



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Robert Bentley
Governor of Alabama
State Capitol
600 Dexter Ave.
Montgomery, AL 36130

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Alabama to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel John E. Richardson
Director
Alabama Department of Public Safety



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Sean Parnell
Governor of Alaska
PO Box 110001
Juneau, AK 99811

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Alaska to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Gary Folger
Commissioner
Alaska Department of Public Safety



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Janice K. Brewer
Governor of Arizona
Executive Tower
1700 West Washington St.
Phoenix, AZ 85007

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Arizona to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Robert Halliday
Director
Arizona Department of Public Safety

Mr. Larry D. Voyles
Director
Arizona Game and Fish Department



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Mike Beebe
Governor of Arkansas
250 State Capitol
Little Rock, AR 72201

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Arkansas to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Stan Witt
Director
Arkansas State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Edmund G. Brown, Jr.
Governor of California
State Capitol
Suite 1173
Sacramento, CA 95814

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of California to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Joseph A. Farrow
Commissioner
California Highway Patrol

Mr. Charlton H. Bonham
Director
California Department of Fish and Wildlife



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable John Hickenlooper
Governor of Colorado
136 State Capitol
Denver, CO 80203

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Colorado to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Scott Hernandez
Chief
Colorado State Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Dannel P. Malloy
Governor of Connecticut
State Capitol
210 Capitol Ave.
Hartford, CT 06106

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Connecticut to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Brian F. Meraviglia
Commander
Connecticut State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Jack Markell
Governor of Delaware
150 Martin Luther King Jr. Blvd., S.
2nd Floor
Dover, DE 19901

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Delaware to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Nathaniel McQueen, Jr.
Superintendent
Delaware State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Vincent C. Gray
Mayor of the District of Columbia
1350 Pennsylvania Ave., NW
Suite 316
Washington, DC 20004

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the District of Columbia to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Chief Cathy L. Lanier
District of Columbia Metropolitan Police Department



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Rick Scott
Governor of Florida
The Capitol
400 South Monroe St.
Tallahassee, FL 32399

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Florida to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel David H. Brierton, Jr.
Director
Florida Highway Patrol

Colonel Calvin Adams
Director
Division of Law Enforcement
Florida Fish and Wildlife Conservation Commission



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Nathan Deal
Governor of Georgia
206 Washington St.
111 State Capitol
Atlanta, GA 30334

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Georgia to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Mark W. McDonough
Commissioner
Georgia Department of Public Safety



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Pat Quinn
Governor of Illinois
Office of the Governor
207 State House
Springfield, IL 62706

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Illinois to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Hiram Grau
Director
Illinois State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Mike Pence
Governor of Indiana
206 State House
Indianapolis, IN 46204

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Indiana to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Douglas G. Carter
Superintendent
Indiana State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Terry Branstad
Governor of Iowa
1007 East Grand Ave.
Des Moines, IA 50319

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Iowa to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Larry L. Noble
Commissioner
Iowa State Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Sam Brownback
Governor of Kansas
Capitol
300 SW 10th Ave.
Topeka, KS 66612

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Kansas to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman.

cc: Colonel Ernest E. Garcia
Kansas Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Steve Beshear
Governor of Kentucky
700 Capitol Ave.
Frankfort, KY 40601

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Kentucky to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013, AAR-14/03* (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Rodney Brewer
Commissioner
Kentucky State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Bobby Jindal
Governor of Louisiana
PO Box 94004
Baton Rouge, LA 70804

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Louisiana to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Michael D. Edmonson
Superintendent
Louisiana State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Paul R. LePage
Governor of Maine
1 State House Station
Augusta, ME 04333

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Maine to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Robert A. Williams
Chief
Maine State Police

Mr. Chandler E. Woodcock
Commissioner
Maine Department of Inland Fisheries and Wildlife



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Martin O'Malley
Governor of Maryland
State House
100 State Circle
Annapolis, MD 21401

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Maryland to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Marcus L. Brown
Superintendent
Maryland State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Deval Patrick
Governor of Massachusetts
State House
Room 105
Boston, MA 02133

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Massachusetts to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Timothy P. Alben
Superintendent
Massachusetts State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Rick Snyder
Governor of Michigan
PO Box 30013
Lansing, MI 48909

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Michigan to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Kriste K. Etue
Director
Michigan State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Mark Dayton
Governor of Minnesota
130 State Capitol
75 Rev. Dr. Martin Luther King, Jr., Blvd.
St. Paul, MN 55155

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Minnesota to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Kevin Daly
Chief
Minnesota State Patrol

Mr. Tom Landwehr
Commissioner
Minnesota Department of Natural Resources



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Phil Bryant
Governor of Mississippi
PO Box 139
Jackson, MS 39205

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Mississippi to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Donnell Berry
Director
Mississippi Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Jay Nixon
Governor of Missouri
PO Box 720
Jefferson City, MO 65102

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Missouri to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Ronald Replogle
Superintendent
Missouri State Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Steve Bullock
Governor of Montana
Office of the Governor
PO Box 200801
Helena, MT 59620

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Montana to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Tom Butler
Chief
Montana Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Dave Heineman
Governor of Nebraska
Office of the Governor
PO Box 94848
Lincoln, NE 68509

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Nebraska to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel David A. Sankey
Superintendent
Nebraska State Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Brian Sandoval
Governor of Nevada
State Capitol Building
101 North Carson St.
Carson City, NV 89701

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Nevada to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Dennis S. Osborn
Chief
Nevada Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Maggie Hassan
Governor of New Hampshire
State House
107 North Main St.
Concord, NH 03301

