SAFETY MATTERS

Safety and Quality Assurance

Number 1, June 2015

Mission:

- Providing pilots with up to date information on incidents and safety issues.

If you SEE something, SAY something:

AQD SAFETY REPORTS

or

seguridad@copaair.com

Aviation Safety Manager
Hessel van der Maten
hvandermaten@copaair.com

Investigators :
Xochy Cerrud
xocerrud@copaair.com

Alvaro Pereira
apereira@copaair.com

Analists :
Sergio Luna
Julian Schanda

Welcome to the first version of our newsletter "Safety Matters."

Safety matters to us and the value of sharing lessons learned cannot be underestimated. I would like to invite you to share your stories of safety related events. The more we receive your input, the better we are able to improve the safety performance of our airline and create a better safety culture. Combined with aviation safety investigations, flight data analysis trends, and operational information, your input is essential in the prevention of accidents and incidents, and continuous improvement of our operations.

Sharing safety matters with your colleagues, and with us, will increase awareness, help everybody to develop a better understanding of events, and aid in the search for possible individual and organizational improvements.

I want to thank you for your time and look forward to receiving your feedback. This is your newsletter.

Hessel van der Maten
Aviation Safety Manager

Recent Aviation Safety Events:

Event:	**Unstable approach in Panama**		
Route:	**LAS - PTY**	**Aircraft Type:**	**Boeing 737-800**

What happened:

The crew was cleared for an ILS approach to runway 03R, with a speed restriction to maintain 170 knots until Lambi intersection. A 15 knot tailwind and late configuration of the flaps resulted in the aircraft not being stabilized until approximately 400 feet.

What were the threats:

A 15 knot tailwind. An ATC speed restriction. A thunderstorm on the missed approach path.

What were the safety findings:

The tailwind came as a surprise. Landing flaps were selected at 181 knots, above the flap load relieve limit. The average N1 until 580 feet was 32%.

Recent Aviation Safety Events:

Event:	**High Pitch Takeoff in Panama**
Route:	**PTY - PTY** **Aircraft Type: Boeing 737-800**

What happened:

The First Officer, on his first training flight as a Copa pilot, over-rotated the aircraft to 11.1 degrees pitch nose up. Passing flight level 260, the crew decided to turn back, in response to an ACARS message that stated a tailstrike was possible. The aircraft was depressurized at 9000 feet, according to the tail strike checklist. Manual pressurization was selected and the outflow valve opened, rapidly depressurizing the aircraft, which resulted in several passengers and cabin crew suffering from ear discomfort.

What were the threats:

A First Officer on his very first flight during IOE. The ACARS message created confusion on whether a tailstrike had taken place or not.

What were the safety findings:

After maintenance inspection, no evidence of a tailstrike was found. Although the air turn back was briefed to the passengers and cabin crew, the depressurization procedure had not been communicated.

Event:	**Rejected Takeoff due to Engine Cowl Anti Ice fault**
Route:	**JFK – PTY** **Aircraft Type: Boeing 737-800**

What happened:

The Captain rejected the takeoff at low speed, due to a master caution light and Engine Cowl Anti Ice fault. After vacating the runway, and performing the QRH checklist, a subsequent takeoff was made. During this second takeoff, the same fault appeared before 80 knots, but the takeoff was continued into icing conditions.

What were the threats:

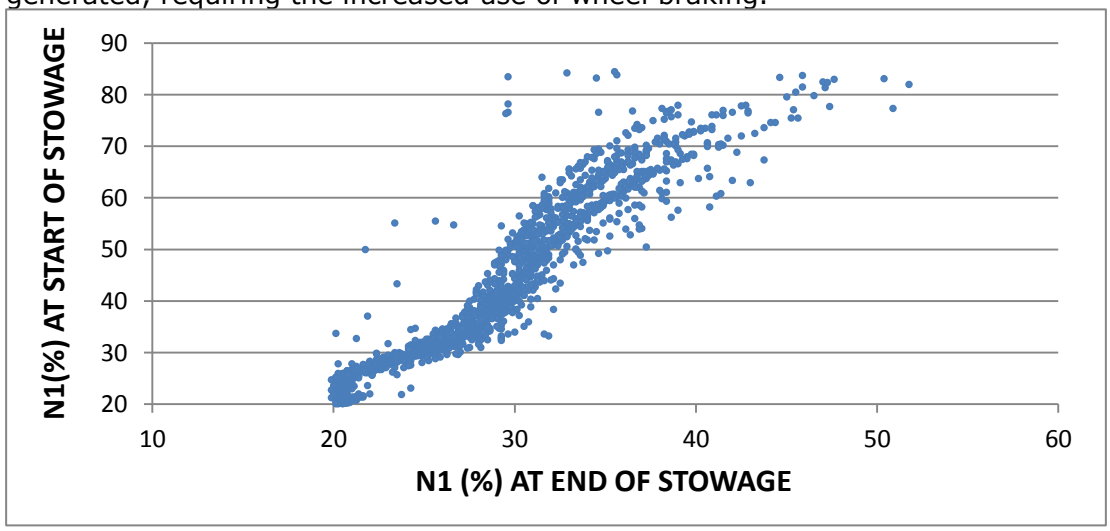
A takeoff in Icing Conditions. A duct overpressure in the Engine Cowl Anti Ice system.

What were the safety findings:

This fault required MEL maintenance action before attempting another takeoff.

Flight Data Analysis, Trends:

After using thrust reverse during landing, some crews rapidly close the reverse thrust levers, while the engine N1 has not stabilized at idle yet. This action results in the reverser sleeve being closed and extra forward thrust is generated, requiring the increased use of wheel braking.



For information, questions or comments on Safety Matters, please contact us:
safetymatters@copaair.com