

NTSB Report Supplement

Helicopter Operator Information

Company information:

- Number of aircraft 12
- Models flown AEROSPATIALE/EUROCOPTER SA365/N1/N2/N3
- Type of Missions flown Public Use Operator: Law Enforcement, Homeland Security, and Medevac
- Number of locations served: 8 Bases throughout Maryland
- General terrain conditions for operations Varies throughout Maryland (mountainous, flat, beach, and city)
- Characteristic weather for operations: Varies depending on the day (snow, rain, clear)
- Number of pilots that perform the same mission as the accident flight: Approx. 40

1. Formal **risk management program** that the company had in place, if any:
Risk Management was part of the Health and Safety Plan. No formal risk assessment matrix was required to be completed; however, pilots were trained to perform a mental assessment prior to flight.
2. Method by which **risks** associated with the accident flight were evaluated by the:
 - Company? Weather minimums in place (SOP)
 - Pilot? Pilot used all available information prior to launch (confirmed weather mins, checked surrounding weather, heard another HEMS flight occurred in the area, etc.
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**.
Pilot and medic decide together based on weather and airworthiness of helicopter.
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?
See Operations Group Chairman Factual Report (weather minimums; instrument procedures; training)
7. Method of enforcement of **SOP's** by management?
Non-compliance is enforced through the chain-of-command; however, MSP has a structure in place for pilots to report issues (without reprisal).
8. **Communications**, if any, between the pilot and the company regarding the flight (before the accident)?
None (other than SYSCOM)
9. **Operational oversight** in place for this flight? No. Operator was a Public Use operator
10. Was this flight **local or remote**? local

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11. Company **hiring criteria** for pilots ?

2,000 hours flight experience and Instrument rating.

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 2770
- With this company Missing previous logbooks
- On this mission type _____

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:** Pilot flew all company models of the SA365

17. **Previous history** of accidents, violations, or difficulty with the mission or accident maneuver?

In the previous 20 years, MSP has had only one other accident (1986), involving a pilot entering inadvertent IMC and becoming spatially disoriented. The recent (2008) accident pilot had no previous accidents or incidents. _

18. **Safety Equipment:** Check if aircraft was equipped with the following equipment?

- Recording devices: If so, what type: _____
- Proximity detection system
- Wire strike protection system
- Crashworthy fuel system
- Helmets
- Fire retardant clothing/Gloves
- Aircraft floats (over water)
- Personal flotation devices/Life rafts/External life rafts
- Sonic locator (offshore)
- Emergency Locator Transmitter (ELT) (121.5 or 406)

19. **Preflight Planning** (If relevant) performed for the accident flight.

Pre-flight was to be completed at beginning of shift.

20. **Weather information** was available to the pilot prior to departure?

Yes. See report.