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Hampshire to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Robert L. Quinn
Director
New Hampshire State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Chris Christie
Governor of New Jersey
Office of the Governor
PO Box 001
Trenton, NJ 08625

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Jersey to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Joseph R. Fuentes
Superintendent
New Jersey State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Susana Martinez
Governor of New Mexico
490 Old Santa Fe Trail
Room 400
Santa Fe, NM 87501

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Mexico to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Pete N Kassetas
Chief
New Mexico State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Andrew Cuomo
Governor of New York
State Capitol
Albany, NY 12224

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New York to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Joseph A. D'Amico
Superintendent
New York State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Patrick McCrory
Governor of North Carolina
20301 Mail Service Center
Raleigh, NC 27699

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of North Carolina to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel William J. Grey
Commander
North Carolina State Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Jack Dalrymple
Governor of North Dakota
State Capitol
600 East Blvd. Ave.
Bismarck, ND 58505

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of North Dakota to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Michael Gerhart
Superintendent
North Dakota Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable John R. Kasich
Governor of Ohio
Riffe Center, 30th Floor
77 South High St.
Columbus, OH 43215

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Ohio to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Paul A. Pride
Superintendent
Ohio Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Mary Fallin
Governor of Oklahoma
212 State Capitol
2300 North Lincoln Blvd.
Oklahoma City, OK 73105

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Oklahoma to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Ricky Adams
Chief
Oklahoma Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable John Kitzhaber
Governor of Oregon
212 State Capitol
900 Court St., NE
Salem, OR 97301

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Oregon to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Richard Evans
Superintendent
Oregon State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Tom Corbett
Governor of Pennsylvania
225 Main Capitol Building
Harrisburg, PA 17120

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Pennsylvania to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Frank Noonan
Commissioner
Pennsylvania State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Alejandro Garcia Padilla
Governor of Puerto Rico
La Fortaleza
PO Box 9020082
San Juan, PR 00902

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Puerto Rico to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. José Luis Caldero López
Superintendent
Commonwealth of Puerto Rico Policia de Puerto Rico



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Nikki R. Haley
Governor of South Carolina
1205 Pendleton St.
Columbia, SC 29201

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of South Carolina to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Mark Keel
Chief
South Carolina Law Enforcement Division



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Dennis Daugaard
Governor of South Dakota
Office of the Governor
500 East Capitol Ave.
Pierre, SD 57501

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of South Dakota to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Craig Price
Superintendent
South Dakota Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Bill Haslam
Governor of Tennessee
State Capitol
Nashville, TN 37243

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Tennessee to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Tracy Trott
Tennessee Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Rick Perry
Governor of Texas
PO Box 12428
Austin, TX 78711

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Texas to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Steve McCraw
Director
Texas Department of Public Safety



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Gary R. Herbert
Governor of Utah
350 North State St., Suite 200
PO Box 142220
Salt Lake City, UT 84114

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Utah to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel Daniel Fuhr
Superintendent
Utah Highway Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Terry McAuliffe
Governor of Virginia
State Capitol
1111 East Broad St.
Richmond, VA 23219

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Virginia to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel W. Steven Flaherty
Superintendent
Virginia State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Jay Inslee
Governor of Washington
Office of the Governor
PO Box 40002
Olympia, WA 95804

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Washington to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. John R. Batiste
Chief
Washington State Patrol



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Earl Ray Tomblin
Governor of West Virginia
State Capitol
1900 Kanawha Blvd., E.
Charleston, WV 25305

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of West Virginia to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Colonel C. R. "Jay" Smithers
Superintendent
West Virginia State Police



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 24, 2014

In reply refer to: A-14-100 through -106

The Honorable Scott Walker
Governor of Wisconsin
Office of the Governor
115 East Capitol
Madison, WI 53702

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Wisconsin to take action on the safety recommendations being issued in this letter.

On November 5, 2014, we adopted our report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 3 to the Federal Aviation Administration, and the following 7 recommendations to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia:

¹ National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-100

Develop and implement a flight risk evaluation program that includes training for all employees involved in the operation and procedures that support the systematic evaluation of flight risks and consultation with others trained in flight operations if the risks reach a predefined level.

A-14-101

Use formalized dispatch and flight-following procedures that include up-to-date weather information and assistance with flight risk assessment decisions.

A-14-102

Provide all pilots who will perform night vision goggle (NVG) operations with formal NVG ground and flight training and require them to complete this training on an annual basis to remain on flight status.

A-14-103

Require all pilots who perform state law enforcement search and rescue missions to receive, on an annual basis, scenario-based simulator training in inadvertent instrument meteorological conditions that includes strategies for recognizing, avoiding, and safely escaping the conditions.

A-14-104

Create a formal tactical flight officer (TFO) training program that includes training on aeronautical decision-making, crew resource management, and operating aircraft navigational and communications equipment, and use TFOs during search and rescue operations.

A-14-105

Develop and implement a comprehensive safety management system for aircraft operations that (1) holds senior state personnel accountable for the safety of state law enforcement aircraft operations, (2) is tailored to the department's missions, and (3) is based on industry best practices.

A-14-106

Arrange for an audit of the safety management system implemented in response to Safety Recommendation A-14-105 to be conducted every 3 years by an outside organization.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman

cc: Mr. Stephen Fitzgerald
Superintendent
Wisconsin State Patrol

Ms. Cathy Stepp
Secretary
Wisconsin Department of Natural Resources