



Safety recommendation no. 506

Date of the publication	23.12.2016
Number of the final report	2275
Safety deficit	<p>On 20th December 2012, the pilot intended to fly from Balzers Heliport to St. Gallen-Altenrhein Airport in a Bell UH-1H helicopter. During the flight, the occupants noticed very strong vibrations and an abrupt yaw to the right on the helicopter's axis. The pilot intermittently lost control of the helicopter during this phase. The pilot subsequently decided to make an emergency landing. During the landing, the helicopter was destroyed and one occupant was seriously injured.</p> <p>The helicopter was registered in the 'historic' subcategory within the 'special' category of the aircraft register. When this registration took place, the Federal Office of Civil Aviation no longer applied the Type Certificate (TC) H3SO, in which relevant operational restrictions were recorded. Consequently, these sensible restrictions lost their validity. Although operational restrictions were made in the permit to fly, these only applied to the type of flight. The number of passengers on board was not limited. This was not risk-conscious.</p>
Safety recommendation	The Federal Office of Civil Aviation (FOCA) should assess on a case-by-case basis which restrictions are necessary for the operation of aircraft in the special category, within the 'historic' subcategory.
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented - In future, when new aircraft are registered in the special category within the 'historic' subcategory, the Federal Office of Civil Aviation (FOCA) will assess the risks posed to third parties on a case-by-case basis when complex aircraft are involved. This assessment will be carried out by the respective department using a simple matrix. The necessary documents will be compiled and finalised over the course of 2017. If required, restrictions will be stipulated for specific individual cases.</p> <p>Introduction of process within the office 1 August 2017 Implementation of safety recommendation requirement 1 December 2017</p>
Investigation report concerning the safety recommendation	<p><u>Final report</u> <u>Schlussbericht</u></p>