



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

September 18, 2019

Attachment 16 – FAA surveillance activity

OPERATIONAL FACTORS/HUMAN PERFORMANCE

CEN19FA072

SPAS NPTRS Record List

Query Criteria: Query Date: Status Date, Date: 02/02/2018,, Inspection Status: Closed, Designator Code: 2VKA, 14 CFR Part: 135

Rec No	Record ID	Dsgn Code	Make/Model Series	Inspector Code	Result	Status	Act No.	#14 CFR Part (FAR)	Status Date	A/C Reg#	Loc. Depart
1	CE03201901091	2VKA		CE03SDR	C	C	1346	135	12/21/2018	N793SF	
2	SW11201900920	2VKA		SW11NJC	C	C	1346	135	12/21/2018		
Comments: J199I (J-Crewmembers/Other Personnel 199-Personnel I-Information)											
Approved check pilot IAW 8900.1 V.3 C.20 S.6											
3	CE03201901062	2VKA		CE03SDR	S	C	1641	135	12/20/2018	N996BH	BVX
4	CE03201901063	2VKA	BHT-407	CE03SDR	S	C	1643	135	12/20/2018	N996BH	BVX
5	CE03201901064	2VKA	BHT-407	CE03SDR	S	C	1644	135	12/20/2018	N996BH	BVX
6	CE03201901056	2VKA		CE03SDR	S	C	1641	135	12/19/2018	N205FC	BVX
7	CE03201901057	2VKA	BHT-206-L3	CE03SDR	S	C	1643	135	12/19/2018	N205FC	BVX
8	CE03201901058	2VKA	BHT-206-L3	CE03SDR	S	C	1644	135	12/19/2018	N205FC	BVX
9	SW11201802968	2VKA	BHT-407-407	SW11NJC	C	C	1737	135	11/07/2018	N407SF	TZR
Comments: A199I (A-Air Carrier Operations 199-Personnel I-Information)											
9/27/18 Received hotline complaint about Viking Aviation, LLC. operating in IFR conditions when only authorized VFR operations.10/1/18 Contacted Director of Operations and requested the maintenance log, risk assessment form, training records of the pilot, and duty logs along with statement from pilot a about the flight. Lvm for complainant to contact FSDO. Complainant stated that they work for Medflight OH as a dispatcher. They are concerned because the weather reports are below VFR and Viking still accepts the flights. Emailed complainant for statement and screen shots of weather that Viking is allegedly flying in. 10/29/18 There has been no response from complainant. Emailed once again to give 10 days to respond to complete investigation. Operator promptly supplied all requested information.10/31/18 Complainant sent screen shots from other dates in question about the weather. Reviewed weather from the date of the complaint and found that the ceiling was 700 feet broken and 800 overcast with 10 SM visibility. Also confirmed that there was no patient flight that day only a new pilot orientation flight. VFR minimums for helicopters part 91 flight were met according to the weather reports at the three airports. 11/7/18 Completed memo and investigation forwarded to AFB-470.											
10	SW11201900341	2VKA		SW11SFB	C	C	3303	135	10/16/2018		
Comments: E205I (E-Air Agencies 205-Manuals I-Information)											
10/16/2018 - operator submitted 206 AAIP Rev. 2 for review. Reviewed and approved. SFB											
11	CE21201900127	2VKA		CE21FDS	C	C	5720	135	10/04/2018	N726SF	BVX
Comments: G899I (G-General Aviation Airworthiness 899-Maintenance I-Information)											
FDS 10/04/2018SPOKE TO CEO OF VIKING AVIATION 2VKA (CHRIS MILLER) [REDACTED] AND MICHEAL GRACE AT VORTEX AVIATION WHO SERVICED THE AIRCRAFT AT MEM. BOTH STATED THIS WAS A ONE TIME INCIDENT AND NOTHING SYSTEMIC CAUSED THE FLAT TIRE. THEY BOTH STATED UPON LANDING AT MEM THE TIRE WAS FLAT, DURING INSPECTION FOUND WHEEL THERMAL FUSE WAS MISSING. NO SKIDS ON RUNWAY OR OTHER ISSUES FOUND. REPLACED AND SERVICED WITH NO FURTHER ISSUES.END											
12	SW11201803465	2VKA		SW11NJC	C	C	1346	135	08/30/2018		
13	SW11201803429	2VKA	PC-12-45	SW11NJC	C	C	1541	135	08/28/2018	N726SF	SUZ
14	SW11201803430	2VKA	PC-12-45	SW11NJC	C	C	1543	135	08/28/2018	N726SF	SUZ
15	SW11201803432	2VKA	PC-12-45	SW11NJC	C	C	1544	135	08/28/2018	N726SF	SUZ
16	SW11201802755	2VKA	SK-76-A	SW11NJC	C	C	1737	135	08/14/2018	N919SF	GOK

