


Corrective Action Form



TO (ORGANIZATION NAME, ADDRESS)		FROM	
Jet Linx Aviation		Kalitta Charters, LLC (N453CK, Trip 2369)	
DATE SUBMITTED	DATE OF INCIDENT	LOCATION OF INCIDENT	
6 May 2024	25 Apr 2024	KBNA	
DESCRIPTION OF INCIDENT			
<p>At some point between the taxi out at MDW and the landing at BNA, the nose wheel steering became disengaged via unintentional pilot interaction. It was not noticed until turning onto the taxi way when the aircraft did not respond to rudder inputs and went into the grass turning onto Taxiway S3 at BNA.</p>			
IDENTIFIED ROOT CAUSE(S)			
<p>At no point between the "Before Taxi" and the "Shutdown" checklists does the manufacturer refer to the nose wheel steering switch or indicator; the nose wheel steering is made active prior to taxi and turned off at aircraft shutdown. There is no task in the manufacturer's SOP's to verify the engagement or indication of the nose wheel steering prior to landing. Since the flight crew is trained to the SOP's of the manufacturer, verification of the nose wheel steering would not be in their purview. However, the crew is trained to scan and notice unusual indications and in this case the nose wheel steering indicator would have been erroneously lit and the crew did not notice in times.</p>			
CORRECTIVE ACTION TAKEN			
<p>1 hour of counseling with the Flight Crew emphasizing the importance of maintaining a scan of all systems of the aircraft in accordance with Standard Operating Procedures and CRM</p>			
PREVENTATIVE ACTION TAKEN			
<p>Addition of this instance to our list of SPI's to be monitored for 1 year. This would be labeled as "Aircraft Systems Management" and incorporate cases in which system indications were not recognized.</p> <p>Based on the number of similar future occurrences, a review of the AFM Checklist to evaluate the applicability of adding a nose wheel indicator check at a critical point in the checklist flow.</p>			
SIGNATURE	DATE	TITLE	
	6 May 2024	Quality Leader	