



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** Monday, May 6, 2013

**In reply refer to:** A-13-14 and -15

Mr. Mike Allen  
President  
Air Methods Corporation  
7301 South Peoria St.  
Englewood, CO 80112

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Air Methods Corporation to take action on the safety recommendations being issued in this letter.

On April 9, 2013, the NTSB adopted its report concerning the August 26, 2011, accident in which a Eurocopter AS350 B2 helicopter, N352LN, crashed following a loss of engine power as a result of fuel exhaustion near the Midwest National Air Center, Mosby, Missouri.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-13/02.

As a result of this investigation, the NTSB reiterated Safety Recommendations A-06-14 and A-09-87 to the Federal Aviation Administration (FAA); reiterated and reclassified Safety Recommendation A-09-88 to the FAA; and issued nine new recommendations, including seven to the FAA and the following two recommendations to Air Methods Corporation:

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<sup>1</sup> National Transportation Safety Board, *Crash Following Loss of Engine Power Due to Fuel Exhaustion, Air Methods Corporation, Eurocopter AS350 B2, N352LN, Near Mosby, Missouri, August 26, 2011, AAR-13/02* (Washington, DC: National Transportation Safety Board, 2013).

A-13-14

Expand your policy on portable electronic devices to prohibit their nonoperational use during safety-critical ground activities, such as flight planning and preflight inspection, as well as in flight.

A-13-15

Revise company procedures so that pilots are no longer solely responsible for nonroutine operational decisions but are required to consult with the Air Methods Operational Control Center for approval to accept or continue a mission when confronted with elevated risk situations, such as fuel-related issues and unplanned deviations.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

*[Original Signed]*

By: Deborah A.P. Hersman  
Chairman