



National Transportation Safety Board



Operations

Shaun Williams
Operations

Operational Control

- Exercise of authority over initiating, conducting, terminating flight
- President, chief pilot, director of operations, director of maintenance, assistant chief pilot

Operational Control

- Director of operations responsible
- Authority could be delegated to trained and qualified personnel

Operational Control

- Flight schedulers had limited operational control
- Joint agreement between pilot/flight scheduler
- On day of accident, flight scheduler had no launch planning discussion with accident pilot

Operational Control

- FAA requires training, experience, expertise
- Flight scheduler
 - Third summer as flight scheduler
 - Received on-the-job training
 - Studied general operations manual
 - Operations specifications

Operational Control Training

- No FAA minimum standards
- No requirement for qualification module
- No guidance for inspector oversight

Pilot Experience

- About 4,070 total flight hours
- Hired about 8 weeks before accident
 - Accumulated about 150 flight hours
 - About 40 hours in DHC-3 airplane
- Relatively new to flying in southeast Alaska

Terrain in Southeast Alaska



CFIT-Avoidance Training

- Pilot completed training specifically for Ketchikan-area tour operators
- Training included ground and instruction in a basic aviation training device
- Training in aircraft consisted of 180° escape maneuver

CFIT-Avoidance Training

- Pilot's CFIT-avoidance training not required by FAA
- No CFIT-avoidance training requirements for fixed-wing Part 135 operations
- Required for Part 135 helicopter operations

CFIT-Avoidance Training: Other Operations

- Issues not unique to air tours, helicopters
- About 3 weeks after Promech accident, scheduled Part 135
- Pilot had no CFIT-avoidance training



