

Follow-up Action on Occurrence Report

**ACCIDENT TO AS332L2, G-WNSB, WEST OF SUMBURGH AIRPORT, SCOTLAND
ON 23 AUGUST 2013**

CAA FACTOR NUMBER : F3/2016
FACTOR PUBLICATION DATE : 26 May 2016
TYPE OF FLIGHT : Public Transport
CAA OCCURRENCE NUMBER : 201310649
AAIB AIRCRAFT ACCIDENT REPORT : 1/2016

SYNOPSIS

From AAIB Special Bulletin

The helicopter, with 18 persons on board, crashed into the sea whilst on approach to Sumburgh Airport in the Shetland Islands. Four of the passengers did not survive.

FOLLOW UP ACTION

Recommendation 2016-001

It is recommended that the European Aviation Safety Agency introduces a requirement for instrument rated pilots to receive initial and recurrent training in instrument scan techniques specific to the type of aircraft being operated.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-002

It is recommended that the European Aviation Safety Agency reviews the existing research into pilot instrument scan techniques, particularly with respect to glass cockpit displays, with a view to addressing shortcomings identified in current instrument scan training methods.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-003

It is recommended that the Civil Aviation Authority review the methods used by UK North Sea helicopter operators for confirming compliance with their Standard Operating Procedures (SOPs), to ensure they are effective.

CAA Response

The CAA accepts this recommendation. The CAA will review the methods used by UK North Sea helicopter operators for confirming compliance with their Standard Operating Procedures (SOPs), to ensure these methods are effective. This will be completed by 31 December 2016.

CAA Status – Open

Recommendation 2016-004

It is recommended that the Civil Aviation Authority review the Standard Operating Procedures (SOPs) of helicopter operators supporting the UK offshore oil and gas industry, to ensure their procedures for conducting Non-Precision Approaches are sufficiently defined.

CAA Response

The CAA accepts this recommendation and will review the Standard Operating Procedures (SOPs) of helicopter operators supporting the UK offshore oil and gas industry, to ensure their procedures for conducting Non-Precision Approaches are sufficiently defined. This will be completed by 31 December 2016.

CAA Status – Open

Recommendation 2016-005

It is recommended that the European Aviation Safety Agency amends the Certification Specifications for Large Rotorcraft (CS-29) to align them with the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25), with regard to the provision of operational information in Flight Manuals.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-006

It is recommended that the European Aviation Safety Agency requires manufacturers of Large Rotorcraft to develop Flight Crew Operating Manuals for public transport types already in service.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-007

It is recommended that the Civil Aviation Authority expedites the requirement for companies operating helicopters in support of the UK offshore oil and gas industry to establish a Helicopter Flight Data Monitoring (HFDM) programme.

CAA Response

The CAA does not accept this recommendation. Mandating the requirement for companies operating helicopters in support of the UK offshore oil and gas industry to establish a Helicopter Flight Data Monitoring (HFDM) programme would not achieve the intended aim in the absence of a specification. The CAA intends to work with the helicopter operators and other agencies, including EASA, to produce a specification by 30 June 2017.

CAA Status – Closed

Recommendation 2016-008

It is recommended that the European Aviation Safety Agency considers establishing a European Operators Flight Data Monitoring forum for helicopter operators to promote and support the development of Helicopter Flight Data Monitoring programmes.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-009

It is recommended that the European Aviation Safety Agency collaborates with National Aviation Authorities and helicopter operators to develop and publish guidance material on detection logic for Helicopter Flight Data Monitoring programmes.

CAA Response

This is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-010

It is recommended that the Civil Aviation Authority, in co-operation with UK offshore helicopter operators, initiates a review of existing Helicopter Flight Data Monitoring programmes to ensure that operating procedures applicable to approaches are compared with those actually achieved during everyday line flights.

CAA Response

The CAA accepts this recommendation. The CAA, in co-operation with UK offshore helicopter operators, will initiate a review of existing Helicopter Flight Data Monitoring programmes to ensure that operating procedures applicable to approaches are compared with those actually achieved during everyday line flights. This review will be initiated by 30 September 2016.

CAA Status - Open

Recommendation 2016-011

It is recommended that the Civil Aviation Authority expedites the publication of the Helicopter Safety Research Management Committee report into improving warning envelopes and alerts.

CAA Response

The CAA accepts this recommendation. The CAA-led Helicopter Safety Research Management Committee circulated its work in December 2015; this focussed on improving warning envelopes. The CAA has also commissioned work into improving alerts which is due for completion mid 2016; this report too will be circulated by 31 December 2016. Finally, activities including flight simulator trials will be completed and, as soon as possible, an overall project report published; the target is no later than 31 December 2017.

