



Safety recommendation no. 540

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| Date of the publication | 31.07.2018 |
| Number of the final report | 2324 |
| Safety deficit | <p>While a helicopter was transporting a load, two workers in the danger area were hit and seriously injured by prefabricated building elements that tipped over under the influence of the downwash.</p> <p>Accidents caused by downwash during work and rescue flights and involving significant or fatal injuries to persons in the danger area have repeatedly been the subject of safety investigations.</p> |
| Safety recommendation | <p>Together with SUVA, the Swiss National Accident Insurance Fund, and the helicopter transportation companies, the Federal Office of Civil Aviation (FOCA) should take measures to improve the safety of employees and third parties with regards to the consequences of downwash.</p> |
| Addressees | BAZL Bundesamt für Zivilluftfahrt |
| Stage of the implementation | <p>In a letter dated 1 November 2018, FOCA advised that with the introduction of Part Specialised Operations (SPO) in April 2017, new Standard Operating Procedures (SOP) had been developed and approved together with the Swiss Helicopter Association (SHA) and the operators. SUVA had been included in the development of the SOPs with regards to assemblies on the ground. The letter also states that it is not clear from the final report whether the company complied with the appropriate SOPs. FOCA takes the view that the content of the safety recommendation is addressed sufficiently in the SOPs and has thus adopted no further measures.</p> <p>Even after the introduction of the SPO (21 April 2017) and the publication of the first edition of the nine essential rules ('Rule 9: Look out for dangers caused by downwash') in October 2014, the accident concerned is the second accident investigated by the STSB in which downwash played a direct role. The STSB is therefore of the view that it would be advisable to further raise awareness with regards to the dangers caused by downwash in order to improve the level of safety for employees and third parties.</p> |
| Investigation report concerning the safety recommendation | <p><u>Schlussbericht</u> <u>Rapporto finale</u></p> |