Seminarium för AIR OPS

Helikopter och SPO flygplan

SWEDISH TRANSPORT AGENCY

Reflektioner

- EPAS och helikopter/rotorcraft
- SPO implementeringen
- Kunskap om SMS
- Tung luftfart inom helikoptersektionen
- Statsluftfart, FFK, SPO/bruksflyg flygplan
- Hot mot bransch eller hot mot företag

Sammanvägd analys, behov av tillsyn

2017 Q2	2017 Q3
32	34
30	31
31	31
31	32
31	32
35	34
34	33
32	32
37	36
31	30
31	31
32	32
35	34
32	32

SWEDISH TRANSPORT AGENCY

Var finns helikopter? Dvs var finns ni i EASA systemet?

Stakeholder Advisory Body (SAB)

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- Aerodromes (ADR.TEC)
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- Engineering & Maintenance (EM.TEC)
- Flight Standards (FS.TEC)
- Certification (C.COM)
- Commercial Airplanes Safety (CAS.COM), not yet set up
- Drones (D.COM), not yet set up
- General Aviation (GA.TEC)
- Rotorcraft (R.COM)

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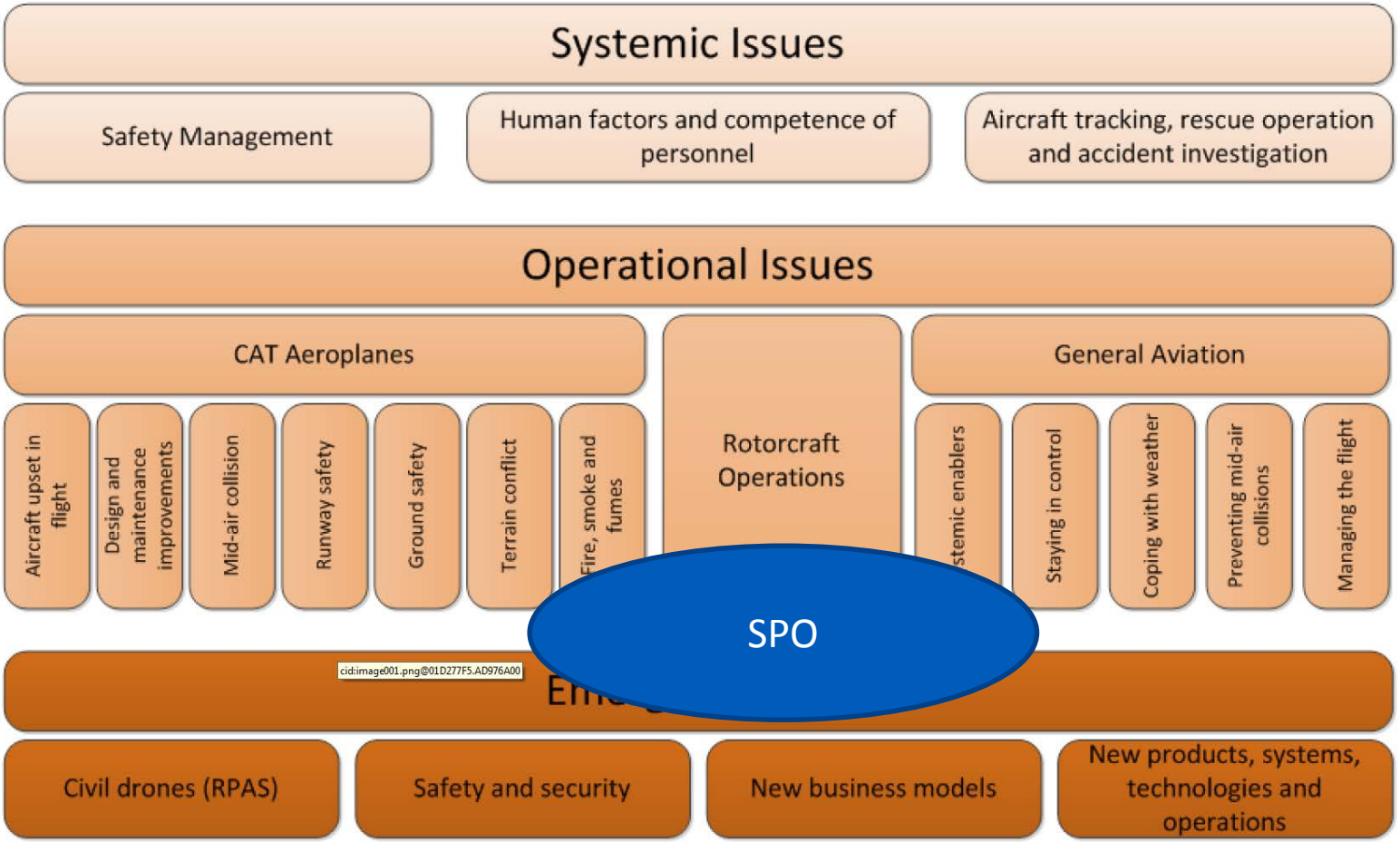
EPAS


