



NTSB RECORD OF CONVERSATION

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

Date: 4/11/2017
Person(s) Contacted: David Carrizo (Director of Operations) & Linda Perdue (Operations Manager)
NTSB Accident Number: ERA17FA066

Narrative:

The following record of conversation was recorded during a series of meetings at Key Lime Air Headquarters in Centennial, CO. Eric Alleyne (NTSB- ERA) also was present for the meeting.

- Mr. Carrizo reported that Key Lime Air flight followers undergo “on-the-job” training, no formal ground school training was provided to the flight followers on-duty the night of accident.
- Mr. Carrizo reported that the flight followers on-duty the night of the accident were trained by a Key Lime Air employee who held a Federal Aviation Administration (FAA) certificated dispatcher certificate. This employee, who no longer works for Key Lime Air, did not train the two flight followers to complete Flight Risk Assessment Tools (FRATs) for night (PM) cargo flights. According to Mr. Carrizo, it was “management oversight” that they did not realize the FRATs were not being completed for PM cargo flights.
- Mr. Carrizo reported post-accident, the flight followers are completing FRATs for all PM cargo flights.
- Mr. Carrizo reported that there was no formal training program for flight followers. Training typically consists of mentoring and on-the-job training from other Key Lime Air employees who hold FAA dispatchers certificates.
- Mr. Carrizo reported that the night of the accident, 9 Key Lime Air cargo flights departed within about a two hour window. Post-accident, the total is now 8 flights. Key Lime Air no longer operates the accident route of flight.