



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

October 27, 2016

Attachment 2 Flight Crew Information

OPERATIONAL FACTORS

DCA16IA200

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A. Pilot Statements to Chief Pilot

1. Captain Evans Statement



Internal Memorandum

Date: 07/11/2016

To: Captain Phil Davis | Regional Director & Chief Pilot – Salt Lake City
From: Captain J.M. Evans, SLC A-320 AIRBUS
Subject: Flight Safety / NTSB Investigation: II16-139 FL 2845 07-JUL-16 A-320-211 (AC 3233 | N333NW) MSP-RAP
CAP1: EVANS, J.M. FO1: MOELLER, M.K.

This statement is provided at the request of the Salt Lake City Chief Pilot's Office.

I was the Captain and Pilot Flying on Delta Flight 2845, KMSP-KRAP, on July 07, 2016. Prior to decent, I entered the ILS 32 and RNAV 14 approach procedures into the FMS. Thorough briefings were conducted for ILS 32 approach and RNAV 14 approach followed by the runway exit plan and taxi plan to gate 05. I referenced the 10-7 Company Information page which included a special note of caution for Ellsworth AFB when on final approach to Runway 14.

I started the decent slightly early. In the decent, we transferred from MSP Center to Ellsworth approach. We had planned to land Runway 32. Ellsworth approach cleared us for Runway 14 and gave us vectors east of the airport for the visual approach. I activated the secondary flight plan, reviewed the 12-2 page again and we completed the checklists. 15 miles from KRAP I slowed to 210 kts and started to configure. Descending to 6900 ft. abeam of ZUDIM I initiated a high energy decent. Ellsworth approach gave us vectors for base; I had the First Officer (FO) request an extended downwind so we could get to 4900 ft. prior to ZUDIM. On left base to final I had what I believed to be KRAP visually. Ellsworth gave vectors for base and cleared us for the visual to Runway 14. I armed the approach, turned and intercepted the course about 5 miles from ZUDIM, configured for landing and completed the landing checklist. I verified we were navigating to ZUDIM. I had the FO verify landing clearance. Ellsworth approach transferred us to Rapid City Tower. Rapid City Tower cleared us to land on Runway 14.

We were lined up with the runway on RNAV Lateral guidance and both the FO and I focused on the visual landing and stabilized approach criteria. I disconnected the autopilot and had the FO turnoff the flight directors and proceeded to land visually. In the flair as I retarded the throttles we realized we were at Ellsworth on runway 13. Due to the engines now spooled down, it is not recommended to initiate a go around; we touched down, went into reverse and did a normal decel and cleared the runway at taxiway "D".

We accomplished the after landing checklist and were met by security. We followed their instructions to shutdown, accomplished the shutdown checklist and as I communicated with the passengers the FO communicated with Ellsworth.

The passengers remained on board the entire time we were at Ellsworth. Ellsworth military staff boarded the aircraft and gave us paperwork to complete for the event. I communicated continuously with the passengers and complied with DOT requirements. After meeting all of Ellsworth's requirements, Delta Dispatch was able to re-dispatch us to KRAP.

I understand this statement may be released to Delta Air Lines Flight Safety Department and the National Transportation Safety Board (NTSB).
Regards,

Captain James Evans
Employee # 572696
(Signature on file)

2. First Officer Moeller Statement



Internal Memorandum

Date: 07 12 2016

To: Captain Phil Davis | Regional Director & Chief Pilot – Salt Lake City

From: First Officer Matthew K. Moeller, SLC A-320 AIRBUS

Subject: Flight Safety / NTSB Investigation: II16-139 FL 2845 07-JUL-16 A-320-211 (AC 3233 | N333NW) MSP–RAP CAP1: EVANS, J.M. FO1: MOELLER, M.K.

This statement is provided at the request of the Salt Lake City Chief Pilot's Office.

I was the First Officer on flight 2845 with scheduled service from MSP to RAP. Takeoff and climb out with revised routing due to weather was uneventful. At altitude, we briefed the ILS 32 as well as the RNAV 14 approaches. Planning winds favored a landing on 32 so this was our primary approach plan.

During descent, we completed all required checklist items. We were vectored for an RNAV approach to runway 14. Initial vectors were too tight based on our energy state so we requested a delay to final. As we rolled out on final, our NAV indications showed laterally aligned with RAP and RWY 14. At this point, we visually misidentified Ellsworth AFB as Rapid City Regional Airport. We continued the approach and made a safe landing at what we thought was Rapid City Regional Airport. We realized our error at touchdown and notified RAP tower.

