVED [✓]

CHECK PILOT'S PERFORMANCE: SAT [ ] UNSAT [ ]

REGION	DISTRICT OFFICE

ASA PILOT COMPETENCY/PROFICIENCY CHECK

FAR 121/135

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL)		PILOT CERTIFICATE	GRADE: / NUMBER:
DOB:	DATE OF CHECK:	MEDICAL CERTIFICATE	DATE: / TYPE:
DOMICILE:	BLOCK TIME:	AIRCRAFT TYPE	MAKE: / MODEL:
NAME OF CHECK PILOT:		SIGNATURE OF CHECK PILOT:	

FLIGHT MANEUVER GRADES

S-SATISFACTORY U-UNSATISFACTORY W-WAIVED N/O-NOT OBSERVED N/A-NOT APPLICABLE

	GRADE
WEATHER ANALYSIS	
FLIGHT PLANNING	
NOTAMS	
T/O WEIGHT AND BALANCE	
DISPATCH CLEARANCE	
FUEL QUANTITY (LBS.)	
PILOT PREFLIGHT INSPECTION	
AIRCRAFT LOGBOOK INSPECTION	
START AND TAXIING	
STARTING PROCEDURES	
TAXIING	
RUN UP	
F/A INSTRUCTIONS ON EMERGENCY PROCEDURES	
CLEARANCE RECORD AND READ BACK	
TAKEOFFS	
TAKEOFF WEIGHT (LBS.)	
TAKEOFF IFR [ ] VFR [✓]	
NORMAL	S
INSTRUMENT (LOWER THAN STANDARD)	N/A
CROSSWIND	S
WITH SIMULATED POWER PLANT FAILURE	N/A
REJECTED TAKEOFF	N/A
V_1, VR, AND V_2 COMPLIANCE	S
DEPARTURE	
CLEARANCE/SID COMPLIANCE	N/A
ALTITUDE AWARENESS (CLIMB)	N/A
ENROUTE	
MEA COMPLIANCE	N/A
USE OF AIRBORNE RADAR	N/A
ADHERENCE TO CLEARANCE	N/A
FLIGHT FOLLOWING/FLIGHT WATCH	N/A
ALTITUDE AWARENESS (CRUISE)	N/A
USE OF NAVAIDS	N/A
ALTITUDE AWARENESS (DESCENT)	N/A
HOLDING PROCEDURES	N/A
INFLIGHT MANEUVERS	
STEEP TURNS	N/A
APPROACHES TO STALL: TAKEOFF [ ]	N/A
CLEAN [ ] LANDING [ ]	N/A
POWER PLANT FAILURE	N/A
EMERGENCIES	
EMERGENCY & ABNORMAL PROCEDURES	N/A
INSPECTOR'S SIGNATURE	

	GRADE
TYPE: IFR [ ] VFR [✓]	
ILS: NORMAL [ ] MANUAL [ ] AUTO [✓]	
WITH POWER PLANT FAIL [ ]	
OTHER: NDB[ ] ADF[ ] VOR[ ] VIS[ ]	
CIRCLING	
MISSED: ILS[ ] VOR[ ] OTHER[ ]	
USE OF AUTOPILOT	
AIRCRAFT CONFIGURATION	
AIRSPEED / AOA CONTROL	
ALTITUDE AWARENESS (DECEND)	
LANDING	
NORMAL	S
FROM AN ILS	S
CROSSWIND	S
WITH SIMULATED POWER PLANT(S) FAILURE	S
REJECTED LANDING	S
FROM CIRCLING APPROACH	S
LANDING WEIGHT (LBS.)	
GENERAL	
EQUIPMENT EXAM: ORAL [ ] WRITTEN [ ]	S
JUDGEMENT	S
CREW COORDINATION	S
COCKPIT VIGILANCE	N/A
FLIGHT CREW BRIEFINGS	S
REQUIRED CREW ITEMS	S
USE OF CHECKLIST	S
PROFICIENCY OF ~~SIC~~.	N/A
ADHERENCE TO FAR & ASA PROCEDURES	S

EMERGENCY EXITS OPENED [ ] DEMO [ ]

[ ] FAR 121.440
PREVIOUR EXP: EXPIRES:

[ ] FAR 121.441
PREVIOUS EXP: EXPIRES:

[✓] FAR 135.293 a&b
PREVIOUS EXP: [illegible] EXPIRES: 4-[illegible]-87

[ ] FAR 135.297
PREVIOUS EXP: EXPIRES:

[ ] FAR 135.299
PREVIOUS EXP: EXPIRES:

AUTHORIZATION: PIC [ ] SIC ONLY [✓]

CHECK RESULTS: APPROVED [✓] DISAPPROVED [ ]

CHECK PILOT'S PERFORMANCE: SAT [ ] UNSAT [ ]

REGION	DISTRICT OFFICE
[illegible]	[illegible]

03-28-88

EMP TEE NUMBER _____

ASA

RECURRENT TRAINING CERTIFICATION

NAME: ED GANNAWAY

DATE: 5/11/88

POSITION: FO

AIRCRAFT: E-120

MAY SESSION

INSTRUCTOR CERTIFICATION

1. Flying in Vicinity of Thunderstorms
2. Flying Qualities in Turbulence
3. Use of Airborne Radar
4. Aircraft Procedures and Systems Review
5. Regulations & Operations Manual
6. Hazardous Materials Recognition
7. Crewmember Emergency Rrocedures

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
NOVEMBER SESSION

GANNAWAY, E.G. E-120

PROGRAMMED HOURS	
FAR 121	10:00
FAR 135	8:00

	FAR 121	FAR135
Basic Indoctrination/Initial Ground Training General Subjects -Flight Operations Manual -Aircraft Systems Review -FAR's -Winter Weather Flying	5:30	5:00
Emergency -Assignments -Equipment -Situations -Accident/Incident Review(if applicable)	2:00	1:00
Hazardous Materials	1:00	1:00
New Equipment, Procedures, Techniques, etc	1:30	1:00
Examination	N/A	N/A

This certifies that the above Pilot trainee has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] / 11-9-88

OPERATIONS SUPERVISOR SIGNATURE / DATE

6-15-88

ASA

ATLANTIC SOUTHEAST AIRLINES

PILOT COMPETENCY/PROFICIENCY CHECK
FAR 121/135

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL)			PILOT CERTIFICATE	GRADE: ATP
Galloway Edwin C				NUMBER [redacted]
DOMICILE:	EQUIPMENT TYPE:	D.O.B.	MEDICAL CERTIFICATE	DATE: 11/8/89
MGM	E-120	[redacted]50		CLASS: I

SIMULATOR CHECK	AIRCRAFT CHECK
DATE BLK TIME	DATE 3/23/90 BLK TIME 2.3
NAME OF CHECK PILOT SIMULATOR:	NAME OF CHECK PILOT AIRCRAFT: THOMAS R. GRAY
SIGNATURE OF CHECK PILOT SIMULATOR:	SIGNATURE OF CHECK PILOT AIRCRAFT: TRGray

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED

	AIR-CRAFT	SIMU-LATOR		AIR-CRAFT	SIMU-LATOR
PREFLIGHT			**INSTRUMENT**		
EQUIPMENT EXAM	S		AREA DEPARTURE	S	
PREFLIGHT INSPECTION	S		HOLDING	S	
TAXIING	S		AREA ARRIVIAL	S	
POWERPLANT CHECKS	S		NORMAL ILS APPROACH	S	
TAKEOFFS			ILS WITH POWERPLANT FAILURE	S	
NORMAL	S		NONPRECISION APPROACH TYPE VOR	S	
INSTRUMENT	S		NONPRECISION APPROACH TYPE NDB	S	
CROSSWIND	N/O		CIRCLING APPROACH	S	
REJECTED TAKEOFF	S		MISSED APPROACH FROM AN ILS	S	
WITH POWERPLANT FAILURE	S		OTHER MISSED APPROACHES	S	
INFLIGHT MANEUVERS			COMM/NAV PROCEDURES	S	
STEEPTURNS	S		JUDGEMENT	S	
APPROACH TO STALLS	S		CREW COORDINATION	S	
SPECIFIC FLIGHT CHARACTERISTICS	S		ADHERENCE TO ASA PROCEDURES	S	
POWERPLANT FAILURE	S		EMERGENCY EXITS OPENED [x]	S	
EMERGENCY & ABNORMAL PROCEDURES	S				
LANDING					
NORMAL	S				
FROM AN ILS	S				
CROSSWIND	N/O				
REJECTED LANDING	S				
0 FLAP APPROACH TO LANDING	N/O				
WITH POWERPLANT FAILURE	S				

TYPE CHECK	PREVIOUS EXP	EXPIRES
[ ] FAR 121.441		
[x] FAR 135.293	4-30-89	4-30-90
[X] FAR 135.297	—	N/A

CHECK RESULTS:

SIMULATOR: [ ] APPROVED [ ] DISAPPROVED

AIRCRAFT: [X] APPROVED [ ] DISAPPROVED

AUTHORIZATION: [ ] PIC [X] SIC ONLY

FAA USE	CHECK PILOT'S PERFORMANCE	INSPECTOR'S SIGNATURE	REGION	DIST. OFF
	SIMULATOR [ ] SAT [ ] UNSAT			
	AIRCRAFT [ ] SAT [ ] UNSAT			

8/1/88

124

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
MAY SESSION

PROGRAMMED HOURS
FAR 121/135 10:00
FAR 108 1:00

NAME GANNAWAY, E.G. E-120
EMP #

General Subjects **6:00**
- Basic Indoctrination Subjects
- Initial,General Subjects
- Hazardous Materials Recognization
- Thunderstorm/Windshear Detection and Advoidance
- Hydroplaning
- Examination

Aircraft Specific **4:00**
- Initial Technical/Operational Subjects
- Emergency Training Subjects
- Aircraft Procedures and Systems to Counter Warm Weather Problems
- Aircraft Equipment/Procedure Changes
- Examination

Security(FAR 108) **1:00**

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] / 5-26-89
OPERATIONS SUPERVISOR SIGNATURE / DATE

4-1-89

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
NOVEMBER SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

NAME GANNAWAY, E.G. E-120 740169
EMP #.

General Subjects 2:00
- Basic Indoctrination Subjects
- Initial,General Subjects
- Hazardious Materials Recognization
- Operating in Icing Conditions and on Ice/Snow Covered Runways
- Examination

Aircraft Specific 2:00
- Initial Technical/Operational Subjects
- Emergency Training Subjects
- Aircraft Procedures and Systems to Counter Cold Weather Problems
- Aircraft Equipment/Procedure Changes
- Examination

Security(FAR 108) 1:00

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] / 11-10-89
OPERATIONS SUPERVISOR SIGNATURE / DATE

11-1-89

740169
E33933
E33975

ATLANTIC SOUTHEAST AIRLINES
PILOT COMPETENCY/PROFICIENCY CHECK
FAR 121/135

	DATE OF CHECK
AIRCRAFT	4/24/90
SIMULATOR	

NAME OF PILOT(LAST, FIRST, MIDDLE INITIAL)	DOMICILE	EQUIPMENT		BLOCK TIME
GAMMAWAY EDWIN C	MCN	F-120	AIRCRAFT	1.75
			SIMULATOR	

PILOT CERTIFICATE		MEDICAL CERTIFICATE	
GRADE	ATP	DATE	5/9/89
NUMBER	[redacted]	CLASS	I

CHECK PILOT			
AIRCRAFT	NAME: STAN KNIGHT	SIGNATURE: [redacted]	
SIMULATOR	NAME:	SIGNATURE:	

NOTE: SHADED AREAS UNDER SIMULATOR MAY NOT BE ACCOMPLISHED IN SIMULATOR IF INITIAL CHECK RIDE

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED

PREFLIGHT	A/C	SIM	INSTRUMENT	A/C	SIM
EQUIPMENT EXAM	S		AREA DEPARTURE	S	
PREFLIGHT INSPECTION	S		HOLDING	S	
TAXIING	S		AREA ARRIVAL	S	
POWERPLANT CHECKS	S		NORMAL ILS APPROACH	S	
TAKEOFFS			ILS WITH POWERPLANT FAILURE	S	
NORMAL	S		NONPRECISION APPROACH TYPE NDB	S	
INSTRUMENT	S		NONPRECISION APPROACH TYPE VOR	S	
CROSSWIND	N/O		CIRCLING APPROACH	S	
REJECTED TAKEOFF	S		MISSED APPROACH FROM AN ILS	S	
WITH POWERPLANT FAILURE	S		OTHER MISSED APPROACHES	S	
INFLIGHT MANEUVERS			COMM/NAV PROCEDURES	S	
STEEP TURNS	S		JUDGEMENT	S	
APPROACH TO STALLS	S		CREW COORDINATION	S	
SPECIFIC FLIGHT CHARACTERISTICS	S		ADHERENCE TO ASA PROCEDURES	S	
POWERPLANT FAILURE	S		EMERGENCY EXITS OPENED (X)	S	N/O
EMERGENCY & ABNORMAL PROCEDURES	S				
LANDINGS					
NORMAL	S				
FROM AN ILS	S				
CROSSWIND	N/O				
REJECTED LANDING	S				
NO FLAP APPROACH TO LANDING	N/O				
WITH POWERPLANT FAILURE	S				

TYPE CHECK	FLT TNG DEPT USE	
( )INITIAL (X)RECUR	PREVIOUS EXP	EXPIRES
( ) FAR 121.441		
(X) FAR 135.293	4-90	4-91
(X) FAR 135.297	—	N/A
CHECK RESULTS SAT / UNSAT	DATE	BY
A/C (X) ( )	CE	
SIM ( ) ( )	CV	

AUTHORIZATION - ( ) PIC/SIC (X) SIC ONLY

FAA USE: CHECK PILOT'S PERFORMANCE	INSPECTOR NAME	INSPECTOR SIGNATURE	DIST OFF
SIMULATOR-( ) SAT ( ) UNSAT			
AIRCRAFT -( ) SAT ( ) UNSAT			

01/01/90 WHITE-PILOT RECORDS YELLOW-PILOT PINK-CHECK PILOT

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
MAY SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

NAME___
EMP #_ GANNAWAY, EDWIN C. 740,169 E-120

General Subjects 2:00
-Basic Indoctrination Subjects
-Initial,General Subjects
-Hazardious Materials Recognization
-Thunderstorm/Windshear Detection and Advoidance
-Hydroplaning
-Examination

Aircraft Specific 2:00
-Initial Technical/Operational Subjects
-Emergency Training Subjects
-Aircraft Procedures and Systems to Counter Warm Weather Problems
-Aircraft Equipment/Procedure Changes
-Examination

Security(FAR 108) 1:00

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] 5-23-90
OPERATIONS SUPERVISOR SIGNATURE / DATE

11-1-89

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
FALL SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

NAME GANNAWAY, EDWIN C. 740,169 E-120
EMP # _____ Equip _____

General Subjects 2:00
- Basic Indoctrination Subjects
- Initial,General Subjects
- Hazard.ous Materials Recognization
- Operating in Icing Conditions and on Ice/Snow Covered Runways
- Carriage of Handicapped Passengers/Exit Row Seating
- Examination

Aircraft Specific 2:00
- Initial Technical/Operational Subjects
- Emergency Training Subjects
- Aircraft Procedures and Systems to Counter Cold Weather Problems
- Aircraft Equipment/Procedure Changes
- Examination

Security(FAR 108) 1:00

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] 10-16-90
OPERATIONS SUPERVISOR SIGNATURE / DATE

10/01/90

740169
E22935

ATLANTIC SOUTHEAST AIRLINES
PILOT COMPETENCY/PROFICIENCY CHECK
FAR 121/135

DATE OF CHECK RIDE	03-30-91
EQ TYPE	E120
LOCATION OF CHECK RIDE	PFN
BLOCK TIME	2.00

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL): Gunnaway Edwin C

DOMICILE: MCN ~~ATL~~

PILOT CERTIFICATE		MEDICAL CERTIFICATE	
GRADE	ATP	DATE	05-23-90
NUMBER	[redacted]	CLASS	First

[X] AIRCRAFT N # 2445

[ ] SIMULATOR

CHECK PILOT NAME: William R. Dudley

CHECK PILOT SIGNATURE: [redacted]

EQUIPMENT EXAM: DATE 03-30-91 [X] SATISFACTORY [ ] UNSATISFACTORY

CERTIFIED BY: [redacted]

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED

PREFLIGHT	GRADE
PREFLIGHT INSPECTION	S
TAXIING (PIC)	N/A
POWERPLANT CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	S
CROSSWIND	S
REJECTED TAKEOFF	S
WITH POWERPLANT FAILURE	S
INFLIGHT MANEUVERS	**GRADE**
STEEP TURNS	S
APPROACH TO STALLS	S
SPECIFIC FLIGHT CHARACTERISTICS	S
POWERPLANT FAILURE	S
EMERGENCY & ABNORMAL PROCEDURES	S
LANDINGS	**GRADE**
NORMAL	S
FROM AN ILS	S
CROSSWIND	S
REJECTED LANDING	S
NO FLAP APPROACH TO LANDING (PIC)	N/A
WITH POWERPLANT FAILURE	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE	S
NONPRECISION APPROACH TYPE NDB	S
NONPRECISION APPROACH TYPE VOR	S
CIRCLING APPROACH	S
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK

[ ] INITIAL [✓] RECUR

[ ] FAR 121.441

[✓] FAR 135.293

[✓] FAR 135.297

CHECK RESULTS

[✓] SATISFACTORY

[ ] UNSATISFACTORY

AUTHORIZATION - [ ] PIC/SIC [✓] SIC ONLY

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES
04-91	04-92

	DATE	BY
CE		
CV		

FAA USE

INSPECTOR	NAME	SIGNATURE
DIST OFF		CHECK PILOT'S PERFORMANCE [ ] SATISFACTORY [ ] UNSATISFACTORY

FT-1 03/01/91 WHITE-PILOT RECORDS PINK-CHECK PILOT YELLOW-PILOT

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
SPRING SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

NAME___ GANNAWAY EDWIN C.
EMP #___ 760169 MCN EMB120

General Subjects 2:00
- -Basic Indoctrination Subjects
- -Initial,General Subjects
- -Hazardous Materials Recognization
- -Thunderstorm/Windshear Detection and Advoidance
- -Hydroplaning
- -Examination

Aircraft Specific 2:00
- -Initial Technical/Operational Subjects
- -Emergency Training Subjects
- -Aircraft Procedures and Systems to Counter Warm Weather Problems
- -Aircraft Equipment/Procedure Changes
- -Examination

Security(FAR 108) 1:00

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] / 5.13.91
OPERATIONS SUPERVISOR SIGNATURE / DATE

10/01/90

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
EMERGENCY TRAINING RECORD

RECURRENT (PIC & SIC)
EMERGENCY TRAINING/DRILLS

REQUIREMENTS
FAR 135 12mo

NAME Gannaway, E.
EMP # 760169 EQUIP E-120

EMERGENCY EXITS OPENED

The above named Pilot trainee has satisfactorily completed emergency training/drills in accordance with the ASA Pilot Training Program.

INSTRUCTOR SIGNATURE [redacted]

DATE 7-24-91

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
FALL SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

NAME GANNAWAY EDWIN C.
EMP # 740169 ATL EMB120

General Subjects 2:00
-Basic Indoctrination Subjects
-Initial,General Subjects
-Hazardous Materials Recognization
-Operating in Icing Conditions and on Ice/Snow Covered Runways
-Carriage of Handicapped Passengers/Exit Row Seating
-Examination

Aircraft Specific 2:00
-Initial Technical/Operational Subjects
-Emergency Training Subjects*
-Aircraft Procedures and Systems to Counter Cold Weather Problems
-Aircraft Equipment/Procedure Changes
-Examination

*EMB-120 only: Includes FAA approved Emergency Drills Video as allowed by FAR 135.331 (c).

Security(FAR 108) 1:00

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] / 10-18-91
OPERATIONS SUPERVISOR SIGNATURE / DATE

09/17/91

ATLANTIC SOUTHEAST AIRLINES
PILOT COMPETENCY/PROFICIENCY CHECK
FAR 121/135

DATE OF CHECK RIDE	03/05/92
EQ TYPE	E-120
LOCATION OF CHECK RIDE	ATL
BLOCK TIME	1.50 ~~2.00~~ T.6

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL): GANNAWAY, EDWIN, C.

