



Safety recommendation no. 475

Date of the publication	22.10.2013
Number of the final report	2191
Safety deficit	<p>Since 2005 four similar accidents have occurred in a heliskiing environment; in the case of each of the individual accidents no safety recommendation was issued. A collision with the terrain in the context of heliskiing operations in the high mountains in critical weather conditions is a common factor in all the accidents. Three of the four accidents occurred as a result of loss of visual references. The fourth accident occurred during an attempt to land in critical wind conditions. The following contributory factors were ascertained in all the investigations: pilots' limited flying experience, operation of the helicopter close to its performance limits, and in some cases operational pressure.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA) should ensure that, during helicopter pilots' training and continuing training, specific training on the decision-making process is provided at all levels.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented. Through the introduction of two processes, the FOCA has succeeded in simplifying decision-making for pilots. A Safety Management System illustrates the processes through which a decision can be safely reached. The Teaching and Coaching process guides young pilots, working together with experienced pilots, to make the right decisions. These processes were incorporated into the corresponding Flight Operations Manual (FOM) and/or Operations Management Manual (OMM) of the helicopter companies. The management system, the content of which is comparable with the existing SMS or SQMS, can either be integrated into the OM or created as a separate Operations Management Manual (OMM).</p> <p>The FOCA recommends the creation of an OMM, as all areas of an organization (flight school, flight operations, maintenance etc.) can be integrated into such a document. As EASA, as of June 2014, has not yet been introduced, all matters pertaining to commercial helicopter operations are still based on the DETEC Ordinance on Operating Rules in Commercial Air Transport (VBR1).</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>