Systemic Issues
Safety Management
Human factors and competence of personnel
Aircraft tracking, rescue operation and accident investigation
Operational Issues
CAT Aeroplanes
General Aviation
Aircraft upset in flight
Design and maintenance improvements
Mid-air collision
Runway safety
Ground safety
Terrain conflict
Fire, smoke and fumes
Rotorcraft Operations
stemic enablers
Staying in control
Coping with weather
Preventing mid-air collisions
Managing the flight
SPO
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Civil drones (RPAS)
Safety and security
New business models
New products, systems, technologies and operations

Var kan man läsa om EPAS?

SWEDISH TRANSPORT AGENCY

Vad står det gällande helikopter?

European Plan for Aviation Safety (EPAS) 2017–2021
Safety actions

5.4 Rotorcraft operations

Issue/rationale

This area includes both CAT and offshore operations as well as aerial work performed by helicopters. In 2015, there were 4 fatalities in CAT Helicopters, 4 fatalities in Aerial Work/Part-SPO Helicopters and no fatalities in offshore operations. EASA's Safety Risk Management process has identified opportunities to improve risk controls in the following areas so that accident numbers will not increase. Through the Offshore Helicopter Collaborative Analysis Group (CAG) there has been specific work in this area of helicopter operations that has identified both some additional work to existing actions as well as a small number of specific actions within this domain. These are identified within each action. The strategic priorities for helicopter operations are:

— aircraft upset in flight (Loss of Control)

  In the last 5 years, loss of control played a role in 2 out of the 4 of fatal accidents for offshore helicopter operators and 4 out of the 17 for aerial work. The following actions contribute to mitigate risks in this area: RMT.0409 (offshore; published on 07/10/2016 with the reference ED Decision 2016/022/R), RMT.0127, RMT.0709

— terrain and obstacle conflict

  In the last 5 years, terrain/obstacle conflict played a part in 3 out of the 17 fatal accidents for aerial work operations with helicopters. It has also been identified as a key risk area for CAT operations. The following actions contribute to mitigate risks in this area: RMT.0708

— system/technical failure

  In the last 5 years, system/technical failures contributed to 2 out of the 4 fatal accidents for offshore helicopter operators and 1 out of 3 in CAT operations. The following actions contribute to mitigate risks in this area: RMT.0608, RMT.0711 RMT.0119, RMT.0713, RMT.0714.