DOMICILE: MCN

PILOT CERTIFICATE	GRADE: ATP NUMBER: [redacted]	MEDICAL CERTIFICATE	DATE: 01/08/92 CLASS: FIRST	[ ] AIRCRAFT N # ____ [X] SIMULATOR

CHECK PILOT	NAME: TOM GRAY	SIGNATURE: ~~T.R. Gray~~	
EXAM ☐ WRITTEN ☒ ORAL	DATE: 03/05/92	[T6] SATISFACTORY [ ] UNSATISFACTORY	CERTIFIED BY: T. R Gray

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
PREFLIGHT INSPECTION	N/O
TAXIING (PIC)	N/O
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	S
CROSSWIND	S
REJECTED TAKEOFF	S
WITH POWERPLANT FAILURE	S
INFLIGHT MANEUVERS	**GRADE**
STEEP TURNS	S
APPROACH TO STALLS	S
SPECIFIC FLIGHT CHARACTERISTICS	S
POWERPLANT FAILURE	S
EMERGENCY & ABNORMAL PROCEDURES	S
LANDINGS	**GRADE**
NORMAL	S
FROM AN ILS	S
CROSSWIND	S
REJECTED LANDING	S
NO FLAP APPROACH TO LANDING (PIC)	N/O
WITH POWERPLANT FAILURE	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE	S
NONPRECISION APPROACH TYPE NDB	S
NONPRECISION APPROACH TYPE LOC B/C	S
CIRCLING APPROACH	S
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
[ ] INITIAL [T6] RECUR
[ ] INCOMPLETE

[ ] FAR 121.441
[T6] FAR 135.293
[T6] FAR 135.297

CHECK RESULTS
[T6] SATISFACTORY
[ ] UNSATISFACTORY

AUTHORIZATION - [ ] PIC/SIC [T6] SIC ONLY

FLT TNG DEPT USE

	PREVIOUS EXP	EXPIRES
FAR 135.293	04-92	04-93
FAR 135.297	—	N/A

	DATE	BY
CE		
CV		

INSPECTOR ☐ COMPANY ☐ FAA

NAME | SIGNATURE

CHECK PILOT'S PERFORMANCE [ ] SAT [ ] UNSAT | RESULTS [ ] APPROVED [ ] DISAPPROVED

FT-1(p1) 01/15/92 WHITE-PILOT RECORD YELLOW-CHECK PILOT GOLDENROD-PILOT

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
SPRING SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

NAME GANNAWAY EDWIN C.
EMP # 740169 ATL EMB120

General Subjects 2:00
-Basic Indoctrination Subjects
-Initial,General Subjects
-Hazardous Materials Recognization
-Thunderstorm/Windshear Detection and Advoidance
-Hydroplaning
-Examination

Aircraft Specific 2:00
-Initial Technical/Operational Subjects
-Emergency Training Subjects*
-Aircraft Procedures and Systems to Counter Warm Weather Problems
-Aircraft Equipment/Procedure Changes
-Examination

*EMB-120 only: Includes FAA approved Emergency
N/A Drills Video as allowed by FAR 135.331 (c).

Security(FAR 108) 1:00

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] 1-04-2092
OPERATIONS SUPERVISOR SIGNATURE / DATE

09/17/91

714069
625935
625975

ATLANTIC SOUTHEAST AIRLINES
PILOT COMPETENCY/PROFICIENCY CHECK
FAR 121/135

DATE OF CHECK RIDE	9-9-92
EQ TYPE	E120
LOCATION OF CHECK RIDE	ATL
BLOCK TIME	1.60

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL): Gannaway, Edwin C.

DOMICILE: MCN

PILOT CERTIFICATE — GRADE: ATP; NUMBER: [redacted]

MEDICAL CERTIFICATE — DATE: 01/08/92; CLASS: First

[ ] AIRCRAFT N # _____

[X] SIMULATOR

CHECK PILOT — NAME: W. B. Dudley; SIGNATURE: [redacted]

EXAM [X] WRITTEN [ ] ORAL — DATE: 9-9-92 — [X] SATISFACTORY [ ] UNSATISFACTORY — CERTIFIED BY: [redacted]

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
PREFLIGHT INSPECTION	S
TAXIING (PIC)	N/A
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	S
CROSSWIND	S
REJECTED TAKEOFF	S
WITH POWERPLANT FAILURE	S
INFLIGHT MANEUVERS	**GRADE**
STEEP TURNS	S
APPROACH TO STALLS	S
SPECIFIC FLIGHT CHARACTERISTICS	S
POWERPLANT FAILURE	S
EMERGENCY & ABNORMAL PROCEDURES	S
LANDINGS	**GRADE**
NORMAL	S
FROM AN ILS	S
CROSSWIND	S
REJECTED LANDING	S
NO FLAP APPROACH TO LANDING (PIC)	N/A
WITH POWERPLANT FAILURE	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE	S
NONPRECISION APPROACH TYPE NDB	S
NONPRECISION APPROACH TYPE LOC B/C	S
CIRCLING APPROACH	S
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
[ ] INITIAL [X] RECUR
[ ] INCOMPLETE
[ ] FAR 121.441
[X] FAR 135.293
[X] FAR 135.297

CHECK RESULTS
[X] SATISFACTORY
[ ] UNSATISFACTORY
AUTHORIZATION - [ ] PIC/SIC [X] SIC ONLY

FLT TNG DEPT USE

	PREVIOUS EXP	EXPIRES
	03-93	09-93
	—	N/A

	DATE	BY
CE	9-11	
CV	9-11	

INSPECTOR [ ] COMPANY [ ] FAA — NAME — SIGNATURE

CHECK PILOT'S PERFORMANCE [ ] SAT [ ] UNSAT — RESULTS [ ] APPROVED [ ] DISAPPROVED

FT-1(p1) 01/15/92 WHITE-PILOT RECORD YELLOW-CHECK PILOT GOLDENROD-PILOT

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

CURRENT (PIC & SIC)
ALL SESSION

PROGRAMMED HOURS
FAR 135 4:00
FAR 108 1:00

NAME GANNAWAY EDWIN C.
ID # 740169 ATL EMB120

General Subjects 2:00
Basic Indoctrination Subjects
Initial,General Subjects
Hazardous Materials Recognization
Operating in Icing Conditions and on Ice/Snow Covered Runways
Carriage of Handicapped Passengers/Exit Row Seating
Examination

Aircraft Specific 2:00
Initial Technical/Operational Subjects
Emergency Training Subjects*
Aircraft Procedures and Systems to Counter Cold Weather Problems
Aircraft Equipment/Procedure Changes
Examination

*EMB-120 only: Includes FAA approved Emergency Drills Video as allowed by FAR 135.331 (c).

Security(FAR 108) 1:00
11/25/92

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[signature] 10/21/92
OPERATIONS SUPERVISOR SIGNATURE / DATE

9/17/91

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

ITIAL /TRANSITION/UPGRADE
4B-120

PROGRAMMED HOURS
72:00

IME Grindaway E. C.
IP # 741169

neral 8:00
-Flight Release/Following Procedures
-Weight & Balance
-Airfield Analysis
-Meteorology
-ATC Systems & Procedures
-Navigation Routes & Approach Aids
-Normal & Emergency Communications
-Visual Cues on Approach

DATE GENERAL SUBJECTS COMPLETE 03-07-88

B-120 Technical 40:00

-General Description, Equip & Furnishings
-Fuel System
-Hydraulic System
-Electrical System
-Powerplant & Propeller
-Landing Gear & Brakes
-Flight Controls
-Bleed Air Systems
-APU
-Avionics

DATE TECHNICAL SUBJECTS COMPLETE 02-23-93

3-120 Operational 24:00
Operating Limitations
Normal Procedures
Abnormal & Emergency Procedures
Performance & Flight Planning
Severe Weather Avoidance Procedures
Aircraft Flight Manual
Cockpit Procedures

DATE OPERATIONAL SUBJECTS COMPLETE 02-23-93

s certifies that the above Pilot trainee has satisfactorily completed EMB-120 tial/Transition/Upgrade ground training in accordance with the approved ASA Pilot ining Program.

[redacted] / 02-23-93
OPERATIONS SUPERVISOR SIGNATURE / DATE

ASA

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

EMERGENCY
EMB-120

PROGRAMMED HOURS
5:00

NAME Greenaway E. C.
EMP # 74117

Classroom Instruction — 3:00

DATE COMPLETED

Emergency Assignments, Procedures and Crew Coordination

Location, Function and Operation of Emergency Equipment

Handling Emergency Situations

Physiological Effects

Review of Company Accidents and Incidents

24-93

****

Aircraft Drills/Procedures — 2:00

Evacuation
Fire Extinguishing/Smoke Control
Emergency Exits
Aircraft
Crew and Passenger Oxygen
Life Vests

See Flight Training Record (FT-8) for Instructor Certification of Emergency Drills/Procedures

---

This certifies that the above Pilot trainee has satisfactorily completed EMB-120 Emergency ground training in accordance with the approved ASA Pilot Training Program.

[redacted] 03-22-93

ATIONS SUPERVISOR SIGNATURE / DATE

peration of Fire Extinguisher combating Actual Fire.

ate 10-18-93

ertified by: [redacted]

ATLANTIC SOUTHEAST AIRLINES

COCKPIT PROCEDURES TRAINER

EQUIPMENT TYPE: EMB120

NAME GANNAWAY E.C.	POS PIC	INSTRUCTOR COMMENTS–REQUIRED EACH LESSON

LESSON 1 DATE: 2/6/93 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 1 Complete. Normal Progress.

LESSON 2 DATE: ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 2 complete Normal Progress

LESSON 3 DATE: 02/23/93 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 3 Complete, good progress

LESSON 4 DATE: 02/24/93 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 4 Complete Normal Progress

LESSON 5 DATE: 02/25/93 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

LESSON #4 COMPLETE

LESSON 6 DATE: 04/26/93 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson #6 Complete -

FT-7 12/01/92

CHECK DATE: 02-27-93 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

CK COMPLETE

ADDITIONAL TRAINING DATE: ☐ SAT ☐ UNSAT INSTRUCTOR SIGNATURE:

ADDITIONAL TRAINING DATE: ☐ SAT ☐ UNSAT INSTRUCTOR SIGNATURE:

RE-CHECK DATE: ☐ SAT ☐ UNSAT INSTRUCTOR SIGNATURE:

FT-7 p2 12/01/92

ANTIC SOUTHEAST AIRLINES
FLIGHT TRAINING

E: GANNAWAY E0 EQ: 6120
: PIC COMPANY ID: 740169
☐PIC ☐SIC
☐INITIAL ☐TRANSITION ☐UPGRADE
=TRAINING IN PROGRESS
S=SATISFACTORY TRAINED
A=NOT APPLICABLE
OGRAMMED HOURS: 10.0

		INSTRUCTOR SIGNATURE	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]						
		DATE	03-01-93	03-02-93	03-02-93	03-04-93	03-05-93							
	A/C OR SIM		SIM	SIM	SIM	SIM	SIM							
	BLOCK TIME		2.00	2.00	2.00	2.00	2.00	1.58						
	ACM TOT BK		2.00	4.00	6.00	8.00	10.00	11.58						
EFLIGHT	FLIGHT		1	2	3	4	5	6	7	8	9	10		
EFLIGHT INSPECTION	A/C		T	S				S						
ARTING	A/C		T	S				S						
STEMS CHECKS			T	S				S						
ITING (PIC)	A/C		T	S				S						

KEOFFS		1	2	3	4	5	6	7	8	9	10
RMAL	A/C	S					S				
STRUMENT (REDUCED VISIBILITY)			S	S		S					
OSSWIND	A/C	S	S				S				
GINE FAILURE AFTER V1	A/C		T	S		S	S				
JECTED		S	S		S						
KEOFF PERFORMING PNF DUTIES		S									

-FLIGHT MANEUVERS		1	2	3	4	5	6	7	8	9	10
EP TURNS		S	S								
ROACH TO STALL (TAKE-OFF)		S	S								
ROACH TO STALL (LANDING)		S	S								
ROACH TO STALL (CLEAN)		S	S								
IMUM SPEED MANEUVERING		S									
DSHEAR RECOVERY TECHNIQUE						S					
CIFIC FLIGHT CHARACTERISTICS		S									
ENDURANCE/RANGE PROCEDURES		S									
TRUMENT DEPARTURE/ARRIVAL				S							
DING				S	S						
APPROACH RAW DATA				S	S						
APPROACH (FLT DIR)	A/C		S		S		S				
APPROACH (COUPLED)						S					
ENGINE OUT	A/C		S		S		S				
APPROACH				S	S						
APPROACH (BACK COURSE)				S	S						
APPROACH				S		S					
DME APPROACH					S	S	S				
APPROACH				S	S	S					
APPROACH				S							
CLING APPROACH	A/C			S	S		S				
SED APPROACH FROM ILS				S							
SED APPROACH (ENGINE OUT)			S		S						
SED APPROACH (OTHER)				S		S					
AL APPROACH		S									

CRAFT EMERGENCY DRILLS/PROCEDURES	DATE	INSTRUCTOR

NORMAL			S								
CROSSWIND	A/C		S			S	S				
ZERO FLAP (PIC)	A/C			S	S		S				
STAB OUT OF TRIM (PIC)				S		S					
FROM ILS	A/C		S	S	S		S				
ENGINE OUT			S	S	S						
REJECTED	A/C			S		S	S				
NOSE WHEEL STEERING INOP (PIC)		S									
LANDING PERFORMING PNF DUTIES		S									

EMERGENCY PROCEDURES

	1	2	3	4	5	6	7	8	9	10
ENGINE FIRE ON GROUND FTD[S]										
ENGINE FAILURE/FIRE ON TAKEOFF		T	S			S				
ENGINE FAILURE.FIRE IN FLIGHT	T	S								
APU FIRE FTD[S]					S					
COCKPIT/CABIN FIRE				S						
SMOKE CONTROL				S						
RAPID DECOMPRESSION		S								
EMERGENCY DESCENT		S								
AIR RESTART FTD[S]	S									
ELECTRICAL EMERGENCIES			S							
PROP OVERSPEED					S					
RUNAWAY TRIM					S					

NORMAL/ABNORMAL SYSTEMS PROCEDURES

	1	2	3	4	5	6	7	8	9	10
PRESSURIZATION	S									
AIR CONDITIONING FTD[S]										
FUEL AND OIL FTD[S]										
ELECTRICAL FTD[S]			S							
HYDRAULIC FTD[S]										
FLIGHT CONTROLS					S					
ANTI-ICE/DE-ICE FTD[S]										
AUTO-PILOT/FLIGHT DIRECTOR			S							
STALL WARNING					S					
FLIGHT INSTRUMENTS			S							
LANDING GEAR			S							
FLAPS FTD[S]					S					
NAVCOM EQUIP				S						

GENERAL

	1	2	3	4	5	6	7	8	9	10
SMOOTHNESS AND COORDINATION	S	S	S	S	S	S				
JUDGEMENT	S	S	S	S	S	S				
ATTITUDE	S	S	S	S	S	S				
USE OF CHECKLISTS	S	S	S	S	S	S				
CREW COORDINATION	S	S	S	S	S	S				
ASA PROCEDURES	S	S	S	S	S	S				
EQUIPMENT KNOWLEDGE	S	S	S	S	S	S				
PNF DUTIES	S	S	S	S	S	S				
SEAT DEPENDENT TRAINING (PIC)	N/A	Vacuum experience								

FLT CK RCMD	SIM-DATE: 2-8-93 BY: [redacted]		RE-CK RCMD	SIM-DATE:	BY:	
	A/C-DATE:	BY:		A/C-DATE:	BY:	

ATLANTIC SOUTHEAST AIRLINES — FLIGHT TRAINING RECORD

NAME Carnaway E.C.		POS PIC	EQ E120	INSTRUCTOR COMMENTS-REQUIRED FOR EACH FLIGHT
#1	DATE 03-01-93	PROGRESS (1) 2 3 4	INSTRUCTOR [redacted]	

Lesson 1 Complete.

Rejected Takeoff, Manual Pressurization Control, Engine Fire/Failure Inflight covered for lesson 2.

#2	DATE 03-02-93	PROGRESS (1) 2 3 4	INSTRUCTOR [redacted]

Lesson 2 Complete. Overcontroling Sim, Especially Pitch.

Efis Malfunctions, Reduced Vis TO's, ILS App., SE ILS covered for lesson 3.

#3	DATE 03-03-93	PROGRESS (1) 2 3 4	INSTRUCTOR [redacted]

Lesson 3 Complete. Overcontrol problem Corrected.
NDB Hold & App Covered per lesson 4.

#4	DATE 03-04-93	PROGRESS (1) 2 3 4	INSTRUCTOR [redacted]

Lesson 4 Complete. All item Covered + LOC BC

#5	DATE 03-05-93	PROGRESS (1) 2 3 4	INSTRUCTOR [redacted]

Lesson 5 Complete All items Covered.

PM

INSTRUCTOR COMMENTS CONT			
FLT #6	DATE 23.22.93	PROGRESS 1 2 3 4	INSTRUCTOR

Lesson 6 completed - No problems

FLT #7	DATE	PROGRESS 1 2 3 4	INSTRUCTOR

FLT #8	DATE	PROGRESS 1 2 3 4	INSTRUCTOR

FLT #9	DATE	PROGRESS 1 2 3 4	INSTRUCTOR

FLT #10	DATE	PROGRESS 1 2 3 4	INSTRUCTOR

ATLANTIC SOUTHEAST AIRLINES
PILOT COMPETENCY/PROFICIENCY CHECK
FAR 121/135

DATE OF CHECK RIDE	3/10/93
EQ TYPE	EMB 120
LOCATION OF CHECK RIDE	ATL
BLOCK TIME	2.0

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL): GANNAWAY, EDWIN C

DOMICILE: MCN

PILOT CERTIFICATE	GRADE: ATP NUMBER: [redacted]	MEDICAL CERTIFICATE	DATE: 10/29/92 CLASS: 1ST CLASS

[ ] AIRCRAFT N #

[/] SIMULATOR

CHECK PILOT — NAME: JOSEPH A. MINI — SIGNATURE: [redacted]

EXAM [ ] WRITTEN [X] ORAL — DATE: 3/10/93 — [/] SATISFACTORY [ ] UNSATISFACTORY — CERTIFIED BY: [redacted]

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
PREFLIGHT INSPECTION	N/O
TAXIING (PIC)	S
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	S
CROSSWIND	S
REJECTED TAKEOFF	S
WITH POWERPLANT FAILURE	S
INFLIGHT MANEUVERS	**GRADE**
STEEP TURNS	S
APPROACH TO STALLS	S
SPECIFIC FLIGHT CHARACTERISTICS	S
POWERPLANT FAILURE	S
EMERGENCY & ABNORMAL PROCEDURES	S
LANDINGS	**GRADE**
NORMAL	S
FROM AN ILS	S
CROSSWIND	N/O
REJECTED LANDING	S
NO FLAP APPROACH TO LANDING (PIC)	S
WITH POWERPLANT FAILURE	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE	S
NONPRECISION APPROACH TYPE VLR	S
NONPRECISION APPROACH TYPE LOC BC	S
CIRCLING APPROACH	N/O
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
[X] INITIAL [ ] RECUR
[X] INCOMPLETE
[ ] FAR 121.441
[X] FAR 135.293
[X] FAR 135.297

CHECK RESULTS
[X] SATISFACTORY
[ ] UNSATISFACTORY

AUTHORIZATION - [ ] PIC/SIC [ ] SIC ONLY

FLT TNG DEPT USE

	PREVIOUS EXP	EXPIRES

	DATE	BY
CE		
CV		

INSPECTOR [ ] COMPANY [ ] FAA — NAME — SIGNATURE

CHECK PILOT'S PERFORMANCE [ ] SAT [ ] UNSAT — RESULTS [ ] APPROVED [ ] DISAPPROVED

ET 1(a1) 01/15/92 — WHITE-PILOT RECORD — YELLOW-CHECK PILOT — GOLDENROD-PILOT

ASA	ATLANTIC SOUTHEAST AIRLINES PILOT COMPETENCY/PROFICIENCY CHECK FAR 121/135	DATE OF CHECK RIDE	03 03 93
		EQ TYPE	E120

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL)	DOMICILE	LOCATION OF CHECK RIDE	[illegible]
GANNAWAY, EDWIN, C	MCN	BLOCK TIME	1.15

PILOT CERTIFICATE	GRADE: ATP NUMBER: [redacted]	MEDICAL CERTIFICATE	DATE: 10/29/92 CLASS: FIRST	[✓] AIRCRAFT N ● 267AS [ ] SIMULATOR

CHECK PILOT	NAME: Jeremy A. Mims	SIGNATURE: [redacted]

EXAM ☐ WRITTEN ☐ ORAL	DATE	[ ] SATISFACTORY [ ] UNSATISFACTORY	CERTIFIED BY:

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE	INSTRUMENT	GRADE
PREFLIGHT INSPECTION	S	AREA DEPARTURE	S
TAXIING (PIC)	S	HOLDING	N/O
SYSTEMS CHECKS	S	AREA ARRIVAL	S
TAKEOFFS	**GRADE**	NORMAL ILS APPROACH	S
NORMAL	S	ILS WITH POWERPLANT FAILURE	S
INSTRUMENT	S	NONPRECISION APPROACH TYPE VOR	S
CROSSWIND	S	NONPRECISION APPROACH TYPE ___	N/O
REJECTED TAKEOFF	N/O	CIRCLING APPROACH	S
WITH POWERPLANT FAILURE	S	MISSED APPROACH FROM AN ILS	S
INFLIGHT MANEUVERS	**GRADE**	OTHER MISSED APPROACHES	N/O
STEEP TURNS	N/O	COMM/NAV PROCEDURES	S
APPROACH TO STALLS	N/O	JUDGEMENT	S
SPECIFIC FLIGHT CHARACTERISTICS	S	CREW COORDINATION	S
POWERPLANT FAILURE	N/O	ADHERENCE TO ASA PROCEDURES	S
EMERGENCY & ABNORMAL PROCEDURES	S		
LANDINGS	**GRADE**		
NORMAL	S		
FROM AN ILS	S		
CROSSWIND	S		
REJECTED LANDING	N/O		
NO FLAP APPROACH TO LANDING (PIC)	S		
WITH POWERPLANT FAILURE	S		

TYPE CHECK

[✓] INITIAL [ ] RECUR
[ ] INCOMPLETE
[ ] FAR 121.441
[✓] FAR 135.293
[✓] FAR 135.297

CHECK RESULTS

[✓] SATISFACTORY
[ ] UNSATISFACTORY

AUTHORIZATION – [✓] PIC/SIC [ ] SIC ONLY

FLT TNG DEPT USE	
PREVIOUS EXP	EXPIRES
INITIAL	03-94
INITIAL	09-93

	DATE	BY
CE		
CV		

INSPECTOR ☐ COMPANY ☐ FAA	NAME	SIGNATURE
	CHECK PILOT'S PERFORMANCE [ ] SAT [ ] UNSAT	RESULTS [ ] APPROVED [ ] DISAPPROVED

FT 1(a1) 01/15/92 WHITE-PILOT RECORD YELLOW-CHECK PILOT GOLDENROD-PILOT

ASA

ATLANTIC SOUTHEAST AIRLINES — INITIAL OPERATING EXPERIENCE

NAME: GANNAWAY EC EQ: E120
COMPANY ID: 740169
☒ INITIAL/UPG ☐ TRANSITION

FAR 121 ☐ PIC ☐ SIC
FAR 135 ☒ PIC ☐ SIC*
*ASA REQUIREMENT
CHECK PILOT NOT REQUIRED

20 HOURS REQUIRED, WHICH MAY BE ACQUIRED BY ADDING ACTUAL HOURS AND LANDINGS, PROVIDED ACTUAL HOURS ARE AT LEAST 50% OF REQUIRED HOURS.

