



# National Transportation Safety Board



Photo Credit: The Columbus Dispatch

Survival Flight Inc.  
Bell 407  
January 29, 2019  
Zaleski, Ohio

Human Performance presentation

# Survival Flight's Poor Safety Culture

Demonstrated by lack of effective risk management

- Management pressuring bases to remain operational and accept flights
- Advertising operating in lower weather minimums
- Pushing flights to be airborne

## Survival Flight's Poor Safety Culture (cont.)

- Pilots responded to pressure at expense of SOPs
  - Accident pilot accepted flight without shift change briefing and adequate preflight risk assessment
  - Pilots likely influenced by management's lack of support for SOP compliance
- Company lacked SMS

# NTSB SMS Advocacy

- 2009: Recommendation for all HAA operators implement SMS (A-09-89)
  - FAA 2014 HEMS rule did not require SMS
  - Classified “Closed–Unacceptable Action”
- 2016: Recommendation for all Part 135 operators implement SMS (A-16-36)
  - FAA intended to evaluate voluntary implementation
  - Initially classified “Open–Acceptable Response”
- 2016 to 2019: A-16-36 reiterated 3 times
- 2019 to 2020: Part 135 safety on NTSB Most Wanted List
- Proposal to reiterate and change classification of A-16-36 to “Open–Unacceptable Response”

# SMS and Survival Flight

Requirement for SMS would have:

- Held Survival Flight management accountable for developing and maintaining robust safety program
- Provided FAA with insight into Survival Flight's safety process and performance

# Summary

Recommendations proposed to:

- Survival Flight to voluntarily establish SMS
- FAA to require SMS for all Part 135 operations (reiteration of A-16-36)



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