

DCA24FA017

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 18

DuPage Aerospace Corporation Newsfeed Article [Postaccident]

January 24, 2025

DUPAGE AEROSPACE NEWSFEED

The Latest Operations, Maintenance, and Safety Updates

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June News

The purpose of this newsletter is to address new policies, operational issues, and safety concerns that have come up in the previous month. We will also welcome new team members, and any news / notes from management.

Operations Updates

I am excited to announce that DPAC has received FAA approval for EFB, and Electronic Record Keeping. I will discuss the EFB procedures first. In short, nothing has changed for the way we are prepping for a flight. You will still need to print approach plates for your filed route of flight for the next six months. When this restriction is lifted, I will inform you which date releases us for full EFB usage. As for the Electronic Record Keeping, this will be a little more involved. We will be adding tasks that can be done as we are able. The first thing that you will notice is that your trip sheets will no longer be printed, and will be available on the JetInsight app. The next item that you will notice is that the sheets in the flight books with the running total of aircraft flight times will be removed, and replaced by an aircraft status sheet through JetInsight. This sheet will give you current times and cycles on the aircraft, and will be the document where you will check current time, against aircraft status to see if you can conduct the flight before any calendar or hourly items come due. We are also starting to use ForeFlight for our weight and balance computations. If you know how to do weight and balance in ForeFlight, you may use that method in place of the American Aeronautics method currently used. When you complete a weight and balance please email it to charter@dupageaerospace.com. The ForeFlight program is far more accurate, and much easier to use. Remember that a weight and balance computation is now required for all DPAC flights, part 135, or part 91. If you do not know how this is done, please see the attached sheet from our latest GOM revision for guidance on how to do W&B in the ForeFlight app. If you are having trouble, please contact Steve Crawford, Howard French, or Michael Toll for additional training.

Please be aware of a substantial road work project that has been started on Kautz Rd. south of the airport entrance. If you commute in from the south, and use Kautz Rd. you may want to find an alternate route, such as Kirk Rd. due to possible long traffic delays. As always, if you get caught in traffic, and will be late, please reach out to your other crewmember to let them know.

Remember that as a flight crew member, it is very easy to fall into a habit of complacency. We all do our appropriate briefings, but are we listening? When the Flying Pilot briefs "Below 80 knots we will abort for any fault of failure" are you prepared to do just that, or when the Flying Pilot says "After V1 we will treat it as an inflight emergency and hold all checklists until a safe altitude" do you really relate that briefing to the actual profile that should be flown? Remember to listen to your partners briefing, but also think about what is being said, and ask questions if needed. Safe flying to you all.

Reminder!

If you have received a W4 form from accounting, please remember to get it filled out and returned so as not to hold up your payments.