After landing, we coordinated with all appropriate agencies and were able to safely and uneventfully fly our passengers to RAP a few hours later.

I apologize for any problems or inconvenience our error may have caused our passengers and Delta Air Lines.

I understand this statement may be released to Delta Air Lines Flight Safety Department and the National Transportation Safety Board (NTSB).

Regards,

Matthew K. Moeller
Employee #432540
(Signature on file)

B. Flight Crew 7-Day History

1. Captain Evans

Flight / Duty time – 7 day history:

Vacation: 05JUN – 02JUL

Rotation: C004 / 05JUL:

SLC	PILOT	320	*** ROTATION CPER		08JUL/18:47 GMT			
C004	POS-A/B		EFFECTIVE JUL05		CHECK IN AT 8.43			
					ON DUTY			
DAY	FLT	DEPARTS	ARRIVES	SLK	M/U	TURN M 60	EQP	ACT/MAX
S	933	SLC 0938	CUN.1512	4.34			3245	
CUN		23.33/WESTIN RESORT SPA		4.34B				
							4.34TL	
6	934	CUN 1614	SLC.1947	4.33	0.13		3241	
				4.33B				
							4.46TL	
							0.54TRP	
							0.16ADG	
REGULAR-	10.30TL	9.07BL	1.10CR	0.13MU				
RESERVE-	10.30TL	9.07BL	1.10CR	0.13MU				
						TAFB	35.48CR	
						TAFB	35.34EX	

2. First Officer Moeller

Flight / Duty time – 7 day history:

Rotation: 5231 / 30JUN:

SLC	PILOT 320	*** ROTATION OPER				08JUL/19:06 GMT		
5231	POS-A/B	EFFECTIVE JUN30				CHECK IN AT 14.10		
ON DUTY								
DAY FLT	DEPARTS	ARRIVES	BLK	M/U	TURN M	60	EQP	ACT/MAX
30	D2563	SLC 1519	SNA.1610	1.51		0.52	3152	
	2563	SNA 1702	SLC.1942	1.40	0.02	1.59		
	779	SLC 2141	LAS.2243	2.02			3134	
1.51DHD								
LAS	22.52/SIGNATURE AT MGM GRA			3.42B				
5.35TL								
1	1729	LAS 2259	CVG.0537	3.38	0.06		3243	
CVG	25.21/HYATT CVG DTWN			3.38B				
3.44TL								
3	1885	CVG 0827	SLC.1019	3.52			3239	
3.52B								
3.52TL								
6.26TRP								
1.23ADG								
REGULAR-	21.00TL	11.12BL	9.40CR	0.08MU				
RESERVE-	21.00TL	11.12BL	9.40CR	0.08MU				

Rotation: C004 / 05JUL:

SLC	PILOT 320	*** ROTATION OPER				08JUL/19:07 GMT		
C004	POS-A/B	EFFECTIVE JUL05				CHECK IN AT 8.43		
ON DUTY								
DAY FLT	DEPARTS	ARRIVES	BLK	M/U	TURN M	60	EQP	ACT/MAX
5	933	SLC 0938	CUN.1512	4.34			3245	
CUN	23.33/WESTIN RESORT SPA			4.34B				
4.34TL								
6	934	CUN 1614	SLC.1947	4.33	0.13		3241	
4.33B								
4.46TL								
0.54TRP								
0.16ADG								
REGULAR-	10.30TL	9.07BL	1.10CR	0.13MU				
RESERVE-	10.30TL	9.07BL	1.10CR	0.13MU				

C. Flight Crew 30-Day History

1. Captain Evans

DTE	CR	DES	OFF	STAT	ROT1	D	R1	STAT	ROT2	D	R2	RPT1	RPT2	E/L	R	CALL	BLKN	DTE
02T		REG																02T
03F		REG																03F
04S		REG																04S
05S		REG		PVAC			*											05S
06M		REG		PVAC			*											06M
07T		REG		PVAC			*											07T
08W		REG		PVAC			*											08W
09T		REG		PVAC			*											09T
10F		REG		PVAC			*											10F
11S		REG		PVAC			*											11S
12S		REG		PVAC			*											12S
13M		REG		PVAC			*											13M
14T		REG		PVAC			*											14T
15W		REG		PVAC			*											15W
16T		REG		PVAC			*											16T
17F		REG		PVAC			*											17F
18S		REG		PVAC			*											18S
19S		REG		PVAC			*											19S
20M		REG		PVAC			*											20M
21T		REG		PVAC			*											21T
22W		REG		PVAC			*											22W
23T		REG		PVAC			*											23T
24F		REG		PVAC			*											24F
25S		REG		PVAC			*											25S
26S		REG		SVAC			*											26S
27M		REG		SVAC			*											27M
28T		REG		SVAC			*											28T
29W		REG		SVAC			*											29W
30T		REG		SVAC			*											30T
01F		REG		SVAC			*											01F