Comments: A725P (A-Air Carrier Operations 725-Operations P-Potential Problem)

Received hotline complaint S20180702010 regarding possible unsafe operation of the helicopter at the Baptist Integris Edmonds 6/26/18. Emailed complainant to request possible video

evidence. 7/18/18 Collected training records, load manifests and duty logs from operator for the flight in question. 7/25/18 Complainant contacted the inspector to let them know that the request for the video must be made by the investigating inspector to the Baptist Integris security office and they must remain anonymous. Left message with Hospital risk management specialist to see if video footage can be obtained. 7/26/18 Legal counsel for hospital was willing to provide video footage if letter was sent requesting the video and they were able to edit out patient loading. If the patient loading could not be edited and if the patient is visible, then they will need to comply with 45 C.F.R. 164.512(a), meaning they will need a legal obligation pursuant to your statutory authority to share the patient's image. 8/1/2018- Reviewed statement from the PIC of that flight duty day records and load manifest. Awaiting video from hospital. 8/14/18 Informed that video footage is not available by hospital legal department. After investigation no safety related issues were found. Departure path over road was not over people or vehicles and is the only safe route from remote helipad in parking lot. Did debrief director of operations on suggestion to avoid sending pilot into the hospital unless necessary and not to be involved in patient care. Closed investigation with no further actions.

17	SW11201803239	2VKA		SW11NJC	I	C	1616	135	08/14/2018	OI61
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Comments: A501I (A-Air Carrier Operations 501-Facilities/Equipment/Surface I-Information)
Opening of New Base inspections. Verified internet access for weather, and company forms. Obstruction Map was current. Safety Board was available and updated. Medical crew equipment weights last weighed 8/14/2018 was spot corrected

18	SW11201803256	2VKA		SW11NJC	I	C	1616	135	08/14/2018	OI97
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Comments: A501I (A-Air Carrier Operations 501-Facilities/Equipment/Surface I-Information)
Opening of New Base inspections. Verified internet access for weather, and company forms. Obstruction Map was current. Safety Board was available and updated and equipment weights last weighed 8/1/2018

19	SW11201802870	2VKA	PC-12-45	SW11NJC	C	C	1541	135	07/18/2018	N726SF BVX
20	SW11201802871	2VKA	PC-12-45	SW11NRB	C	C	1544	135	07/18/2018	N726SF LIT
21	SW11201802846	2VKA		SW11LEB	C	C	5045	135	07/17/2018	LIT

Comments: G625I (G-General Aviation Airworthiness 625-Conformance I-Information)
Contact Operators and verify their progress for ADS-B per letter sent out "ADS-B equipage, questions". Question 1. Do they have a specific plan? Nine rotorcraft completed, six rotorcraft will be completed by third quarter FY2019 Question 2. Are the encountering acquisition or installation roadblocks? None Question 3. Are they aware of the provisions of exemption 12555? Yes; but, they are not planning in exercising the exemption 12555.

22	SW11201801577	2VKA	SK-76-A	SW11NJC	C	C	1322	135	05/15/2018	
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Comments: A607I (A-Air Carrier Operations 607-Conformance I-Information)
4/3/2018 Received MEL submission for SK-76 aircraft. Returned to operator for corrections. 5/15/2018 Approved MEL addition of SK-76 IAW 8900.1 V.4 C.4 S.3

23	SW11201802183	2VKA	BHT-206-L4	SW11NJC	C	C	1322	135	05/15/2018	
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Comments: A607I (A-Air Carrier Operations 607-Conformance I-Information)
Approved MEL revision 1 IAW 8900.1 V.4 C.4 S.3

