



NTSB RECORD OF CONVERSATION

Adam Gerhardt
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General Aviation Accident Investigation Division, AS-20

Date: 12/15/2016
Person Contacted: David Carrizo (Director of Operations, Key Lime Air)
NTSB Accident Number: ERA17FA066

Narrative:

The following is a summary of a conversation that occurred with the Director of Operations at Key Lime Air:

According to Mr. Carrizo, the Flight Risk Assessment Tool (FRAT) was being complete for every "passenger flight" at Key Lime Air. He stated that a FRAT was not completed for the accident flight (Key Lime Air 308 – LYM 308). He further stated, "this flight fell through the cracks." He reported that most of Key Lime Air's cargo flights depart from Denver Airport.

Mr. Carrizo reported that for "morning" cargo flights, the Key Lime Air ramp supervisor in Denver was responsible for completing the FRATs for Key Lime Air cargo flights. But, for the night cargo flights, the ramp supervisor was no longer on duty, so the delegation to complete a FRAT would have fallen to Key Lime Air Dispatch. He reported that he does not have a record of any FRAT for the morning (AM) or night (PM) LYM 308 flight.

Mr. Carrizo reported that Key Lime Air, postaccident, has started completing the FRATs again for all cargo flights, including Key Lime 308.