**ASAP Safety Enhancement Report**

1. **Identification**
   * CHDO: GL-23
   * Region: GL
   * FAA Fiscal Year: 2018
   * FAA Fiscal Year Quarter: 2nd Quarter (January 1 - March 31)
   * ASAP MOU Holder Name: USA Jet Airlines, Inc.
   * ASAP MOU Holder FAA Designator: Y2PA
   * ASAP MOU Employee Group: Pilot
2. **ASAP ERC Contact Information & Present Quarter Statistics**
   * FAA Member: Munshed Matti munshed.l.matti@faa.gov 734-487-7271
   * Company Member: Eric House; ehouse@usajet.aero; 734-483-7833
   * Labor Member: Finlay Beaton; fbeaton@usajet.aero; 734-483-7833
   * ASAP Manager: Michael Scally mscally@usajet.aero 734-483-7833
3. **Statistics**
   * Number of ASAP reports submitted present quarter:  18
   * Number of ASAP reports accepted present quarter: 15
   * Number of accepted reports present quarter that were sole source to the FAA:  10
   * Number of accepted reports present quarter (both sole source & non-sole source) closed with corrective action under ASAP for the employee:  2
   * Number of accepted reports present quarter which resulted in recommendations to the company for corrective action:  8
4. **Description of Safety Enhancements**

**Event 198, “Deferral Procedures”:** A number of flights were conducted with the aircraft pallet jack/scale removed, but not written as a discrepancy or deferred.

**Corrective Action #345:** The aircraft pallet jack was added to the Minimum Equipment List, Non-Essential/Furnishings section.

**Event 189, “Communication - ATC”:** In cruise, and flying “as filed,” a crew was contacted by ATC as to why they were not following V-17. The controller indicated that she may have to file a deviation, unless the crew declared an emergency. The crew maintains that they were on their cleared route, and to turn as instructed would have them entering an MOA.

The stress of this ongoing event lead to a very brief crew conflict.

**Corrective Action #325:** A one-time, tandem CRM training session was conducted with the involved flight crew. The session included stress-inducing scenarios, and was developed and conducted by the ERC Management Representative, who is an approved trainer.

**Corrective Action #326:** The Director of Operations released a Safety Memo to all crews, identifying the confusing routing assigned in this event (LRD-V17-NELEE-BRO), which was to take them into an MOA. Also stress that all crews are to review all routing for proximity to restricted or hazardous areas, such as MOAs.