



CLEARED TO LAND

Newsletter For The Pilots of MidContinent Airlines

March 2019

View From the Top

A Message from Michael Collier / CEO

Welcome to the March issue!

Action Item Update

- ◆ **PMDG Global Flight Operations** - Still Waiting, however some recent posts from PMDG suggest things are moving forward. More news as we get it! I'm hanging a lot of hope on the operational capabilities of this system!
- ◆ **Continued website work**– Major improvements needed in the way we hire and process new pilots. **The hope is that some GFO back-end tools for airlines may completely eliminate much of the need for using 3rd party and largely unrealistic ACARS units, as well as pilot and airline management tools.**



In This Issue

- View From the Top
- Flight Line News
- Center NOTAMS
- Training Talk
- Fleet News
- Pilot Profile



Convair 300



Mark Your Calendars!

View From the Top

2019 Action Items - Works in Progress

- ◆ AQP Training program ported over into the new Learning Management System (LMS)
- ◆ Begin work in the SimDirector application in an effort to build our AQP Maneuvers Validation (MV) simulator profiles as selectable/scored “missions”
- ◆ Develop and implement delayed CQT (recurrent) training programs
- ◆ Attend FlightSimExpo in Orlando in June (see sidebar this page)
- ◆ Roll out the delayed Phase II of the crew bids. Work was completed in the fall of 2018 to organize all of our flying into sequenced trip pairings in preparation for building and bidding multi-day trips.

LOADING...



FlightSimExpo 2019

June 7-9, 2019

Orlando Florida



Flight Line News

As you are probably aware, we began taking deliveries of our 787's in late January. To date, we have half of our order of both the 787-8 and 787-9 on property.

The interiors shops at Kansas City have completed the final outfitting on the following aircraft:

N601MC 787-8

N602MC 787-8

N603MC 787-8

N621MC 787-9

N622MC 787-9

N623MC 787-9



These 6 aircraft will enter revenue service beginning Friday March 8th providing inter-hub domestic service between MIA-JFK-LAX for final FAA certification before being deployed into international service toward the end of the month.

Fuel-Smart

Highest

FPO - \$4.28/gallon

Lowest

BRU - \$2.02/gallon

Hubs

JFK - \$2.44/gallon

LAX - \$2.64/gallon

MCI - \$2.51/gallon

MIA - \$2.56/gallon

PHX - \$2.47/gallon

February Arrival Fuel

Average gate arrival fuel by fleet

737 - 6,325 lbs.

777 - 19,422 lbs.

787 - 13,200 lbs.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

Last month we took a look at the FAA Operational Information Systems (OIS) page and how to use some of that information when preparing for your flights.

This month we'll cover the FAA Advisory Database page.

The page is publicly accessible here:

<https://www.fly.faa.gov/adv/advAdvisoryForm.jsp>

Once loaded, you'll be presented with some options as shown below

ATCSCC Advisories only Show all advisories in sequential order

Canadian Advisories only Show selected advisory types by category...

ATCSCC and Canadian Advisories

Monday, 03-04-2019

Use the checkboxes below to specify your advisory category selection (**the checkboxes apply only to ATCSCC advisories**).

- Airspace Flow Program
- CTOP Programs
- Ground Stops
- Ground Delay Programs
- Route advisories
- Other kinds of advisories

Show Selected Advisories < Back to Most Recent Advisory

The default is ATCSCC (Air Traffic Control System Command Center) advisories for the United States. You can also opt to view Canadian advisories only, or both ATCSCC and Canadian. The next choice is to show all advisories in sequential order or filter by category with the checkboxes.

I normally leave the "show all" selected and then simply uncheck the boxes of the types that I don't want to view.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

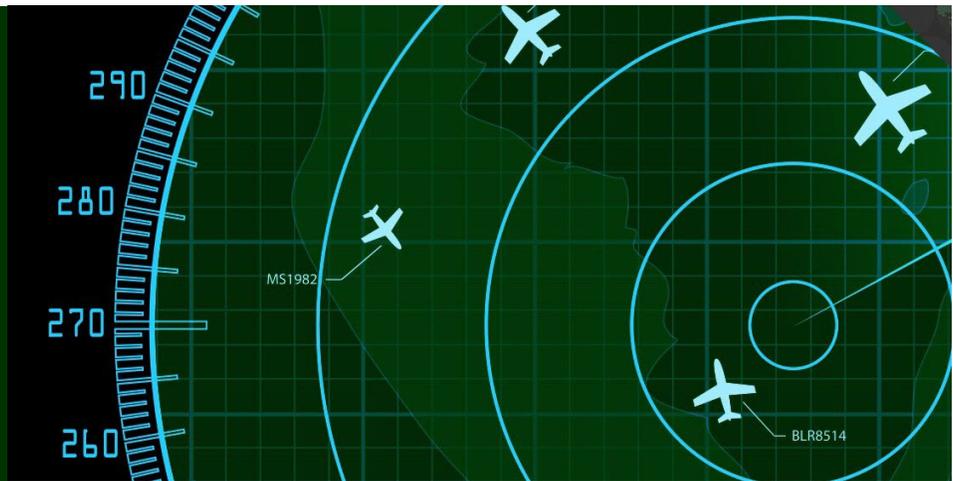
- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

Before we look at some examples, let's look at some definitions so that we have a better understanding of what it is we're looking at.

