



Air Methods[®]

DEFENDERS OF TOMORROW™



WORK WITH US

// BECOME AN AIR METHODS PILOT

Air medical pilots are some of the **best aviators in the world**. Today, hundreds of thousands of people nationwide are living healthy, active lives and enjoying time with family and friends because of air medical transportation. Whether you are in command of an air medical helicopter or airplane, the number one objective is to ensure **safety** always remains the highest priority throughout the transport process. Being an air medical pilot presents a **rewarding, satisfying** career that has a profound effect on patients and their families.

FLYING EMS

Air Methods is the largest provider of air medical emergency transport services in the United States. Annually, the company flies close to 150,000 air medical flight hours and transports nearly 100,000 patients who require intensive medical care from either the scene of an accident or general care hospitals to highly-skilled trauma centers or tertiary care centers. Air Methods has operations at nearly 300 bases that serve 48 states and is headquartered in Englewood, Colo. The company's air medical fleet is one of the most modern in the industry today and consists of more than 450 helicopters and fixed-wing aircraft. Since 2008, the company has added nearly 100 new aircraft, with the majority replacing older model aircraft.



GETTING STARTED

Air Methods pilots typically work seven days on and seven off, are on duty 2,190 hours a year, and fly approximately 200-300 hours a year. We don't ask our pilots to carry a pager and they rarely commute by air to work, often residing within an hour of their base. Pilots have the opportunity for a variety of different types of flying, including public relations flights, ferry flights, inter-facility transports, and scene work. Our pilots are represented by the OPEIU Local 109 union, and compensation is guided by the union agreement.

REQUIREMENTS

Air Methods is proud to have higher minimum requirements than most other air medical operators:

General requirements (all pilots)

- Commercial and instrument license required (for category and class of aircraft). ATP rating in category meets this requirement.
- Second Class Medical certificate required (first class if required operationally or by customer contract).
- Recency of experience: If a pilot candidate has not flown (in category) within the previous 24 months the Chief Pilot will determine the candidate's viability.

Flight Hours (flight time must be verified through reliable documentation)

PILOT IN COMMAND

Visual Flight Rules (VFR) Program

- 2000 total flight hours with minimum of 1500 flight hours in category.
- 1000 hours PIC in category.
- 500 hours of rotor wing turbine time.
- 200 hours of cross-country flight time, at least 50 hours of which were at night.
- 100 hours unaided night as PIC (50 hours of unaided can be substituted for by 100 hours of NVG time, but cannot be reduced below 50 hours of unaided time).
- 50 hours total actual or hood instrument time in flight and in category (for a RW candidate who is FW rated, 100 hours or greater of FW actual or hood instrument time can reduce the RW required instrument time to 25 hours).

