

Attachment A:

Helicopter Accident/incident Checklist Supplement

Company information:

- Number of aircraft 10
- Models flown Robinson R22, R44, And Bell 204
- Type of Missions flown VARIOUS
- Number of locations served: 2- As Needed
- General terrain conditions for operations: ALASKA
- Characteristic weather for operations: Flat light, Snow-Covered
- Number of pilots that perform the same mission as the accident flight: 8- SEASON 1

1. Formal **risk management program** that the company had in place, if any:
NO
2. Method by which **risks** associated with the accident flight were evaluated by the:
 - Company? No - Remote location Flight
 - Pilot? WX check
3. Did the company have a (circle yes or no) :
 - Non-punitive safety/incident reporting or monitoring system ? YES / NO
 - Designated safety officer with direct access to senior management ? YES / NO
4. Company's procedure, if any, for pilots to make a **go/no-go decision**.
Pilots Decision TO Go/No-Go.
5. Was this procedure clearly **defined and enforced** by the company? (YES) / NO
6. Company **standard operating procedures (SOP's)** regarding the mission/circumstances of the accident?
NO
7. Method of enforcement of **SOP's** by management?
N/A
8. **Communications**, if any, between the pilot and the company regarding the flight (before the accident)?
File Flight Plan And Brief on mission
9. **Operational oversight** in place for this flight?
No. This was A Remote, Field operation.
10. Was this flight **local or remote**? Remote

11. Company hiring criteria for pilots?
1500 hours, OAS/AMD Carded, Mountain Flight Experience.

12. **Flight Experience:** Other than the required pilot time matrix in the ADMS report, how many flight hours had the pilot accrued in the following?

- Piston and/or turbine rotorcraft 500 / 160
- With this company 40
- On this mission type 5

13. **Training**, if any, did the pilot receive in the following areas?

- Risk assessment and risk management: N/A
- Weather evaluation & inadvertent encounters w/ adverse weather: White-out / Flat light
- Formal aeronautical decision making (ADM): _____
- Transition to make & model: _____
- Mission-specific training (for accident flight mission): winter ops - white-out
- Crew resource management: _____
- Terrain and hazard environment: _____

14. Was the pilot in training at the time of the accident? YES / (NO)

15. If YES to number 14 above, type of training: N/A

16. **Other helicopter models the pilot flew:** Bell 206, Hughes 269, Bell 47.

17. **Previous history** of accidents, violations, or difficulty with the mission or accident maneuver?

None Reported

18. **Safety Equipment:** Check if aircraft was equipped with the following equipment?

- ☐ Recording devices: If so, what type: _____
- ☐ Proximity detection system
- ☐ Wire strike protection system
- ☐ Crashworthy fuel system
- ☐ Helmets
- ☐ Fire retardant clothing/Gloves
- ☐ Aircraft floats (over water)
- ☐ Personal flotation devices/Life rafts/External life rafts
- ☐ Sonic locator (offshore)
- ☒ Emergency Locator Transmitter (ELT) (121.5 or (406)) + SPOT ELT.

19. **Preflight Planning** (If relevant) performed for the accident flight.

20. **Weather information** was available to the pilot prior to departure?

Yes, Seward METAR.