



NTSB MEMORANDUM OF RECORD

Adam Gerhardt
Air Safety Investigator
General Aviation Accident Investigation Division, AS-20

Person Contacted: David Carrizo, Director of Operations, Key Lime Air
NTSB Accident Number: ERA17FA066

Narrative:

The following is a memorandum of record containing excerpts of email responses from David Carrizo, Director of Operations (DO), Key Lime Air. His responses are noted in red:

On December 15th, 2016, Mr. Carrizo reported:

Per our Company Operations Manual (COM) the FRAT is to be completed by the cargo ramp supervisor or dispatch. Early morning cargo flight FRATs are to be completed by our cargo ramp supervisor on duty in Denver (UPS facility) or by dispatch if the supervisor is unavailable. All passenger flight FRATs are completed by a dispatcher/flight follower. All evening cargo flight FRATs are completed by a dispatcher/flight follower.

The DO was asked by the NTSB operations group chairman if a Flight Risk Assessment Tool was completed for the accident flight, Key Lime Air Flight 308. On December 15th, 2016, Mr. Carrizo reported:

The FRAT for LYM308 on 12/05/16 was not completed.

The DO was asked by the NTSB operations group chairman on January 9th, 2017 what the expected/ scheduled on-time departure and arrival time was for the accident flight. On January 10th, 2017, Mr. Carrizo reported:

LYM308 was scheduled to depart ECP at 20:30 local Central time and scheduled to arrive at 21:55 local Eastern time in ABY. UPS does not provide Key Lime Air any document pertaining to sort times. The scheduled dep/arr times are taken from the small feeder aircraft contract for the individual route.

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