

SeaPort Airlines
Juneau, AK
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ANC15FA049

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 29

CFIT Avoidance Training Manual

2 Pages

SeaPort Airlines, Inc.

- Each page of the program will show, in the footer, the revision, the page number and the revision date. No revision number or date indicates an original unrevised page. A vertical line in the right margin will indicate each revised paragraph.

D. MANUAL REVIEWS

The CFIT Star Manager and senior management (Chief Pilot, Director of Operations or President) are required to review the CFIT Avoidance Program annually. Form K5MR (Annual Star Manual Review) will be used to document this review. The completed form(s) will be retained, at a minimum, until the next subsequent review.

E. MANAGEMENT RESPONSIBILITY CFIT AUDIT STAR

The Assistant Chief Pilot (listed below) and/or designee is responsible for the CFIT Star and will attend the Medallion Training Program on Systems Safety, and TapRoot.

The CFIT Star Manager is qualified through experience and has the ability to demonstrate an understanding of policies, procedures, interfaces, and process measurement associated with this program.

CFIT Star Manager

Jordan Smith
~~Aaron Ulibarri~~

F. CFIT AVOIDANCE PROGRAM POLICIES AND PROCEDURES

- If a pilot encounters hazardous weather enroute, he/she shall take the appropriate action necessary to avoid such weather. Options include:
 - Return to the original airport of departure.
 - Divert to another suitable airport for the operations involved.
 - Communicate to company.
 - Communicate to ATC.
- Because of the unique environment of Southeast Alaska and the manner in which the aircraft are equipped, Seaport Airlines (dba. Wings of Alaska) stresses that pilots new to the Company will have operating minimums greater than those established by FAR 135.203 and 135.205. These limits are established by using the Pilot Risk Assessment form (K5RA). Operations exceeding the allowed values established on form K5RA require management approval and/or substitution by a more experienced pilot. In such cases, the new pilot (when the load permits) is encouraged to ride with the senior pilot on the flight in question.
- Company management, dispatchers and pilots have numerous resources available to assist in the decision making process with respect to operations in marginal VFR weather conditions thus averting flights into IMC. These resources include;
 - Flight risk assessment.
 - Station weather information via company personnel.
 - Local weather conditions via FAA ASOS system.
 - Weather information from DUATS.
 - Weather video cameras via the Internet.
 - Juneau FSS to include pilot reports.
 - Two way FM radio communication with all stations.
- Pilots will utilize, but not limited to, the following visual cues to identify

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CFIT Star

CFIT Avoidance Program

deteriorating visibility conditions while remaining VFR. These include:

- a. A grey horizon line produced by rain, mist, fog or snow.
- b. Loss of terrain features.
- c. Decreasing cruise altitude due to deteriorating ceilings.