CAA Status - Open

Recommendation 2016-012

It is recommended that the Civil Aviation Authority support the ongoing development of Helicopter Terrain Awareness Warning Systems, following the publication of the Helicopter Safety Research Management Committee report into improving warning envelopes and alerts.

CAA Response

The CAA accepts this recommendation. The CAA will support the ongoing development of Helicopter Terrain Awareness Warning Systems, following the publication of the Helicopter Safety Research Management Committee report into improving warning envelopes and alerts. This will be achieved by producing a draft equipment specification for Class A HTAWS and making this available to EASA, RTCA, EUROCAE and industry for use/development into a formal specification. It is anticipated the draft equipment specification will be completed by mid 2017.

CAA Status – Open

Recommendation 2016-013

It is recommended that the European Aviation Safety Agency requires the installation of Helicopter Terrain Awareness Warning Systems to all helicopters, used in offshore Commercial Air Transport operations, with a Maximum Certificated Take-off Mass (MCTOM) of more than 3,175 kg, or a Maximum Operational Passenger Seating Configuration (MOPSC) of more than nine, manufactured before 31 December 2018.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-014

It is recommended that the European Aviation Safety Agency introduces a requirement for the installation of cockpit image recorders, in aircraft required to be equipped with Flight Data and Cockpit Voice Recorders, to capture flight crew actions within the cockpit environment.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-015

It is recommended that the European Aviation Safety Agency introduces a requirement to install image recorders, capable of monitoring the cabin environment, in aircraft required to be equipped with Flight Data Recorder and Cockpit Voice Recorders.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-016

It is recommended that the European Aviation Safety Agency instigates a research programme to provide realistic data to better support regulations relating to evacuation and survivability of occupants in commercial helicopters operating offshore. This programme should better quantify the characteristics of helicopter underwater evacuation and include conditions representative of actual offshore operations and passenger demographics.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-017

It is recommended that, where technically feasible, the regulatory changes introduced by the European Aviation Safety Agency Rulemaking Task RMT.120 are applied retrospectively by the EASA to helicopters currently used in offshore operations.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-018

It is recommended that the European Aviation Safety Agency amends the Certification Specifications for rotorcraft (CS-27 and 29) to require the installation of systems for the automatic arming and activation of flotation equipment. The amended requirements should also be applied retrospectively to helicopters currently used in offshore operations.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-019

It is recommended that the European Aviation Safety Agency amends the Certification Specifications for Large Rotorcraft (CS-29), certified for offshore operation, to require the provision of a side-floating capability for a helicopter in the event of impact with water or capsize after ditching. This should also be applied retrospectively to helicopters currently used in offshore operations.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-020

It is recommended that the European Aviation Safety Agency amends the Certification Specifications for Large Rotorcraft (CS-29), certified for offshore operation, to ensure that any approved cabin seating layouts are designed such that, in an emergency (assuming all the exits are available), each exit need only be used by a maximum of two passengers seated directly adjacent to it.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-021

It is recommended that the European Aviation Safety Agency amends the Certification Specifications for Large Rotorcraft (CS-29), certified for commercial offshore operations, to include minimum size limitations for all removable exits, to allow for the successful egress of a 95th percentile-sized offshore worker wearing the maximum recommended level of survival clothing and equipment.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-022

It is recommended that the European Aviation Safety Agency amends the Certification Specifications for Large Rotorcraft (CS-29), certified for use in commercial offshore operations, to require a common standard for emergency exit opening mechanisms, such that the exit may be removed readily using one hand and in a continuous movement.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-023

It is recommended that the European Aviation Safety Agency amends the operational requirements for commercial offshore helicopters to require the provision of compressed air emergency breathing systems for all passengers and crew.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-024

It is recommended that the European Aviation Safety Agency (EASA) amends the operational requirements for commercial offshore helicopter operations, to require operators to demonstrate that all passengers and crew travelling offshore on their helicopters have undertaken helicopter underwater escape training at an approved training facility, to a minimum standard defined by the EASA.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-025

It is recommended that the European Aviation Safety Agency amends the design requirements for helicopters to ensure that where liferafts are required to be fitted, they can be deployed readily from a fuselage floating in any attitude.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Recommendation 2016-026

It is recommended that the European Aviation Safety Agency requires that, for existing helicopters used in offshore operations, a means of deploying each liferaft is available above the waterline, whether the helicopter is floating upright or inverted.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed