

Attachment 1

Helicopter Accident/Incident Supplemental Checklist

Company information

- Number of aircraft: 10
- Models flown: 7 x C182, 1 x King Air Super 200, 1 x Bell UH1, 1 x Bell 206 (accident helicopter)
- Types of missions flown: Law Enforcement
- Number of locations served: Sacramento and Bracket Field
- General terrain conditions: Entire State of California, so all terrain types
- Characteristic weather for operations: VFR
- Number of pilots that perform the same mission as the accident flight: Accident was a training flight, all pilots performing training.

1. Formal **risk management program** that the company had in place, if any:

The State of California has a formal risk management unit, with jurisdiction over all agencies. The unit provides a risk management program, and while it is not specific to aviation, it provides a 'big picture' set of ideals which are applied within the aviation division.

2. Method by which **risks** associated with the accident flight were evaluated by the: Company?:

Pilot?: Pilot makes an assessment regarding each mission prior to departure.

3. Did the company have a (circle YES or NO)

Non-punitive safety/incident reporting or monitoring system YES NO.

No formal monitoring system, however, employees are taught that it is mandatory to report safety issues up through the chain of command. All airplane have a squawk log.

Designated safety officer with direct access to senior management YES NO,

However he had retired prior to the accident. The division has been downsized from 13 to 5 employees.

4. Company's procedure, if any, for pilots to make a **go/no-go decision**. Up to pilot based on the mission needs, no specific procedures.

5. Was this procedure clearly defined and enforced by the company? YES NO n/a

6. Company **standard operating procedures (SOP)** regarding the mission/circumstances of the accident.

Policy and Procedure manual for law enforcement division, with a section that addresses aviation, including limited amount of information such as duty and flight

hour limitations etc.

7. Method of enforcement of **SOP's** by management?
8. Communications, if any, between the pilot and the company regarding the flight (before the accident)? **The pilot informed the aviation duty officer of the flight. With regard to his CFI, the pilot had already received a solo endorsement, however he did not brief the CFI prior to the flight. There is no requirement that he brief the CFI prior to each flight.**
9. **Operational oversight** in place for this flight? **See above**
10. Was this flight **local** or **remote**? **Local**
11. Company hiring criteria for pilots?

Either:

- a) **Full Special Agent Position** - Prior law enforcement experience, must already hold a commercial certificate with instrument rating, no prior flight time requirements. This was the accident pilot's status.

Or:

- b) **Prior professional pilot. Commercial certificate with instrument rating. Minimum 1250 flight hours experience.**

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

- Piston and/or turbine rotorcraft **2,225**
- With this company **106 hours**
- On this mission type **106 hours of training, this was a solo training flight**

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

The training followed FAA regulations, and was not specific to the CDOJ.

- Risk assessment and risk management
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- Weather evaluation and inadvertent encounters with adverse weather
-

- Formal aeronautical decision making (ADM)

-
- Transition to make and model

-
- Mission specific training (for accident flight mission)

-
- Crew resource management

-
- Terrain and hazard environment
-

14. Was the pilot in training at the time of the accident? **YES** NO

15. If yes, what type of training? **Pre-helicopter commercial add-on.**

16. **Other helicopter models the pilot flew** **Bell UH1**

17. **Previous history** of accidents, violations, or difficulty with the mission of accident maneuver. **See NTSB # LAX01GA057**

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

- Recording devices: If so what type: _____
- Proximity detection systems (i.e. Terrain Awareness Warning Systems)
- Night Vision Imaging Systems
- 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)

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

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