



National Transportation Safety Board

OFFICE OF AVIATION SAFETY

Alaska Regional Office

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September 10, 2020

Attention:

Dan Knesek
Grant Aviation

[REDACTED]
[REDACTED]

To Whom It May Concern:

The National Transportation Safety Board (NTSB) is conducting an investigation of the accident that involved the Cessna 208B, N454SF (investigation number ANC20LA020) that occurred at Hooper Bay, Alaska. I would like to emphasize that the below items are the investigation team's suggestions on the possible ways to improve aviation safety within your organization and should not be construed as formal Safety Recommendations from the Board Members of the NTSB. The purpose of these suggestions is to assist in preventing future accidents and increasing safety for pilots and passengers, however I may not be aware of what other safety implications these safety suggestions may have on your operations as you know your operations best. Therefore, it is incumbent on you to implement whatever safety improvements that you deem necessary. As you know, the NTSB is not a regulatory agency, and this letter of safety suggestions in no way should be construed as obligatory.

Safety Suggestions:

- Takeoff Briefing:
 - Ensure procedures require flight crew to brief takeoff distance required and runway distance available. Ensure such procedures are incorporated into existing training.
- Flight Risk Assessment Log:
 - Review existing form and consider adding a takeoff analysis section
- Checklist Procedures:
 - Evaluate all checklist items for normal operations to ensure flight crew are completing the actions, rather than just verbalizing the tasks.
 - Review checklists for any out of place actions, so that habitual non-compliance of the checklist items does not set in.
- Dispatch/Flight Release:
 - Review procedures to ensure flights that are scheduled with passenger or baggage loads that will be near or at maximum limitations are reviewed by dispatch or other personnel (e.g., chief pilot, line check airmen) in addition to the flight crew assigned.
- Weight and Balance:
 - Review existing training on weight and balance for flight crew and dispatch, specifically the use of preflight planning applications.
- Contaminated Runways:
 - Review existing training and procedures for the application of takeoff and landing on

- contaminated runways.
- Review that the pilot in command makes sure all information is current and has all information possible for the departure airport.
- Add company limits for departure and landing on contaminated runways
- Flat Light/White Conditions:
 - Review existing training and procedures for flight crews regarding aeronautical decision making with regards to operations in flat light and white out conditions.
 - Review existing training and procedures for dispatch personnel regarding initiating a flight with regards to operations in flat light and white out conditions.

I would appreciate it if you would advise me of a response to these suggestions along with possible estimated completion dates if your organization intends to institute them. Also, as always, if you have any questions, or want to discuss these suggestions, please feel free to contact me.

Thank you for your cooperation in this matter, and your interest in transportation safety.

Respectfully,



Eric Swenson
Aviation Accident Investigator
National Transportation Safety Board
Alaska Regional Office