Övriga system

- EHEST
- IHST
- ESSI

Var ligger EHEST i systemet?

navigation
- Home page
- Operational issues
- Human performance
- Enhancing safety
- Safety regulations
- Accidents and incidents
- Aircraft Types
- Airport Directory
- Toolkits
- Bookshelf
- Publications

information
- About SKYbrary
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European Helicopter Safety Team

Categories: State Sponsored Cooperative Bodies | Helicopter Safety

EHEST
Component of ESSI

Article Information	
Category:	Helicopter Safety
Content source:	SKYbrary
Content control:	SKYbrary

European Helicopter Safety Team (EHEST)

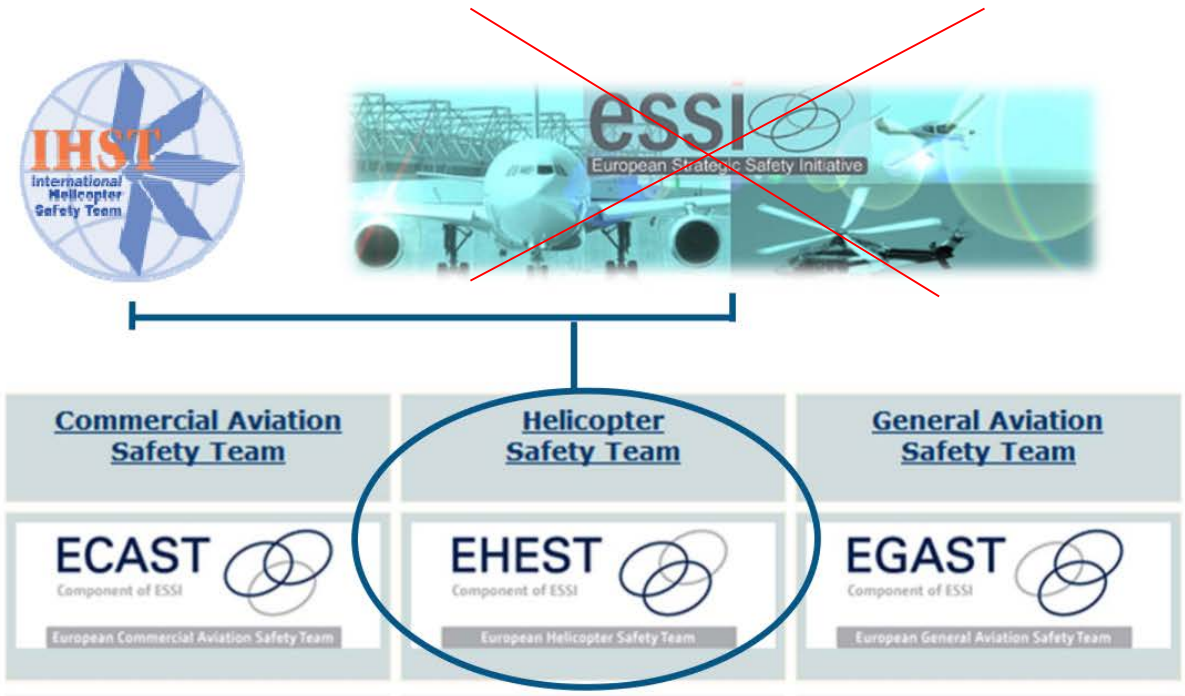
The European Helicopter Safety Team (EHEST) is the second pillar of ESSI (which closed in 2016). It addresses safety in helicopter operations. It features representatives of manufacturers, operators, research organisations, regulators, accident investigators and military from across Europe.

EHEST is also the European component of the International Helicopter Safety Team (IHST). The IHST was established in the US in 2006 with the goal of achieving 80% reduction of the accident rate by 2016. To address the specificities of the safety of helicopter operations in Europe, the European members of the IHST have established EHEST in November 2006.

The European Helicopter Safety Analysis Team (EHSAT) is the safety team of EHEST. EHSAT has been formed with the purpose of developing a process for analysis of European helicopter accidents and then the performance of the analysis, similar to the function of the Joint Helicopter Safety Team (JHSAT) within the IHST. EHSAT is committed to ensuring that the analysis carried out in Europe will be compatible with the work of the JHSAT.