* CHECK PILOT SIGNATURE / DATE	[redacted] 3-27-93	[redacted] 3-28-93	[redacted] 3-29-93	[redacted] 03/30/93		
BK TIME	6.9	5.6	3.52	3.13		
ACM TOT	6.9	12.50	16.02	19.15		
LANDINGS	5	6	2	1		
ACM LNDS	5	11	13	14		
DAY	1	2	3	4	5	6

ALL ITEMS TO BE COVERED DURING IOE BY ACTUAL ACCOMPLISHMENT IF POSSIBLE-IF UNABLE THEN BY DISCUSSION

ITY-IN PROCEDURES	✓	INSTRUMENT APPROACH PROCEDURES	✓
EQUIRED CREW ITEMS	✓	VISUAL APPROACH PROCEDURES	✓
EATHER ANALYSIS	✓	LANDING PROCEDURES	✓
TAMS	✓	OPERATIONS AT UNCONTROLLED AIRPORTS	✓
UEL/ALTERNATE REQUIREMENTS	✓	ALTITUDE/MEA/TRAFFIC AWARENESS	✓
EL	✓	USE OF WEATHER RADAR	✓
AD MANIFEST	✓	USE OF NAVAIDS	✓
REW BRIEFINGS(PIC)	✓	USE OF AUTO-PILOT	✓
SE OF CHECKLISTS	✓	ARINC PROCEDURES	✓
AMP OPERATIONS	✓	COMMUNICATIONS WITH FLIGHT ATTENDANT	✓
AXIING(PIC)	✓	PA ANNOUNCEMENTS	✓
YSTEMS CHECKS	✓	COMPANY CALLS	✓
ERFORMANCE INFORMATION	✓	OPS SPEC KNOWLEDGE	✓
AKE-OFF PROCEDURES	✓	COMPANY PROCEDURES KNOWLEDGE	✓
NROUTE PROCEDURES	✓	PAPERWORK	✓

T-11 03/01/91

ATLANTIC SOUTHEAST AIRLINES
PILOT LINE CHECK
FAR 121/135

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL)	DOMICILE	DATE OF CHECK RIDE	03/30/93
GANNAWAY, EDWIN, C	ATL	EQ TYPE	E-120
PILOT CERTIFICATE: GRADE ATP; NUMBER [redacted]	MEDICAL CERTIFICATE: DATE 10/29/92; CLASS FIRST	BLOCK TIME	3.13
		AIRCRAFT N #	286AS

CHECK PILOT	NAME	SIGNATURE
	THOMAS R. GRAY	T.R.G.

MANEUVERS

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED

PREFLIGHT	GRADE	APPROACH & LANDING	GRADE
REQUIRED CREW ITEMS	S	AREA ARRIVIAL	S
WEATHER ANALYSIS	S	COMM/RADIO PROCEDURES	S
DISPATCH CLEARANCE	N/O	APPROACH TYPE VIS	S
WEIGHT & BALANCE	S	MISSED APPROACH FROM AN ———	N/O
CREW BRIEFINGS	S	CROSSWIND LANDING	S
STARTING	S	EMERGENCY & ABNORMAL PROCEDURES	N/O
TAXIING	S	CREW COORDINATION	S
SYSTEMS CHECKS	S	USE OF CHECKLIST	S
TAKEOFFS	GRADE	JUDGEMENT	S
NORMAL	S	ADHERENCE TO ASA PROCEDURES	S
INSTRUMENT	N/O		
CROSSWIND	S		
ENROUTE	GRADE		
ADHERENCE TO CLEARANCE	S		
ALTITUDE & MEA AWARENESS	S		
USE OF RADAR	S		
USE OF NAVAIDS	S		
USE OF AUTOPILOT	S		

TYPE CHECK

[TC] INITIAL [ ] RECUR

[ ] FAR 121.440

[TC] FAR 135.299

CHECK RESULTS

[TC] SATISFACTORY

[ ] UNSATISFACTORY

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES
INITIAL	0394

	DATE	BY
CE		
CV		

FAA USE			
INSPECTOR	NAME		SIGNATURE
DIST OFF		CHECK PILOT'S PERFORMANCE [ ] SATISFACTORY	[ ] UNSATISFACTORY

FT-2 10/21/91 WHITE-PILOT RECORDS YELLOW-CHECK PILOT GOLDENROD-PILOT

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

RECURRENT (PIC & SIC)
SPRING SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

NAME .GANNAWAY EDWIN C.
EMP #. 740169 ATL EMB120 CP

General Subjects 2:00
-Basic Indoctrination Subjects
-Initial,General Subjects
-Hazardous Materials Recognization
-Thunderstorm/Windshear Detection and Advoidance
-Hydroplaning
-Examination

Aircraft Specific 2:00
-Initial Technical/Operational Subjects
-Emergency Training Subjects*
-Aircraft Procedures and Systems to Counter Warm Weather Problems
-Aircraft Equipment/Procedure Changes
-Examination

*EMB-120 only: Includes FAA approved Emergency Drills Video as allowed by FAR 135.331 (c).

Security(FAR 108) 1:00

This certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in accordance with the approved ASA Pilot Training Program.

[redacted] / 04-05-93
OPERATIONS SUPERVISOR SIGNATURE / DATE

09/17/91

ATLANTIC SOUTHEAST AIRLINES
PILOT COMPETENCY/PROFICIENCY CHECK
FAR 121/135

DATE OF CHECK RIDE	08-09-93
EQ TYPE	E-120
LOCATION OF CHECK RIDE	ATL
BLOCK TIME	2.0

NAME OF PILOT(LAST, FIRST, MIDDLE INITIAL): CANNADAY, EDWIN C

DOMICILE: ATL

PILOT CERTIFICATE	GRADE: ATP	MEDICAL CERTIFICATE	DATE: 04-14-93	[ ] AIRCRAFT N #
	NUMBER: [redacted]		CLASS: 1st	[X] SIMULATOR

CHECK PILOT	NAME: STAN KNIGHT	SIGNATURE: [redacted]	
EXAM [X] WRITTEN [ ] ORAL	DATE: 08-09-93	[X] SATISFACTORY [ ] UNSATISFACTORY	CERTIFIED BY: [redacted]

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
PREFLIGHT INSPECTION	N/O
TAXIING (PIC)	S
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	S
CROSSWIND	S
REJECTED TAKEOFF	S
WITH POWERPLANT FAILURE	
INFLIGHT MANEUVERS	**GRADE**
STEEP TURNS	S
APPROACH TO STALLS	S
SPECIFIC FLIGHT CHARACTERISTICS	S
POWERPLANT FAILURE	S
EMERGENCY & ABNORMAL PROCEDURES	S
LANDINGS	**GRADE**
NORMAL	S
FROM AN ILS	S
CROSSWIND	S
REJECTED LANDING	S
NO FLAP APPROACH TO LANDING (PIC)	S
WITH POWERPLANT FAILURE	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE	S
NONPRECISION APPROACH TYPE LOC	S
NONPRECISION APPROACH TYPE NDB	S
CIRCLING APPROACH	S
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
[ ] INITIAL [X] RECUR
[ ] INCOMPLETE
[ ] FAR 121.441
[X] FAR 135. 293
[X] FAR 135.297

CHECK RESULTS
[X] SATISFACTORY
[ ] UNSATISFACTORY

AUTHORIZATION - [X] PIC/SIC [ ] SIC ONLY

FLT TNG DEPT USE

	PREVIOUS EXP	EXPIRES
	03-94	08-94
	07-93	03-94

	DATE	BY
CE		
CV		

INSPECTOR	NAME	SIGNATURE
[ ] COMPANY [ ] FAA	CHECK PILOT'S PERFORMANCE [ ] SAT [ ] UNSAT	RESULTS [ ] APPROVED [ ] DISAPPROVED

WHITE-PILOT RECORD YELLOW-CHECK PILOT GOLDENROD-PILOT

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING PROGRAM
GROUND TRAINING RECORD

CURRENT (PIC & SIC)
LL SESSION

PROGRAMMED HOURS	
FAR 135	4:00
FAR 108	1:00

ME___ GANNAWAY EDWIN C.
P #___ 740169 ATL EMB120 CP

neral Subjects 2:00
asic Indoctrination Subjects
ıitial,General Subjects
azardous Materials Recognization
perating in Icing Conditions and on Ice/Snow Covered Runways
arriage of Handicapped Passengers/Exit Row Seating
xamination

ircraft Specific 2:00
ıitial Technical/Operational Subjects
nergency Training Subjects*
ircraft Procedures and Systems to Counter Cold Weather Problems
ircraft Equipment/Procedure Changes
xamination

curity(FAR 108) 1:00

is certifies that the above Pilot has satisfactorily completed Recurrent Ground Training in cordance with the approved ASA Pilot Training Program.

[redacted] / 10-18-93
OPERATIONS SUPERVISOR SIGNATURE / DATE

)/17/91

ATLANTIC SOUTHEAST AIRLINES

PILOT LINE CHECK

FAR 121/135

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL) Gannaway Edwin C			DOMICILE ATL	DATE OF LAST LEG OBSERVED	2-2-94
ID# 740169				EQUIPMENT TYPE	E120
PILOT CERTIFICATE	GRADE ATP	MEDICAL CERTIFICATE	DATE 10-4-93	BLOCK TIME	2.40
	NUMBER [redacted]		CLASS First	NUMBER OF LEGS OBSERVED	2
CHECK PILOT	NAME Karl R. Fezer			AIRCRAFT N #	225TS
	SIGNATURE [redacted]			RESULTS [X] SATISFACTORY [ ] UNSATISFACTORY	

MANEUVERS

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
REQUIRED CREW ITEMS	S
WEATHER ANALYSIS	S
DISPATCH CLEARANCE	S
WEIGHT & BALANCE	S
CREW BRIEFINGS	S
STARTING	S
TAXIING	S
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	N/O
CROSSWIND	S
ENROUTE	**GRADE**
ADHERENCE TO CLEARANCE	S
ALTITUDE & MEA AWARENESS	S
USE OF RADAR	N/O
USE OF NAVAIDS	S
USE OF AUTOPILOT	S

APPROACH & LANDING	GRADE
AREA ARRIVAL	S
COMM/RADIO PROCEDURES	S
APPROACH TYPE VIS	S
MISSED APPROACH FROM AN ____	N/O
CROSSWIND LANDING	S
OTHER	**GRADE**
EMERGENCY & ABNORMAL PROCEDURES	N/O
CREW COORDINATION	S
USE OF CHECKLIST	S
JUDGEMENT	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
[X] FAR 121.440
FAR 135 CHECKING CONDUCTED UNDER EXEMPTION 5450

[ ] INITIAL
[X] RECURRENT

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES
03-94	03-95
DATE	BY
CE 2-2-94	
CV	

INSPECTOR	NAME	SIGNATURE
[ ] COMPANY [ ] FAA	CHECK PILOT'S PERFORMANCE [ ] SAT [ ] UNSAT	RESULTS [ ] APPROVED [ ] DISAPPROVED

FT-2(p1) 3 JAN 1994 WHITE-PILOT RECORDS YELLOW-CHECK PILOT GOLDENROD-PILOT

E24417

ATLANTIC SOUTHEAST AIRLINES

FAR 121.441 PROFICIENCY FLIGHT CHECK
FAR 121 & 135 QUALIFICATION

DATE OF CHECK	2-15-94
EQUIPMENT TYPE	E120
LOCATION	ATL
BLOCK TIME	2.2
[ ] AIRCRAFT N # [X] SIMULATOR	

NAME OF PILOT(LAST, FIRST, MIDDLE INITIAL): Cammarata Edwin C
DOMICILE: ATL
ID#: 740164

PILOT CERTIFICATE	GRADE: ATP / NUMBER: [redacted]	MEDICAL CERTIFICATE	DATE: 10-4-93 / CLASS: First

RESULTS: [X] SATISFACTORY [ ] UNSATISFACTORY

AUTHORIZATION
[X] PIC/SIC [ ] SIC ONLY
[ ] FAR 121 OPERATIONS
[X] FAR 135 OPERATIONS
[ ] NONE

CHECK PILOT: NAME: Karl Fezer / SIGNATURE: [redacted]

EXAM: [X] WRITTEN [ ] ORAL — DATE: 2-15-94 — [X] SATISFACTORY [ ] UNSATISFACTORY
CERTIFIED BY KF — NAME: Karl Fezer / SIGNATURE: [redacted]

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
PREFLIGHT INSPECTION	S
TAXIING (PIC)	S
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	S
CROSSWIND	S
REJECTED TAKEOFF	S
WITH POWERPLANT FAILURE	S
INFLIGHT MANEUVERS	**GRADE**
STEEP TURNS	S
APPROACH TO STALLS	S
SPECIFIC FLIGHT CHARACTERISTICS	S
POWERPLANT FAILURE	S
EMERGENCY & ABNORMAL PROCEDURES	S
LANDINGS	**GRADE**
NORMAL	S
FROM AN ILS	S
CROSSWIND	S
REJECTED LANDING	S
NO FLAP APPROACH TO LANDING (PIC)	S
WITH POWERPLANT FAILURE	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE	S
NONPRECISION APPROACH TYPE NDB	S
NONPRECISION APPROACH TYPE VOR	S
CIRCLING APPROACH	S
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
OTHER	**GRADE**
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
[X] 121.441
FAR 135 CHECKING CONDUCTED UNDER EXEMPTION 5450
[ ] INITIAL
( ) COMPLETE
( ) PARTIAL
[X] RECURRENT
[ ] INCOMPLETE

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES
03-94	09-95

	DATE	BY
CE		
CV		

INSPECTOR [ ] COMPANY [ ] FAA — NAME — SIGNATURE
CHECK PILOT'S PERFORMANCE [ ] SAT [ ] UNSAT — RESULTS [ ] APPROVED [ ] DISAPPROVED

FT-1(p1) 3 JAN 1994 WHITE-PILOT RECORDS YELLOW-CHECK PILOT GOLDENROD-PILOT

ASA

E244IP
E27NLK

RECORD OF TRAINING

RECURRENT LOFT

ATLANTIC SOUTHEAST AIRLINES

PIC: Gannaway, Edwin C.	ID#: 740169	DATE OF TRAINING	08-04-94
SIC: Zobel Jr., Robert L.	ID#: 164308	EQ TYPE	EMB 120
INSTRUCTOR PILOT: Goodson, John P.		LOCATION OF TRAINING	ATL
LOFT# 2.0	CODES: S = SATISFACTORY N = NEEDS IMPROVEMENT	BLOCK TIME	4.0

NORMAL SITUATIONS	CODES PIC	CODES SIC	ABNORMAL/EMERGENCY SITUATIONS	CODES PIC	CODES SIC
1. CHECKLIST MANAGEMENT	S	S	1. CHECKLIST MANAGEMENT	S	S
2. STANDARD CALLOUTS	S	S	2. STANDARD CALLOUTS	S	S
3. CREW COORDINATION/LEADERSHIP	S	S	3. CREW COORDINATION/LEADERSHIP	S	S
4. JUDGEMENT/DECISION MAKING	S	S	4. JUDGEMENT/DECISION MAKING	S	S
5. COMMUNICATION SKILLS	S	S	5. COMMUNICATION SKILLS	S	S
6. SITUATIONAL AWARENESS	S	S	6. SITUATIONAL AWARENESS	S	S
7. ATTITUDE	S	S	7. ATTITUDE	S	S
8. TECHNICAL SKILLS	S	S	8. TECHNICAL SKILLS	S	S
9. JOB KNOWLEDGE	S	S	9. JOB KNOWLEDGE	S	S
10. OVERALL EFFICIENCY	S	S	10. OVERALL EFFICIENCY	S	S
11.			11.		

ADDITIONAL TRAINING EVENTS CONDUCTED

1. WINDSHEAR TRAINING
2. Engine failure at V1
3. propeller overspeed
4. ______
5. ______
6. ______

LOFT/ADDITIONAL TRAINING COMPLETED. (IN-LIEU OF CHECKING-ALTERNATE PROFICIENCY CHECK CYCLES)

INSTRUCTOR SIGNATURE [redacted]

COMPUTER ENTRY: DATE ______ BY ______

VERIFIED BY: DATE ______ BY ______

FT-27 3 JAN 1994 WHITE - PILOT RECORDS YELLOW - PIC GOLDENROD - SIC

ATLANTIC SOUTHEAST AIRLINES

PILOT TRAINING PROGRAM — RECORD OF TRAINING

CATEGORY OF TRAINING: **RECURRENT**
CURRICULUM: **EMB-120, PIC & SIC**
CURRICULUM SEGMENT: **EQUIPMENT GROUND AND GENERAL EMERGENCY TRAINING** 20:00 HOURS

PILOT NAME: GANNAWAY EDWIN C. 740169 ATL EMB120 CP — POSITION:

QUARTERLY HOME STUDY MODULE	DATE	BY	CO
First Quarter	1-19-94		
Second Quarter	4-22-94		
Third Quarter	7-18-94		
Fourth Quarter	10-25-94		

CLASSROOM MODULES	DATE	BY	CO
General Operational			
Aircraft Systems	10-12-94	Dadley	
General Emergency*			

*Emergency Drills: ☑ Hands-on (each 24 months) DATE 04-05-23
☑ Alternate Approved Pictorial DATE 10-12-94

CERTIFICATION DATE 10-12-94

This is to certify satisfactory completion of the EMB-120 Recurrent Equipment Ground and General Emergency Training Curriculum Segment (total 20:00 hours).

NAME TONI YATES TITLE Operations Supervisor

SIGNATURE [redacted]

RECURRENT SECURITY TRAINING — CERTIFICATION DATE 05-23-94

This is to certify satisfactory completion of the Alternate Security Training Program (2:00 hours).