ATCSCC Advisories only Show all advisories in sequential order

Canadian Advisories only Show selected advisory types by category...

ATCSCC and Canadian Advisories

Monday, 03-04-2019

Use the checkboxes below to specify your advisory category selection (**the checkboxes apply only to ATCSCC advisories**).

Airspace Flow Program

CTOP Programs

Ground Stops

Ground Delay Programs

Route advisories

Other kinds of advisories

Show Selected Advisories < Back to Most Recent Advisory

Airspace Flow Program: Similar to how an airport ground delay program meters the flow of traffic into an airport, an airspace flow program meters the flow of traffic through a portion of airspace. Flow Constraint Areas, or FCA's will be identified and EDCT times will be issued for flights routed through this area. Constraints may be caused by areas of thunderstorms, widespread turbulence, or high traffic demand.

CTOP Programs: Collaborative Trajectory Options. A Collaborative Trajectory Options Program is a method of managing demand through constrained airspace. Similar to an AFP/FCA, but the new concept with CTOP is that users will be able to communicate their preferences in regard to routing and delays. Still a work in progress.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

Before we look at some examples, let's look at some definitions so that we have a better understanding of what it is we're looking at.

ATCSCC Advisories only Show all advisories in sequential order

Canadian Advisories only Show selected advisory types by category...

ATCSCC and Canadian Advisories

Monday, 03-04-2019

Use the checkboxes below to specify your advisory category selection (**the checkboxes apply only to ATCSCC advisories**).

Airspace Flow Program

CTOP Programs

Ground Stops

Ground Delay Programs

Route advisories

Other kinds of advisories

Show Selected Advisories < Back to Most Recent Advisory

Ground Stops: The ground stop is a process that requires aircraft that meet a specific criteria to remain on the ground. The criteria may be airport specific, air-space specific, or equipment specific; for example, all departures to New York Kennedy, or all departures entering Yorktown sector, or all Category I and II aircraft going to San Francisco. GSs normally occur with little or no warning.

Ground Delay Programs: A traffic management process administered by the ATCSCC when aircraft are held on the ground and assigned a departure time. The purpose of the program is to limit airborne holding. It is a flexible program and may be implemented in various forms in order to meet the needs of the system. Ground delay programs provide for equitable delays for all system users.

Route Advisories: This type of advisory will alert users when specific routing between airports is required, or if certain airways are closed.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

Before we look at some examples, let's look at some definitions so that we have a better understanding of what it is we're looking at.

- ATCSCC Advisories only
- Show all advisories in sequential order
- Canadian Advisories only
- Show selected advisory types by category...
- ATCSCC and Canadian Advisories

Use the checkboxes below to specify your advisory category selection (**the checkboxes apply only to ATCSCC advisories**).

Monday, 03-04-2019

- Airspace Flow Program
- CTOP Programs
- Ground Stops
- Ground Delay Programs
- Route advisories
- Other kinds of advisories

Show Selected Advisories

< Back to Most Recent Advisory

Other kinds of advisories: This is a "catch-all" category for everything else. Examples of this type of advisory may include volcanic activity bulletins, facility outages, snow removal advisories, and the ZBW North Atlantic advisory.

So now that we've defined what some of these types of advisories are, let's take a look at some examples. (next page)



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

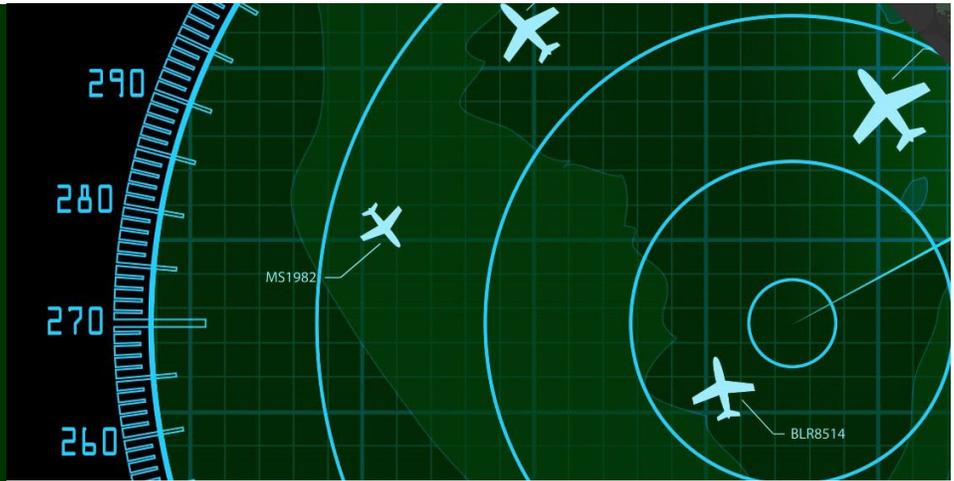
- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