*Captain on vacation
- month of June -*

*Captain on vacation
- month of June -*

2. First Officer Moeller

NAME: MOELLER, M K 0432540 LOCKER: SLC- 632 07/13/16 17:57:32
 LOT: 0023 SLC 320 B 02JUN16 / 01JUL16 SECND-CAT: /

MU:

DTE	OR	DES	OFF	STAT	ROT1	D	R1	STAT	ROT2	D	R2	RPT1	RPT2	E/L	R	CALL	BLKN	DTE
02T	SP	REG							5238		G						1515	02T
03F		REG																03F
04S		REG																04S
05S		REG																05S
06M		REG																06M
07T		REG			.4505							0845						07T
08W		REG			----												1723	08W
09T		REG			.4506							0845						09T
10F		REG			----													10F
11S		REG			----												1015	11S
12S		REG			.0317		G					0840					2106	12S
13M		REG																13M
14T		REG																14T
15W		REG																15W
16T		REG			.4452							0730						16T
17F		REG			----													17F
18S		REG			----												1039	18S
19S		REG		SVAC			*											19S
20M		REG		SVAC			*											20M
21T		REG		SVAC			*											21T
22W		REG		SVAC			*											22W
23T		REG		SVAC			*											23T
24F		REG		SVAC			*											24F
25S		REG		SVAC			*											25S
26S		REG			.4436							0602						26S
27M		REG			----													27M
28T		REG			----												1343	28T
29W		REG																29W
30T	SP	REG			.5231							1410						30T
01F	SP	REG			----													01F
02S	SP	REG			----													02S
03S	SP	REG			----												1019	03S

D. Flight Crew Training History

1. Captain Evans

TRAINING QUALIFICATION DATA
 EMPLOYEE NUMBER: 0572696
 NAME: EVANS, JAMES M

AS OF: 17:26/13JUL16

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*** PREVIOUS NWA PILOT ***

ITEM NBR	TRNG CODE	TRNG TYPE	EQPT	POS	VERI- FIED	GRADE	TRNG BEGIN DATE	TRNG END DATE	INACTIVE DATE
1	SP	321TR	320		Y	C	05MAY16	05MAY16	
2	RECUR	Q216	320		Y	S	01APR16	01APR16	
3	RECUR	Q116	320		Y	S	19JAN16	19JAN16	
4	RECUR	Q415	320		Y	S	01NOV15	01NOV15	
5	RECUR	SPOT	320	A	Y	C	23SEP15	23SEP15	
6	RECUR	SVOR	320	A	Y	S	23SEP15	23SEP15	
7	RECUR	LOER	320	A	Y	S	23SEP15	23SEP15	
8	RECUR	SIM	320	A	Y	C	22SEP15	22SEP15	
9	RECUR	Q315	320		Y	S	07JUL15	07JUL15	
10	RECUR	Q215	320		Y	S	14APR15	14APR15	

HIT PF8 TO MOVE FWD, PF7 TO MOVE BKWD OR
 ENTER ITEM NUMBER TO DISPLAY DETAILED QUALIFICATION DATA: ___
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 MAIN PREV UPDTE BKWRD FRWRD DEL UDD-D UDD-C

TRAINING QUALIFICATION DATA
 EMPLOYEE NUMBER: 0572696
 NAME: EVANS, JAMES M

AS OF: 17:26/13JUL16

PAGE 2

*** PREVIOUS NWA PILOT ***

ITEM NBR	TRNG CODE	TRNG TYPE	EQPT	POS	VERI- FIED	GRADE	TRNG BEGIN DATE	TRNG END DATE	INACTIVE DATE
1	RECUR	LC	320	A	Y	S	28JAN15	28JAN15	
2	RECUR	Q115	320		Y	S	27JAN15	27JAN15	
3	RECUR	MVR	320	A	Y	S	26JAN15	26JAN15	
4	RECUR	SVOR	320	A	Y	S	26JAN15	26JAN15	
5	RECUR	SPOT	320	A	Y	C	26JAN15	26JAN15	
6	RECUR	SIM	320	A	Y	C	25JAN15	25JAN15	
7	SP	EFBCD			Y	S	14JAN15	14JAN15	
8	RECUR	Q414	320		Y	S	25OCT14	25OCT14	
9	RECUR	Q314	320		Y	S	09AUG14	09AUG14	
10	RECUR	SVOR	320	A	Y	S	06MAY14	06MAY14	