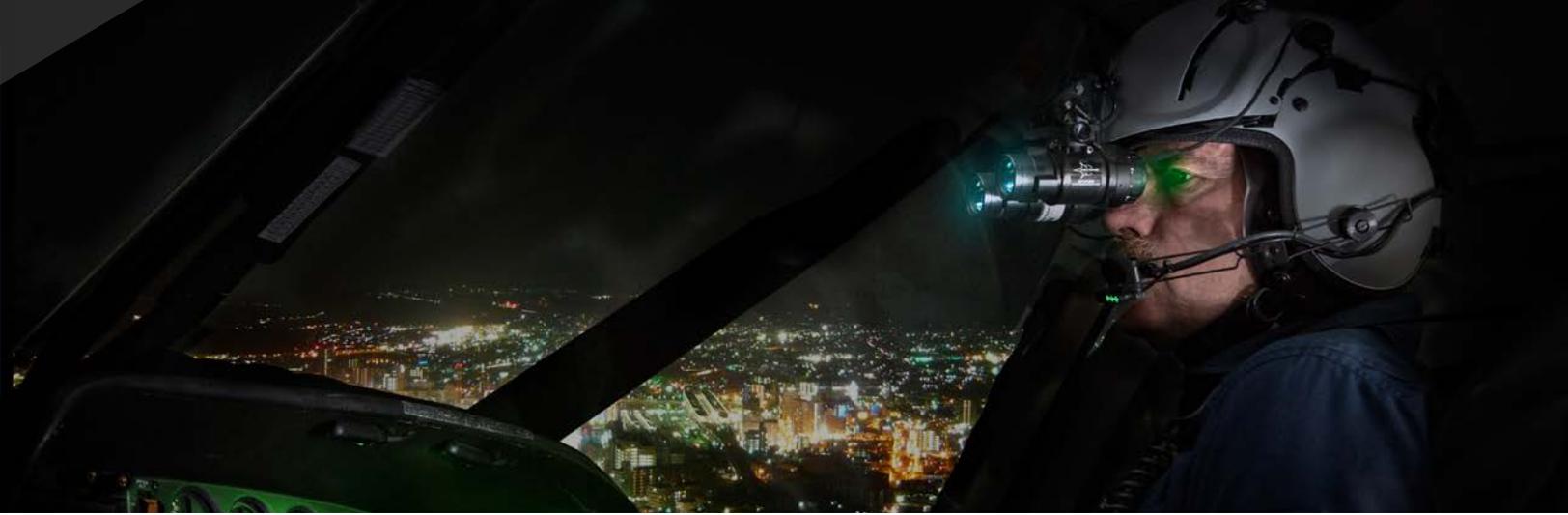
Instrument Flight Rules (IFR) Program

- 2500 total flight hours with minimum of 2000 flight hours in category.
- 500 hours of cross-country flight time, 100 hours of night flight time.
- Instrument time same as VFR minimums with the exception of the following:
 - Must have 75 hours of actual or simulated instrument time, at least 50 hours of which were in actual flight, including at least 20 hours in actual instrument conditions in category.

SECOND IN COMMAND

- 500 hours in category.

All Fixed Wing programs are based on IFR hiring guidelines and require 300 hours of turbo prop experience and 100 hours of actual (in flight) fixed wing instrument time for PIC positions. For fixed wing PIC and SIC position, a fixed wing multi-engine rating is required for bases operating twin engine aircraft. Any simulator time utilized to meet a minimum must be in a FAA -approved or accepted device and will be evaluated by the Chief Pilot. At no time will the hiring requirements be less than those set forth in FAR 135.243. DOD contracts require 250 hours of flight time in aircraft type (and 200 hours of NVG time if required by contract).



THE HIRING PROCESS

In order to be considered as an official Air Methods candidate, you must apply online through our website (e-mailed and paper resumes will not be accepted). The recruiter and hiring manager will review your resume, and qualified candidates will be contacted and put through a series of phone and on-site interviews to determine knowledge and suitability.

THE TRAINING PROGRAM

Air Methods believes its aviation training program is superior to other EMS operators and includes extensive classroom, field, and aircraft instruction, with ongoing computer-based learning.

BASIC INDOCTRINATION TRAINING

Basic indoctrination training for Air Methods pilots consists of more than 48 hours of classroom instruction, including an introduction to the company, presentations from key executives (including the CEO, director of operations and chief pilot, and director of maintenance), six hours of scenario-based classroom training, and up to two hours of instrument flight training in an on-site Advanced Aviation Training Device. All instructors are experienced aviation ground instructors, training captains, and check airman with extensive experience in current emergency medical service aviation operations.



- Federal Aviation Regulations
- Avoidance of Controlled Flight into Terrain and Inadvertent Instrument Meteorological Conditions (IIMC)
- General Operations Manual and Operations Specifications
- Aeromedical
- High-Altitude Operations
- Mountain Flight Operations
- Brownout/Whiteout/Flat Light Operations
- Aeronautical Decision-Making
- IFR and GPS Navigation
- Hazardous Materials
- Aircraft and Equipment Security
- Aviation Safety
- Aviation Safety Action Program

The week of ground-based academic training culminates in an interactive discussion of air ambulance operations that draws from the previous material as well as personal experiences of the instructor and students. Following six days of classroom instruction, the pilots are presented with various scenarios that require them to apply their new knowledge of Air Methods' operations as if they were performing their daily duties. These scenarios cover the entire spectrum of operations from day and night to both visual and instrument flight rules. One unique aspect to Air Methods' training is approximately five (5) hours of air ambulance training. The intent of this training is to give a new EMS pilot an overview of real-life situations/scenarios he or she may face during any given duty day. The Air Methods training department utilizes a modern classroom with wireless internet, computer-based audio/visual system, computers at each seat location, and seating for over thirty personnel.

GROUND SCHOOL

Next, each new hire participates in an initial aircraft ground school either at the base or at the conclusion of basic indoctrination with an Air Methods Aviation Compliance Evaluator (ACE). A written exam is administered at the end of this phase of training.

FLIGHT TRAINING

Initial flight training is the next step and consists of 6-12 hours of training, depending on the complexity of the aircraft. Flight training is divided between visual flight rules (VFR) procedures, instrument flight rules (IFR) procedures, and emergency training. Each pilot completes an oral exam and FAR 135 flight check upon completion of this training.

BASE ORIENTATION

Upon completion of initial training, and prior to a pilot being assigned duty at the designated flight program, an extensive base orientation is completed. This consists of a comprehensive review of local program procedures as well as day and night flights to familiarize pilots with terrain, communication procedures, airspace requirements, and local hazards.

RECURRENT DIDACTIC/GROUND SCHOOL TRAINING

Recurrent aircraft specific ground training is provided by an FAA-approved Air Methods instructor. This training is typically conducted at the program location or at a location in the region. Additionally, general subjects training is facilitated through Computer Training Systems, an internet-based program. This training consists of 20-24 modules completed throughout the year and an exam at the conclusion of each module.

RECURRENT FLIGHT TRAINING/CHECK

Although many Air Methods operations are planned and conducted under VFR, IIMC recovery training is conducted during initial ground and flight training and again every six months during recurrent training.

