

Sent: Friday, 11 December 2009 10:52 PM
To: CASA Officers
Subject: TRIM: FW: Air Amb Supp [SEC=IN-CONFIDENCE:AUDIT]
Attachments: casa.doc; Routes for SAFE.doc
Categories: IN-CONFIDENCE:AUDIT

Hello CASA Officer

Some preliminary results for the accident flight using a more sophisticated and operationally validated biomathematical model (SAFE).

I have entered two other long crew duty flights and will get the SAFE results for them over the week end. The attached files as follow:

1. casa.doc: SAFE summary for Sydney-Norfolk-Apia-Norfolk. Ignore the airfield designators - the system just needed local body clock time.

2. Routes for SAFE: a summary of the routes I've provided to the FRMS Standards Officer at the UK CAA. More to follow.

Regards

CASA Officer

From: UK Civil Aviation Authority Officer
Sent: Friday, 11 December 2009 22:21
To: CASA Officer
Subject: Air Amb Supp

Hi CASA Officer

Here is our air ambulance supplement in a word doc. This can only be applied in conjunction with the rest of their approved scheme (so table A limits, standby and duty hour requirements). While the use of 24 hour standby for 8 weeks may not have caused the accident, the culture of a company that operates in this manner must have had an impact.

Also, here is the screen shot of the SAFE analysis and a bit of a narrative.

I hope this all helps.

Best Regards

UK Civil Aviation Authority Officer

<<casa.doc>> <<Air Amb sup.doc>>

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The end of the first flight has a Samn-Perelli alertness score of 5.7 (we use 5 as a our max baseline but would expect to see 5.1 / 5.2 after a long night flight). The blood alcohol level is 0.140%, which is one and half times our drink drive limit.

The second flight ends on a score of 0.059% blood alcohol and a Samn-Perelli score of 4.4, this is assuming that the crew got a good quality 5 hours of sleep on the day stop. We would not allow such a pattern and in this case I would say that the scores are on the low side for the second flight, especially as you can see that the rest period did not allow a the crew to fully recover from their previous duty (the yellow/green colour indicates this).

We have had issues where FAID scores have been very different from SAFE scores and we will not take a FAID score as a means to issue a variation.



