

Update on the Progress of the European Helicopter Safety Team (EHST) April 2009

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EHSAT preliminary analysis report released on 22 April 2009

The European Helicopter Safety Analysis Team (EHSAT) released on 22 April 2009 its [preliminary analysis report](#) on helicopter accidents occurred in EASA Member States between 2000 and 2005.

To tackle the variety of languages used in accident reports and optimise the use of resources, EHSAT had established nine regional analysis teams. The regional analyses are consolidated at European level. This initiative is unique within the IHST in order to conduct a multi-national analysis.

The report presents the results of 186 accidents where a final investigation report has been issued by the appropriate national Accident Investigation Board. This is estimated to represent some 58% of the accident reports currently available and some 25% of the total number of helicopter accidents within this timeframe.

Of the accidents analysed so far, 72 involve General Aviation operations, 66 Aerial Work, 40 Commercial Air Transport, and 8 State Flights. 68% of the fatal accidents and 34% of the accidents analysed by EHSAT occurred during the en route phase of flight.

In 33% of the accidents, the pilot had less than 1000 hours total helicopter experience. In 26% of the accidents, the pilot had less than 100 hours flight experience on the helicopter type involved in the accident. However, accidents also occurred to very experienced pilots.

The analysis aimed to identify all factors, causal or contributory, that played a role in the accidents. The top three identified areas are 'Pilot judgment and actions', 'Safety

Management and Safety Culture', and 'Pilot situation awareness'.

Different patterns were observed for Commercial Air Transport, Aerial Work and General Aviation.

To better understand the circumstances under which erroneous pilot judgment and actions occur, EHSAT has also used the Human Factors Analysis and Classification Scheme (HFACS) developed by Wiegmann and Shappell in addition to the Standard Problem Statements taxonomy developed by Joint Safety Analysis Team (JSAT) in the US.

EHSAT derived suggestions for safety enhancement, called intervention recommendations, from the analyses. Most of these related to 'Training and Instruction', 'Operations', 'Safety Management and Safety Culture', as well as 'Regulations and Standards'. The EHSAT intervention recommendations have been handed over to the Helicopter Safety Implementation Team (EHSIT) launched on 5 February 2009.

2nd meeting of the European Helicopter Safety Implementation Team on 22 April 2009

The 2nd meeting of the EHSIT took place on 22 April at EASA in conjunction with a meeting of the EHSAT on the 21st.

The EHSIT was tasked to process the intervention recommendations produced the EHSAT and to develop and conduct the implementation and monitoring of safety enhancement action plans in Europe. European action plans will contribute to achieving the IHST objective of reducing the accident rate by 80% by 2016. An ambitious and comprehensive implementation scheme is key for success.

In this 2nd meeting, the EHSIT performed the complex task exercise of aggregation at European level of the intervention recommendations on 'Training and Instruction' and 'Operations' using the methodology defined in the 1st EHSIT meeting held in February at Eurocopter in Ottobrunn near Munich, Germany.

Aggregated intervention recommendations will be transferred to two Specialist Teams currently being formed. These Specialist Teams will further process this material and develop actions plans using a process similar to the one used by the Joint Helicopter Safety Implementation Team (JHSIT) in the US.

The EHSIT Communication Sub Group identifies synergies with EGAST

The Communication Sub Group aims to identify and define a process to efficiently communicate to the helicopter community, in particular to small operators and General Aviation. Special guest James Black, of European Airshow Council (EAC) and European Council for General Aviation Support (ECOGAS), co-chair of the [European General Aviation Safety Team \(EGAST\)](#) gave a briefing on the EGAST Communication Sub Group's objectives. Synergies were identified among the two teams.

Continuation of EHSAT analysis work

In parallel, the EHSAT regional teams continue the analysis of the helicopters accidents occurred in Europe between 2000 and 2005. While the preliminary report is limited to 186 accidents analysed up to September 2008, the EHSAT database now contains 289 accidents of which 247 are in the timeframe 2000-2005. The analysis of this timeframe is expected to be completed beginning of 2010.

EHEST is actively seeking new participants for the EHSIT, EHSIT Specialist Teams, and Communication Sub-Group. All who are interested are encouraged to contact the EHEST Secretariat by sending an email to EHEST@easa.europa.eu.

International Conferences

The EHSAT and EHSIT work will be presented at the International Helicopter

Safety Symposium (IHSS 09) that will take place in Montreal from 29 Sep to 1 Oct 2009.

See <http://www.ihst.org/>.

Other planned events are:

- AHS Forum 64, 27-29 May, Grapevine, Texas, USA,
- 35th European Rotorcraft Forum (ERF 09), 22-25 Sep, Hamburg, Germany,
- CEAS Conference by RAeS, 26-29 Oct. 09, Manchester, UK,
- 3rd EASA Rotorcraft Symposium, dates to be defined, Cologne, Germany.

Background information

The EHEST brings together helicopter manufacturers, operators, regulators, helicopter and pilots associations, research organisations, accident investigators and military operators from across Europe. EHEST has members from organisations including: Eurocopter, Agusta Westland, EASA, UK CAA, MoD UK DASC, DGAC France, BEA France, ENAC Italy, CAA Norway, FOCA CH, EHA, EHOC, EHAC, QinetiQ, RAeS, Irish AAIB, AIB Hungary, UK AAIB, BFU Germany, Bristow Group, CHC, Shell Aircraft Ltd, NLR, DLR, AviateQ Int., APYTHEL, AIB and CAA Spain, Swiss Helicopter Association, etc.

EHEST addresses the broad spectrum of helicopter operations across Europe; from commercial air transport to General Aviation and flight training activities. EHEST brings together around 130 participants, from which around 70 are actively involved in the analysis and implementation work.



Governance:

- **EHEST co-Chairs:** John Vincent, EASA, John Black, EHOC, and Jean-Pierre Dedieu, Eurocopter.
- **EHSAT Co-Chairs:** Michel Masson, EASA, and Andy Evans, AviateQ International.
- **EHSIT Co-Chairs** acting: Michel Masson, EASA, and Andy Evans, AviateQ International.

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