

Factual Report – Attachment 7
Liberty Helicopters Emergency Procedures

OPERATIONAL FACTORS

ERA18MA099

EMERGENCY PROCEDURES

4.1 Loss of Two-Way Radio Communication

In the event two-way radio communication is lost, aircraft will proceed to destination and close flight plan with operations via telephone. Flight into Airport Traffic Areas will not be attempted if alternate landing areas are available; however, if necessary, procedures outlined in FAR 91.125 and the Airman's Information Manual will be followed.

4.2 Emergency Water Landings

- A. All single engine helicopters are equipped with emergency Pop-Out Floats. All flight crew are properly trained in procedures to follow should deployment of the Pop-Out Floats be necessary.
- B. Pilots and passengers are provided with life vests. In the event a forced landing on water is necessary, all occupants of the aircraft should don their unit life vests. Pilots will brief their passengers on the proper use of the life vests and caution them not to inflate them until outside the aircraft. Under normal circumstances (the aircraft floating comfortably on the water) the passengers should remain in the aircraft.
- C. All helicopter flights will be on a flight plan. A search will begin as soon as an aircraft is overdue or a radio distress call is received. The nearest Flight Service Station will be notified and the dispatching of any Company aircraft that may be available for search.
- D. After completion of the emergency landing on water, all personnel should remove their seat belts and don their life vests. Stay in the aircraft unless it is in danger of turning over (Pilot-In-Command should make this determination). If the aircraft is in danger of turning over, personnel should exit the aircraft and inflate their life vests. In all cases, personnel should remain with the aircraft, if at all possible to expedite their rescue.

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4.3 Forced landings Over Land

At times pilots will be required to make unscheduled landings due to adverse weather conditions or mechanical irregularities. Should this occur the pilot will, whenever possible, choose suitable terrain for the type helicopter and associated landing gear. The pilot should attempt to notify Operations by radio prior to the landing, stating position, intentions and the specific reason for the unscheduled landing. If the landing was the result of an immediate emergency (engine failure), then a May Day call should be made on the appropriate frequency. All personnel should remain at the landing site unless a populated area is a short distance away. In this case, the pilot should determine the best course of action considering the safety and comfort of the passengers. In any case, the pilot will contact the Director of Operations or the Chief Pilot, and the Director of Maintenance by telephone or by whatever other means are available to ensure the continued safety of operation.

4.4 Communications After Forced Landing

- A. For open water landings, pilots should attempt to contact search aircraft on 121.5 on the hour and every fifteen (15) minutes, or whenever aircraft are sighted to conserve battery power.
- B. For forced landings over land, attempt to contact FAA Facility on the appropriate frequency. Should contact not be made and location prevents a walk-out, attempt to contact search aircraft as in paragraph A of this section. If location permits, a walk-out Pilot-In-Command should locate the nearest phone and notify operations of status.

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4.5 Emergency Evacuation Duties

- A. The Pilot-In-Command is responsible to insure that all passengers are properly briefed as to location and use of all survival equipment and emergency exits. The Pilot-In-Command will also insure the following is accomplished:
1. The execution of any procedures necessary to affect a safe completion of an emergency to include the control of the aircraft and the operation of all emergency equipment.
 2. As early as practical, additional instructions to the passengers to assist in the safe evacuation of the aircraft by all occupants.
 3. The Pilot-In-Command shall insure that each person who may need assistance to move to or exit if an emergency occurs, and that the person's attendant, if any, has received a briefing as to the procedures to be followed if an emergency evacuation becomes necessary. That person needing assistance will be placed in the most practical position to facilitate his access to an exit without impeding the exit of the other passengers.

4.6 Overdue Aircraft Search Procedures

- A. Communications
1. If dispatch does not receive verification of the landing of a flight on a Company flight plan within fifteen (15) minutes after the filed ETA, then the following procedures will be followed:
 - a. Attempt to contact aircraft on Company frequency. If unable,
 - b. Contact destination facility to verify landing. If unable to contact facility or destination facility states that the aircraft has not landed, notify Operations of overdue aircraft.

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4.6 Overdue Aircraft Search Procedures (Continued)

B. Operations

1. Once Operations has received notice that an aircraft is fifteen (15) minutes overdue, the following procedures should be followed:
 - a. Commence an extensive radio and telephone search contacting any control towers, TCA's or approach controls that might have had contact with the overdue aircraft. This would include telephoning any heliports or airports that might have been used as an alternate by the overdue aircraft.
 - b. If after thirty (30) minutes, no verification of landing is obtained, Operations should dispatch an aircraft, if available, to fly a course line search to destination. The nearest Flight Service Station should be contacted for assistance in search as well as, the U.S. Coast Guard, for flights that would have traversed open bodies of water.
 - c. The Chief Pilot will man the Operations center until the overdue aircraft situation is resolved. In the absence of the Chief Pilot, his designee would assume his responsibilities.