



IHST

International Helicopter Safety Team

Our Vision: An International Civil Helicopter Community With Zero Accidents



Bob Sheffield

IHST Executive Committee

9th Global Humanitarian Aviation Conference – Lisbon – October 2017



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Overview

- Review IHST history
- Highlight focus areas & stakeholder alignment
 - Regulators
 - Associations
 - Operators
 - Customers
- Emphasize the need for culture change
- Enlist evangelists to support the effort



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Federal Aviation
Administration



SIKORSKY
A LOCKHEED MARTIN COMPANY



Rolls-Royce



FlightSafety
international



CHC



bp



ConocoPhillips

ExxonMobil





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- Worldwide safety initiative
- Created in 2006
 - Response to unacceptable numbers of helicopter accidents
- Goal for 2016
 - 80% reduction in worldwide civil helicopter accident rate
- Vision: Zero Accidents
- Focus since 2014
 - Reduce fatalities and fatal accidents
- Beyond 2016
 - Continue work to enhance safety





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IHST's Key Recommendations

- Safety Management Systems (SMS)
- Training
- Systems & equipment
 - Flight data monitoring systems (FDM)
 - Health & usage monitoring systems (HUMS)
- Maintenance

Focused on Fatal Accident Prevention



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IHST Products

- Safety toolkits
- Fact sheets
- Safety bulletins
- Safety brochures, leaflets and videos
- Presentations

Download free from
www.ihst.org!



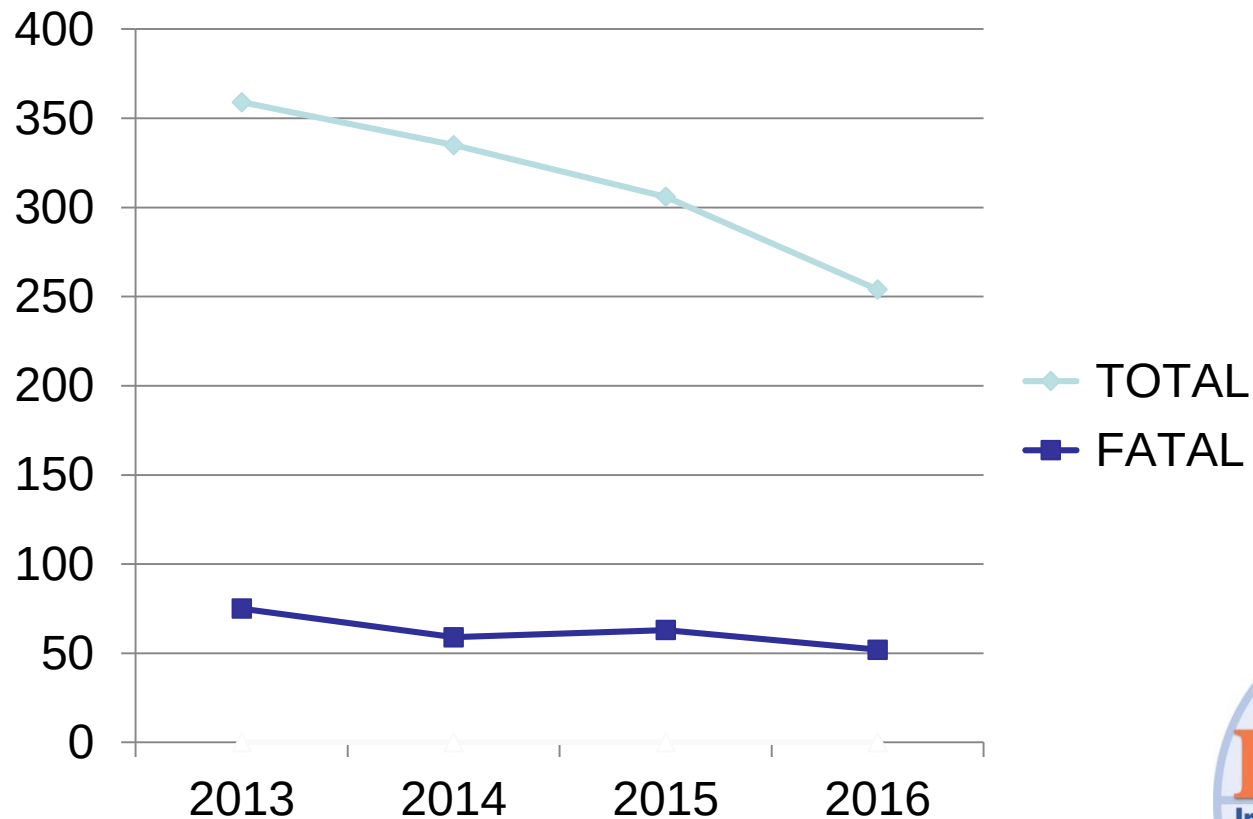
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How are we doing?

Helicopter Accidents – 50 Countries





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DATA FROM 50 COUNTRIES

2016 vs. 2015: Total accidents decrease by 17 percent.

