



CHECK PILOT'S MONTHLY

Volume 1, Issue 3

July 2021



This month's topics:

Max Allowable Take-off Weight
Pilot Capability versus Limitations

CRM: Part 3

SAFETY NOTE

MISSION 57 CLIMB AND MAINTAIN FLIGHT LEVEL 230.....

Background: STAjet is a charter company based in KSNA and KTEB. They have a fleet of Pilatus, Citation Jets, Gulfstreams, Hawkers and helicopters. Their airline identifier is:

KFB: Callsign Mission

LA Center/Denver Center frequently confuses their identifier with the infamous:

KFS: Callsign Kalitta

When operating on the west coast, ensure you are responding to the correct callsign and expect to be called "MISSION" once or twice.

Listen up!!!!

Maximum Allowable Take-off Weight

Departure

Temperature

Altitude

Runway length

Runway condition

Max structural take-off weight

Arrival

Temperature

Altitude

Runway length

Runway condition

Maximum landing weight

MOST LIMITING FACTOR

Rules of thumb (swag, e.g., guess, general idea):

- 1) Less than 1.5 hours = max landing weight plus fuel
- 2) Less than 20 minutes = landing runway length
- 3) Greater than 1.5 hours = check performance data

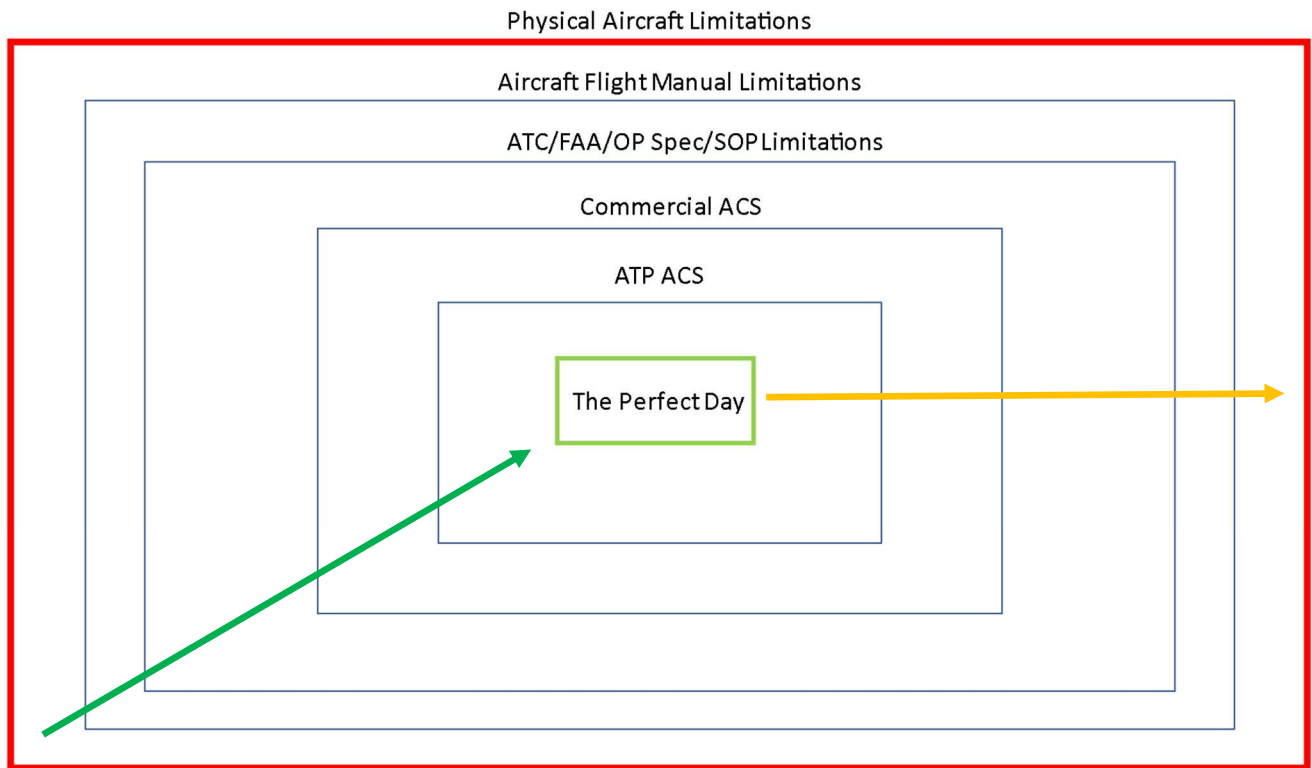


What's coming next?

- 1) As our fleet modernizes, CL-601's, Lear 45's and F Model Falcon Jets appear in the hangar. Study, learn and adapt to a changing environment.
- 2) This month's newsletter is designed to reintroduce just a few ideas. Look forward to next month's technical/business paper on fuel checks/contamination and the contract fuel system!!
- 3) Send any comments or suggestions to mhandren@kalittacharters.com Send any submissions for the newsletter NLT 15 Aug 2021.

LET'S DO WHAT WE DO BEST.....WE FLY!!!!

What are your capabilities?



- DIRECTIONS: 1) Green Line: Make a mark on the line that indicates your **PERFORMANCE** on an **AVERAGE** day.
- 2) Orange Line: Make a mark on the line that indicates your **CAPABILITY** on your **BEST** day.

So What?

- 1) Our individual and collective **performance goals must be within ATP ACS standards**. Who among us has ever had the Perfect Day?
- 2) Our individual and crew **capability** must extent to the edge of the aircraft envelope. The worst-case scenario happens one day in 10,000, but is a day you need to get right the first time.



Crew Resource Management: Part 3

By Dan London, Contributing Author

CRM-Decision Making

Every flight is a continuous series of decisions, accompanied by a re-assessment of those decisions with corrective action as necessary to produce the optimal outcome. In a simple environment with unlimited time for decision making and associated with little risk, decisions will usually produce the desired outcome. In aviation the environment for decision making is time constrained and associated with varying degrees of risk from minor to catastrophic. How as pilots can we make the best decisions?

1. Follow standard procedures and checklists: They are formulated by Companies and the FAA to simplify crew decision making to cover anticipated failures and emergencies.
2. Maintain a high level of expertise: Knowing your aircraft systems, FARs, weather analysis, company procedures, aerodynamics, etc. adds to your ability to interpret situations and problems and decide on a successful course of action.
3. Maintain situational awareness: Manage tasks and workload, evaluate options, keep a positive crew climate through open communications and briefings, trap crew errors using assertiveness with respect while recognizing the Captain's authority, monitor each other for task saturation, be a backup for your fellow crew members. Work as a team as opposed to competitors.



Could you identify all the aircraft?