



National Transportation Safety Board

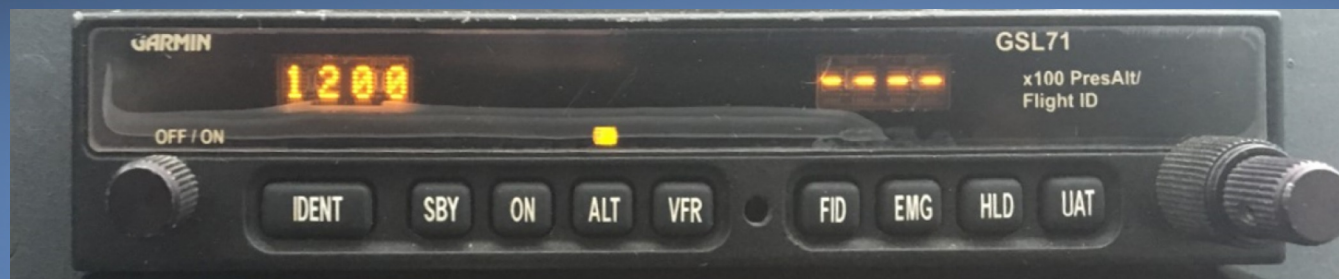


Operational Factors

Initial Information

- Mountain Air Service - (DHC-2 Beaver)
 - One pilot, one airplane
 - Pilot had 11,000 total flight hours
- Taquan Air - (DHC-3 Otter)
 - 25 pilots, 13 airplanes
 - Pilot had about 25,000 total flight hours

Garmin GSL 71



- Unit was OFF during the accident flight
- Unit was likely turned OFF during routine maintenance two weeks before the accident
- Unit was never subsequently turned ON
- Otter pilot unaware the unit was OFF

Taquan Training and Operating Procedures

- Otter pilot 2019 recurrent training
 - Completed 8 hours of Capstone EFIS training
 - Lacked understanding of GSL 71 purpose
- Taquan checklists
 - No line item for the GSL 71
 - Checking the GSL 71 control head knob was not part of the Otter pilot's standard pre-takeoff flow

Pilot Collision Avoidance – FAA Resources

- *FAA Aeronautical Information Manual (AIM)* and *Pilot's Handbook of Aeronautical Knowledge (PHAK)* address pilot's role in collision avoidance
- Neither publication specifically addresses the limitations of human visual monitoring, the benefits of CDTI, or the importance of alerting

Pilot Collision Avoidance – Industry Groups

- Industry groups could elevate awareness of midair collision risks and countermeasures
- Brief members on the details of this accident
- Encourage members to install and effectively utilize traffic displays with alerting

Taquan Air Safety Management

- Taquan lacked an SMS at the time of the accident
- SMS guidance indicates operators should perform a risk assessment when equipment changes
- SMS could have identified the loss of alerting that resulted from the Capstone UAT upgrades
- SMS could have identified the risk of the GSL 71 being left in the OFF position



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