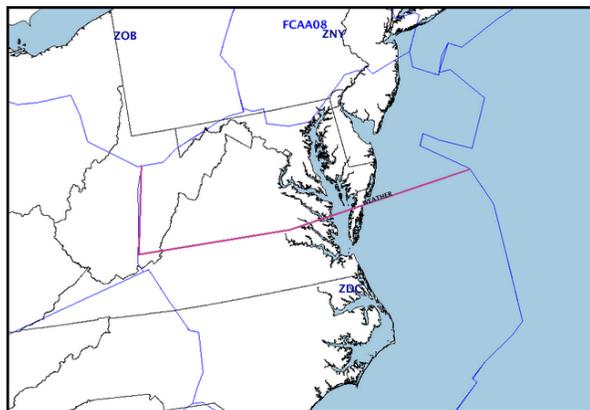
- ◆ ZLA featuring SNA



Center NOTAMs

Airspace Flow Program

ATCSCC Advisory	
ATCSCC ADVZY 035 FCAA08 07/21/2010 CDM AIRSPACE FLOW PROGRAM	
MESSAGE:	CTL ELEMENT: FCAA08 ELEMENT TYPE: FCA ALTITUDES INCLUDED: FL120 TO FL600 ADL TIME: 1700Z DELAY ASSIGNMENT MODE: DAS ENTRY ESTIMATED FOR: 21/1800Z - 22/0159Z CUMULATIVE PROGRAM PERIOD: 21/1800Z - 22/0159Z PROGRAM RATE: 100/100/100/100/100/100/100/115 POPUP FACTOR: 5/5/8/10/10/10/10/10 FLT INCL: ALL FLIGHTS IN FCAA08 DYNAMIC FLIGHT LIST DEP SCOPE: (ALL) ZAB ZSE ZFW ZKC ZME ZTL ZOA ZLC ZLA ZAU ZMP ZDV ZID ZMA ZHU ZJX ZBW ZOB ZDC ZNY CANADIAN DEP ARPTS INCLUDED: NONE MAXIMUM DELAY: 100 AVERAGE DELAY: 22 IMPACTING CONDITION: WEATHER / THUNDERSTORMS COMMENTS: AFP STANDARD: AFP ALTITUDES 120-600. ALL FACILITIES AND CUSTOMERS TAKE NOTE THAT A MANDATORY REROUTE TO MOVE OUT OF THE AFP IS NOT REQUIRED. HOWEVER, IF CUSTOMERS ARE FILED OUT OF THE FCA, THEY MUST BE ON THE REQUIRED REROUTES CONTAINED IN OTHER ADVISORIES IF APPLICABLE.
EFFECTIVE TIME:	211701 - 220259
SIGNATURE:	10/07/21 17:03



Any flights routed through the area noted with the magenta line would be subject to delay.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA

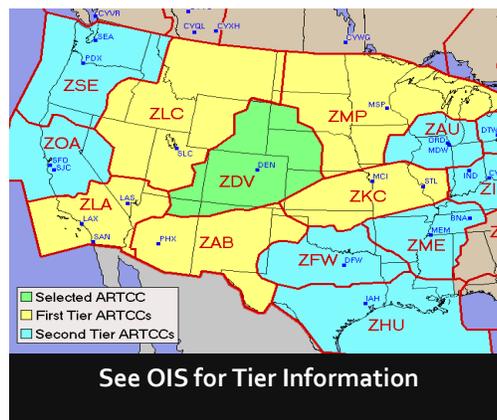


Center NOTAMs

Ground Stop

ATCSCC Advisory	
ATCSCC ADVZY 011 DEN/ZDV 03/03/2019 CDM GROUND STOP	
MESSAGE:	CTL ELEMENT: DEN ELEMENT TYPE: APT ADL TIME: 0031Z GROUND STOP PERIOD: 03/0021Z - 03/0200Z DEP FACILITIES INCLUDED: (1stTier) ZLA ZLC ZDV ZKC ZAB ZMP PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 0 / 0 / 0 NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 1633 / 95 / 71 PROBABILITY OF EXTENSION: MEDIUM IMPACTING CONDITION: WEATHER / SNOW-ICE COMMENTS: NO FURTHER INITIATIVE EXPECTED.
EFFECTIVE TIME:	030033 - 030300
SIGNATURE:	19/03/03 00:34