HIT PF8 TO MOVE FWD, PF7 TO MOVE BKWD OR
 ENTER ITEM NUMBER TO DISPLAY DETAILED QUALIFICATION DATA: ___
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 MAIN PREV UPDTE BKWRD FRWRD DEL UDD-D UDD-C

2. First Officer Moeller

TRAINING QUALIFICATION DATA
 EMPLOYEE NUMBER: 0432540
 NAME: MOELLER, MATTHEW KARL

AS OF: 17:25/13JUL16

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ITEM NBR	TRNG CODE	TRNG TYPE	EQPT	POS	VERI- FIED	GRADE	TRNG BEGIN DATE	TRNG END DATE	INACTIVE DATE
1	RECUR	MVR	320	B	Y	S	15MAY16	15MAY16	
2	RECUR	SVOR	320	B	Y	S	15MAY16	15MAY16	
3	RECUR	SIM	320	B	Y	C	14MAY16	14MAY16	
4	RECUR	Q216	320		Y	S	29APR16	29APR16	
5	SP	321TR	320		Y	C	28APR16	28APR16	
6	RECUR	Q116	320		Y	S	28JAN16	28JAN16	
7	RECUR	LC	320	B	Y	S	16DEC15	16DEC15	
8	RECUR	Q415	320		Y	S	29OCT15	29OCT15	
9	RECUR	Q315	320		Y	S	04AUG15	04AUG15	
10	RECUR	LOER	320	B	Y	S	11JUN15	11JUN15	

TRAINING QUALIFICATION DATA
 EMPLOYEE NUMBER: 0432540
 NAME: MOELLER, MATTHEW KARL

AS OF: 17:25/13JUL16

PAGE 2

ITEM NBR	TRNG CODE	TRNG TYPE	EQPT	POS	VERI- FIED	GRADE	TRNG BEGIN DATE	TRNG END DATE	INACTIVE DATE
1	RECUR	SVOR	320	B	Y	S	11JUN15	11JUN15	
2	RECUR	SPOT	320	B	Y	C	11JUN15	11JUN15	
3	RECUR	SIM	320	B	Y	C	10JUN15	10JUN15	
4	RECUR	Q215	320		Y	S	30APR15	30APR15	
5	RECUR	Q115	320		Y	S	02FEB15	02FEB15	
6	SP	EFBCD			Y	S	20JAN15	20JAN15	
7	RECUR	Q414	320		Y	S	03NOV14	03NOV14	
8	RECUR	MVR	320	B	Y	S	23OCT14	23OCT14	
9	RECUR	SVOR	320	B	Y	S	23OCT14	23OCT14	
10	RECUR	SPOT	320	B	Y	C	23OCT14	23OCT14	

2. First Officer Moeller

Previous Experience with airport (RAP): None

Management / Check Airman Experience: None

Specialized Training: None applicable

Additional Crew History

Upgrade / Transition to FO: 12APR13

Upgrade / Transition to A-320 FO: 12APR13

Total Flying time:

CATEGORY BLOCK HOURS

NAME: MOELLER, MATTHEW KARL 0432540 AS OF 08JUL16

HOURS FLOWN AS A DELTA PILOT CALCULATED FROM GMT TIME 01APR89 THRU: 01JUL16

EQUIPMENT	CAPTAIN	FIRST OFFICER	SECOND OFFICER	PRE-DELTA	EQPT TOTAL
-----	-----	-----	-----	-----	-----
320		2324:31			2324:31
727			906:34		906:34
POS TTL:		2324:31	906:34		3231:05

**BASE LOCAL TIME FLOWN/TO BE FLOWN IN:

PREVIOUS 6 MONTHS (FEB16-JUL16): 348:16
CALENDAR YEAR 2016 (THRU JUL): 401:23

Last 30 days: 86:07

Date of Initial Type Rating on A-320: 12APR13