



# National Transportation Safety Board



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

Operational Factors presentation

# Pilot Preflight Actions for Accident Flight

- Night shift pilot
  - Failed to identify en route weather hazards
  - Accepted flight request on behalf of accident pilot
- Accident pilot
  - Accepted accident flight based on night shift pilot evaluation
  - Proceeded directly to pad where helicopter was running
  - Did not perform her own preflight risk assessment

# Flight Risk Assessment

- Pilots did not always complete forms before flights
- Flight risk assessment forms did not include required elements:
  - Flight refusal by other operators
  - En route weather evaluation

# Survival Flight's Operations Control Center (OCC)

- OCCs required for HAA operators with more than 10 helicopters
- OCC accident flight issues
  - Failed to identify en route weather hazards
  - Failed to determine refusals by other operators
  - Unaware of night pilot duty time

# Duty Time & Shift Change

- Pilot duty time records didn't reflect actual arrival and departure times
- No shift overlap to conduct shift change procedures
- No guidance on handling incoming flight requests during shift change

# Principal Operations Inspector (POI)

- Survival Flight POI was not helicopter-rated
  - Could not observe training flights, proficiency checks, or line checks
- Unfamiliar with HAA operations
  - Approved the deficient Survival Flight Risk Assessment forms
  - Did not identify Flight Risk Assessment forms were not being completed before flights

# Flight Data Monitoring (FDM)

- FDM equipment required to be installed for all HAA operations
- Survival Flight FDM equipment primarily used for flight tracking
- FDM program can be used to identify and mitigate risk

# Summary

## Recommendations proposed to FAA:

- Require HAA POIs to have helicopter and HAA experience
- Review HAA flight risk assessment procedures
- Require flight data monitoring program for all Part 135 operators (reiteration and classification change of A-16-35)



## Summary (cont.)

### Recommendations proposed to Survival Flight:

- Revise flight risk assessment procedures
- Ensure completion of flight risk assessment before each flight
- Track pilot duty time
- Ensure shift change briefings are performed
- Develop flight data monitoring program



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