

MIA08MA203

ATTACHMENT 17

**MSP MEMORANDUM (June 25, 2007)
RISK MANAGEMENT PILOT POSITION
RESPONSIBILITIES**

MARYLAND STATE POLICE

TO: Captain Cornwell, Assistant Commander Aviation

DATE: 06-25-07

FROM: TFC Scott Russell, Risk Management

<input type="checkbox"/> For your information	<input type="checkbox"/> Take charge of
<input checked="" type="checkbox"/> As requested	<input type="checkbox"/> For additional information
<input type="checkbox"/> Approve and return	<input type="checkbox"/> For comment/recommendation
<input type="checkbox"/> Note and return	<input type="checkbox"/> Give me facts so I can answer
<input type="checkbox"/> See me	<input type="checkbox"/> Prepare reply for my signature

RE: RISK MANAGEMENT PILOT POSITION RESPONSIBILITIES

- Ensures overall management, administration and operation of helicopter pilot risk management in order to prevent aircraft mishaps within MSP Aviation Command.
- Ensures compliance with the Command's Health and Safety Plan.
- Investigates all Aviation Safety Reports related to pilot or aircraft issues.
- Maintains the Safety Report Data Base and prepares Quarterly Safety Reports for Command dissemination.
- Represents the Command as a subject matter expert in Aviation Safety.
- Provides direction to external agencies requesting information on Helipad Design or obstacle markings per the appropriate FAA Advisory Circulars.
- Active member of the Risk Management and Standardization Councils within the Command.
- Disseminates Flight Safety Bulletins via the Safety Net as required to ensure members are apprized of hazards to flight as necessary.
- Ensures Active Policy Binders are maintained throughout the Command.
- Conducts work place safety audits at all locations throughout the Aviation Command.
- Augments line pilot position to support Command and maintain credibility with Command Pilots.

FUTURE SAFETY PILOT SHOULD HAVE AN OFFICE AT MARTINS, AND ONE DAY A WEEK HE SHOULD BE ABLE TO RESPOND TO THE OFFICE, SAFETY AUDITS OR MEETINGS ELSEWHERE, BUT HE SHOULD COMPLETE HIS DUTIES AT A SECTION THREE DAYS A WEEK AS A LINE PILOT. THIS IS THE ONLY FORMAT THAT I BELIEVE WILL ALLOW THE COMMAND TO RECRUIT QUALIFIED PILOTS TO THE POSITION OF SAFETY PILOT IN THE FUTURE OR TO MAKE THE POSITION

MARYLAND STATE POLICE

DESIRABLE ENOUGH FOR MYSELF TO REMAIN AS THE SAFETY PILOT IN THE FUTURE. THE SAFETY PILOT DOES NOT HAVE TO BE A CFI OR A MAINTENANCE PILOT.