To tackle the variety of languages used in accident reports and optimise the use of resources, EHSAT has set up seven regional analysis teams across Europe, with the objective of covering more than 89% of the European fleet in 2007. Consolidation of results is performed by EHSAT with the support of EASA.

EHEST – Component of ESSI



RSC

- This forum was created in 2014 by the European Helicopter Safety Team (EHEST). EHEST was a 10 year programme that started in 2006. It's safety promotion role has now been taken over by the new EASA Rotorcraft Sectorial Committee (RSC) of the EASA Stakeholder Advisory Body (SAB), established by EASA MB Decision 20-2015. Whereas EHEST was a voluntary initiative, the RSC has an official status and a much wider scope, including safety promotion but also advice to rulemaking, standardisation and oversight, international harmonisation, provision of data for safety analysis and impact assessment, safety programming, advise to research, etc. This is the first time ever that the rotorcraft community has its own dedicated Advisory Body in the EASA system. In January 2017, the RSC established the European Safety Promotion Network - Rotorcraft (ESPN-R). https://www.easa.europa.eu/european-safety-promotion-network-rotorcraft-espn-r The ESPN-R reintroduces in the new system the former EHEST community and its implementation team, the EHSIT. Managed by the ESPN-R, this forum will continue to stimulate discussion and share information on all aspects of helicopter safety.

Var finns helikopter. Dvs var finns ni i EASA systemet?

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EHEST. Vad finns om man söker på EASA?

Search

ehest

Search

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Next >

Sort by date / Sort by relevance

No results. Consider contributing a result.

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EHEST | EASA

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The European Helicopter Safety Team (**EHEST**) today ...

The European Helicopter Safety Team (**EHEST**) today released a comprehensive Safety Management Toolkit developed with consideration ...
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EHEST Helicopter Flight Instructor Manual | EASA

EHEST has developed this Helicopter Flight Instructor manual based on a manual developed by the Australian Civil Aviation Safety Authority (CASA ...
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EHEST MARIA Risk Assessment Toolkit | EASA

The **EHEST** MARIA Risk Assessment Toolkit contains a methodology and a database system that support safety studies and keep track of hazards ...
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[More results from www.easa.europa.eu/document-library/general-publications]

Manualer , analyser

SWEDISH TRANSPORT AGENCY

IHST

The IHST's worldwide regional teams have analyzed more than 1,000 helicopter accidents and have concluded that the following four areas offer the best opportunities to prevent helicopter accidents:

- The implementation of Safety Management Systems **(SMS),**
- A structured program for initial and recurrent **training**,
- The implementation of Health & Usage Monitoring Systems **(HUMS),**
- Flight Data Monitoring **(FDM)** programs,
- Structured programs to fully comply with manufacturers' **recommended Maintenance** practices.

The recent IHST survey looked at where these best practices were followed within specific segments of the helicopter industry and within regions around the world. Overall, the key recommended safety practices have been implemented most comprehensively by operators in the sectors of Offshore/Oil, Helicopter Air Ambulance and Taxi/Charter services. The lowest implementation occurs in the Personal/Private segment of the industry. From the 2016 survey, here is the complete list of segments most following to least following the best practices:

1 Offshore/Oil
2 Air Ambulance
3 Air Taxi/Charter
4 External Load
5 Law Enforcement
6 Training
7 Commercial Aviation
8 Agricultural Application
9 Air Tours
10 Other
11 Personal/Private

Helikopter olyckor enligt IHST

Helicopter Accidents Decrease in Key Regions Around the World

Fatal Accidents Also Down

The International Helicopter Safety Team (www.IHST.org) has gathered accident information from countries across the globe and is seeing an encouraging trend of safer civil helicopter operations. **Preliminary** 2016 data from 50 countries show that most have decreasing totals for both fatal and non-fatal accidents. Looking forward, the teams will focus on more reductions in fatal accidents.