NAME TONI YATES TITLE Operations Supervisor

SIGNATURE [redacted]

COMPUTER ENTRY: DATE _____ BY _____

VERIFIED BY: DATE _____ BY _____

E2941P

ATLANTIC SOUTHEAST AIRLINES

FAR 121.441 PROFICIENCY FLIGHT CHECK
FAR 121 & 135 QUALIFICATION

DATE OF CHECK	02-06-95
EQUIPMENT TYPE	EMB-120
LOCATION	ATL
BLOCK TIME	1.80
☐ AIRCRAFT ☒ SIMULATOR	N #

NAME OF PILOT(LAST, FIRST, MIDDLE INITIAL): Gannaway, Edwin C.
ID# 74D169
DOMICILE: MCN

PILOT CERTIFICATE — GRADE: ATP — NUMBER: [redacted]
MEDICAL CERTIFICATE — DATE: 10-12-94 — CLASS: First

RESULTS: ☒ SATISFACTORY ☐ UNSATISFACTORY

AUTHORIZATION
☒ PIC/SIC ☐ SIC ONLY
☐ FAR 121 OPERATIONS
☒ FAR 135 OPERATIONS

CHECK PILOT FLT. SEGMENT — NAME: John P. Goodson — SIGNATURE: [redacted]

EXAM ☒ WRITTEN ☐ ORAL — DATE: 02-06-95 — ☒ SAT ☐ UNSAT — CHECK PILOT EQUIP. SEGMENT — NAME: John P. Goodson — SIGNATURE: [redacted]

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT		GRADE
PREFLIGHT INSPECTION	(A)	S
TAXIING (PIC)	(A)	S
SYSTEMS CHECKS		S
TAKEOFFS		**GRADE**
NORMAL	(A)	S
INSTRUMENT		S
CROSSWIND	(A)	S
REJECTED TAKEOFF		S
WITH POWERPLANT FAILURE	(A)*	U/S
INFLIGHT MANEUVERS		**GRADE**
STEEP TURNS		S
APPROACH TO STALLS		S
SPECIFIC FLIGHT CHARACTERISTICS		N/O
POWERPLANT FAILURE	(A)*	S
EMERGENCY & ABNORMAL PROCEDURES		S
LANDINGS		**GRADE**
NORMAL	(A)	S
FROM AN ILS	(A)	S
CROSSWIND	(A)	S
REJECTED LANDING	(A)	S
NO FLAP APPROACH TO LANDING (PIC)		U/S
WITH POWERPLANT FAILURE	(A)	S

INSTRUMENT		GRADE
AREA DEPARTURE		S
HOLDING		S
AREA ARRIVAL		S
NORMAL ILS APPROACH		S
ILS WITH POWERPLANT FAILURE	(A)	S
NONPRECISION APPROACH TYPE NDB		U/S
NONPRECISION APPROACH TYPE VOR		S
CIRCLING APPROACH		S
MISSED APPROACH FROM AN ILS		S
OTHER MISSED APPROACHES		S
COMM/NAV PROCEDURES		S
OTHER		**GRADE**
JUDGEMENT		S
CREW COORDINATION		S
ADHERENCE TO ASA PROCEDURES		S

TYPE CHECK
☒ 121.441
FAR 135 CHECKING CONDUCTED UNDER EXEMPTION 5450
☐ INITIAL ☐ COMPLETE ☐ PARTIAL
☒ RECURRENT
☐ INCOMPLETE

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES
0395	0495
DATE	BY
CE	
CV	

INSPECTOR ☐ COMPANY ☐ FAA — NAME — SIGNATURE
CHECK PILOT'S PERFORMANCE: ☐ SAT ☐ UNSAT — RESULTS: ☐ APPROVED ☐ DISAPPROVED

FT-1(p1) 25 SEPT 1994 WHITE-PILOT RECORDS YELLOW-CHECK PILOT GOLDENROD-PILOT

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ATLANTIC SOUTHEAST AIRLINES

PILOT TRAINING PROGRAM
CATEGORY OF TRAINING: **RECURRENT**

7 FEB 1995
CURRICULUM: **SPECIAL AIRPORT QUALIFICATION (PIC)** ORIGINAL

PILOT NAME GANNAWAY, EDWIN C. DATE 02-09-95

THE PILOT LISTED ABOVE HAS COMPLETED TRAINING USING JEPPESEN PICTORIAL AIRPORT QUALIFICATION CHARTS FOR SPECIAL AIRPORTS AS LISTED IN SP400.

C2440P

ATLANTIC SOUTHEAST AIRLINES

PILOT LINE CHECK
FAR 121/135

NAME OF PILOT (LAST, FIRST, MIDDLE INITIAL) GANNAWAY, EDWIN C.			DOMICILE ATL	DATE OF LAST LEG OBSERVED	3-3-95
ID# 74/0169				EQUIPMENT TYPE	EMB-120
PILOT CERTIFICATE	GRADE ATP	MEDICAL CERTIFICATE	DATE 10-12-94	BLOCK TIME	1.58
	NUMBER [redacted]		CLASS FIRST	NUMBER OF LEGS OBSERVED	2
CHECK PILOT	NAME RANDY B. DUNCAN			AIRCRAFT N #	215A$
	SIGNATURE [redacted]			RESULTS ☒ SATISFACTORY ☐ UNSATISFACTORY	

MANEUVERS

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
REQUIRED CREW ITEMS	S
WEATHER ANALYSIS	S
DISPATCH RELEASE	N/O
LOAD MANIFEST	S
CREW BRIEFINGS	S
STARTING	S
TAXIING	S
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL	S
INSTRUMENT	N/O
CROSSWIND	N/O
ENROUTE	**GRADE**
ADHERENCE TO CLEARANCE	S
ALTITUDE & MEA AWARENESS	S
USE OF RADAR	S
USE OF NAVAIDS	S
USE OF AUTOPILOT	S

APPROACH & LANDING	GRADE
AREA ARRIVAL	S
COMM/RADIO PROCEDURES	S
APPROACH TYPE VISUAL	S
MISSED APPROACH	N/O
CROSSWIND LANDING	N/O
OTHER	**GRADE**
EMERGENCY & ABNORMAL PROCEDURES	N/O
CREW COORDINATION	S
USE OF CHECKLIST	S
JUDGEMENT AND DECISION MAKING	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
☒ FAR 121.440
FAR 135 CHECKING CONDUCTED UNDER EXEMPTION 5450
☐ INITIAL
☒ RECURRENT

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES
03-95	03-96
DATE	BY
CE	
CV	

INSPECTOR ☐ COMPANY ☐ FAA NAME SIGNATURE

CHECK PILOT'S PERFORMANCE: ☐ SAT ☐ UNSAT RESULTS: ☐ APPROVED ☐ DISAPPROVED

FT-2(p1) 12 JUL 1994 WHITE-PILOT RECORDS YELLOW-CHECK PILOT GOLDENROD-PILOT

ATLANTIC SOUTHEAST AIRLINES
PILOT TRAINING RECORD
EMERGENCY DRILLS

RECURRENT TRAINING
PIC & SIC

PILOT Gannaway, Edwin C. EQUIP EMB-120

EMP # 740169

E2EMER

EMERGENCY EXITS/DRILLS ☑

[redacted] 3-4-95

INSTRUCTOR SIGNATURE DATE

FT-29 12 JUL 1994

ASA

LOFT RECORD

NAME: Gannaway, Edwin C.	☒ PIC ☐ SIC
ID#: 740169	DATE: 08-07-95
A/C TYPE: E120	

This certifies that the pilot listed above has completed Line Oriented Flight Training (LOFT) in-lieu of a Proficiency Check.

ADDITIONAL TRAINING

☒ Windshear

☒ Unusual Attitude Recognition and Recovery

☒ Other

List: Prop Overspeed

CHECK PILOT NAME: Lyons, Jeff

SIGNATURE: [redacted]

FT-27A 23 JAN 1995

Employment Application

Atlantic Southeast Airlines, Inc.

OK TO HIRE ONLY

It is the policy of Atlantic Southeast Airlines to provide employment opportunities without regard to race, color, religion, sex, national origin, age, or handicap.

Mail to:
Atlantic Southeast Airlines, Inc.
100 Hartsfield Centre Parkway
Suite 800
Atlanta, Georgia 30354-1356

Position Applied For	Date of Application
First Officer	03-08-95

Name (Last, First, Middle)	Social Security Number
Warmerdam, Matthew Mark	[redacted]

Present Address (Street/Box Number)	City	State	Zip Code	How Long?
[redacted]	Vero Beach	FL	32963	10 months

Home Phone Number (Include area code)	Business Phone (Include area code and ext.)	May we contact you at this number?
[redacted]	(800) 800-1411	☒ Yes ☐ No

Have you ever failed a U.S. Government Security check?	Will you accept employment anywhere on our system?	Location preferred
☐ Yes ☒ No	☒ Yes ☐ No	Atlanta

Will you accept temporary work?	Will you accept shift work?	Will you accept part-time work?	Do you have a relative working for ASA?
☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☒ No

Have you been convicted of any criminal offense other than traffic violations within the past seven years?
☐ Yes ☒ No

Have you been released from confinement following a conviction for any criminal offense within the past seven years?
☐ Yes ☒ No

Are you presently charged with any violation of the law other than traffic violations?
☐ Yes ☒ No

If your response to any of the preceding three questions was yes, give the date, place and nature of each such conviction or pending charge. Existence of a conviction or pending charge will not necessarily preclude you from employment. The nature of the crime and its relationship to the position applied for, the degree of rehabilitation of the applicant and the time elapsed since the crime or release from confinement will be considered.

Father's Full Name	Address	Living?	Deceased?	If Living, his occupation
Peter M. Warmerdam	[redacted]. Santa Rosa, CA 95409	☒	☐	CPA

Mother's Full Name	Address	Living?	Deceased?	If Living, her occupation
Sara Bardoni	[redacted] Guerneville, CA 95446	☒	☐	Student

Name of Spouse	Occupation
Amy L. Warmerdam	Psychiatric Evaluator

List three persons who have known you three years or longer and who are not relatives or former employers.

Name	Occupation	Address (Street No. City & State)	Telephone (Include area code)
Roger Macdonald	Teacher	[redacted] Antioch, CA 94509	[redacted]
Rudy Garcia	Teacher	[redacted] Sylmar, CA 91342	[redacted]
Jennet Hodge	Hotel Auditor	[redacted] San Francisco, CA 94115	
			[redacted]

Residence Information — List your previous addresses for the past five years, including temporary addresses.

Street and Number	City	State	Zip Code	From (Mo/Yr)	To (Mo/Yr)
[redacted].	Sanford, FL 32773			02-93	05-94
[redacted].	Sanford, FL 32773			04-92	02-93
[redacted]	Santa Rosa, CA 95409			12-89	04-92

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Educational Record

	Dates Attended (Mo/Yr) From	To	Name of School	City	State	Grade Point Average	Graduate? Yes No	Degree or Certificate
High School	09-82	05-85	Montgomery High School	Santa Rosa, CA		3.0	Yes	GE
College	09-85	05-86	Santa Rosa Junior College	Santa Rosa, CA		2.5	N/A	Psychology
Other	09-86	12-89	California State University, Chico, CA			3.0	No	Public Relat
	3/92	5/93	Comair Aviation Ac Sanford					

What college activities did you engage in / Honors received

Campus Alcohol And Drug Education Center, Vice President 1989

Military Service Record – Final processing prior to employment will include a review of the original or a copy of your military release or discharge record.

Have you served in the U.S. Military Service? ☐ Yes ☒ No

Selective Service Classification

Condition of Discharge ☐ Honorable ☐ Other (Explain)

Date of entry to active duty | Date of release from active duty | Last rank held | If you are a reservist, indicate status

Employment Record – List all full or part time work including military service and work during school years. Account for your unoccupied time and be exact as to dates.

Have you ever been employed by another airline? ☐ Yes ☒ No

Name of Airline | Dates of employment | Are you eligible for recall ☐ Yes ☐ No

Name of present or Last Employer: Flight Safety International
Address (Street, City, State & Zip): 3606 Cherokee Drive Vero Beach, FL
Telephone: (800) 800-1411
Date Started: 06-94
Starting Position: Intern
Starting Rate of Pay: $5.50 Hour/Week/Month: Hr.
Date Left: N/A
Ending Position: Flight Instructor
Ending Rate of Pay: $7.75 Hour ☒ Week ☐ Month ☐
Name of Last Immediate Supervisor: Robert Stickle
Phone Number: (800) 800-1411
Reason for Leaving: N/A

Name of Next Previous Employer: Air Orlando Inc.
Address (Street, City, State & Zip): 400 Herndon Drive Ste. 109 Orlando, FL 32803
Telephone: [redacted]
Date Started: 10-93
Starting Position: Flight Instructor
Starting Rate of Pay: $10.00 Hour/Week/Month: Hr.
Date Left: 05-94
Ending Position: Flight Instructor
Ending Rate of Pay: $10.00 Hour ☒ Week ☐ Month ☐
Name of Last Immediate Supervisor: Ray Ambrose
Phone Number: [redacted]
Reason for Leaving: Flight Safety position

Name of Next Previous Employer: CFI Cellular
Address (Street, City, State & Zip): 5767 Major Blvd. Orlando, FL 32819
Telephone: [redacted]
Date Started: 07-93
Starting Position: Commission Sales
Starting Rate of Pay: Commission
Date Left: 03-94
Ending Position: Commission Sales
Ending Rate of Pay: Commission Hour ☐ Week ☐ Month ☐
Name of Last Immediate Supervisor: Joey Puleri
Phone Number: [redacted]
Reason for Leaving: Air Orlando position

Name of Next Previous Employer: The Good Guys, Inc. (Electronic retail chain)
Address (Street, City, State & Zip): 1331 Guerneville Rd. Santa Rosa, CA 95403
Telephone: [redacted]
Date Started: 03-90
Starting Position: Commission Sales
Starting Rate of Pay: Commission
Date Left: 03-92
Ending Position: Commission Sales
Ending Rate of Pay: Commission Hour ☐ Week ☐ Month ☐
Name of Last Immediate Supervisor: Dan Bell
Phone Number: [redacted]
Reason for Leaving: Flight School

If presently employed, how much notice is required before you could accept employment: Available Immediately

Your work phone number (& extension): (800) 800-1411

May we contact your present employer: Yes

Remarks: ☒ Yes ☐ No

1/90-2/90 unemploy

5/93-7/93 - moved back home to get married

Have you ever been discharged or asked to resign by any employer? If yes, explain

No

MECHANIC APPLICANTS N/A

List experience in months and types of equipment of which obtained

	Months	Equipment		Months	Equipment
Avionics			Hydraulics		
Aircraft Overhaul			Instruments		
Electrical			Welding		
Line Maintenance			Sheet Metal		
Manufacturing			Upholstery		
Painting			Other		

Licenses Held

Remarks

Applicants for Pilot — DO NOT INCLUDE SIMULATOR/OBSERVER HOURS

FAA Pilot Certificate No. [redacted]

Total Pilot Fixed Wing Time: 830

ATP ☐ Multi-Engine ☐ Single-Engine ☐ Written Only ☒ Instrument

COMM ☒ Multi-Engine ☒ Single-Engine

Other Certificates & Ratings: CFII/MEI

FAA Physical: Class, Date, Waivers/Restrictions: First, 06/24/94 No Restrictions

All flight times must be substantiated by certified logs or records.

% Multi-engine time logged in centerline thrust A/C: 0 %

Airplane Multi-Engine Land	Civilian	243	Airplane Single-Engine	Civilian	590	Instrument	Actual	62
	Military	0		Military	0		Act. PIC	62
	Total	243		Total	590		Hood	49
	PIC	229					SIM	34
NIGHT	PIC	85	Turboprop	PIC	0	Turbojet	PIC	0
	SIC	0		SIC	0		SIC	0
Flight Hours	Last 6 mo.	330	Over 12,500#	0		FAR 121	0	
	Last 12 mo.	435	More than 2 eng.	0		FAR 135	0	
	Last 24 Mo.	550	Helicopter	0		Cross Country	466	

FIXED WING LAND AIRCRAFT FLOWN (min. 100 hrs)

TYPE	PIC	SIC	LAST DATE FLOWN	FAR 121 or 135?
C 152	310	0	05/01/94	No
C 172	100	0	04/29/94	No
PA-28	100	0	03/07/95	No
PA-44	229	0	02/14/95	No

List Violations and/or Accidents (Give Dates, Type Aircraft, Circumstances, Penalties)

None ✓

Remarks: Use for other pertinent information or explanation of information given.

IMPORTANT

If employed, in consideration thereof, and/or in consideration of the continuance thereof, and without further consideration, I do hereby agree:

That any and all inventions, discoveries or improvements in any way relating to business of the character now or hereafter carried on or contemplated by Atlantic Southeast Airlines, Inc. (hereinafter referred to as "Company"), or to processes of Company, or to apparatus particularly adapted to business acquired by me individually, or jointly with others, in the line of work assigned or in any other line of work or investigation in which company is or may be engaged, or may contemplate during the term of my employment, shall immediately become absolute property of Company; and shall be disclosed fully to Company; and I further agree to make application for such letters patent or copyrights thereon, or related legal protection, as Company may consider desirable, necessary or useful, and to sign and execute any and all papers incident to the filing, prosecution and protection of such letters, copyrights, or related matters, Company, however, to bear the cost and expenses incident thereto.

That without further consideration I will assign all my rights, title, and interests in such inventions, discoveries, improvements, letters patent, copyrights or other evidences of possession or ownership to Company, its successors or assigns, and will give Company the right to apply for and obtain patents, copyrights, or related legal protection in any and all foreign countries as Company may select.

That I will at any and all times cooperate with Company in their prosecution and/or defense of any litigation which may arise in connection with any of the foregoing; that no termination or cancellation of this agreement or of my employment will relieve me of any of my above-stated obligations.

That Company may request, and I also authorize and request each former employer and each person, firm or corporation given above as reference to answer any questions that may be asked and to furnish any information that may be sought by Company concerning me and my work, habits, character or skill; and I hereby waive any privileges involved.

That at any time in the future, whether during or after termination of my employment, upon request of any party or any surety, Company may furnish reports and information relative to my record and services with and for Company;

That I will submit myself to a pre-employment physical examination which will include a drug and alcohol screen by physicians of the Company's selection and also as often as requested during my employment, and understand that failing to pass any such examination may not be retained in Company's service, and I further understand and agree that failure of Company to request physical examination shall not be construed as an admission by Company that I am qualified to perform any specific type of service;

That if at any time I shall make claim against Company for personal injuries, I will submit to examination by physicians of Company's selection as often as requested;

That Company, its successors, assigns, subsidiaries, employees, servants, agents, independent contractors, customers and purchasers at any time may copyright, sell, use and publish all negatives made of me at any time, whether before, during, or after termination of my employment, together with all photographic prints or other reproductions from all or any part thereof, including making, altering or adding to the same by publication, advertising, testimonial, or otherwise, and including any and all commercial use thereof whatsoever, with or without the use of my name;

That I will be on a six (6) months probationary period following my initial employment (unless I am a pilot or flight attendant in which case, I shall be on probation in accordance with applicable collective bargaining agreements). My continued employment will be contingent upon completion of all employment requirements. My employment at all times remains terminable at will.

That I will give Company at least a two week notice in writing before terminating my association with company, on condition that otherwise I shall forfeit all earned and accrued vacation.

That any falsification of facts in this application shall be sufficient cause for my immediate discharge without any notice or liability to me by Company, whenever any such falsification is discovered.

[redacted] 08 MARCH 95 [redacted]

Signature of Applicant in ink — Date — Witness

For Use By Atlantic Southeast Airlines, Inc. Only

Interviewed By [redacted] Date 3/9/95

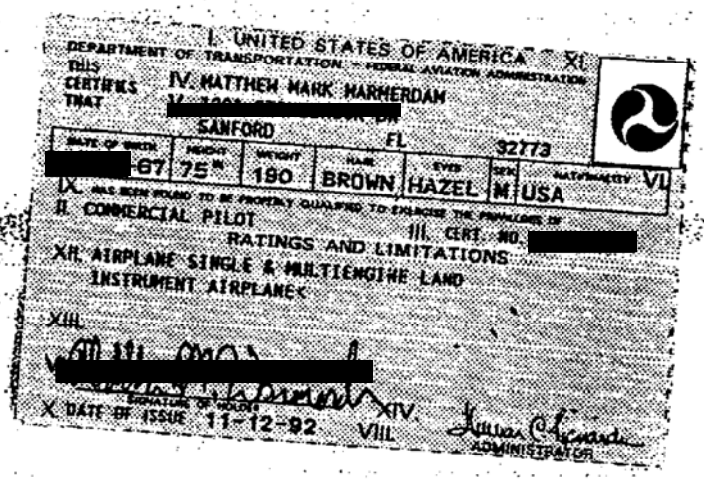
Interviewed By [redacted] Date 3/9/95

Interviewed By _____ Date _____

Offered Position Date _____ ☐ Declined ☐ Accepted Date of Hire _____

I certify that all information contained on this application is correct as of date of hire. Make necessary corrections or complete new application if information is incorrect.

