

Attachment A:

Helicopter Accident/incident Checklist Supplement

Company information:

- Number of aircraft 300+
- Models flown A109,AS350,SA365,BE100/200,BH206/222/407/412/429/430,BK117,EC130/135/145,PC12
- Type of Missions flown Emergency Medical Service (Rotary & Fixed)
- Number of locations served: 240+
- General terrain conditions for operations; All Types (45 States)
- Characteristic weather for operations: VMC & Light IMC (No Severe Wx)
- Number of pilots that perform the same mission as the accident flight: 1,100

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

Yes, we have an active Safety Management System and Risk Management program that complies with FAA guidelines.

(Attachment 1)

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

- Company? Enhanced Operational Control Center
- Pilot? Risk Assessment Matrices from the Risk Management/Assessment Program (Attachment 2)

3. Did the company have a:

- Non-punitive safety/incident reporting or monitoring system ? YES NO
- Designated safety officer w/ direct access to senior management? YES NO

4. Company's procedure, if any, for pilots to make a **go/no-go decision**.

Pilots have full authority to make go/no-go decisions and those decisions are fully supported by the company. Pilots are offered flights and make a go/no-go decision based on the risk assessment program, current & forecast wx and restrictions outlined by AMC in the GOM & OPSPECS.

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?

The General Operations Manual outlines the procedures for operational control and guidance on how to conduct missions.

7. Method of enforcement of **SOP's** by management?

The Operational Control Center monitors and provides oversight for all flights and notifies management of any non-compliance issues. The Certificate Management, Safety Department, and Field Management use the Internal Evaluation Program and AIDMOR to evaluate and correct deficiencies.

8. **Communications**, if any, between the pilot and the company regarding the flight (before the accident)?

Standard protocol was followed with regards to flight following with the local communications center before and during the flight.

9. **Operational oversight** in place for this flight?

Flight following was conducted by the local communications center and monitored by the Operational Control Center in Englewood, CO.

10. Was this flight **local or remote**? Local in Nature

11. Company **hiring criteria** for pilots ?

Please see the attached document. (Attachment 3)

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 2,225
- With this company 136
- On this mission type 136

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

- Risk assessment and risk management: Initial and Recurrent
- Weather evaluation & inadvertent encounters w/ adverse weather: Initial & Recurrent
- Formal aeronautical decision making (ADM): Initial & Recurrent
- Transition to make & model: Initial & Recurrent
- Mission-specific training (for accident flight mission): Initial & Recurrent
- Crew resource management: Initial & Recurrent
- Terrain and hazard environment: Initial & Recurrent

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:** None Currently

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

None

18. **Safety Equipment:** Check if 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.

Yes, standard operating procedures exist with regards to preflight planning but it is unknown whether or not they were complied

with for the accident flight.

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

Yes
