

FAASTeam presents:

# **Checklist Usage and Design- Best Practices and Common Errors / Engine Performance Management**

## Checklist Usage and Design: Best Practices and Common Errors

Checklists can be underrated in general aviation. How many times have we said to ourselves, "I already do everything on this checklist anyway," or "if I couldn't start the airplane without a checklist, I wouldn't be a good pilot."

However, years of research, NTSB reports, and NASA reports show how we humans need checklists and can improve our performance when using them properly. In this seminar we will learn the human factors science behind checklists, revisit how and when to use checklists including when to use do/check vs read/do, and discuss the 4 common checklist errors.

Next, we will learn how to design our own checklists to maximize clarity and efficiency using airline industry best practices. We will discuss which items to include/omit, formatting, and even font choices for the optimal normal and emergency checklists.

Cathy Stockdale, speaker, is a CFII and Lead FAASTeam Representative for KHND with two bachelors degrees in aviation. She has been flying since 2004, instructing since 2007, and has flown Grand Canyon tours as a Part 135 pilot.

## Event Details

**Thu, Jun 9, 2016 - 19:00 PDT**  
**Henderson Executive Airport**  
**Terminal**

3500 Executive Terminal Dr  
#100

Henderson, NV 89052



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## Engine Performance Management

Inadequate engine maintenance has led to a significant number of general aviation aircraft powerplant failures. Flight data monitoring systems may be able to forecast your next engine problem-- or failure-- before it happens.

Previously only for airlines, this equipment is becoming more affordable and common in general aviation.

This short seminar will cover the benefits of ensuring aircraft engines are maintained according to regulations, policy, and industry-accepted best practices, and will discuss the value of flight data monitoring programs and technology.

Stephen Ruks, speaker, is an ATP certificated pilot and CFII. He has been flying since 1960 and has been instructing since 1975. He served 4 years in US Navy Air and 5 years with Lockheed Aircraft prior to a 34 year career with the FAA Tech Ops division. He has about 10,000 hours total flight time with 3000 hours in single engine GA aircraft in Alaska as a commercial 135 pilot.

**Directions:** South Conference Room on the ground floor

**A message from the National FAASafety Team Manager**

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