North America - United States

2016:	106 accidents, 17 fatal accidents
2015:	121 accidents, 17 fatal accidents
2014:	138 accidents, 21 fatal accidents
2013:	146 accidents, 30 fatal accidents

Europe (32 countries) **

2016:	52 accidents, 12 fatal accidents
2015:	84 accidents, 17 fatal accidents
2014:	98 accidents, 15 fatal accidents
2013:	103 accidents, 25 fatal accidents

Brazil

2016:	19 accidents, 5 fatal accidents
2015:	17 accidents, 6 fatal accidents
2014:	20 accidents, 6 fatal accidents
2013:	25 accidents, 4 fatal accidents

Japan

2016:	2 accident, 0 fatal accidents
2015:	4 accidents, 2 fatal accidents
2014:	1 accident, 0 fatal accidents
2013:	3 accidents, 0 fatal accidents

North America - Canada

2016:	27 accidents, 2 fatal accidents
2015:	31 accidents, 3 fatal accidents
2014:	34 accidents, 0 fatal accidents
2013:	27 accidents, 6 fatal accidents

North America - Mexico

2016:	5 accidents, 1 fatal accident
2015:	6 accidents, 2 fatal accidents
2014:	7 accidents, NA fatal accidents
2013:	10 accidents, NA fatal accidents

New Zealand

2016:	12 accidents, 2 fatal accidents
2015:	17 accidents, 3 fatal accidents
2014:	14 accidents, 5 fatal accidents
2013:	21 accidents, 3 fatal accidents

CIS/Russia (11 countries) **

2016	30 accidents, 12 fatal accidents
2015	22 accidents, 10 fatal accidents
2014	23 accidents, 12 fatal accidents
2013	19 accidents, 7 fatal accidents

India

2016:	1 accident, 1 fatal accident
2015:	4 accidents, 3 fatal accidents
2014:	0 accidents, 0 fatal accidents
2013:	5 accidents, NA fatal accidents

Ökning i USA 2017

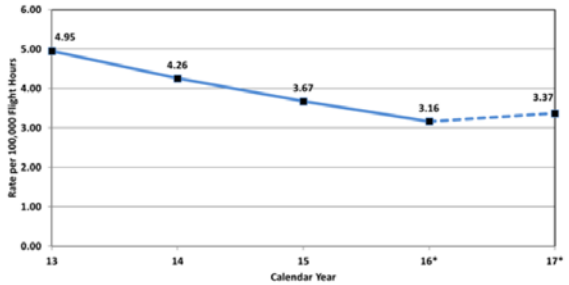
U.S. Helicopter Accident Rate Inches Upward During First Half of 2017

WASHINGTON DC – Accident rates for the U.S. civil helicopter industry rose slightly along with summer temperatures during the first half of 2017. As spring turned into summer across the country, the total accident rate from January through June was 3.37 per 100,000 flight hours, compared to an accident rate in 2016 of 3.16.

This breaks a downward trend in helicopter accidents since 2013, but there is hope that a reduction will be achieved by the end of 2017 in order to maintain an improving safety record for the industry.

	Total Accident Rate	Fatal Accident Rate	Annual Goal
2013	4.95	1.02	
2014	4.26	0.65	
2015	3.67	0.52	
2016	3.17	0.51	0.73
2017	3.37	0.58	0.69

U.S. Helicopter Accident Rate



From 2016 through 2019, the United States Helicopter Safety Team (www.ushst.org) is focusing major attention on reducing fatal accidents within the U.S. civil helicopter community. The industry-government partnership is targeting a reduction by 2019 to 0.61 fatal accidents per 100,000 flight hours. The fatal accident rate goal for 2017 is 0.69 or lower.

In addition, safety data for July, which is usually the worst month for accidents, is basically unchanged. Preliminary accident numbers are lower than the 10-year average for July, but slightly above the past two years. Using safety enhancement proposals that will be announced soon, the USHST and the industry will work to reduce accidents during the pivotal month of July.

- Strukturerat arbetssätt

Frågor?