24	SW11201802218	2VKA		SW11NJC	C	C	1307	135	05/15/2018	
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Comments: A401I (A-Air Carrier Operations 401-Training I-Information)
Approved Air Medical Personnel Training Rev. 3 dated 05102018 IAW 8900.1 V.3 C19 S.15

25	SW11201802075	2VKA		SW11NJC	I	C	1616	135	05/08/2018	OK19
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Comments: A501I (A-Air Carrier Operations 501-Facilities/Equipment/Surface I-Information)
Conducted new base inspection. Verified internet access for weather and company documents. Obstruction maps current. Safety Board was updated and present. Weight and balance information for medical kits last weighed 5/1/18. Inspection satisfactory.

26	SW11201801534	2VKA	SK-76-A	SW11SFB	C	C	3312	135	05/01/2018	N919SF
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Comments: A607I (A-Air Carrier Operations 607-Conformance I-Information)
May 01, 2018 This office has finished its review of operators S-76 MEL and resourced to Ops Inspector Cusimano. April 27, 2018 - Received S-76 MEL and found incorrect "M" and "O" procedures. Returned. April 03, 2018 - Returned S-76 MEL again for corrections MAR 29, 2018 - This office has reviewed the MEL submission for Sikorsky S-76 aircraft and returned MEL and NFE program for corrections.

27	SW11201801960	2VKA	SK-76-A	SW11SFB	C	C	3343	135	05/01/2018	N919SF
Comments: E2011 (E-Air Agencies 201-Manuals I-Information)										
Received operators SK-76-A++ AAIP Manual for review April 05, 2018. Completed review and resourced to Inspector Braswell. SFB										
28	SW11201801962	2VKA	SK-76-A	SW11SFB	C	C	3336	135	05/01/2018	N919SF
Comments: E2011 (E-Air Agencies 201-Manuals I-Information)										
May 01, 2018- Completed aircraft Inspection, Log book review, AAIP review, MEL review, GOM review. Added aircraft to OPS Spec. Completed SAS updates. Going to Inspect faculty May 08, 2018.March 21, 2018- Received letter from operator to add aircraft (SK-76- A++)										
29	SW11201801974	2VKA	SK-76-A	SW11LEB	C	C	5336	135	05/01/2018	N919SF
Comments: G2011 (G-General Aviation Airworthiness 201-Manuals I-Information)										
Add an aircraft Refer to PTRS SW11201801962										
30	SW11201801975	2VKA	SK-76-A	SW11LEB	C	C	5343	135	05/01/2018	N919SF
Comments: G2011 (G-General Aviation Airworthiness 201-Manuals I-Information)										
AAIP Initial for SK-76-A ADD aircraft to certificate. Refer to PTRS SW11201801960										
31	SW11201801977	2VKA	SK-76-A	SW11LEB	C	C	5312	135	05/01/2018	N919SF
Comments: G607I (G-General Aviation Airworthiness 607-Conformance I-Information)										
Aircraft MEL approval Refer PTRS SW11201801534										
32	SW11201801132	2VKA		SW11NJC	C	C	1303	135	04/25/2018	
Comments: A201I (A-Air Carrier Operations 201-Manuals I-Information)										
Accepted GOM Revision 10 dated 4/20/2018 to address N8900.430 and SK-76 operations.										
33	SW11201801880	2VKA		SW11NJC	C	C	1346	135	04/24/2018	
Comments: J199I (J-Crewmembers/Other Personnel 199-Personnel I-Information)										
Added SK-76 aircraft to check pilot authorization IAW 8900.1 V.3 C.20 S.6										
34	SW11201801645	2VKA		SW11NJC	C	C	1380	135	04/09/2018	
35	SW11201801592	2VKA	PC-12	SW11SFB	C	C	3316	135	04/04/2018	N726SF
Comments: E309I (E-Air Agencies 309-Records/Reports I-Information)										
Issued revised OPS SPEC's D085 and D103 due to "N" number change on PC-12. Issued replacement Standard Airworthiness Certificate for N726SF S/N 491 due to "N" number change.										
36	SW11201801537	2VKA		SW11LEB	I	C	6630	135	03/30/2018	
Comments: G607I (G-General Aviation Airworthiness 607-Conformance I-Information)										
Performed initial review before adding the SK76A++ rotorcraft to the Operators Operation Specifications. Reference PMI PTRS SW11201801534.										
37	SW11201801484	2VKA		SW11NJC	C	C	1712	135	03/29/2018	N811SF AR62
Comments: A701P (A-Air Carrier Operations 701-Operations P-Potential Problem)										
DESCRIPTION OF DEVIATION: ON MARCH 19, 2018 AT 1720 CDT, A BELL 206, N811SF, REGISTERED TO N181SF LLC, DEPARTED FROM A PRIVATE HELIPORT AND LANDED AT THE FIXED BASE OPERATOR RAMP WITHOUT LANDING CLEARANCE FROM THE ATC TOWER AT LITTLE ROCK NATIONAL AIRPORT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND AN VFR FLIGHT PLAN WAS NOT FILED. THE FLIGHT ORIGINATED FROM LITTLE ROCK, AR ON MARCH 19, 2018.THE COMMERCIAL RATED PILOT STATED THAT THEY WERE FLYING FROM ARKANSAS CHILDREN'S HOSPITAL'S PRIVATE HELIPORT AND WAS GOING TO KLIT TO GET FUEL. THE PILOT CONTACTED THE TRACON CONTROLLER AND WAS ADVISED TO CONTACT THE LOCAL CONTROLLER AT KLIT AS THEY WERE ALREADY IN THEIR AIRSPACE. THE PILOT THEN READ BACK THE FREQUENCY BUT NEVER CONTACTED THE CONTROL TOWER FOR LANDING CLEARANCE. THE AIRMAN STATED THAT THEY FORGOT TO CALL TOWER AS IT WAS VERY WINDY AND THEY WERE FOCUSED ON FLYING THE AIRCRAFT DURING THIS VERY SHORT FLIGHT. THE PILOT MADE A LANDING ON THE RAMP OF THE FIXED BASE OPERATOR LINKS SAFELY AND THEN CALLED THE AIR TRAFFIC CONTROLLER AS REQUESTED. RECOMMENDATIONS FOR SYSTEMIC CORRECTIVE ACTION TO REDUCE RISK OF FUTURE OCCURRENCE: THE PILOT STATED THAT IN THE FUTURE THEY WILL ENSURE THAT THEY ARE REVIEWING THE FREQUENCIES AND										