This example is for a ground stop in Denver from 0021Z to 0200Z. It is in effect for first tier centers (centers that are immediately adjacent to ZDV) due to weather/snow-ice conditions. The probability of extension is “medium”, meaning there is chance that it could be extended if the goals are not met. If you were departing PHX or MCI you would be held at the gate until the ground stop was cancelled.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

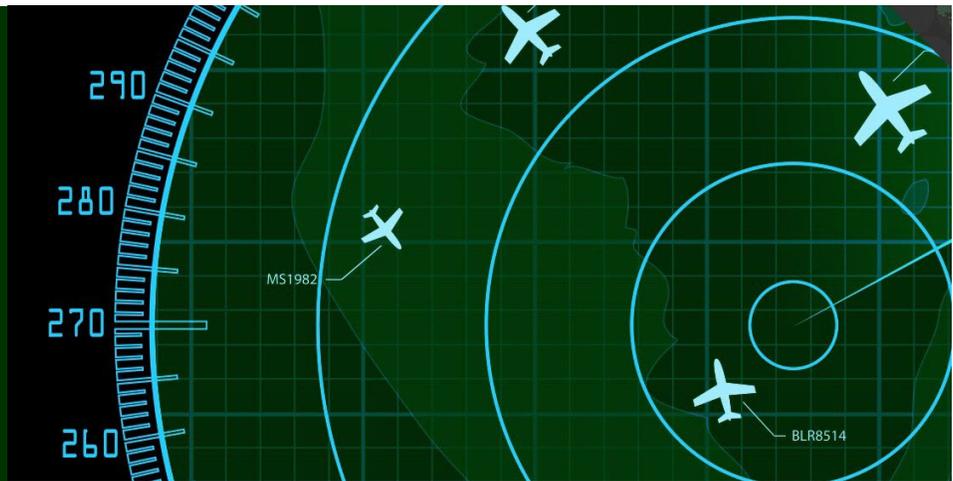
- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

Ground Delay Program

ATCSCC Advisory

ATCSCC ADVZY 043 BOS/ZBW 03/04/2019 CDM GROUND DELAY PROGRAM

MESSAGE: CTL ELEMENT: BOS
ELEMENT TYPE: APT
ADL TIME: 1543Z
DELAY ASSIGNMENT MODE: UDP
ARRIVALS ESTIMATED FOR: 04/1600Z - 05/0559Z
CUMULATIVE PROGRAM PERIOD: 04/1200Z - 05/0559Z
PROGRAM RATE: 12/12/12/12/18/18/18/30/30/30/30/60/60
FLT INCL: ALL CONTIGUOUS US DEP
DEP SCOPE: (ALL+CHY AP) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZDV
ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP
CANADIAN DEP ARPTS INCLUDED: CYHZ CYOW CVUL CYYZ CYTZ CYQB
DELAY ASSIGNMENT TABLE APPLIES TO: ZBW
MAXIMUM DELAY: 619
AVERAGE DELAY: 301
IMPACTING CONDITION: WEATHER / SNOW-ICE
COMMENTS: BOS ARRIVING 04R DEPARTING 04R RELEASED ON NEW EDCTS

EFFECTIVE TIME: 041543 - 050659
SIGNATURE: 19/03/04 15:44

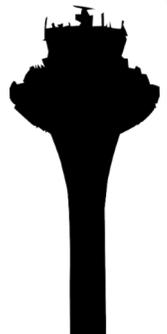
This example is for a ground delay program in Boston for all contiguous US departures with an arrival time between 1600Z to 0559Z due to weather/snow-ice. The **average** delay is 301 minutes, or 5 hours! If you were going to Boston, your flight would be issued an EDCT (Estimated Departure Clearance Time), or “wheels-up” time to use some industry slang.

Grab a Snickers, you aren't going anywhere soon!



Typically, ground delay programs are modified frequently as users start cancelling flights to manage delays. Your EDCT times can change dramatically (better or worse) with little notice, so keep in close contact with your Dispatcher.

Extended ground delay programs can also begin to affect your crew duty time, so monitor that closely as well.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

Route Advisories

ATCSCC Advisory
ATCSCC ADVZY 040 DCC 03/04/2019 L454 ROUTE_CLOSURE_RQD
MESSAGE: EVENT TIME: 04/1530 - 04/2000 CONSTRAINED FACILITIES: ZNY
ZNY ADVISES THAT L454 IS CLOSED DUE TO THUNDERSTORMS. USERS SHOULD FILE ALTERNATE ROUTING.
EXPECT UPDATE BY 2000Z
EFFECTIVE TIME: 041522 - 042030
SIGNATURE: 19/03/04 15:22

This example is a route advisory issued by New York Center to advise users that airway L454 is closed due to thunderstorms.