Signature _____ Date _____



I. UNITED STATES OF AMERICA XI.
DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION ADMINISTRATION
THIS CERTIFIES THAT IV. MATTHEW MARK MARMERDAN
[redacted] SANFORD FL 32773
DATE OF BIRTH [redacted]67 | HEIGHT 75" | WEIGHT 190 | NAME BROWN | EYES HAZEL | SEX M | NATIONALITY USA VI.
IX. HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II. COMMERCIAL PILOT III. CERT. NO. [redacted]
RATINGS AND LIMITATIONS
XII. AIRPLANE SINGLE & MULTIENGINE LAND
INSTRUMENT AIRPLANE
XIII.
[redacted]
SIGNATURE OF HOLDER XIV.
X. DATE OF ISSUE 11-12-92 VIII. ADMINISTRATOR

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE First CLASS

This certifies that (*Full name and address*):

Matthew M. Warmerdam
[redacted]
Vero Beach, Fl. 32963

Date of Birth	Ht.	Wt.	Hair	Eyes	Sex
[redacted]-67	75"	208	Brown	Hazel	M

has met the medical standards prescribed in Part 67, Federal Aviation Regulations, for this class of Medical Certificate.

5363 70
IMEDS

Limitations: None

Date of Examination: 6-15-95

Examiner's Serial No.: 12175-1

Examiner
Sign[redacted]
Typed Name: Perry D. Melvin, M.D.

AIRMAN'S SIGNATURE [redacted]

FAA Form 8500-9 (7-92) Supersedes Previous Edition

ISIS Airman Report — CAIS Information - Basic Information

Cert Pfx: Cert No: [redacted] Cert Sfx: Soc.Sec.No: [redacted]

Name: MATTHEW MARK WARMERDAM Name-Sfx:

DOB: 67 [redacted] Sex: M Hair: Brown Eyes: Hazel Ht: 75 Wt: 208

Status: Legal Action Pending: Name Source: Airm

Address Source: Med Date of Address Update: 95 06 15

Street: [redacted] City: VERO BEACH State: FL

Zip: 32963 County: 61 Country: Nation: USA

TOT CIVIL HOURS: 01100

THIS INFORMATION IS PROTECTED BY THE PRIVACY ACT. FOR OFFICIAL USE ONLY.

ISIS Airman Report — CAIS Information - Medical Information

Cert Pfx: Cert No: [redacted] Cert Sfx:

Medical Information for: WARMERDAM MATTHEW MARK

Class: First

Certificate Desc.: CLEAR

Medical Date: 95 06 15 Medical ID#: 95169298 Pathology:

Restriction:

THIS INFORMATION IS PROTECTED BY THE PRIVACY ACT. FOR OFFICIAL USE ONLY.

ASA
Atlantic Southeast Airlines, Inc. General Office
100 Hartsfield Centre Parkway Suite 800
Atlanta, Georgia 30354-1356
Phone: (404) 766-1400
FAX: (404) 209-0162

To: ASA ATTN: WILLIAM DUDLEY FAX# 830-6511

From: STEVE Date: 8-23-95 Total # Pages 1

Subject: FLIGHT TIME

ED GANNAWAY TT = 9876.13

TT IN TYPE = 7374.68

PIC TIME IN TYPE = 2186.94

MATTHEW WARMERDAM TT = 1192.64

TT IN TYPE = 362.64

ATLANTIC SOUTHEAST AIRLINES

PILOT TRAINING PROGRAM — RECORD OF TRAINING

CATEGORY OF TRAINING: **INITIAL NEW HIRE, INITIAL EQUIPMENT, TRANSITION, UPGRADE**
CURRICULUM: **EMB-120, PIC & SIC**
CURRICULUM SEGMENT: **EQUIPMENT GROUND TRAINING** ASA Class # 95-20-03 — 72:00 HOURS

PILOT NAME:	ID#:	POSITION:
WARMERDAM, MATTHEW M.	536370	SIC

GENERAL OPERATIONAL MODULES	DATE	BY	CO
Adverse Weather	03-30-95	D.R. JESSEN	FSI/ATL
Weight and Balance	04-03-95		
Performance and Airport Analysis	04-03-95		
Pilots Operating Handbook	03-20-95		
Limitations	03-27-95		

AIRCRAFT SYSTEMS MODULES	DATE	BY	CO
Aircraft General	03-20-95	D.R. JESSEN	FSI/ATL
Electrical	03-20,21,-95		
Warning	03-20-95		
Lighting	03-21-95		
Engine	03-23,24-95		
Propeller	03-24,27-95		
Fire Protection	03-27-95		
Fuel	03-21-95		
Hydraulic	03-22-95		
Landing Gear, Brakes, Nosewheel Steering	03-22-95		
Flight Controls	03-29-95		
Ice and Rain Protection	03-29-95		

(con't)

	DATE	BY	CO
Air Conditioning and Pressurization	03-28-95	D.R. JESSEN	FSI/ATL
Oxygen	03-28-95		
Avionics and Flight Instruments	03-27-95		

SYSTEMS INTEGRATION MODULE	DATE	BY	CO
Systems Integration 12 Hours TOTAL	03-21 To 04-04-95	FSI/ASA STAFF	FSI/ASA

EXAMINATIONS

GENERAL OPERATIONAL MODULES: (PERFORMANCE) DATE 04-03-95 GRADE 100% BY D.R. JESSEN CO FSI/ATL

AIRCRAFT SYSTEMS MODULES: DATE 3-31-95 GRADE 98% BY D.R. JESSEN CO FSI/ATL

536370 EZRESY

CERTIFICATION DATE 04-04-95 EZITUP

This is to certify satisfactory completion of the EMB-120 Equipment Ground Training Curriculum Segment (total 72:00 hours).

NAME Toni Yates

SIGNATURE [redacted]

TITLE Operations Supervisor

COMPUTER ENTRY: DATE _____ BY _____

VERIFIED BY: DATE _____ BY _____

ATLANTIC SOUTHEAST AIRLINES

PILOT TRAINING PROGRAM — RECORD OF TRAINING

CATEGORY OF TRAINING: **INITIAL NEW HIRE**
CURRICULUM: **ALL AIRCRAFT, PIC & SIC**
CURRICULUM SEGMENT: **BASIC INDOCTRINATION** ASA Class # 95-BI-02 — 32:00 HOURS

PILOT NAME: WARMERDAM MATTHEW M. ID#: 536370

FAR 121/135 COMMON MODULES (24:00 HOURS)	DATE	BY	CO
ASA Orientation *	04-24-95	NIX	ASA
Flight Operations Division *		SHANAHAN	
Flight Operations Administration *		ROBINSON	
Crew Scheduling *		MILLER	
Flight Training Administration *		YATES	
Flight Crewmember Duties/Responsibilities/Requirements	02/14/95	D.R JESSEN	FSI/ATL
ASA Manuals, Publications System	02/14/95		
Federal Aviation Regulations	02/13/95		
Operating Certificate	02/14/95		
Operational Control	02/15/95		
Flight Operations	02/15/95		
Aircraft Accidents and Incidents	02/15/95		
Abnormal Operations, Emergencies	02/15/95		
Weight & Balance	02/16/95		
Aircraft Performance & Airport Analysis	02/16/95		
Meteorology	02/16/95		
Airspace & ATC Procedures	02/16/95		
Enroute & Terminal Area Charting & Flight Planning	02/16/95		
Concepts of Instrument Procedures	02/16/95		
Hazardous Material Recognition	02/15/95		

* Not part of 32 hours

(OVER)

FAR 121 SPECIFIC MODULES (8:00 HOURS)	DATE	BY	CO
Federal Aviation Regulations, FAR 121			
Operations Specifications			

FAR 135 SPECIFIC MODULES (8:00 HOURS)	DATE	BY	CO
Federal Aviation Regulations, FAR 135	02/13+14/95	D.R. JESSEN	FSI/ATL
Operations Specifications	02/14/95	↓	↓

EXAMINATIONS

COMMON MODULES: (Basic Indoc) DATE 02/16/95 GRADE 100% BY DARWIN R. JESSEN CO FSI/ATL

COMMON MODULES: DATE _____ GRADE _____ BY _____ CO _____

FAR 121 SPECIFIC: DATE _____ GRADE _____ BY _____ CO _____

FAR 135 SPECIFIC: DATE 02/14/95 GRADE P2S BY DARWIN R JESSEN CO FSI/ATL

This is to certify satisfactory completion of the FAR 121/135 common modules, and the FAR specific modules, (total 32:00 hours) of the Basic Indoctrination Curriculum Segment, required to serve in FAR 121/135 operations.

536370

FAR 121 CERTIFICATION	FAR 135 CERTIFICATION
NAME _____	NAME TONI YATES
SIGNATURE _____	SIGNATURE [redacted]
TITLE _____	TITLE Operations Supervisor
DATE _____	DATE 04-24-95

SECURITY TRAINING

This is to certify satisfactory completion of the Alternate Security (4:00 hours) Training Program.

NAME DARWIN R. JESSEN

SIGNATURE [redacted]

TITLE Ground Instructor FSI/ATL DATE 03/07/95 (PRESEC ALTSEC SEATTLE)

COMPUTER ENTRY: DATE _____ BY _____

VERIFIED BY: DATE _____ BY _____

ATLANTIC SOUTHEAST AIRLINES

PILOT TRAINING PROGRAM — RECORD OF TRAINING

CATEGORY OF TRAINING: INITIAL NEW HIRE, INITIAL EQUIPMENT, TRANSITION, UPGRADE
CURRICULUM: EMB-120, PIC & SIC
CURRICULUM SEGMENT: GENERAL EMERGENCY TRAINING ASA Class # 95-20-03 8:00 HOURS

PILOT NAME:	ID#:	POSITION:
WARMERDAM, MATTHEW M.	53370	SIC

GENERAL EMERGENCY MODULES	DATE	BY	CO
Emergency Equipment Location, Function, Operation	03-31-95	D.R. JESSEN	FSI/ATL
Emergency Situations	03-31-95	"	"
Operations Above 25,000 Feet	03-31-95	"	"
Emergency Drills			
•Opening Exits	04-26-95	Dudley	ASA
•Operation of Fire Extinguisher Combating Actual Fire	03-31-95	D.R JESSEN / CHIEF MITCHELL	FSI/ATL / ATL HARTSFIELD FIRE DEPT.
•Emergency Oxygen Equipment	04-26-95	Dudley	ASA
•Life Vest	03/31-95	D.R. JESSEN	FSI/ATL

EXAMINATION

GENERAL EMERGENCY MODULES: DATE 03-31-95 GRADE PASS BY D.R. JESSEN CO FSI/ATL

CERTIFICATION — DATE 04-26-95 EGNER

This is to certify satisfactory completion of the EMB-120 General Emergency Training Curriculum Segment (total 8:00 hours).

NAME TONI YATES

SIGNATURE [redacted]

TITLE Operations Supervisor

COMPUTER ENTRY: DATE _____ BY _____

VERIFIED BY: DATE _____ BY _____

ASA

ATLANTIC SOUTHEAST AIRLINES

COCKPIT PROCEDURES TRAINER

EQUIPMENT TYPE: EMB120

NAME WERNERDAM M. M.	POS S/C	INSTRUCTOR COMMENTS-REQUIRED EACH LESSON

LESSON 1 DATE: 03/22/95 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

NO PROBLEMS NOTED. LESSON #1 COMPLETE.

MW

LESSON 2 DATE: 03/23/95 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 2 complete.

Good systems Knowledge

MW

LESSON 3 DATE: 03-27-95 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

LESSON 3 COMPLETE. REVIEW ~~ENGINE~~ ENGINE FAILURE/FIRE IN FLIGHT CHECKLIST & APU FIRE.

MW

LESSON 4 DATE: 3-29-95 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 4 complete - Good Session

MW

LESSON 5 DATE: 4-2-95 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 5 Complete - Review Profiles

MW

LESSON 6 DATE: 4-4-95 ☒ SAT ☐ UNSAT INSTRUCTOR SIGNATURE: [redacted]

Lesson 6 - Complete - Good Session

Good Flows

MW

FT-7 1 DEC 1992

CHECK DATE:	☐ SAT ☐ UNSAT	INSTRUCTOR SIGNATURE:
ADDITIONAL TRAINING DATE: 04-05-95	☒ SAT ☐ UNSAT	INSTRUCTOR SIGNATURE: [redacted]
CPT I LESSON SIMULATOR COMPLETE.		
ADDITIONAL TRAINING DATE:	☐ SAT ☐ UNSAT	INSTRUCTOR SIGNATURE:
RE-CHECK DATE:	☐ SAT ☐ UNSAT	INSTRUCTOR SIGNATURE:

FT-7 (pg. 2) 12/01/92

ATLANTIC SOUTHEAST AIRLINES RECORD OF TRAINING FLIGHT TRAINING

NAME: Warner Jam, MM EQ: E-120
BOS: S// COMPANY ID: 536370

☒ INITIAL NH/EQ ☐ TRANS ☐ UPG
T = TRAINING IN PROGRESS
S = SATISFACTORY TRNG
N/A = NOT APPLICABLE

PLANNED HOURS: 14:00

		1	2	3	4	5	6	7	8	9	10
INSTRUCTOR SIGNATURE		[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		
DATE		10-02-95	4-9-95	4-11-95	4/13/95	4-14-95	4-15-95	4-18-95	4-26-95		
	A/C OR SIM	SIM	SIM	SIM	SIM	SIM	SIM	SIM	A/C		
	BLOCK TIME	1.75	2.0	2.0	1.50	1.75	2.0	2.0	2.0		
	ACM TOT BK	1.75	3.75	5.75	7.25	9.00	11.0	13.0	15.0		
	FLIGHT	1	2	3	4	5	6	7	8	9	10
PREFLIGHT											
PREFLIGHT INSPECTION	A/C	S						S	S		
STARTING	A/C	S							S		
SYSTEMS CHECKS		S							S		
TAXIING (PIC)	A/C	—									
TAKEOFFS		1	2	3	4	5	6	7	8	9	10
NORMAL	A/C	S			S				S		
INSTRUMENT (REDUCED VISIBILITY)		—		S	S		S	S			
CROSSWIND	A/C	-	S			S		S	S		
ENGINE FAILURE AFTER V1			S		T	T	T	S	S		
REJECTED			S		S			S	S		
TAKEOFF PERFORMING PNF DUTIES		S							S		
IN-FLIGHT MANEUVERS		1	2	3	4	5	6	7	8	9	10
STEEP TURNS		T	S					S	S		
STALL SERIES		T	T	S				S	S		
[redacted]						D		S	S		
WINDSHEAR RECOVERY TECHNIQUE							S				
[redacted]			"				S				
[redacted]		S									
INSTRUMENT DEPARTURE/ARRIVAL				S	S				S		
HOLDING				S			S		S		
ILS APPROACH RAW DATA								S			
ILS APPROACH (FLT DIR)	A/C				S	D			S		
ILS APPROACH (COUPLED)							S				
ILS ENGINE OUT	A/C							S	S		
[redacted]							S				
LOC APPROACH (BACK COURSE)							S				
VOR APPROACH				S					S		
[redacted]						S			S		
LDA APPROACH				S							
[redacted]						2					
NDB APPROACH					T	T		S			
ASR APPROACH				S							
CIRCLING APPROACH				T		S			S		
MISSED APPROACH FROM ILS					S		S		S		
MISSED APPROACH (ENGINE OUT)					T			S	S		
MISSED APPROACH FROM NON-PRECISION				T				S			
COMPLETE MISSED APPROACH				T		S	S		S		
VISUAL APPROACH	A/C	T	S						S		

						DATE	BY
LOFT COMPLETED - 4.0 HOURS REQUIRED* (*Optional Initial New Hire, Initial Equipment)	DATE 04-28-95	INSTRUCTOR SIGNATURE [redacted]	CE		
EMERGENCY EXITS OPENED	DATE 04-26-95	INSTRUCTOR SIGNATURE [redacted]	CV		

FT-8 (p1) - 23 JAN 1995

LANDINGS

		1	2	3	4	5	6	7	8	9	10
NORMAL	A/C	S							S		
CROSSWIND	A/C		S	S			S	S	S		
ZERO FLAP (PIC)		—									
WITH PITCH MISTRIM (PIC)	A/C	—									
FROM ILS					S				S		
FROM ILS, CRITICAL ENGINE OUT	A/C				S				S		
REJECTED	A/C	T			S				S		
NOSEWHEEL STEERING INOP (PIC)		—									
LANDING PERFORMING PNF DUTIES		S							S		

EMERGENCY PROCEDURES

		1	2	3	4	5	6	7	8	9	10
ENGINE FIRE ON GROUND	FTD [ ]							S			
ENGINE FAILURE/FIRE ON TAKEOFF			S		T	S		S	S		
ENGINE FAILURE/FIRE IN FLIGHT			S		S			S			
APU FIRE	FTD [ ]							S			
COCKPIT/CABIN FIRE					S						
SMOKE CONTROL					S						
RAPID DECOMPRESSION			S								
EMERGENCY DESCENT			S								
AIR RESTART	FTD [ ]		S								
ELECTRICAL EMERGENCIES				S							
PROP OVERSPEED							S				
RUNAWAY TRIM								S			
PILOT INCAPACITATION							S				
UNUSUAL ATTITUDE							S				

NORMAL/ABNORMAL PROCEDURES

		1	2	3	4	5	6	7	8	9	10
PRESSURIZATION		S									
AIR CONDITIONING	FTD [S]	S									
FUEL AND OIL	FTD [ ]		S								
ELECTRICAL	FTD [ ]			S							
HYDRAULIC	FTD [S]						S				
FLIGHT CONTROLS								S			
ANTI-ICE/DEICE	FTD [S]							S			
AUTO-PILOT/FLIGHT DIRECTOR		T	T		T	S					
STALL WARNING		S									
FLIGHT INSTRUMENTS		S									
LANDING GEAR				S							
FLAPS	FTD [ ]						S				
NAVCOM EQUIP		S									
ICE ON AIRFRAME								S			

GENERAL

	1	2	3	4	5	6	7	8	9	10
SMOOTHNESS AND COORDINATION	T	T	T	T	S	S	S	S		
JUDGMENT AND DECISION MAKING	T	T	T	T	S	S	S	S		
ATTITUDE	S	S	S	S	S	S	S	S		
USE OF CHECKLISTS	T	T	S	S	S	S	S	S		
CREW MGMT AND COMMUNICATION	T	S	T	T	S	S	S	S		
ASA PROCEDURES	T	T	T	T	S	S	S	S		
EQUIPMENT KNOWLEDGE	T	S	S	S	S	S	S	S		
PNF DUTIES	S			S				S		

FLT CK RCMD	SIM-DATE: 4-18-95	BY:	RE-CK RCMD	SIM-DATE:	BY:
	A/C-DATE: 04-26-95	BY:		A/C-DATE:	BY:

FT-8 (p2) 23 JAN 1995

ASA

ATLANTIC SOUTHEAST AIRLINES — **FLIGHT TRAINING RECORD**

NAME VARMEERDAM M. M. | POS S/C | EQ E120 | INSTRUCTOR COMMENTS REQUIRED FOR EACH FLIGHT

FLT #1 | DATE 04-07-95 | PROGRESS 1 (2) 3 4 | INSTRUCTOR [redacted]

LESSON COMPLETE MATT WAS SOMEWHAT BEHIND AIRCRAFT DUE TO EITHER LACK OF SITUATIONAL AWARENESS OR KNOWLEDGE OF PROFILES. FLYING OF AIRCRAFT WAS SATISFACTORY UNTIL HE GOT LOADED UP WITH PROCEDURES THAT WERE LATE IN BEING ACCOMPLISHED GOOD POST-FLIGHT BRIEF SHOULD HELP FOR NEXT LESSON.

mw

FLT #2 | DATE 4-9-95 | PROGRESS 1 2 (3) 4 | INSTRUCTOR [redacted]

Lesson Complete. Aircraft control improving but still needs work (stalls)

VI cut very good. Review D/A flow and appr. briefing

mj

FLT #3 | DATE 4-11-95 | PROGRESS 1 2 (3) 4 | INSTRUCTOR [redacted]

Lesson complete except for static takeoff. Having trouble with flt. director usage as well as altitude and airspeed due to slow scan and pitching for airspeed and power for descent instead of vice versa.

mj

FLT #4 | DATE 4-13-95 | PROGRESS 1 (2) 3 4 | INSTRUCTOR [redacted]

LESSON INCOMPLETE. DID NOT ACCOMPLISH TRIM RNWY, VOR APPROACH, DME ARC. HAVING BASIC PITCH, POWER, & AIRSPEED PROBLEMS DUE TO POOR SCAN. F/D USE IMPROVED BUT WILL NOT STAY TUCKED UP IN COMMAND BARS. LETTING THE AIRPLANE FLY HIM. NEEDS TO CORRECT THESE PROBLEMS SOON OR WILL MAGNIFY.

mw

FLT #5 | DATE 04-14-95 | PROGRESS 1 2 (3) 4 | INSTRUCTOR [redacted]

MUCH IMPROVED. GOOD FLIGHT DIRECTOR USE AND INSTRUMENT SCAN & MATT DEMONSTRATED ABILITY TO FLY AIRCRAFT AND USE PROCEDURES. HOWEVER HE IS VERY SLOW. WHEN MATT GETS IN A HURRY HE MAKES MULTIPLE MISTAKES. SHOULD BE BETTER PREPARED FOR REST OF TRAINING

mj

FT-9 08/01/92

INSTRUCTOR COMMENTS (CONT.)

