



Sept. 23, 2020

## Safety Update

We in the Central Safety Committee at Mesa know these have been trying times with fundamental changes to the way we work. Most of us have not been flying even close to the normal hours we'd come to expect and those on reserve have been especially hit hard. We recognize these irregularities and understand and appreciate your patience, flexibility and thoughtfulness during this time. Today we want to update you on our safety programs and share considerations for staying safe with reduced flying.

### ASAP Update

Expectedly, since the drastic reduction in flying we've seen less ASAP reports. Of the reports we are getting, however, we've seen an increase in simple crew errors. This is likely a direct result of pilots flying infrequently, adding in new tasks/concerns related to protecting passengers and crew from COVID-19 transmission and the stress of the entire pandemic and its impact on our industry. This is not a criticism of our pilots; this unprecedented situation affects everyone. Part of maintaining our reputation as professionals is continuously learning and improving.

### Staying Proficient When You're Not Flying

Many of our pilots are flying far less than usual or potentially not at all. Below are some tips on continuing to stay safe and proficient with a lack of flying:

- **Chair Fly:** This sounds like a simple task but remember back to when you were starting out in initial training or upgrade: after just two days off it took a few moments to simply find the chair adjustment! Imagine how the flight deck may feel foreign to you after 15, 30 or even 60 days off. Spend an hour going through your flows, callouts and checklists. You will be amazed how comfortable you will be.
- **Practice Checklist Procedures:** While you're chair flying, take time to go through the CFM of your aircraft and refresh your memory of how the checklist is properly used and the proper responses. Standard phraseology is key with good CRM and overall proper pilot performance.
- **Review Emergency/Nonstandard Procedures:** Every pilot in aviation wants to end their career saying, "I've never had to use my emergency training." A small percentage of us ever will, but if it does happen, we need to be prepared and ready to perform. You should know, for example, the procedure of "downdrift" and what the required actions are if an engine failure occurs at altitude. It will make you feel more confident in every flight and could save your life one day.

### "Safety Pause"

We recognize that our pilots are on a timeline to perform for our codeshare partners. We all understand that our on-time performance is key to strengthening Mesa's partnerships with American and United. On the Event Review Committee (ERC), we appreciate the reports that are truthful in describing that "we wanted to get out on time," or "the gate agent rushed us to board." As always, please be honest with your ASAP reports; the more details you provide the better the ERC can understand the situation.

This is where the phrase "Safety Pause" comes into effect. Especially during these times of less flying and overall uncertainty, we ask all our crews to trust themselves: if something doesn't feel right, it probably isn't. Taking a 10-second pause to review everything will hopefully identify an issue or relieve that feeling.

When it comes to ASAPs, the simple saying is "*when in doubt, fill one out.*" We review every report and we stand behind our crewmembers. We appreciate every submission and even if it does not fall into the ASAP category, we will make it is addressed to the proper department.

Safety starts with you. We urge our pilots to continue being the best in the business by engaging in continuous self-improvement. Work hard and be safe!

### **Submit Your Safety Article or Idea**

The ASAP Event Review Committee (ERC) is always looking for articles to send out with their quarterly newsletter. If you have an idea for an article or would like to write a piece for the newsletter, contact [magcasc@alpa.org](mailto:magcasc@alpa.org). Articles should be around 600 words. Our ASAP ERC may include your submission in their next publication.

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