WILL FOLLOW PROPER CLASS C AIRSPACE PROCEDURES. THE AIR TRAFFIC CONTROLLER ADVISED THE PILOT ON THE SPECIAL PROCEDURES LITTLE ROCK USES WHEN HELICOPTERS LIFT FROM ARKANSAS CHILDRENS HOSPITAL ENROUTE TO LITTLE ROCK NATIONAL AIRPORT. ACTIONS TAKEN TO CORRECT THE PROBLEM AND PREVENT REOCCURRENCE: THE AIRMAN WAS REMOVED FROM FLYING STATUS AT THE AIR CARRIER AND GIVEN ADDITIONAL TRAINING BY THE DIRECTOR OF OPERATIONS ON RADIO USAGE AND REQUIREMENTS OF OPERATING IN CONTROLLED AIRSPACE. THE AIRMAN SATISFACTORILY COMPLETED THE TRAINING AND WAS RETURNED TO FLIGHT STATUS. PTRS: SW11201801484 AND SW11201801530 COMMENTS: THE FLIGHT WAS CONDUCTED UNDER THE 14 CODE OF FEDERAL REGULATIONS, PART 135 FLIGHT. See CAPTRS SW11201801530 The principal operations inspector for the operator will observe Basic Indo Lesson 6 to ensure that the operator is effectively testing the airmen on ATC procedures.

