



NTSB National Transportation Safety Board

Office of Aviation Safety

Pilot Training Records and Remedial Training Programs

Operations presentation

Captain's Certificate History

- Oct. 1991: initial instrument airplane rating
- May 2002: initial commercial single-engine land certificate
- March 2004: initial commercial multiengine land airplane certificate
- Oct. 2007: FAA airline transport pilot certificate and type rating



Captain's Training at Colgan

- Oct. 2005: graded “train to proficiency” on initial Saab 340 flight check
- Oct. 2006: graded unsatisfactory on recurrent Saab 340 flight check
- Oct. 2007: graded unsatisfactory on Saab 340 upgrade proficiency check

Captain's Skills Foundation

- Captain had not established good foundation of attitude instrument flying skills early in career
- Weaknesses in basic aircraft control and instrument flying continued
- Colgan did not proactively address these issues

Captain's Transition to Q400

- Successful transition to Q400 in Dec. 2008
 - Flying Q400 for 2 months at time of accident
- Simulator instructor: captain was rough on flight controls and overcontrolled roll axis
 - Consistent with previous aircraft control problems

Remedial Training Programs

- Captain was candidate for remedial training
- Colgan did not have program
- Safety Recommendation A-05-14
 - SAFO 06015 – advisory only
- Few carriers had such programs before accident

Colgan's Training Records

- Electronic record system contained only basic information of training events
- Dates differed from FAA records
- Some check airmen could not remember training details for accident crew
- Paper records from captain's prior airline more comprehensive

Pilot Records Improvement Act

- Colgan complied with PRIA
- Most new Colgan pilots had no PRIA history
- Neither PRIA nor FAA required airlines to check certificate history



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