2016 vs. 2015: Fatal accidents decrease by 17 percent.

2016 vs. 2013: Total accidents decrease by 29 percent.

2016 vs. 2013: Fatal accidents decrease by 31 percent.



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What are we doing now?

- Focused and aligned actions by all stakeholders
 - Regional Partners
 - Regulators
 - Associations
 - Operators
 - Customers
- Specific actions to reduce fatalities
- Promotion, promotion, promotion!

What are the risks?



How to address them?



EASA Annual Safety Review 2016

Offshore Helicopter Operations Safety Risks



Safety issues:

- Operational
- Technical
- Human
- Organisational

Priority Key Risk Areas:

- Helicopter Upset
 - Technical failures
 - Human factors
- Terrain Collision
- Obstacle Collision
- Ground Damage

European Plan for Aviation Safety (EPAS) Actions

- **Planned Rulemaking actions :**
 - Helicopter ditching and water impact occupant survivability
 - Pilot compartment view
 - Rotorcraft gearbox loss of lubrication
 - Controlled flight into terrain (CFIT) prevention with helicopter terrain avoidance warning systems (HTAWS)
 - Prevention of catastrophic accidents due rotorcraft hoists issues
 - Improvement in the survivability of rotorcraft occupants in the event of a crash
 - Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems
 - Reduction in human-factors-caused rotorcraft accidents that are attributed to the rotorcraft design

EPAS Actions

- Planned Safety Promotion actions:
 - Helicopter safety events
 - Implementation of HUMS best practice in offshore operation
 - Routine review of offshore helicopter safety
- Support the development and implementation of Flight Crew Operating Manuals (FCOM) for offshore helicopter operations



International Association of Oil & Gas Producers (IOGP)

Aviation Subcommittee (ASC) Safety Focus Areas

“Flying on duty offshore should be at least as safe as flying on the average global commercial airline”

1. Robust aircraft design / system reliability

- System Failure early diagnosis, reliability, operational impact
- Longer-term strategies and actions to improve single-point failure in rotorcraft, in-service achievement of certification standard

2. Assured flight path

- Aircraft Upset, Flight Path Management, CFIT/W)
- Effective design, use of automation, etc.
- Helicopter Terrain Awareness Warning System (HTAWS)

3. Effective human and organisational

- Safety systems, culture and safety leadership in O&G aviation organisations
- O&G company-contractor interface management to enhance safety performance

4. Industry standardisation

- Development of a true industry standard for offshore helicopter operations
- Comparison of agreed standards, IOGP registration of guideline differences



USHST

United States Helicopter Safety Team
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- 18 helicopter safety enhancements aimed at reducing fatalities.
- Four categories
 - Safety Management Systems
 - Competency
 - IMC and Visibility
 - Loss of Control

Reduce Fatal Accidents By 20% by 2020



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Human Factors Focus

Decision Making

Risk Assessment

Industry Culture must change

Land and Live Initiative

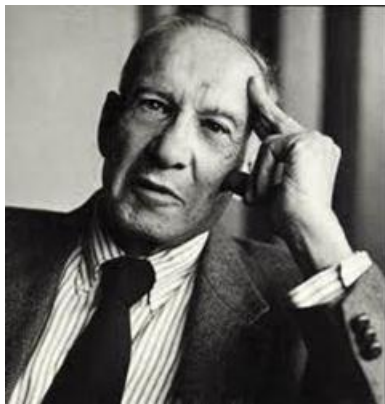




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Peter Drucker

**“Culture eats
strategy for
breakfast.”**



Lee Benson, Former Chief Pilot for
the Air Operations Section of the
Los Angeles County Fire Department

“Culture is set by the
guy who pays the
bills.”



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Summary

- Shared effort on the IHST's key recommendations
 - SMS
 - Training
 - Systems & Equipment (HUMS & FDM)
 - Maintenance
- Other common themes
 - Employ technology with fewer critical single points of failure
 - Employ technology for improved crash survivability
 - Standardize expectations for operators & audit against those standards
 - Assess culture and work toward positive safety culture



