

SeaPort Airlines
Juneau, AK
July 17, 2015
ANC15FA049

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

ATTACHMENT 17

CFIT Internal Audit

5 Pages

Wings of Alaska Internal Evaluation

CFIT Avoidance Star

(Using Section 2 MF Revision 11 Audit Points)

Conducted By: Kiley Murphy Company Program Manager: Wayne Love Date: April 2, 2010

Audit Point Question	Finding <i>The Goal of evaluating the program is to determine if it was implemented as written and if it continues to meet the intent of Medallion Foundation current star criteria.</i>	Corrective Action (Person Assigned To)	Assigned Completion Date	Follow Up – Was Corrective Action Effective?
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1. Has the program been implemented as written?	Yes			
a. If yes, explain how you make this determination?	Annual Audit Certificate (1/12/10)	Wayne Love will add sim checks to pilot status board.	4/30/10	Done 4/28/10
b. If no, what was or is being done to correct the deficiency?				
2. Has Section 1 of the current Medallion Foundation audit point revision been incorporated into the CFIT Avoidance Program?	Yes			
a. If yes, explain how you make this determination?	Made note in Annual Audit Certificate. Checked profiles.			
b. If no, what was or is being done to correct the deficiency?				
3. Do company procedures support the policy on operation in white out, flat light and deteriorating visibility?	Yes			
a. If yes, how can this be verified	Condition recognition training. Risk assessments tell us the weather conditions & pilots ability.			
b. If no, why not?				
4. Are at least three CFIT	Yes, reference page 18			

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scenarios (white out, flat light and deteriorating visibility) included in the program?				
5. Have 100% of the pilots currently assigned to flight duty completed training?	Yes			
a. If yes, explain how you make this determination?	Random check on David Williams. Test taken 3/30/09. Check ride done 10/28/09. Due again end of Apr. 2010			
b. If no, what was or is being done to correct the deficiency?				
6. Is there a method to ensure that the required CFIT Avoidance training for all applicable employees has taken place?	Yes, we can check the Semi-annual Audit form & Annual Audit Certificate.			
7. Are program reviews documented?	Yes, in Annual Audit Certificate.			
8. Is there a record showing when senior management reviewed the program?	Yes, in Annual Audit Certificate.			
9. Is the program being audited for proper documentation of training?	Yes			
a. If yes, explain how you make this determination?	Checking training certificates.			
b. If no, what was or is being				

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done to correct the deficiency?				
10. What was learned as a result of auditing the CFIT training records?	All training is complete.			
11. Are the pilots following procedures concerning operation in decreasing visibility, flat-light and white-out conditions?	Yes			
a. If yes, please explain how you know	Testing pilots using sim while management observes.			
b. If no, what actions have been taken as a result of the "no" answer?				
12. What is the schedule for periodic reviews by the person responsible for the program?	Reference page 5E 1-4			
13. What is the schedule for periodic reviews by senior management (chief pilot or higher)?	Reference page 5E 1-4			
14. Were program reviews conducted as scheduled?	Yes			
a. If yes, explain how you make this determination?	By checking the Annual Audit Certificate & Semi-annual Audit Certificate.			
b. If no, what was or is being done to correct the deficiency?				

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15. Were there any serious CFIT Avoidance-related accidents within the company in the past 12 months?	No			
a. Was a TapRoot investigation completed?				
b. What was learned?				
c. What changes were made to the program as a result?				
16. What improvements have been made to the CFIT Avoidance Program in the last 12 months?	New simulator, cue based training and x-plane with dynamic weather scenarios.			
a. What prompted the change (internal audit, employee feedback, management program review, etc)?	Cue based training was started due to accidents that occurred in conditions we fly in.			
b. What were the issues and changes?	Simulator is better enhanced with 3 screens. X-plane is a new weather tool.			
c. Were the changes effective?	Yes			
17. What feedback has been received from the individuals receiving or conducting the training to the positions of responsibility and/or authority for	The new sim is great. Better with additional screens.			

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the program?				
18. What feedback has senior management provided as a result of the reviews?	Need to add more systems failures to sim.			
19. Are Wings of Alaska and Wings Airways CFIT programs being separated?	Yes	Wayne & Gary will finish separating programs.	04/2011	