FLT #6	DATE 4-15-95	PROGRESS 1 2 (3) 4	INSTRUCTOR [redacted]

Lesson complete — Still behind aircraft due to slow scan and poor pitch / pwr control. Needs to have all profiles and board items committed to memory.

mw

FLT #7	DATE 4-18-95	PROGRESS 1 2 (3) 4	INSTRUCTOR [redacted]

Review complete — Dramatic improvement. Profiles very good and much further ahead of aircraft. Still needs to trim at all times and increase scan. Recommend for sim check. mw

FLT #8	DATE 4-26-95	PROGRESS 1 2 (3) 4	INSTRUCTOR [redacted]

Lesson 7 Complete. All items satisfactory Recommended for flight Checks.

FLT #9	DATE	PROGRESS 1 2 3 4	INSTRUCTOR

FLT #10	DATE	PROGRESS 1 2 3 4	INSTRUCTOR

ATLANTIC SOUTHEAST AIRLINES

FAR 121.441 PROFICIENCY FLIGHT CHECK
FAR 121 & 135 QUALIFICATION

DATE OF CHECK	4-20-95
EQUIPMENT TYPE	E120
LOCATION	ATL
BLOCK TIME	1.8

NAME OF PILOT(LAST, FIRST, MIDDLE INITIAL): Warmerdam Matthew M
ID# 536370
DOMICILE

☐ AIRCRAFT N # ____
☒ SIMULATOR

PILOT CERTIFICATE	GRADE: Comm. / NUMBER: [redacted]	MEDICAL CERTIFICATE	DATE: 6-24-94 / CLASS: 1ST

RESULTS: ☒ SATISFACTORY ☐ UNSATISFACTORY

AUTHORIZATION
☐ PIC/SIC ☐ SIC ONLY
☐ FAR 121 OPERATIONS
☐ FAR 135 OPERATIONS

CHECK PILOT FLT. SEGMENT — NAME: Karl Fezer / SIGNATURE: [signature]

EXAM ☐ WRITTEN ☒ ORAL — DATE: 4-20-95 — ☒ SAT ☐ UNSAT — CHECK PILOT EQUIP. SEGMENT — NAME: Karl Fezer / SIGNATURE: [signature]

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT		GRADE
PREFLIGHT INSPECTION	(A)	N/O
TAXIING (PIC)	(A)	N/O
SYSTEMS CHECKS		S
TAKEOFFS		**GRADE**
NORMAL	(A)	S
INSTRUMENT		S
CROSSWIND	(A)	S
REJECTED TAKEOFF		S
WITH POWERPLANT FAILURE	(A)*	U/S
INFLIGHT MANEUVERS		**GRADE**
STEEP TURNS		S
APPROACH TO STALLS		S
SPECIFIC FLIGHT CHARACTERISTICS		N/O
POWERPLANT FAILURE	(A)*	S
EMERGENCY & ABNORMAL PROCEDURES		S
LANDINGS		**GRADE**
NORMAL	(A)	S
FROM AN ILS	(A)	S
CROSSWIND	(A)	S
REJECTED LANDING	(A)	S
NO FLAP APPROACH TO LANDING (PIC)		N/O
WITH POWERPLANT FAILURE	(A)	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE (A)	S
NONPRECISION APPROACH TYPE NDB	S
NONPRECISION APPROACH TYPE VOR	S
CIRCLING APPROACH	S
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
OTHER	**GRADE**
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
☒ 121.441
FAR 135 CHECKING CONDUCTED UNDER EXEMPTION 5450
☒ INITIAL ☐ COMPLETE ☒ PARTIAL
☐ RECURRENT ☐ INCOMPLETE

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES

	DATE	BY
CE		
CV		

INSPECTOR ☐ COMPANY ☐ FAA — NAME — SIGNATURE

CHECK PILOT'S PERFORMANCE: ☐ SAT ☐ UNSAT — RESULTS: ☐ APPROVED ☐ DISAPPROVED

FT-1(p1) 25 SEPT 1994 WHITE-PILOT RECORDS YELLOW-CHECK PILOT GOLDENROD-PILOT

EDWI S&T
E25INT

ATLANTIC SOUTHEAST AIRLINES

FAR 121.441 PROFICIENCY FLIGHT CHECK
FAR 121 & 135 QUALIFICATION

DATE OF CHECK	04-26-95
EQUIPMENT TYPE	EI20
LOCATION	DHN
BLOCK TIME	1.52

NAME OF PILOT(LAST, FIRST, MIDDLE INITIAL): Warnerdam, Matthew M.
ID# 536370
DOMICILE: MCN

☒ AIRCRAFT N # 26445
☐ SIMULATOR

PILOT CERTIFICATE: GRADE Comm. NUMBER [redacted]
MEDICAL CERTIFICATE: DATE 6-24-94 CLASS First

RESULTS ☒ SATISFACTORY ☐ UNSATISFACTORY

AUTHORIZATION
☐ PIC/SIC ☒ SIC ONLY
☐ FAR 121 OPERATIONS
☒ FAR 135 OPERATIONS

CHECK PILOT FLT. SEGMENT: NAME Dudley, Williams SIGNATURE [redacted]

EXAM ☐ WRITTEN ☒ ORAL DATE 4-20-95 ☒ SAT ☐ UNSAT
CHECK PILOT EQUIP. SEGMENT: NAME Fezer K. SIGNATURE

S-SATISFACTORY U-UNSATISFACTORY N/O -NOT OBSERVED (LEAVE NO BLANKS)

PREFLIGHT	GRADE
PREFLIGHT INSPECTION (A)	S
TAXIING (PIC) (A)	N/O
SYSTEMS CHECKS	S
TAKEOFFS	**GRADE**
NORMAL (A)	S
INSTRUMENT	N/O
CROSSWIND (A)	S
REJECTED TAKEOFF	S
WITH POWERPLANT FAILURE (A)*	S
INFLIGHT MANEUVERS	**GRADE**
STEEP TURNS	N/O
APPROACH TO STALLS	N/O
SPECIFIC FLIGHT CHARACTERISTICS	N/O
POWERPLANT FAILURE (A)*	S
EMERGENCY & ABNORMAL PROCEDURES	S
LANDINGS	**GRADE**
NORMAL (A)	S
FROM AN ILS (A)	S
CROSSWIND (A)	S
REJECTED LANDING (A)	S
NO FLAP APPROACH TO LANDING (PIC)	N/O
WITH POWERPLANT FAILURE (A)	S

INSTRUMENT	GRADE
AREA DEPARTURE	S
HOLDING	S
AREA ARRIVAL	S
NORMAL ILS APPROACH	S
ILS WITH POWERPLANT FAILURE (A)	S
NONPRECISION APPROACH TYPE VOR	S
NONPRECISION APPROACH TYPE ____	N/O
CIRCLING APPROACH	S
MISSED APPROACH FROM AN ILS	S
OTHER MISSED APPROACHES	S
COMM/NAV PROCEDURES	S
OTHER	**GRADE**
JUDGEMENT	S
CREW COORDINATION	S
ADHERENCE TO ASA PROCEDURES	S

TYPE CHECK
☒ 121.441
FAR 135 CHECKING CONDUCTED UNDER EXEMPTION 5450
☒ INITIAL
☒ COMPLETE
☐ PARTIAL
☐ RECURRENT
☐ INCOMPLETE

FLT TNG DEPT USE

PREVIOUS EXP	EXPIRES
INITIAL	04-96
DATE	BY
CE	
CV	

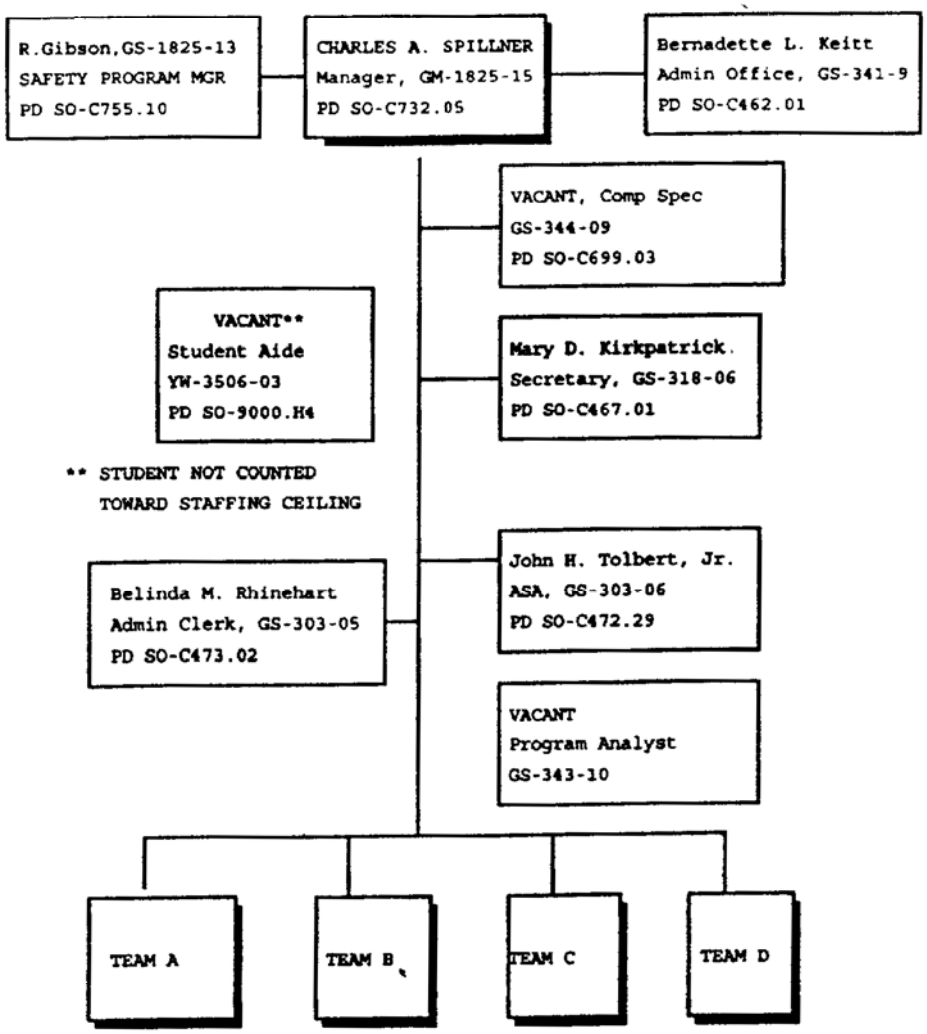
INSPECTOR ☐ COMPANY ☐ FAA
NAME SIGNATURE
CHECK PILOT'S PERFORMANCE: ☐ SAT ☐ UNSAT RESULTS: ☐ APPROVED ☐ DISAPPROVED

FT-1(p1) 25 SEPT 1994 WHITE-PILOT RECORDS YELLOW-CHECK PILOT GOLDENROD-PILOT

FY-95 63 AUTHORIZED
54 ON BOARD
8 VACANT

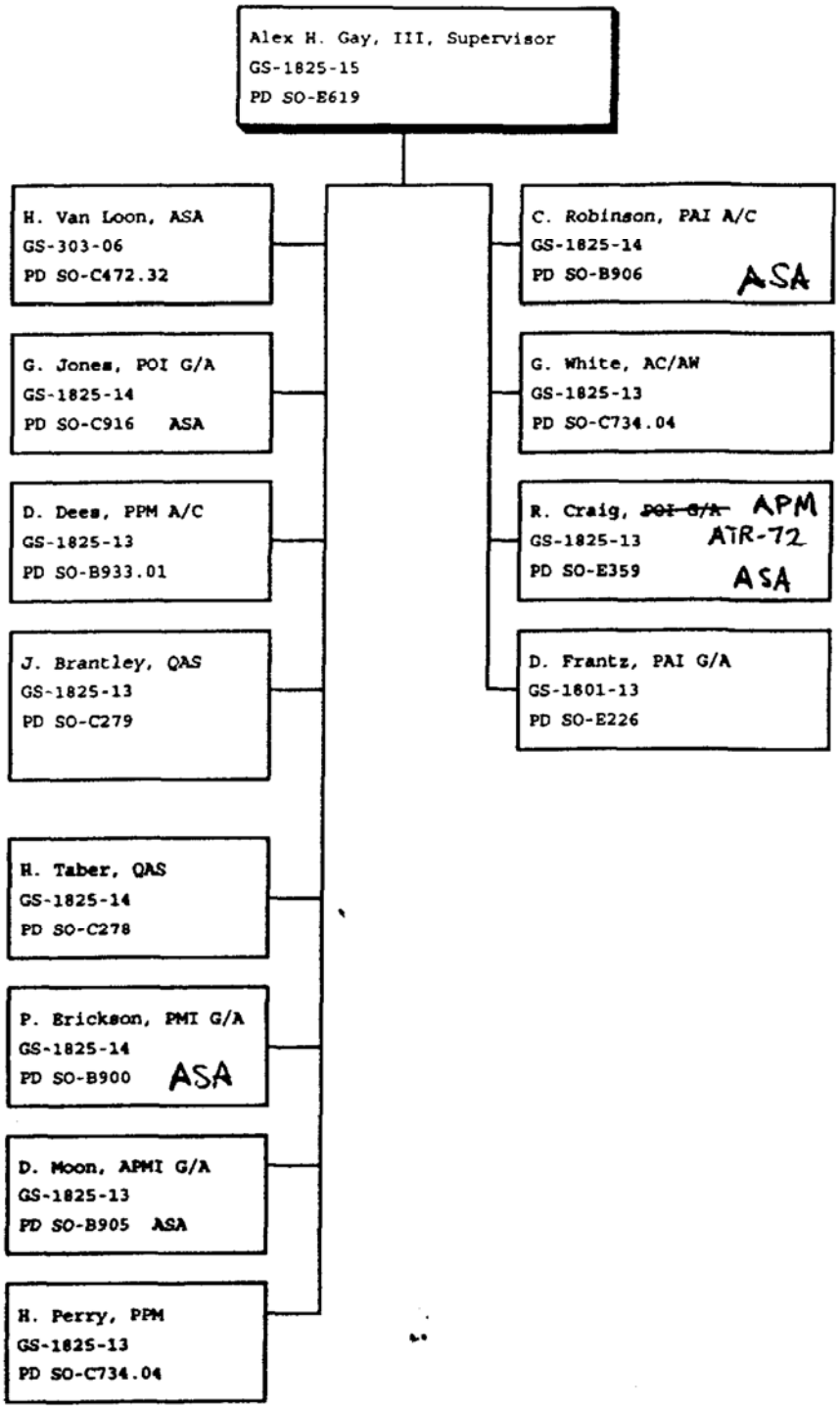
ADMIN STAFF

FY-95 8 AUTHORIZED
6 ON BOARD
2 VACANT



FY95 AUTHORIZED 13
ON BOARD 13
VACANT 0

TEAM B
8/21/95



Viewing Answer table: Record 1 of 7

Main

1995

ANSWER	Activity Number	Count of Activity Number
1	1622	142
2	1624	160
3	1625	44
4	1626	52
5	1627	11
6	1631	25
7	1636	11

Viewing Answer table: Record 1 of 7

Main

1994

ANSWER	Activity Number	Count of Activity Number
1	1622	120
2	1624	116
3	1625	45
4	1626	20
5	1627	8
6	1631	43
7	1636	14

U.S. Department
of Transportation
**Federal Aviation
Administration**

Atlanta Flight Standards Distict Office

Campus Building
1701 Columbia Ave., Suite 2-110
College Park, Georgia 30337-2748

June 2, 1995

Mr. George F. Pickett, Jr.
Chairman of the Board
Atlantic Southeast Airlines, Inc.
100 Hartsfield Centre Pkwy.
Suite 800
Atlanta, Georgia 30354-1356

Dear Mr. Pickett:

Enclosed herein are the results of the National Aviation Safety Inspection Program, Inspection Report. This inspection was conducted April 3-14, 1995. It is requested that a Plan of Action to correct these findings be submitted to the Atlanta Flight Standards Office within 30 days upon receipt of this letter. The correction to these findings should be completed and a report forwarded to this office by August 22, 1995.

Any questions or comments from your management team can be directed to the appropriate assigned principal inspectors.

Sincerely,

Charles A. Spillner
Manager, Atlanta FSDO-11

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS DIVISION

NATIONAL AVIATION SAFETY INSPECTION PROGRAM

INSPECTION REPORT

ATLANTIC SOUTHEAST AIRLINES, INC.
AIR CARRIER NO: ASOA029B

Atlanta, Georgia

April 3-14, 1995

Team Manager
BRANDT, ROBERT G.

(5/23/95)

187

EXECUTIVE SUMMARY

Under the guidance of the National Aviation Safety Inspection Program (NASIP) a team of Flight Standards Aviation Safety Inspectors conducted a focused inspection of Atlantic Southeast Airlines, Inc., (ASOA), from April 3, 1995, through April 14, 1995. The areas inspected are listed in the table of contents on page 2 of this report.

Atlantic Southeast Airlines, Inc., Corporate Headquarters is located at 100 Hartsfield Centre, Suite 800, Atlanta, Georgia 30354-1356. ASOA operates a "Delta Connection" Regional Air Carrier service from the Atlanta Hartsfield International Airport (ATL) and Dallas-Fort Worth International Airport (DFW) hubs. Service is provided operating eighty-three (83) aircraft consisting of 12 ATR-72's, 60 EMB-120's and 11 EMB-110 aircraft. The 622 daily departures are to cities throughout Alabama, Arkansas, Florida, Georgia, Indiana, Kansas, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia. The company employs 2,178 personnel and has major maintenance bases at Macon, Georgia, and Texarkana, Arkansas; with line station maintenance bases at Atlanta, Georgia, and Dallas, Texas. Flight crew domicile cities are Atlanta, Georgia; Dallas, Texas; and Macon, Georgia.

Potential problems with Atlantic Southeast Airlines, Inc., systems for assuring Federal Aviation Regulations compliance occur in Airworthiness Directive Compliance, Crew Qualifications, Flight Operations and Operations Training.

Documented findings indicate possible non-compliance with Federal Aviation Regulations in Crew Qualifications, Flight Operations, Operations Training and Airworthiness Directive compliance.

Atlantic Southeast Airlines, Inc., was found to have deviated from it's approved or accepted procedures in the areas of Airworthiness Directives Compliance and Reliability Program.

Compliance and safety issues noted during the inspection were discussed with the Principal Inspectors. Those issues and other findings have become part of this report. Other items that were known to be satisfactorily resolved, are not included in this inspection report.

The team wishes to thank Atlantic Southeast Airlines, Inc., and the Certificate Management Office, for the working areas provided and cooperation given the team during this inspection.

1.03 OPERATIONS TRAINING

DESCRIPTION: Atlantic Southeast Airlines, Inc., conducts pilot, dispatcher, and flight attendant training utilizing company instructors and facilities. In addition, for pilot training, the company contracts for approved simulators from Flight Safety, International. The company uses Flight Safety, International instructors as well as the company's own trained simulator qualified instructors. Ground and flight training is accomplished at its headquarters facilities in Atlanta, Georgia. Simulator and flight training is accomplished at Atlanta, Georgia; Houston, Texas; and, flight training is only accomplished at Dallas, Texas. Training records are paper records maintained at their headquarters in Atlanta, Georgia.

INSPECTION DATA: This inspection was conducted by comparing the Atlantic Southeast Airlines, Inc., training program with the FAR's. In addition, Order 8400.10 was consulted for additional guidance. Company personnel that were consulted included the Vice President of Operations and the Director of Training.

FINDING 1.03.01: The operator's training program does not contain the scheduled dates, times of training and checking by a simulator contractor utilized by the operator.

FINDING 1.03.02: The operator's ground training program does not contain segments for the flight crews Resource Management and Interpersonal Communications Training (CRM).

FINDING 1.03.03: The operator's training program does not identify those operator specific training modules which can be accomplished by a contractor.

FINDING 1.03.04: The training program does not contain a list of simulators and training devices approved under FAR 121.407. The training program references such a list in Appendix B. However, this appendix contains only the FAA approval letter for the simulators and training device. (FAR 121.403(b)(4))

FINDING 1.03.05: A list of training device mockups, systems trainers, procedures trainers or other training aids is not contained in the training program. The training program references each of these items as being in Appendix B; however, the listing there is incomplete. (FAR 121.403(b)(2))

FINDING 1.03.06: The training program does not contain general policies concerning facilities, equipment, courseware, instructors, instructional delivery methods, check airman and quality control.