38	SW11201801529	2VKA		SW11NJC	C	C	1712	135	03/29/2018	N811SF	LIT
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Comments: A701P (A-Air Carrier Operations 701-Operations P-Potential Problem)

DESCRIPTION OF DEVIATION: ON MARCH 19, 2018 AT 1800 CDT, A BELL 206, N811SF, REGISTERED TON181SF LLC, DEPARTED THE NON MOVEMENT AREA OF LITTLE ROCK NATIONAL AIRPORT AND ENTERED CLASS C CONTROLLED AIRSPACE WITHOUT CLEARANCE FROM ATC. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND AN VFR FLIGHT PLAN WAS NOT FILED. THE FLIGHT ORIGINATED FROM LITTLE ROCK, AR ON MARCH 19, 2018. THE COMMERCIAL RATED PILOT STATED THAT THEY WERE FLYING FROM KLIT AFTER GETTING FUEL TO AN ACCIDENT SCENE LOCATED ON HIGHWAY 67 NORTHWEST OF LITTLE ROCK, AR TO PICK UP A PATIENT. THEY HAD OBTAINED THEIR VFR DEPARTURE CLEARANCE FROM CLEARANCE DELIVERY AND WAS INSTRUCTED TO MAINTAIN VFR AT OR BELOW 2,000 FEET. THEY WERE ALSO ISSUED A FREQUENCY AND TRANSPONDER CODE. THE PILOT THEN DEPARTED THE RAMP AREA WITHOUT CONTACTING LOCAL CONTROL FOR A TAKEOFF CLEARANCE. THE AIRMAN STATED THAT THEY FORGOT TO CALL TOWER FOR TAKEOFF CLEARANCE AND MISTAKENLY TOOK THE CLEARANCE FROM CLEARANCE DELIVERY AS TAKEOFF CLEARANCE. RECOMMENDATIONS FOR SYSTEMIC CORRECTIVE ACTION TO REDUCE RISK OF FUTURE OCCURRENCE: THE PILOT STATED THAT IN THE FUTURE THEY WILL ENSURE THAT THEY ARE REVIEWING THE FREQUENCIES AND WILL FOLLOW PROPER CLASS C AIRSPACE PROCEDURES. ACTIONS TAKEN TO CORRECT THE PROBLEM AND PREVENT REOCCURRENCE: THE AIRMAN WAS REMOVED FROM FLYING STATUS AT THE AIR CARRIER AND GIVEN ADDITIONAL TRAINING BY THE DIRECTOR OF OPERATIONS ON RADIO USAGE AND REQUIREMENTS OF OPERATING IN CONTROLLED AIRSPACE. THE AIRMAN SATISFACTORILY COMPLETED THE TRAINING AND WAS RETURNED TO FLIGHT STATUS. PTRS: SW11201801529 AND SW11201801530 COMMENTS: THE FLIGHT WAS CONDUCTED UNDER THE 14 CODE OF FEDERAL REGULATIONS, PART 135 FLIGHT. See CAPTRS SW11201801530. The principal operations inspector for the operator has requested to observe the next Basic Indoc Lesson 6 to ensure that the operator is testing airmen appropriately on ATC procedures.

39	SW11201801438	2VKA		SW11NJC	C	C	1307	135	03/26/2018		
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Comments: A401I (A-Air Carrier Operations 401-Training I-Information)

Approved General Training Manual Rev.5 for Notice N8900.430 and SK-76 Training Manual Rev. Original IAW 8900.1 V.3 C.19 S.2

40	SW11201801449	2VKA	PC-12	SW11LEB	C	C	5313	135	03/21/2018		
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Comments: G607I (G-General Aviation Airworthiness 607-Conformance I-Information)

Reviewed MEL for the PC-12 Operator Rev 2 to the MMEL Rev 3.

41	SW11201801421	2VKA	PC-12-45	SW11NJC	C	C	1322	135	03/15/2018		
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Comments: A199I (A-Air Carrier Operations 199-Personnel I-Information)

Approved MEL revision 2 dated 2/2/2018 for update to MMEL IAW 8900.1 V.4 C.4 S.3

42	SW11201801448	2VKA	PC-12	SW11SFB	C	C	3313	135	02/22/2018		
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Comments: E205I (E-Air Agencies 205-Manuals I-Information)

MEL for Pilatus PC-12 came-out with Rev. 2 dated 02/02/2018. Operator submitted MEL Rev. for Pilatus PC-12/45, and it was approved.

43	SW11201801146	2VKA	PC-12-45	SW11NJC	C	C	1543	135	02/08/2018	N895VA	SUZ
44	SW11201801145	2VKA	PC-12-45	SW11NJC	C	C	1541	135	02/07/2018	N895VA	BVX