If you file L454 during the period that this advisory is active you would receive a reroute.



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

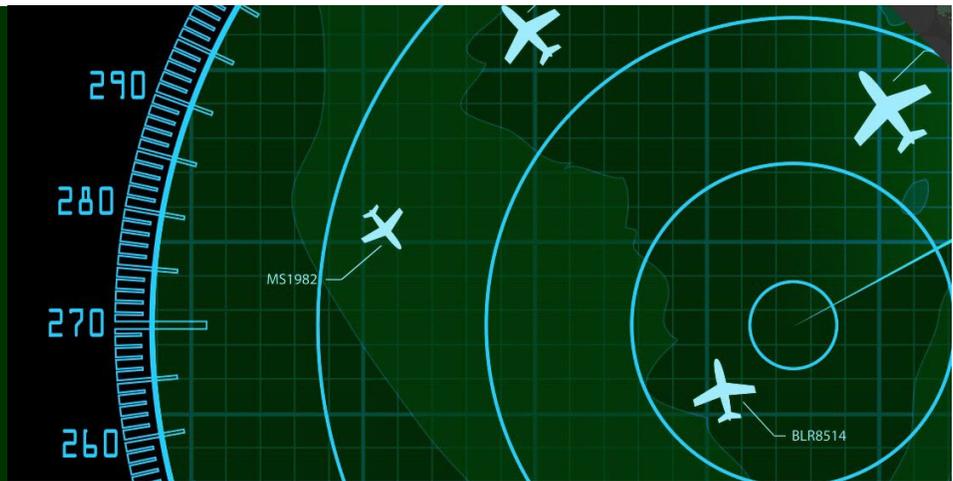
- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

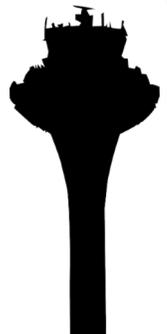
Route Advisories

ATCSCC Advisory	
ATCSCC ADVZY 036 DCC 03/02/2019 ROUTE RQD /FL	
RAW TEXT:	NAME: MIDWEST_TO FLORIDA_PARTIAL CONSTRAINED AREA: ZJX REASON: WEATHER INCLUDE TRAFFIC: KBNA/RMSP/KSTL/ZDV/ZKC/ZME DEPARTURES TO KAPF/KFLL/RMIA/RMKY/KPBI/KRSW FACILITIES INCLUDED: ZDV/ZJX/ZKC/ZMA/ZME/ZMP/ZTL FLIGHT STATUS: ALL FLIGHTS VALID: ETD 021300 TO 021800 PROBABILITY OF EXTENSION: MODERATE REMARKS: REPLACES ADVZY 33 ASSOCIATED RESTRICTIONS: MODIFICATIONS: Q100/Q102 & Y280/Y290 ARE EXEMPT ROUTES:
FROM:	ROUTE - ORIGIN SEGMENTS
ORIG	-----
KBNA KSTL	>VUZ MGM
RMSP	>STL J151 VUZ MGM
ZDV	>RZC LIT MGM
ZKC (-STL)	>SGF MEM MGM
ZME	>VUZ WYATT OTK
TO:	ROUTE - DESTINATION SEGMENTS
DEST	-----
KAPF	MGM ACORI Q104 PLYER< PIKCR5
KFLL	MGM BULZI NICKI BITNY BALKE< JINGL6
RMIA	MGM BULZI NICKI Q81 ENDEW JUULI< SSCOT5
RMKY	MGM ACORI Q104 PLYER< PIKCR5
KPBI	OTK DOFFY MOLIE< WLACE4
KRSW	MGM ACORI Q104 PLYER< TYNEE2
TMI ID: RRDCC033 021238-021800 19/03/02 12:38 DCCOPS.lxstn10	

This one shows required routing between various cities.

If you were flying MCI to MIA then the required route would be the user preferred SID to **SGF** then **MEM MGM BULZI NICKI Q81 ENDEW JUULI SSCOT5**

If you file something other than that, a 100% chance of a reroute is imminent, and probably some grumbling from the person working clearance delivery!



On The Radar



March VATSIM ATC Events of interest

Friday March 8th:

- ◆ ZSE featuring PDX

Saturday March 9th:

- ◆ ZKC/ZMP featuring MCI / MSP



Friday March 15th:

- ◆ ZHU featuring IAH

Friday March 22nd:

- ◆ ZNY featuring JFK

Saturday March 23rd

- ◆ ZDC featuring DCA

Wednesday March 27th:

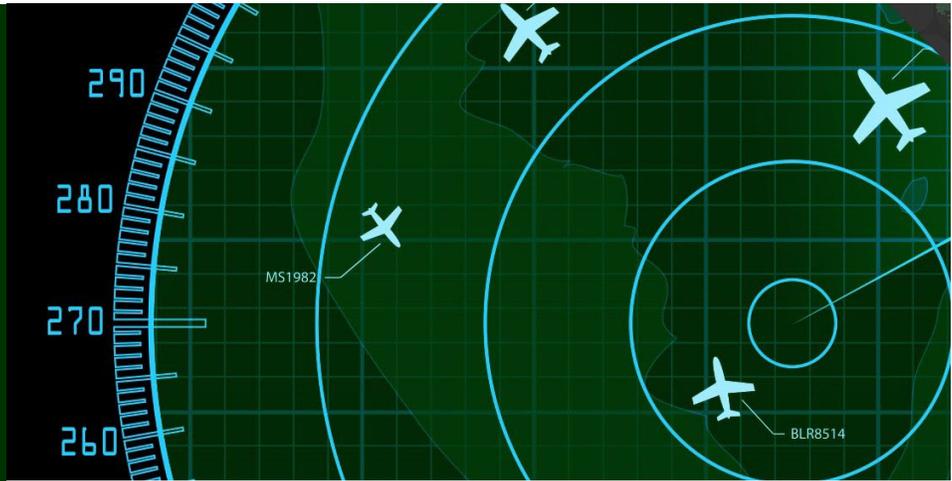
- ◆ ZJX featuring MCO

Friday March 29th:

- ◆ ZAU featuring MDW

Saturday March 30th:

- ◆ ZLA featuring SNA



Center NOTAMs

Other Types of Advisories

ATSCC Advisory

ATSCC ADVZY 039 DCC 03/04/2019 NATOTS_RQD

RAW TEXT: EVENT TIME: 04/2100 - 05/0500

ZBW NORTH ATLANTIC ADVISORY FOR 03/04/19 2100Z - 03/05/19 0500Z

NOTE: CERTAIN TRACKS HAVE MORE THAN ONE OPTION. USERS MAY FILE EITHER OR BE TACTICALLY REROUTED.

JFK NORTH ATLANTIC DEPARTURES MUST FILE THE FOLLOWING ROUTES TO MINIMIZE DEPARTURE DELAYS:

TRACK S/	JFK..GREKI..JUDDS..MARTN..QUBIS.N623A.LOMSI.NATS
TRACK T/	JFK..GREKI..JUDDS..MARTN..TAPFY.N559A.NEEKO.NATT
TRACK U/	JFK..GREKI..JUDDS..MARTN..TOPPS.N529A.PELTU.NATU
TRACK V/	JFK..MERIT..HFD..PUT..EBONY.N497C.RIKAL.NATV
TRACK W/	JFK..BETTE..ACK..EBONY.N497C.RIKAL.NATV
TRACK X/	JFK..BETTE..ACK..ALLEX.N437A.TUDEP.NATW
TRACK Y/	JFK..BETTE..ACK..TUSKY.N377A.ALLRY.NATX
TRACK Z/	JFK..HAPIE..YAHOO..BRADD.N319A.ELSIR.NATY

EWR DEPARTURES MUST FILE:

TRACK S/	EWR..GREKI..JUDDS..MARTN..QUBIS
TRACK T/	EWR..GREKI..JUDDS..MARTN..TAPFY
TRACK U/	EWR..GREKI..JUDDS..MARTN..TOPPS
TRACK V/	EWR..MERIT..HFD..PUT..EBONY

This example is a type of advisory that falls into the “other” category. This is the NATOTS advisory issued daily by Boston Center for traffic departing the Northeast U.S. for the North Atlantic Track structure.

For you long-haul guys, check this advisory if you’re eastbound out of JFK to ensure your route is compliant.

That’s it for this month, see you next month with some new and hopefully interesting Air Traffic stuff!



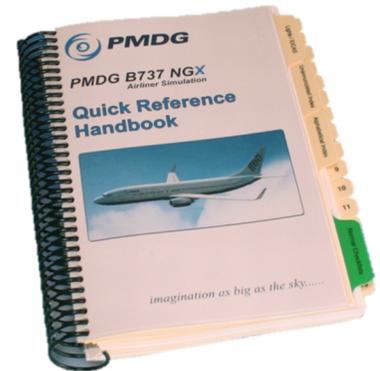


Training Talk

Captain Eric Hill, Director of Training / 737 Fleet Captain

QRH The plot thickens:

Last month we reviewed the use of the QRH and MIRC, the responsibilities of the crew themselves, and how to employ checklists in non-normal and emergency situations. Hopefully you have reviewed your aircraft specific checklist and know when and what to call for in various scenarios. This month I'm going to focus on another often-overlooked section of the non-normals: **EGPWS**.