FINDING 1.03.07: The operator does not have procedures to assure that all simulators receive a dailey functional preflight check, nor does the operator maintain a log whereby descrepancies are entered at the end of training and checking. (FAR 121.407(a)(4)(5).

FINDING 1.03.08: The operator does not have differences training for crew members and dispatchers for the differences in the EMB 120ER and EMB 120ET, in its initial and upgrade curriculum segments. The operator does integrate differences training as described by Order 8400.10, Section 9, paragraph 581. However, the operator, when choosing this method, did not submit a differences evaluation as supporting documentation for initial curriculum outline approval. (FAR 121.418))

NDING 1.03.09: The operator's training program qualification modules for flight crew members initial perating experience (IOE), does not specify the minimum flight hours and experience events in accordance with FAR 121.434. (FAR 121.434))

FINDING 1.03.10: The operator does not have an adequate means to track expiration dates on various exemptions to the FAR's utilized by the training department. Some of these exemptions are used by the operator, but are held by other organizations of which the operator is a member. (FAR 121.407(a)(1))

FINDING 1.03.11: Atlantic Southeast Airlines, Inc., Flight Attendant Training Program provides credit of ground time for Initial Operating Experience. It states, in part, that assigned duties of the flight attendant begins 20 minutes prior to the flight, during which time the emergency equipment is checked. This also occurs 15 minutes after the conclusion of the flight. This is contrary to FAR 121.434(b)(3)).

1.04 CREW QUALIFICATIONS

DESCRIPTION: Crew qualifications for ASA Airlines, Inc., (ASOA), with respect to Federal Aviation Regulations 121/135 and the company's standard practice flight operations manual. Flight crew records are maintained at ASA, Inc., 100 Hartsfield Centre, Suite 800, Atlanta, Georgia. The crew qualification records are maintained by paper record keeping.

INSPECTION DATA: This inspection was a random sampling of flight crew training and pilot flight and duty records. Company employee interviews were conducted to clarify the record keeping policies and procedures.

FINDING 1.04.01: ASA conducted in-flight department IOE prior to satisfactory completion of ground training. This is contrary to FAR Section 121.434(b)(2).

FINDING 1.04.02. New hire pilots "other commercial flying" was not accurately recorded on crew member's flight time report. This is contrary to FAR 135.63(a)(4)(vii) and FAR 135.265.

FINDING 1.04.03. A record is not maintained that shows the instructor or check airman used in advanced simulation curriculum segments, had at least one year prior experience on that aircraft as pilot-in-command or instructor before assignment, which is contrary to FAR 121, Appendix H.

FINDING 1.04.04. The EMB 110 Banderante Flight Training Program must use the aircraft for pilot flight training. The training flight time is not recorded on the pilot flight time report as "other commercial flying" which is contrary to FAR 121.683(a)(i).

FINDING 1.04.05. The pilot training records are not certified by the instructor, supervisor, or check airman who is responsible for the training, proficiency, and knowledge of the crew member. This is contrary to FAR 121.401(c).

FINDING 1.04.06. The operator conducted inflight initial operating experience for flight attendants prior to satisfactory completion of ground training, contrary to FAR 121.434(b)(2)

1.06 FLIGHT CONTROL

DESCRIPTION: The Flight Control Facility is located in the Corporate Headquarters, employing eleven (11) certificated dispatchers and three (3) flight followers. Training is conducted in-house. All dispatch records are maintained by the Flight Control Section.

INSPECTION DATA: The facility and equipment were inspected. Dispatching and personnel were observed during operation and the communications system was operationally tested.

FINDING: None.

1.07 FLIGHT OPERATIONS

DESCRIPTION: Atlantic Southeast Airlines, Inc., hold operations specifications authorizing operations under FAR 121 for ATR 72 aircraft and, under FAR 135 for EMB-120 and EMB-110 aircraft. Aircraft are based in Atlanta, Georgia, and Dallas, Texas. Flight crews are based at these and other locations.

INSPECTION DATA: The inspection included review of operations specifications, operations manuals, cockpit and cabin en route inspections and personnel interviews.

FINDING 1.07.01: Crews were observed conversing about non-safety related items during critical phases of flight., contrary to FAR 135.100(b) and FAR 121.542(b).

FINDING 1.07.02: During cockpit en route inspections on an EMB-110 aircraft, N91DA, the headset provided did not have an extension cord long enough to reach either seat 1A or 1B and therefore, could not be used. During a cockpit en route inspection from ATL on an EMB120 aircraft, a headset was not on board the aircraft. The speaker was not sufficiently clear and the inspector provided his own headset. (FAR 135.79(b))

FINDING 1.07.03: During a cabin en route inspection on N631AS, the last entry door was closed by the ramp agent prior to verification by required crew member that all carry-ons were stowed in accordance with the regulations. This is non-compliant with 121.589(b).

FINDING 1.07.04: During a cabin en route inspection on N642AS, during the boarding process, the flight attendant left the aircraft on an originating flight to remove the excess carry-on baggage as there was no ramp agent available. Page 6023 of the flight attendant manual allows for the required minimum crew to be rounded down during the boarding process. This procedure is only allowed at intermediate stops where passengers remain on board the aircraft. The procedure as stated in the flight attendant manual is not in compliance with FAR 121.391(a).

NASIP
Ltr

ASA

June 22, 1995

Mr. Charles A. Spillner
Manager, Atlanta FSDO-11
Federal Aviation Administration
Campus Building
1701 Columbia Avenue, Suite 2-110
College Park, Georgia 30337-2748

Dear Mr. Spillner:

On June 8, 1995 I received your letter, dated June 2, 1995, along with the enclosed copy of ASA's April NASIP Inspection Report.

During the inspection, we were briefed continuously by your staff, the Inspectors and by Mr. Bob Brandt, the NASIP Team Leader. These briefings allowed us to explain our methodology and to make needed adjustments to accommodate many findings as the inspection progressed. As a consequence of this process, we have made any necessary corrections or will have them completed within thirty days. The enclosed reports therefore represent a report of the corrections, eliminating the necessity for the suggested Plan of Action.

The inspection and follow up by your staff have been beneficial in enhancing flight safety and providing the traveling public with additional basis for confidence in our industry.

Sincerely,

[redacted]

George Pickett
Chairman & CEO

enclosures

ATLANTIC SOUTHEAST AIRLINES

NASIP RESPONSE

****

The following is in response to the NASIP Inspection of April 3, through April 14, 1995.

Finding 1.03.01:
The operator's training program does not contain the scheduled dates, times of training and checking by a simulator contractor utilized by the operator.

Response: FSI is our simulator vendor and does not schedule any training for ASA. FSI does schedule candidates in the EMB-120 New Hire Pilot Program (who are not ASA employees) for ASA specified report times. Only ASA schedules training and checking which it coordinates with FSI. Both ASA and FSI publish a training schedule which is distributed to those concerned including the POI. FSI conducts no checking for ASA. A description of this in the training program.

Finding 1.03.02:
The operator's ground training program does not contain segments for the flight crews Resource Management and Interpersonal Communications Training (CRM).

Response: Although CRM was not required by FAR 121, ASA has developed a Fourth Generation CRM course, which is being administered by the Training/Standards Department. Even though there is no requirement for POI approval, CRM and Interpersonal Communication is included in Training Program revision # 9. CRM has been incorporated into Basic Indoctrination, System Ground School, CPT, Simulator Training and LOFT. (Ref.: IP Manual pages 1-4, 2-11, 2-26, 2-23, 2-49, Training Program A-1-3, B-1-2, C-2-3, C-2-4, D-2-3 , D-2-4).

Finding: 1.03.03:
The operator's training program does not identify those operator specific training modules which can be accomplished by a contractor.

Response: ASA has identified all subjects and modules which FSI will teach. This is in the Source of Training Document which is part of the training program.

Finding 1.03.04:
The training program does not contain a list of simulators and training devices approved under FAR 121.407. The training program references such a list in Appendix B. However, this appendix contains only the FAA approval letter for the simulators and training device.
(FAR 121.403 (b) (4))

Response: The training program contains a list of all simulators used in each specific program. Each training curriculum also contains a list of simulators used in its program. In addition, each approval letter is contained in the training program and specifically lists programs for which they are approved.

Finding: 1.03.05:
A list of training device mockups, systems trainers, procedures trainers or other training aids is not contained in the training program. The training program references each of these items as being in Appendix B; however, the listing there is incomplete. (FAR 121.403 (b) (2))

Response: Each program specifically lists all training aids used. The list is specific, complete, and attached to the Training Program.

Finding: 1.03.06:
The training program does not contain general policies concerning facilities, equipment, courseware, instructors, instructional delivery methods, check airman and quality control.

Response: These items are listed in the General Section of the program in Revision #9.

Finding: 1.03.07:
The operator does not have procedures to assure that all simulators receive a daily functional preflight check, nor does the operator maintain a log whereby discrepancies are entered at the end of training and checking. (FAR 121.407(a) (4) (5)).

Response: The regulation (121.407 (a) (4) (5),) does not require the operator to be responsible for daily prechecks; however, FSI has a daily preflight procedure. Even so, ASA Instructors are trained on checking the daily inspection log. This was demonstrated to a NASIP Inspector at the Atlanta E-120 simulator. Instructions to ASA Instructors are contained in Instructors Ground Training courseware.

ASA Instructors also check and enter discrepancies in the Discrepancy Report Log prior to and after each session. Instructions are found in the FAA Approved Program - Instructor Ground Training courseware. In addition, the Chief Pilot of Training maintains letters of certification from FSI on each simulator.

Finding: 1.03.08:
The operator does not have differences training for crew members and Dispatchers for the differences in the EMB 120ER and EMB 120RT, in its initial and upgrade curriculum segments. The operator does integrate differences training as described by Order 8400.10, Section 9, paragraph 581. However, the operator, when choosing this method, did not submit a differences evaluation as supporting documentation for initial curriculum outline approval.
(FAR 121.418)

Response: ASA was not training under FAR 121 Subpart N during this period, making the Finding reference untimely (FAR 121.418). At that time, EMB-120 training was under FAR 135 (H). Differences training is not required in an initial program if the pilot has not previously trained and qualified on a particular make and model. As such, no approval was required for initial training. ASA did conduct differences training for previously trained and qualified pilots through a Pilot Operating Handbook Temporary Notice. Dispatcher training is not required under FAR 135.

Finding: 1.03.09:
The operator's training program qualification modules for flight crew members initial operating experience (IOE), does not specify the minimum flight hours and experience events in accordance with FAR 121.434. (FAR 121.434)

Response: FAR 121.434 does not require that the hours of I.O.E. be rewritten into the program. The Training Program does reference hours on C-1-28 and D-1-28 of Revision # 9. ASA conducts I.O.E. in accordance with FAR 121.434 as stated in the Training Program. Hours of I.O.E. required are also shown in Form FT 11, which is part of the program.

Finding: 1.03.10:
The operator does not have an adequate means to track expiration dates on various exemptions to the FAR's utilized by the training department. Some of these exemptions are used by the operator, but are held by other organizations of which the operator is a member. (FAR 121.407 (a) (1))

Response: FAR 121.407 (a) (1) does not appear applicable to the finding. Additionally, exemptions are referenced in the Operation Specifications and tracking is the responsibility of the Vice President of Flight Operations and Manger of Flight Control.

Finding 1.03.11:
Atlantic Southeast Airlines, Inc., Flight Attendant Training Program provides credit of ground time for Initial Operating Experience. It states, in part, that assigned duties of the flight attendant begins 20 minutes prior to the flight, during which time the emergency equipment is checked. This also occurs 15 minutes after the conclusion of the flight. This is contrary to FAR 121.434 (b)(3).

Response: The Flight Attendant Training Program has been revised. The ground time before and after flight is no longer included as part of the Initial Operating Experience. Training records have been adjusted to reflect the change.

Finding 1.04.01:
ASA conducted in-flight department IOE prior to satisfactory completion to ground training. This is contrary to FAR Section 121.434(b)(2).

Response: The Flight Attendant Training Program has been revised (Revision #2). Initial Operating experience is no longer being conducted until the required ground training has been completed.

Finding: 1.04.02:
New hire pilots "other commercial flying" was not accurately recorded on crew member's flight time report. This is contrary to FAR 135.63 (a) (4) (vii) and FAR 135.265.

Response: New hire pilots list all commercial flying for the current year on the Flight Time Pay Report prior to assignment. This time is now monitored by the Flight Administrator for the calendar year during which the pilot is hired.

Finding: 1.04.03:
A record is not maintained that shows the instructor or check airman used in advanced simulation curriculum segments had at least one year prior experience on that aircraft as pilot-in-command or instructor before assignment, which is contrary to FAR 121, Appendix H.

Response: All potential Instructor candidates are screened prior to selection to ensure compliance with Appendix H. The screening records clearly show compliance. A pre qualification procedure for Instructor Candidates is contain in Appendix C of the Pilot Training Program. The Training Department has also changed the Instructor Certification Form to better track this requirement.

Finding: 1.04.04:
The EMB 110 Bandierante Flight Training Program must use the aircraft for pilot flight training. The training flight time is not recorded on the pilot flight time report as "other commercial flying" which is contrary to FAR 121.683 (a) (1).

Response: EMB-110 pilots are instructed to record all training time on the Flight Time Pay Report, as shown in the New Hire Information Manual and Standard Practice #405 in the Employee Handbook.

Finding: 1.04.05:
The pilot training records are not certified by the instructor, supervisor, or check airman who is responsible for the training, proficiency, and knowledge of the crew member. This is contrary to FAR 121.401 (c).

Response: All original pilot records have a certification statement signed by the Instructor or Check Pilot with a certification statement.

Finding 1.04.06:
This is a repeat of Finding 1.04.01. See above.

Finding: 1.07.01:
Crews were observed conversing about non-safety related items during critical phases of flight., contrary to FAR 135.100 (b) and FAR 121.542(b).

Response: ASA Training and Standards Department will re-instruct the flight crew concern, and in addition, place an FAR 121.542(b) training module in the third quarter recurrent home study package.

Finding: 1.07.02:
During cockpit en route inspections on an EMB-110 aircraft, N91DA, the headset provided did not have an extension cord long enough to reach either seat 1A or 1B and therefore, could not be used. During a cockpit en route inspection from ATL on an EMB-120 aircraft, a headset was not on board the aircraft. The speaker was not sufficiently clear and the inspection provided his own headset. (FAR 135.79(b))

Response: All EMB-110 aircraft will be inspected for compliance upon the next scheduled maintenance visit (two to three weeks) in TXK. The E-120 headset in question is replaced.

Finding 1.07.03:
During a cabin enroute inspection on N631AS, the last entry door was closed by the ramp agent prior to verification by required crew member that all carry-ons were stowed in accordance with the regulations. This is in non-compliance with 121.589.

Response: ASA's policy and procedure requires the flight attendant to verify that all baggage is properly stowed prior to the closure of the aircraft door, however, in this instance the employees did not follow published procedure. General reminders have been issued to the employee groups and the policy is being re-emphasized during both initial and recurrent flight attendant training.

Finding 1.07.04:
During a cabin en route inspection of N642AS, during the boarding process, the flight attendant left the aircraft on an originating flight to remove excess carry-on baggage as there was no ramp agent available. Page 6-23 of the flight attendant manual allows for the required minimum crew to be rounded down during the boarding process. This procedure is only allowed at intermediate stops where passengers remain on board the aircraft. The procedure as stated in the flight attendant manual is not in compliance with FAR 121.391(a)

Response: The flight attendant manual has been revised and no longer allows for the crew complement to be rounded down. In addition, a general reminder has been issued to the flight attendant and pilot groups regarding the change and the change will be reviewed during flight attendant recurrent training.

GEORGIA FSDO

ASA EMPHASIS INSPECTION

6/3/93

JUNE 03, 1993 - JUNE 18, 1993

==========

CORD ID#: SO119319538 INSPECTOR NAME CODE: DMO ACTIVITY #: 1611

ATUS: C RESULTS: S PASS/FAIL: COMPLETION DATE: 6/18/93

IGHT #: DEPARTURE LOCATION: ATL ARRIVAL LOCATION:

PE A/C: INSPECTOR'S OPINION: I

COMMENTS

E FOLLOWING IS THE FINAL REPORT OF THE RESULTS OF THE ASA EMPHASIS SPECTION. THIS PTRS ENTRY IS THE PRIMARY PTRS RECORD FOR THIS INSPECTION. L PTRS RECORDS FOR THIS INSPECTION HAVE THE NUMBER "119319538" ENTERED IN E "LOCAL USE" FIELD OF EACH PTRS ACTIVITY ACCOMPLISHED DURING THIS SPECTION. ALL ASA EMPHASIS INSPECTION ACTIVITIES MAY BE ACCESSED BY ERYING THE TRANSMITTAL DATABASE AND ENTERING THE NUMBER "119319538" IN THE CAL USE FIELD. DURING THIS INSPECTION A TOTAL OF 36 OPERATIONS AND RWORTHINESS INSPECTIONS WERE ACCOMPLISHED. THE TYPE INSPECTIONS CONDUCTED RE AS FOLLOWS:»

ITY NUMBER	NUMBER OF INSPECTIONS»
524	12»
530	2»
531	2»
532	4 »
529	7»
534	9»

NSPECTION FINDINGS ARE LISTED BELOW AS PTRS RECORD ID NUMBERS. TO REVIEW A INDING, THE APPROPRIATE PTRS RECORD SHOULD BE ACCESSED USING THE FSAS PTRS YSTEM. FINDINGS LISTED BELOW REQUIRE CORRECTIVE ACTION FOLLOWUP BY SA.CORRECTIVE ACTIONS FOR THIS INSPECTION ARE ALSO LISTED BELOW UNDER "ASA MPHASIS INSPECTION CORRECTIVE ACTIONS". THE FINDING RECORD ID NUMBERS FOR HIS INSPECTION ARE:»

. SO009300638»
. SO009300659»
. SO009300660»
. SO119320152»
. SO119320153»
. SO119320149 »

ASA EMPHASIS INSPECTION CORRECTIVE ACTION»

. SO009300638 »

. O009300659»

3. SO009300660»

Delta Partners Safety Appraisal
ASA
February 14-15, 1995

Introduction and Background

Delta Air Lines and the Delta Connection Partners agreed in December 1994 to jointly undertake several initiatives to enhance safety. Among these was a commitment to undertake a series of voluntary safety appraisals to be completed by the end of the first Quarter of 1995. In January 1995, Delta and Delta Partner personnel developed procedures for conducting these safety appraisals. A team of Delta personnel then conducted a series of site visits to each of the Connection Partners during February and March. The results of the safety appraisals are reported below in two sections. Section I is a generic list of compliance concerns that was compiled from a list of observations made during all of the Safety Appraisals and from previous experience with FAA inspections. Section I is common to all Safety Appraisal reports, and has been distributed to all Delta Connection Partners.

Section II is specific to your airline. It is a compilation and condensation of working notes prepared by each disciplinary team leader. Section II is not being provided to any other Delta Connection Carrier.

Site Visit Procedures

Site visits were made to each of the Connection Partner Carrier's maintenance, operations, and training facilities. The Delta Safety Appraisal Team site visit team was structured as follows:

Leader: John Lauber, Corporate Safety and Compliance
Flight Safety Program: Jim Anderson, Flight Safety
Ground/Corporate Safety Program: Jim Swartz, Corporate Safety
Flight Operations/Training: Rocky Bailey, Flight Training
Flight Standards: Vince Wynne, Flight Standards
In-Flight Services: Gary Thompson, In-Flight Services
Flight Control: Don Olvey, Flight Control
Technical Operations: Jim Maucere

Each Team Leader developed a checklist/questionnaire that was used to guide the two-day site visits. Prior to the site visit, each Connection Partner was asked to identify one or more counterparts to work with the Delta Team Leaders. Initial contact with these counterparts was established by the Team Leaders, and collectively, they worked out the specific arrangements for the conduct of the site visit, including identification of manuals and other documents needed for the appraisal, places and facilities to be visited, and other logistical details.

On the first day of each site visit, a general meeting was convened with all Delta Team members and their counterparts present. A brief review of the background, objectives, and basic ground rules of the Safety Appraisals was given by the team leader (see Agenda in APPENDIX for details), and an opportunity was given for questions and discussions. At the conclusion of the general meeting, the team leaders and their counterparts began their individual team reviews. To minimize adverse impact on the Connection Partner

personnel, the first day's activities were planned to conclude about 1500 each day. At the end of the day, the Delta Team members reconvened to discuss the status of the safety appraisal, and to review the observations made during the day and plans for the second day's appraisal activities.

Individual team activities continued until an agreed upon time late on Day 2 when a second general meeting involving all Delta and Connection Partner personnel was held. This was an informal "outbriefing;" each of the Delta team leaders presented a brief overview of observations and suggestions or concerns made during the course of the site visit, and an opportunity for questions and discussion was provided. In some instances, arrangements were also made for individual follow-on activities, for example, jump seat observations, simulator observations, or maintenance base visits.

