

NTSB Report Supplement
-- CHI08FA269 --

Air Evac EMS, LLC
Helicopter Operator Information

Company information:

- Number of aircraft - 100 +/-
- Models flown - Bell 206 L1, L3, and L4 models, Bell 407's
- Type of Missions flown - EMS, On Demand Part 135, Part 91
- Number of locations served: - 82
- General terrain conditions for operations; - Varying over 13 states
- Characteristic weather for operations: - All
- Number of pilots that perform the same mission as the accident flight: - 350+

1. Formal **risk management program** that the company had in place, if any:
Company was in full compliance with FAA endorsed Safety Management System to include a formal Risk Assessment Program and Enhanced Operational Control Center (EOCC)
2. Method by which **risks** associated with the accident flight were evaluated by the:
 - Company? Via compliance with #1 above
 - Pilot? Same
3. Did the company have a (circle yes or no) :
 - Non-punitive safety/incident reporting or monitoring system ? **YES** / NO
 - Designated safety officer with direct access to senior management ? **YES** / NO
4. Company's procedure, if any, for pilots to make a **go/no-go decision**.
FAR compliance and Risk Assessment requiring EOCC contact for all increased risk assignments.
5. Was this procedure clearly **defined and enforced** by the company? **YES** / NO
6. Company **standard operating procedures (SOP's)** regarding the mission/circumstances of the accident?
This was a public relations flight flown without passengers or cargo for compensation or hire and therefore operated under the regulatory requirements of 14 CFR Part 91. However, the company Operations Manual states that *all* flights within the company will be conducted within the parameters set forth in Part 135 and the Operations Manual.
7. Method of enforcement of **SOP's** by management?
Via hiring and training of professional pilots, and oversight via the Enhanced Operational Control Center, Base Pilot Supervisor's, and Regional Pilot Managers. Operational Control as required by 119
8. **Communications**, if any, between the pilot and the company regarding the flight (before the accident)?
Upon lifting from the point of departure, the pilot filed an in house flight plan with the EOCC and GPS flight following was accomplished.
9. **Operational oversight** in place for this flight?
The EOCC was in use on this flight and all regulatory requirements were met.

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10. Was this flight **local or remote**?
Local
11. Company **hiring criteria** for pilots ?
Commercial Instrument Helicopter with 2000 hrs Total Time. 1500 hrs R/W of which 1000 hrs must be PIC. 500 hrs Turbine, 100 hrs night unaided, 2nd Class medical.
12. **Flight Experience:** Other than the required pilot time matrix in the ADMS report, how many flight hours had the pilot accrued in the following?
- Piston and/or turbine rotorcraft – 5207.3
 - With this company – 419.3
 - On this mission type – 419.3
13. **Training**, if any, did the pilot receive in the following areas?
- Risk assessment and risk management: Yes
 - Weather evaluation & inadvertent encounters w/ adverse weather: Yes
 - Formal aeronautical decision making (ADM): Yes
 - Transition to make & model: Yes
 - Mission-specific training (for accident flight mission): Yes
 - Crew resource management: Yes
 - Terrain and hazard environment: Yes
14. Was the pilot in training at the time of the accident ? YES / **NO**
15. If YES to number 14 above, type of training; _____
16. **Other helicopter models the pilot flew:** Bell 206B, Bell 47, Hughes 269, H 369, Bell 204
17. **Previous history** of accidents, violations, or difficulty with the mission or accident maneuver?
None
18. **Safety Equipment:** Check if aircraft was equipped with the following equipment?
- Recording devices: If so, what type: _____
 - X Proximity detection system (Garmin 396 TAWS and Radar Altimeter)
 - X Wire strike protection system
 - Crashworthy fuel system
 - X Helmets
 - X Fire retardant clothing
 - Aircraft floats (over water)
 - Personal flotation devices/Life rafts/External life rafts
 - Sonic locator (offshore)
 - X Emergency Locator Transmitter (ELT) (121.5 or 406)
19. **Preflight Planning** (If relevant) performed for the accident flight.
IAW applicable regulations and Ops Manual Procedures
20. **Weather information** was available to the pilot prior to departure?
Via ADDS – HEMS Weather Tool