I have no unreasonable expectation that the average line pilot knows the 7 levels of EGPWS activation and their dimensions beyond about 5 mins after the lecture. It's not practical anyway! The dizzying amount of detail presented to us and included in systems training is, I feel, the main reason we just say "correcting" to any aural warning we hear rather than analyzing.

Truth is, "correcting" is the correct response to the vast majority of the warnings. The QRH states:

Ground Proximity Caution

Accomplish the following maneuver for any of these aural alerts:

- ◇ SINK RATE
- ◇ TERRAIN
- ◇ DON'T SINK
- ◇ TOO LOW FLAPS
- ◇ TOO LOW GEAR
- ◇ TOO LOW TERRAIN
- ◇ GLIDESLOPE
- ◇ BANK ANGLE
- ◇ CAUTION TERRAIN
- ◇ CAUTION OBSTACLE
- ◇ AIRSPEED LOW



Training Talk

“Correct the flight path or aircraft configuration”

The problem occurs when in the heat of the moment the situation escalates and we ignore the situation by “correcting” and not doing associated memory items. Yes...

Memory Items...

If we read on where most stop, we will find the following in the QRH”

Ground Proximity Warning

Accomplish the following maneuver for any of these conditions:

- ◇ Activation of “PULL UP” or “TERRAIN TERRAIN PULL UP” warning.
- ◇ Activation of the “PULL UP” or “OBSTACLE OBSTACLE PULL UP” warning.
- ◇ Other situations resulting in unacceptable flight toward terrain.

Ground Proximity Warning Actions & Callouts	
Pilot Flying	Pilot Monitoring
Ground proximity warning aural alert activated	
<ul style="list-style-type: none"> ◆ Disengage autopilot ◆ Disengage autothrottle ◆ Aggressively apply maximum thrust ◆ Simultaneously roll wings level and rotate to an initial pitch attitude of 20° ◆ Retract speedbrakes ◆ If terrain remains a threat, continue rotation up to the pitch limit indicator or stick shaker or initial buffet 	<ul style="list-style-type: none"> ◆ Assure maximum thrust ◆ Verify all needed actions have been completed
	Call out <ul style="list-style-type: none"> ◆ Any omissions
<ul style="list-style-type: none"> ◆ Do not change gear or flap configuration until terrain separation is assured ◆ Monitor radio altimeter for sustained or increasing terrain separation ◆ When clear of the terrain, slowly decrease pitch attitude and accelerate 	<ul style="list-style-type: none"> ◆ Monitor vertical speed and altitude (radio altitude for terrain clearance and barometric altitude for minimum safe altitude)
	Call out <ul style="list-style-type: none"> ◆ Any trend toward terrain contact
End	



Training Talk

Keeping with this theme let's quickly review your responsibilities in a TCAS **TA** situation as well as an **RA**. The TA advisory or alert is an aid to situational awareness. If a **TA** is triggered both crew member should look for traffic using the TCAS display as a guide and maneuver as needed to avoid any conflict. A **RA** situation requires immediate attention and give you guidance to prevent collision or conflict. Hence the term **Resolution Advisory**. When encountering a **RA** the pilot flying shall quickly accomplish the following:

- ◇ If maneuvering is required, disengage the autopilot and autothrottles.
- ◇ Smoothly adjust pitch and thrust to satisfy the RA command.
- ◇ Follow the planned lateral flight path unless visual contact with the conflicting traffic requires other action.

Warning!

**A DESCEND (fly down) RA issued below 1000 feet AGL
should not be followed.**

TCAS does not alter or diminish the pilot's basic authority and responsibility to ensure safe flight. Since TCAS does not respond to aircraft which are not transponder equipped or aircraft with a transponder failure, TCAS alone does not ensure safe separation in every case. RAs may, in some cases, conflict with flight plan requirements due to terrain, such as an obstacle-limited climb segment or an approach to rising terrain. Since many approved instrument procedures and IFR clearances are predicated on avoiding high terrain or obstacles, it is particularly important that pilots maintain situational awareness and continue to use good operating practices and judgment when following TCAS RAs.

Maintain frequent outside visual scan, "see and avoid" vigilance, and continue to communicate as needed and as appropriate with ATC. Complying with RAs may result in brief exceedance of altitude and / or placard limits. However, even at the limits of the operating envelope, in most cases sufficient performance is available to safely maneuver the airplane. Smoothly and expeditiously return to appropriate altitudes and speeds when clear of conflict.

I hope these short articles give you something to chew on and a motivation to dig a bit deeper in your manuals. It's my opinion the Controlled Flight Into Terrain should not be a thing, let alone worthy of an acronym. So, lets do our best to put it in the history books.

Any questions, the door is always open.

