

<b>Date</b>	<b>Location</b>	<b>Airline</b>	<b>Aircraft</b>	<b>Fatalities/Injuries</b>	<b>Reported Contributing Factors</b>
01.08.03	Charlotte, NC	Air Midwest dba US Airways Express 5481	Beechcraft 1900D	19/1 (ground)	<ol style="list-style-type: none"> <li>1. Air Midwest's lack of oversight of maintenance</li> <li>2. Air Midwest's maintenance procedures and documentation</li> <li>3. Air Midwest's weight and balance program</li> <li>4. Raytheon's quality assurance inspector's failure to detect incorrect rigging of elevator control system</li> <li>5. FAA average weight assumptions in weight and balance program guidance</li> <li>6. FAA lack of oversight of Air Midwest's maintenance program and weight and balance program</li> </ol>
08.26.03	Yarmouth, MA	Colgan Air dba US Airways Express 9446	Beechcraft 1900D	2/0	<ol style="list-style-type: none"> <li>1. Improper replacement of forward elevator trim cable and subsequent inadequate functional check of maintenance performed</li> <li>2. Flightcrew's failure to follow checklist procedures</li> <li>3. Manufacturer's erroneous depiction of the elevator trim drum in maintenance manual</li> </ol>
10.14.04	Jefferson City, MO	Pinnacle Airlines dba Northwest Airlin 3701	Bombardier CL-600	2/0	<ol style="list-style-type: none"> <li>1. Pilots' unprofessional behavior, deviation from standard operating procedures, poor airmanship which resulted in an in-flight emergency from which they were unable to recover in part b/c of pilots' inadequate training</li> <li>2. Pilots' failure to prepare for an emergency landing in a timely manner, including communicating with air traffic controllers immediately after the emergency about the loss of both engines and the availability of landing sites</li> <li>3. Pilots' improper management of the double engine failure checklist, which allowed the engine cores to stop rotating and resulted in the core lock condition</li> <li>4. Core lock engine condition</li> <li>5. Airplane flight manuals did not communicate to the pilots the importance of maintaining minimum air speed to keep the engine cores rotating</li> </ol>
10.19.04	Kirkville, MO	Corporate Airlines dba American Connection 5966	BAE Systems BAE-J3201	11/2	<ol style="list-style-type: none"> <li>1. Pilots' failure to make standard callouts</li> <li>2. Federal Aviation Regulations that allow pilots to descend below the MDA into a region in which safe obstacle clearance is not assured based upon seeing only the airport approach lights</li> <li>3. Pilots' unprofessional behavior during the flight and their fatigue likely contributed to their degraded performance</li> </ol>
08.27.06	Lexington, KY	Comair dba Delta Connection 5191	Bombardier CL-600	49/1	<ol style="list-style-type: none"> <li>1. Flight crewmembers' failure to use available cues and aids to identify the airplane's location on the airport surface during taxi and their failure to cross-check and verify the airplane was on the correct runway before takeoff.</li> <li>2. Flight crew's non-pertinent conversation during taxi, which resulted in the loss of positional awareness</li> </ol>

					3. FAA's failure to require that all runway crossings be authorized only by specific air traffic control clearances
02.18.07	Cleveland, OH	Shuttle America dba Delta Connection 6448	Embraer ERJ-170	0/3 (minor)	<ol style="list-style-type: none"> <li>1. Failure of flight crew to execute a missed approach when visual cues for the runway were not distinct and identifiable</li> <li>2. The crew's decision to descend to the ILS decision height instead of the localizer minimum descent altitude</li> <li>3. The first officer's long landing on a short contaminated runway and the crew's failure to use reverse thrust braking to their maximum effectiveness</li> <li>4. The captain's fatigue which affected his ability to effectively plan for and monitor the approach and landing</li> <li>5. Shuttle America's failure to administer an attendance policy that permitted flight crewmembers to call in as fatigued without fear of reprisals</li> </ol>
04.12.07	Traverse City, MI	Pinnacle Airlines dba Northwest Airlinck 4712	Bombardier CL-600	0/0	<ol style="list-style-type: none"> <li>1. Pilots' decision to land at TVC without performing a landing distance assessment</li> <li>2. Poor decision-making likely reflected the effects of fatigue produced by a long, demanding duty day, and for the captain, the duties associated with check airman functions</li> <li>3. FAA pilot flight and duty time regulations that permitted the pilots' long, demanding duty day</li> <li>4. The TVC operations supervisor's use of ambiguous and unspecific radio phraseology in providing runway braking information</li> </ol>
02.12.09	Buffalo, NY	Colgan Air dba Continental Connection 3407	Bombardier Q400	50/0	