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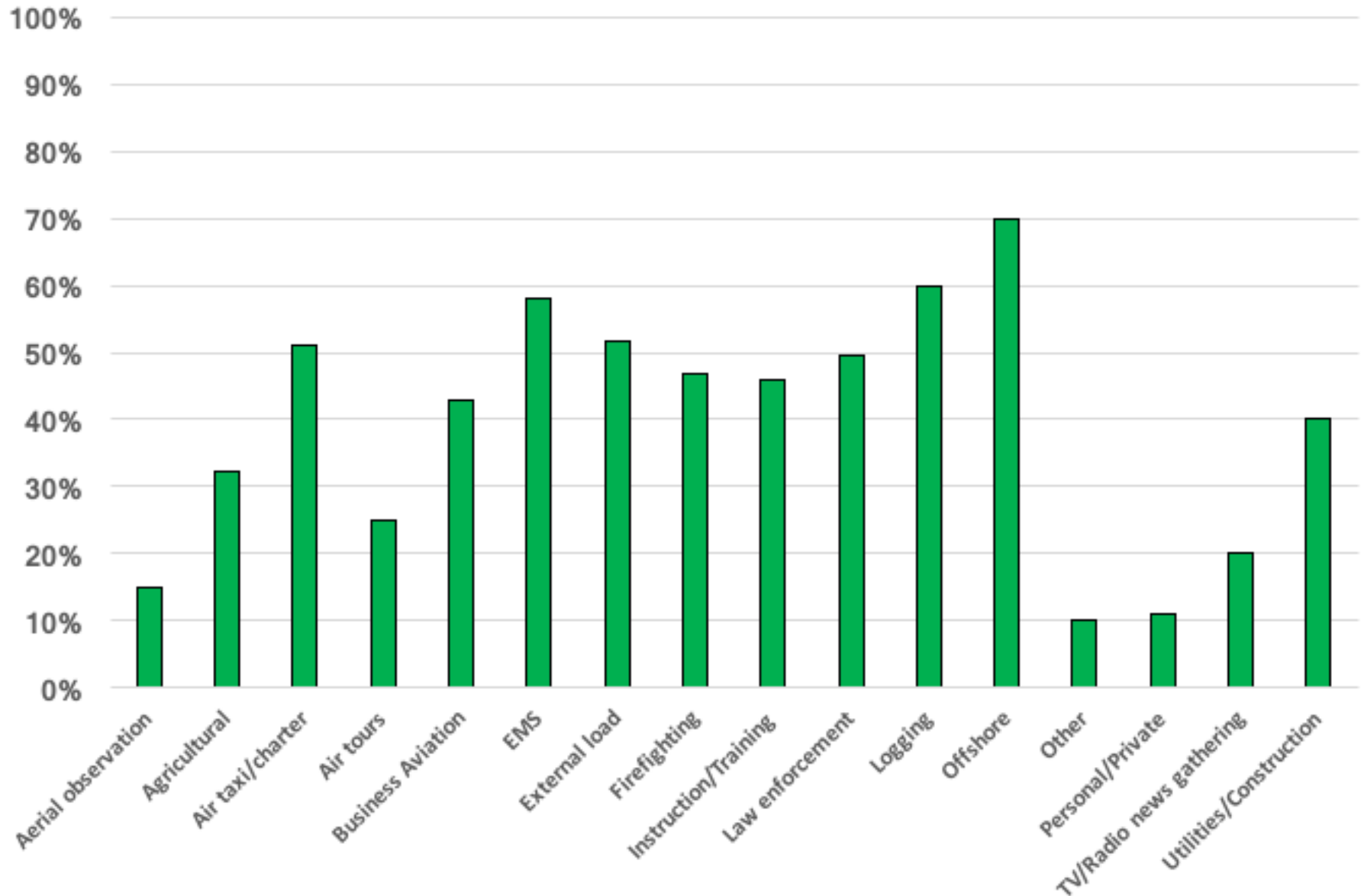
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Global Survey

- Goals:
 - Promote awareness of the IHST's work
 - Measure the use of the IHST's work
- Find the survey on www.ihst.org at <http://ihst.org/Default.aspx?tabid=2593>

2016 Survey Results

Use of All Key IHST Recommendations





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Useful links

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- www.IHST.org
- On Facebook:
<https://www.facebook.com/SafeHelicopters/>
- On Twitter: https://twitter.com/ihst_helicopter?lang=en

European Safety Promotion Network Rotorcraft (ESPN-R)

- <https://www.easa.europa.eu/easa-and-you/safety-management/safety-promotion/european-safety-promotion-network-rotorcraft-espn-r>
- <https://www.linkedin.com/groups/7453300>

ESPN-R LinkedIn forum (1400+ members)

Back to LinkedIn.com

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European Safety Promotion Network - Rotorcraft

1,402 members

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ConversationsJobs



Andy Evans • Group Owner
Director - Aerassurance

2d

Helicopter Downdraft Dangers

Congratulations to the BP North Sea Aviation Team for winning the Sharing and Learning Award at today's Offshore Safety Awards, jointly organised by Oil & Gas UK and Step Change in Safety. Well work a look if you operate an offshore helideck or onshore heliped.
<https://www.youtube.com/watch?v=09bvuYRKwww>



Helicopter Downdraft Dangers
This video highlights the risk of helicopter downdraft which is present when an aircraft is in close proximity to an installation.

LikeComment | 9 4

ABOUT THIS GROUP

This forum was created in 2014 by the European Helicopter Safety Team (EHST). EHST was a 10 year programme that started in 2006. It's safety promotion role has now been taken over by the new EASA Rotorcraft Sectorial Committee (RSC) of the EASA St... Show more

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MEMBERS 1,402 members



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Thank you!