"Clear left, I'll have the chicken..."

Captain Eric Hill, Director of Training / 737 Fleet Captain

ehill@midconair.net

Fleet News

Nothing “new” to report in the fleet department. Our 787 deliveries are ongoing with the first 5 of each variant now on property.



As reported in the Flight Line News column, the first six will be entering service domestically for final FAA certification.

787-8	
Registration	Delivery Date
N601MC	01/18/2019
N602MC	01/29/2019
N603MC	02/05/2019
N604MC	02/12/2019
N605MC	02/19/2019
N606MC	03/05/2019
N607MC	03/19/2019
N608MC	04/02/2019
N609MC	04/16/2019
N610MC	04/30/2019

787-9	
Registration	Delivery Date
N621MC	01/28/2019
N622MC	01/30/2019
N623MC	02/07/2019
N624MC	02/14/2019
N625MC	02/21/2019
N626MC	03/14/2019
N627MC	03/28/2019
N628MC	04/04/2019
N629MC	04/18/2019
N630MC	05/02/2019

PMDG reports the “737 NG3 is moving along very quickly through its development phase”, and hopefully the new version will include a MAX variant!

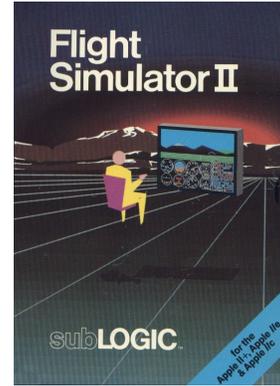


Pilot Profile

Eric Hill

P461

The theme of the prototypical FS2 computer geek isn't much different than what you have read previously in this column. The main exception is my first experience with FS2 was when I was 7. In addition to the usual educational software available to the Apple II computer my father had purchased Sublogic's flight simulator as well for himself.

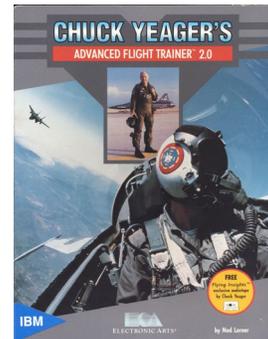


When I inquired and demanded to "play" it he explained that it was complicated and not a game. This just lit a fire that never went out. I started to teach myself via the manual (Yes, things used to come with a physical manual) while he was away.

Every so often, impressed with my effort, he'd throw me a new challenge. Adding a handbook of aeronautical knowledge, then a sectional chart, then an E6B flight computer and plotter. With every new version of flight sim gaining realism and validity as a trainer my skillset quickly grew.

The real-life adventure started at age 10 or so on a family vacation to Albuquerque where I took my first lesson. The discovery flight was in a C152 at Double Eagle airport (AEG) and my instructor was named Ryan Scott. If the sim had lit a fire, NOW there was no turning back.

Through my youth SubLogic FS, Chuck Yeager's advanced flight trainer, and MSFS kept me constantly learning and hungry for more aviation experience.



After graduating high school and before college I took a private pilot ground course. Since I was attending a military college, I had basically decided this would be my route to aviation.



I was guaranteed a pilot contract in the Marine corps and set my course on that.

During my college and summer training I had many great aviation experiences.

But, alas as John pointed out in the February issue, things don't always work out. 3 weeks after graduating from officer candidate school the events of September 11th took place. This changed not only civilian aviation but the military's training plans, and as result, mine as well.



Pilot Profile

Eric Hill

P461

After taking the civilian route to pilot certification I became a flight instructor, a job I strongly disliked in the beginning. I suppose youth is like that... But, by the mid 2000's I was able to get my foot in the door at a commuter airline flying the B1900D.

Living the airline lifestyle after a company bankruptcy and reorg I began flying regional at Chautauqua whom you probably now know as Republic. After a short period of disenchantment with the airlines and some more flight instructing, I went on to two more regionals and even to hold a check airman letter.

That led me to a second career as a sim and type instructor for Flight Safety Intl. teaching various business jets.

FlightSafety
international

I split my time now as a part 141/142 chief instructor and contract pilot, as well as Midcon director of training and line pilot.

I'm a NAFI Master Instructor, hold 5 type ratings, 3 flight instructor and 2 ground instructor certificates.

I found MidCon by chance flying on VATSIM back in 2006 while working as a CFI. Finding it contained the experience and attention to detail I craved I joined immediately. I racked up about 265 hours on the 73 before MidCon's hiatus but, never stopped flying on VATSIM in my spare time. Flight simming has and continues to be a hobby, passion, tool, entertainment, and stress relief.

What better way to shake off a stressful few days of flying than pretending to fly?? There sure is something wonderfully off about all of us!

At the moment I fly P3dv4 exclusively in the PMDG 738, all while developing training programs for the QW787 and AS CRJ.