At the conclusion of each site visit, Delta team leaders prepared summary reports of observations that were forwarded the VP Corporate Safety and Compliance for use in compiling the attached material. **It should be noted that, while comprehensive, these safety appraisals were <u>not</u> necessarily exhaustive: it was generally not possible to visit all crew bases, maintenance facilities, training facilities or airport ramps. The material in this document should be considered a snapshot view, in time and location, of each carrier. Each carrier is responsible for determining whether any of the observations summarized below might apply at their facilities or sites other than those actually visited by the Delta Team.**

202

28 DEC 1994

FYI
p/g rtrn

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

Mr. George F. Pickett, Jr.
Chairman of the Board
Atlantic Southeast Airlines
100 Hartsfield Centre Parkway, Suite 800
Atlanta, Georgia 30354-1356

Dear Mr. Pickett

Thank you for your cooperation during our 31 October - 4 November 1994 survey of your company. I have attached a copy of the survey report for your review. We look forward to a continuing professional relationship with your organization.

Sincerely

[redacted]

DENNIS D. EMMONS
Chief, DOD Air Carrier Survey
and Analysis Division

Attachment:
Survey Report

20

ATLANTIC SOUTHEAST AIRLINES, INC. **4 NOVEMBER 1994**

SUMMARY

- HQ AMC/DOBS conducted an biennial survey of Atlantic Southeast Airlines (ASA), Inc., at the company's headquarters in Atlanta, Georgia, from 31 October through 4 November 1994.
- Survey designed to ensure carrier meets the DOD Commercial Air Carrier Quality and Safety Requirements for passenger and airlift.
- The company has a Military Air Transportation Agreement and provides individual ticketed service under a GSA city pairs agreement with the DOD, operating EMB-110s, EMB-120s, and ATR-72s.
- All survey findings were debriefed with the company and FAA.
- Atlantic Southeast Airlines, Inc., satisfies the DOD Commercial Air Carrier Quality and Safety Requirements.

RECOMMENDATION

Recommend Atlantic Southeast Airlines, Inc., be found capable of providing passenger airlift services to the DOD.

[redacted]

30 NOV 1994

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

The DOD Commercial Airlift Review Committee reviewed this report and concurs/~~nonconeurs~~ with the recommendation.

[redacted]

20 DEC 1994

MICHAEL R. ENGEL, Colonel, USAF
Chairman, DOD Commercial Airlift Review Committee

- Atlantic Southeast Airlines (ASA) is one of Delta Airline's code-sharing commuters.
  - -- Delta code-share partner since 1984.
  - -- No operations/management oversight by Delta.
  - -- Serves as feeder airline for Delta's Atlanta and Dallas-Ft Worth hubs.

Market Orientation and Plan

- Concentrating on serving small markets with frequent service.
- Catering to business traveler.
- Since our last survey, ASA added nine markets as Delta pulled out.

General Operating Procedures

- Operates primarily within 240 miles of Atlanta/Dallas-Ft Worth hubs. Increased Dallas Fort Worth operations by 37 percent.
- Over 600 flights daily.
- Total revenue for 1993 approximately $288 million. Transported about 2.7 million passengers.
- May expand Part 121 operations, adding ATR-72 aircraft, Fokker 28s, or BAe-146s if the load warrants.

MANAGEMENT **Evaluation: Above Average**

Organizational Structure

- Company management is stable, well staffed, and highly qualified, providing a level of oversight which ensures safety and profitability.
  - -- Independent from finance and marketing.
  - -- Senior management have been with the company since its inception, are all 30-year veterans with the airline industry, and are closely in tune with the needs of the company.
  - -- Day-to-day operations are reviewed by senior management during a morning meeting.

Operations Specifications and Authorizations

- Certificate number ASOA029B reissued 6 April 1992.
- Authorized domestic and supplemental operations under Part 121 for ATR-72 and DHC-7 aircraft and commuter operations under Part 135 for all other aircraft. DHC-7s are not in use but

will be carried on the certificate until they are sold.

- Areas of operations include the Continental US and District of Columbia.

General Operations Manual

- Operations manual is adequately written and conveys management's philosophy and guidance for operating the company.
  - -- Manual encompasses both Part 135 and Part 121 operations in one manual.
  - -- Accurately describes the company's operation and aligned with FARs.

- Manuals control provides positive control over distribution and accounting.
  - -- Manuals computerized making changes and updates convenient, accurate, and timely.

OPERATIONS **Evaluation: Average**

- The crew force is highly experienced and qualified--turnover is typical for a regional carrier.

Pilots

- Total of 650 line pilots domiciled in Atlanta, Dallas-Ft Worth, and Macon.
- Captains average 7,000 total flight hours.
- First officers average 4,000 total flight hours.
- Most company pilots are ATP rated.
- Company requires 1,500 hours total time, 500 hours multi-engine for new-hire seconds-in-command (SICs).
- Captains are paid between $40,000 and $60,000, depending on type of equipment and how long they have been with the company.
- First officers are paid between $17,000 and $25,000 depending on type of equipment and how long they have been with the company.
  - — The minimum guarantee is 75 hours per month--actual is about 83 hours per month.

- Pilots are represented by the Air Line Pilots Association--contract expires in April 1995.

Flight Attendants

- Total of 319 line flight attendants--represented by Association of Flight Attendants.

- Domiciled in Atlanta, Dallas-Ft Worth, and Macon.
- Requires either 2 years experience working with public or associates degree.
- Pay between $11,700 and $17,500 depending on length of service.

Aircrew Records

- Training records are stored electronically and manually.

-- Folders are kept on individual pilots that contain certificates, recurrent training dates, evaluation forms, and instructor/check airman letters.

-- Sample of records were reviewed with recurrent documents missing, due to lack of administrative staff, but the computer records contained the information.

FLIGHT CREW HIRING **Evaluation: Average**

Pilots

- ASA hires pilots through Flight Safety International airline transition program.

-- Candidates pay for their own initial training. ASA management screens applications, conducts interviews, and conducts a simulator evaluation.

- The company requires 1,500 hours total, 500 multi-engine, and a commercial license.
- Last class hired was in October 1994. Next new-hire class is scheduled for January 1995.

Flight Attendants

- Flight attendants are hired using a two-step interview with the base managers and company management--criteria is industry standard.
- Classes of 10-15 are being hired monthly to augment the current force and prepare for future growth as more airplanes are added to the fleet.

TRAINING **Evaluation: Average**

- The training programs and facilities meet the needs of the company and the requirements of the FARs. Training manuals are in the easy-to-read modular format specified by the FAA.

Facilities

- Pilots initial ground school is taught at Flight Safety International's Atlanta facilities. Recurrent ground school instruction is accomplished at the company's headquarters.
- Facilities contain a variety of audiovisual equipment including various aircraft training aids.

Pilots

- Flight Safety ATR-72 and EMB-120 simulators used at Atlanta, Wilmington, and Houston for initial and recurrent training in conjunction with company aircraft.
- Line-oriented flight training and crew resource management (CRM) training informally conducted in conjunction with simulators.
- No simulator training for the EMB-110 pilots.
- The principles of crew coordination are embedded throughout the company's operations and training programs.
  - -- New CRM program, including CRM for captain upgrade is underway.
  - -- Anticipates approval by December 1994.

- Flight training and standards department conducts monthly instructor standardization and policy meeting.
  - -- Consisting of all 22 company check airmen.
  - -- Provides standardization and procedures/reviews.
  - -- Supplies training department evaluation feedback for training program modification.

- Company gives all first officers instrument checks in conjunction with proficiency checks every 6 months.

Flight Attendants

- Supervisory involvement is active and tailored to crew member's needs.
- Flight attendant manual is adequate for ASA's operation.
- The company has seven flight attendant instructors/evaluators.
- Emergency evacuation/equipment training is conducted on the aircraft.
- Training records were among the best we have seen for completeness and readability.
- Manager is attempting to develop CRM for flight attendants in conjunction with the pilots.

CAPTAIN UPGRADE

Evaluation: Average

- Upgrade is based on seniority and company requirement for 3,000 hours total time.
- If a candidate fails to upgrade, they are returned to the line for 6 months minimum. A second failure results in dismissal.
- A block of CRM for new captains is being developed.

SCHEDULING

Evaluation: Average

- An excellent computerized system managed by well-trained professionals.
- Manager has an assistant and three full-time schedulers. A fourth is being hired.

Flight Crew

- Marketing builds flight schedule and passes information to scheduling.
- Bornemann program used to build line pairings for crew bids.
- Lines bid and checked for inconsistencies.
  - -- Newly qualified pilot program.
  - -- 14-hour duty day.
  - -- Duty hour tracking requirements.

- Duty times are computerized and tracked daily.
  - -- A sample of company flight and duty time records was reviewed--no discrepancies noted.

Cabin Crew

- Cabin crews are scheduled in a fashion similar to the flight crews--work same duty times as the flight crews.

IN-FLIGHT PERFORMANCE

Evaluation: Average

- Four cockpit observation flights were conducted. Overall impression is professional and standardized crew force--see attached AMC Forms 228.
- One pilot's approach plates were out of date. Several other pilots manuals were reviewed; all were current.

OPERATIONAL CONTROL

Evaluation: Average

- The operational control system is staffed with highly qualified, adequately trained personnel and meets the needs of the company and the requirements of the FARs.

Dispatchers

- Twelve dispatchers/flight followers
  - -- Dispatchers licensed for Part 121 operations.
  - -- Part 135 flights treated almost exactly like Part 121 flights.

- Dispatchers/flight followers average 6 years experience in the field.
- Dispatchers work 8-hour shifts, 5 days a week.
- New-hires must have a dispatcher's certificate.
- Dispatchers are not represented by a union.
- Turnover is minimal.
- A sample of the dispatchers' training records was reviewed.
  - -- No discrepancies noted--excellent records.
  - -- Dispatcher training is conducted in-house by the dispatch and flight training department.

Flight Planning

- Airfield analysis is contracted to Aircraft Performance Unlimited and Jeppesen.
- Aircraft performance analysis is accomplished by the pilots using flip charts.
  - -- Expanded chase-around charts are available.
  - -- Data available in dispatch for dispatch releases.

- Weight and balance is accomplished by the pilots. Average weights are used; however, the company has provisions for computing extra weight when the passenger is military.
- Weather and NOTAMS are obtained through the KAVOURAS computer system.

Mission Monitoring

- System capability meets the requirements of the FARs.
- Communication system consists of a company network supplemented by ARINC.
- Maintenance operations center is incorporated in the dispatch center.

-- Excellent maintenance/dispatch interface.
- Emergency response manual is adequate for the operation.
-- DOD accident notification telephone numbers were updated.

Load Manifests

- Manual system with an easy-to-use form allows planner to differentiate between civilian and military passengers.
- Company had required 3 months of load manifests on hand.
-- A spot check revealed no discrepancies.

CHARTER PROCEDURES **Evaluation: Not Evaluated**

- ASA does not fly charter service and does not plan to add this service.

SAFETY PROGRAM **Evaluation: Below Average**

- Safety policies are informally managed through the vice president of flight operations.
- Safety policies and specific mishaps are reviewed monthly by the company safety committee.
- Management is working with the parent company to establish a full-time safety officer.
- Two areas of potential mishaps were highlighted.
-- Parked vehicles blocked crosswalks on ramp area.
-- Bulletin board for publications revision was out of date.
--- Management immediately increased oversight of flightline operations and reviewed procedures to update flight crew bulletin boards.

- Overall impression of the safety program is that management recognizes their current level of auditing needs improvement and they are taking action.

SECURITY PROGRAM **Evaluation: Above Average**

- Program manager has developed a complete program including training and auditing.
-- The company trains 275-300 ground security personnel annually.
-- Instructors vary the subject material and include several guest speakers to increase student knowledge and interest.
- FAA has reviewed airline security more frequently in the last 2 years--no trends noted.

Emergency
(Landing and Evacuation)

Checklist

When the decision is made to execute an emergency landing, the captain must brief other flight crew members on the type of emergency, evacuation probability, signal to begin evacuation, and time available. When circumstances are questionable, the captain should give the flight attendant as much notice as possible to allow maximum time to brief passengers and prepare the cabin.

Pre-landing

1. BRIEF CREW ---------- AS REQUIRED
2. DISTRESS MESSAGE ---------- TRANSMIT
3. SEAT BELT/HARNESS ---------- LOCK
4. EMERGENCY SIGNAL ---------- BEFORE IMPACT

Post-landing

1. PARKING BRAKE (IF NECESSARY) ---------- APPLY
2. CONDITION LEVERS ---------- FUEL CUT OFF
3. ENGINE FIRE HANDLES(IF NECESSARY) ---------- PULL
4. APU SHUTOFF/EXTG SWITCH ---------- CLOSE
5. AGENT A AND B (IF NECESSARY) ---------- DISCHARGE
6. APU SHUTOFF/EXTG SWITCH (IF NECESSARY) ---------- EXTG
7. EMERGENCY LIGHTING SWITCH ---------- ON
8. EVACUATION ---------- INITIATE BEFORE LEAVING THE AIRPLANE
9. POWER SELECT SWITCH ---------- OFF

Engine Failure/Fire in Flight

Condensed

1. POWER LEVER ---------- FLIGHT IDLE
2. CONDITION LEVER ---------- FEATHER

IN CASE NO FEATHERING IS OBSERVED
ELECTRIC FEATHER SWITCH ---------- ON

3. CONDITION LEVER ---------- FUEL CUT OFF
4. FIRE HANDLE (IF FIRE) ---------- SQUEEZE AND PULL
5. AGENT A (IF FIRE) ---------- DISCHARGE

WAIT 30 SECONDS: IF FIRE WARNING REMAINS:
AGENT B ---------- DISCHARGE

NOTE: Do not discharge the extinguisher agents if fire occurred in Tail Pipe Zone.

6. MAIN AND AUXILIARY GENERATORS (FAILED ENGINE) ---------- OFF
7. APU IF AVAILABLE ---------- START

NOTE: Reduce electrical load below 150 AMPS prior to starting APU.

8. SYNCHROPHASING ---------- OFF
9. FUEL PUMPS (FAILED ENGINE) --------- AS REQUIRED
10. ELECTRIC HYDRAULIC PUMP ---------- AS REQUIRED
11. ENGINE BLEED(FAILED ENGINE) ---------- CLOSE

NOTE: IF APU is available, close both engine bleeds.

12. CROSS BLEED ---------- OPEN
13. ELECTRIC LOAD ---------- REDUCE BELOW 400 A

LAND AT NEAREST SUITABLE AIRPORT

CAUTION: DO NOT ATTEMPT TO RESTART ENGINE AFTER ENGINE FIRE.

Amplified Checklist

Before beginning a shutdown procedure for a failure/fire, set props to 100% and increase torque as required on the good engine. Verify the position of the landing gear and flaps. Verify with the PNF which engine has failed or is on fire.

1. POWER LEVER - FLIGHT IDLE

The PNF will move the affected power lever to flight idle as commanded by the PF.

2. CONDITION LEVER - FEATHER

The PNF will move the condition lever to feather as commanded by the PF. An Np of approximately 20% indicates feather.

IN CASE OF NO FEATHERING:

ELECTRIC FEATHER SWITCH - ON

3. CONDITION LEVER - FUEL CUT OFF

The PNF will move the condition lever to fuel cut off as commanded by the PF.

4. FIRE HANDLE (IF FIRE) - SQUEEZE AND PULL

The PNF will pull the affected handle as commanded by the PF for an engine fire. Turn off fuel pumps if fuel shutoff valve does not close.

5. **AGENT A - IF FIRE - DISCHARGE**

The PNF will discharge agent A when commanded by the PF

After 30 seconds, if fire warning remains, discharge agent B.

<u>The PNF completes the following checklist items</u>

6. **MAIN AND AUXILIARY GENERATORS - OFF**

Turn off the failed engine generators.

NOTE: Reduce electrical load below 150 AMPS prior to starting APU.

7. **APU - (IF AVAILABLE) - START**

Check electrical load on remaining generators. RT fuel pump - One on, one auto

NOTE: If right engine was shut down due to fire and the fuel shut off valve is not closed, do not operate right fuel pumps or open crossfeed. APU starting would not be possible.

8. **SYNCHROPHASING - OFF**

9. **FUEL PUMPS (AFFECTED ENGINE) - AS REQUIRED**

Turn off the failed engine electric fuel pumps unless the associated tank is feeding APU.

10. **ELECTRIC HYDRAULIC PUMP(AFFECTED ENGINE)- AS REQUIRED**

Turn on the electric hydraulic pump unless other conditions dictate leaving the pump off.

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11. ENGINE BLEED (AFFECTED ENGINE) - CLOSE

Close affected engine bleed and if APU is available, close both engine bleeds.

12. CROSSBLEED - OPEN

13. ELECTRICAL LOAD - REDUCE TO BELOW 400A

LAND AT NEAREST SUITABLE AIRPORT.

CAUTION: DO NOT ATTEMPT TO RESTART ENGINE AFTER AN ENGINE FIRE.

NOTE: After the PF calls for the engine failure or engine fire in flight checklist, the PNF verifies items 1-5 as necessary. Then the PNF completes items 6-13 and calls the appropriate checklist complete.

PROPELLER FAILURE

Propeller Overspeed

Emergency procedures in case of propeller overspeed.

1.	POWER LEVER (AFFTECTED ENGINE--------- FLT IDLE
2.	CONDITION LEVER (AFFECTED ENGINE) ---------- FEATHER, CHECK

NOTE: Operative engine power lever may be reduced depending on airspeed and altitude to avoid VMC.

If propeller does not feather:

FLAPS	BELOW 200 KTS, 15°
AIRSPEED	REDUCE TO 125 KTS
ELECTRIC FEATHER SWITCH	ON, CHECK

NOTE: If prop does not feather the electrical auxiliary feathering pump is automatically turned off after 20 seconds, therefore, for further pump operation, it is necessary to turn the switch off, then on. Pump is capable of six consecutive operations. In previous overspeed incidents it has been noted that the engine will catastrophically fail at approximately 140% Np including at least partial destruction of all shafts. Therefore in order to attempt more than one feathering operation you must dry motor the engine to refill the AUX oil reservoir.

- **If propeller does not feather:**

WARNING

DO NOT SHUTDOWN AFFECTED ENGINE UNLESS ADDITIONAL FAILURES WARRANT SHUTDOWN.

- AIRSPEED---------- 125 KTS - 150 KTS
- FLAPS----------15°

- Land as soon as possible. Use procedures for a one engine inoperative approach and landing. Maintain Vref 25° + 10 (min) until landing assured.

NOTE: It may be necessary to land using flaps 15° to maintain directional control.

- **When propeller is feathered:**

- CONDITION LEVER----------FUEL CUT OFF
- ENGINE FAILURE CHECK---------- COMPLETE

NOTE: In case of overspeed of 109NP or less, affected engine shutdown may not be necessary.

Structural Damage

The airplane structure may be affected in the following cases:

- Bird impact.
- Propeller blade failure.
- Engine rotor burst.
- Hail impacts.
- Engine fire

If any obvious structual damage is verified:

- AIRSPEED UNDER TURBULENCE -------BELOW 170 KT.
- LOAD FACTOR---------- BELOW 1.7

Refer to Buffet Onset envelope to obtain altitude and speed required to remain below the desired load factor. (See Normal Procedures Section of AFM.)

- AILERON AND RUDDER DEFLECTION ------BELOW 30%

Avoid excessive deflection of rudder and aileron after stabilization.

If fuselage is damaged and cabin pressurized:

- MANUAL CONTROLLER SELECTOR---------- 1 O'CLOCK POSITION
- MODE SELECTOR SWITCH ----------MAN

Wait 15 seconds to allow the electropneumatic outflow valve to reach its neutral position, thus avoiding a sudden cabin differential pressure increase.

- MANUAL CONTROLLER ---------- UP
- ALTITUDE ----------BELOW 10,000'

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When cabin ΔP needle reaches zero:

- MODE SELECTOR SWITCH---------- DUMP

When landing:

- VERTICAL SPEED ----------BELOW 300 FPM

Windshear Procedures

The most important rule in dealing with windshear is avoidance. Unlike thunderstorms, windshear cannot be seen nor accurately tracked. If windshear is reported or suspected, the following procedures are recommended. It should be noted that Embraer has no flight test data or other procedures available at this time for windshear recovery. Some of the procedures listed have been accomplished in an EMB-120 flight simulator.

Windshear on Takeoff After V1

1. PF will call "Max Power". The PNF will set 100% torque.

   a. If absolutely necessary, to avoid contact with the ground or obstructions, the PF may call "Full Power". The PNF then sets all available power.

2. Rotate to Go- Around pitch command.
3. If necessary to climb, adjust pitch to maintain V2.
4. If ground contact appears imminent, rotate pitch to stick shaker airspeed as a minimum speed.
5. Adjust pitch and power for a normal climb after clear of the shear.

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