

# ► **NEW WAYS OF COMMUNICATIONS ABOUT FLIGHT SAFETY AND TRAINING**

ESPN-R ST Training

Helitech Safety Day, 17th Oct. 2018  
Safety Promotion – ST Training

Mathieu Vandenaevne  
ST Team Leader



**SAFETY4**  
**FLIGHT**

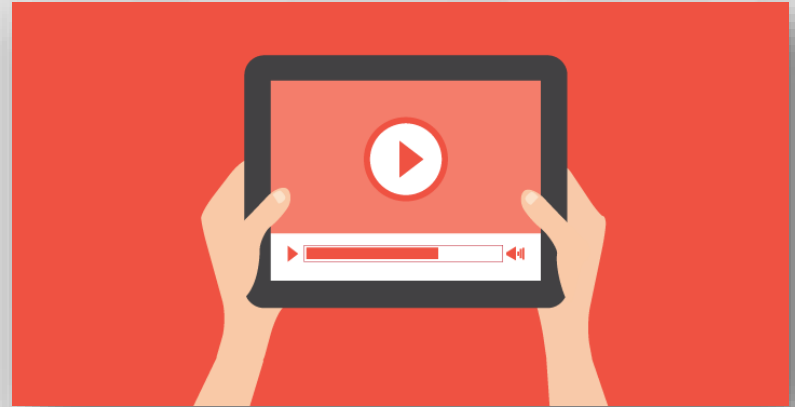
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# ▶ SAFETY VIDEOS

## ► From video tape to Internet



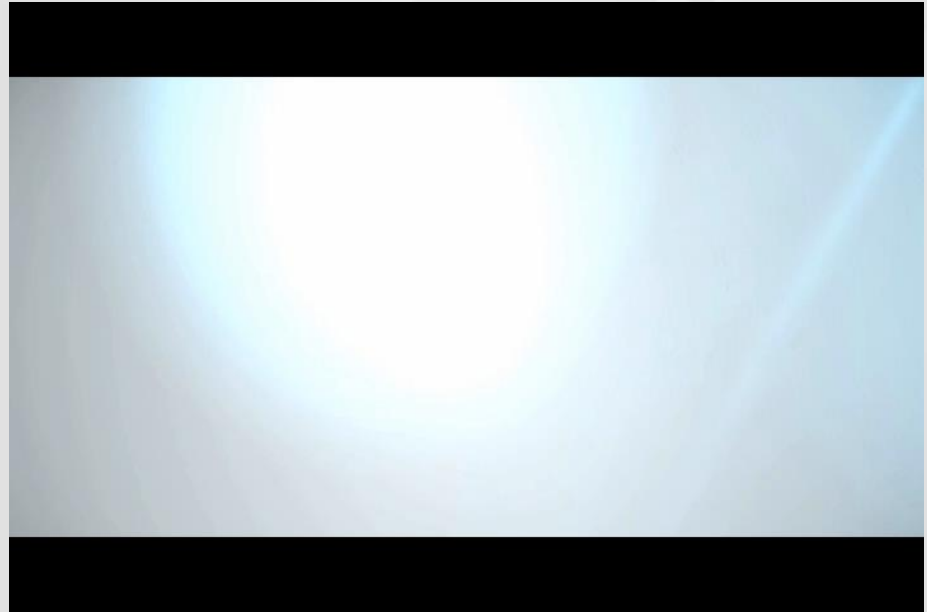
## ► From video tape...

- ✓ AUDIENCE PRESENTATION
- ✓ SPECIALIST AUDIENCE



## ► ... to Internet

- ✓ LARGE PUBLIC AUDIENCE
- ✓ INDIVIDUAL ACCESS



## ▶ **ESPN-R Safety videos**

- ✓ 2010 : HAI VIDEOS
- ✓ 2010 : EHEST / DSAC - PASSENGER MANAGEMENT VIDEOS  
(For Passenger and Pilot)
- ✓ 2011 : EHEST / IASA - DEGRADED VISUAL ENVIRONMENT  
AND LOSS OF CONTROL VIDEO
- ✓ 2016 : EHEST - DECISION MAKING VIDEO
- ✓ 2018 : ESPN-R - DISTRACTION AND CFIT VIDEO



## ► **DISTRACTION AND CFIT**





## ► **DISTRACTION AND CFIT**

Thank you to  
Ari Vatanen  
for his participation!



## ▶ **DISTRACTION AND CFIT**


Any comments or suggestion before broadcast?

*[contact@safety4flight.com](mailto:contact@safety4flight.com)*




# ► SOCIAL MEDIA

YouTube<sup>FR</sup> easa



easa.europa.eu G+



**EASA**  
1 997 abonnés

S'ABONNER 1,9 K

ACCUEIL VIDÉOS PLAYLISTS CHAÎNES DISCUSSION À PROPOS

Have a safe flight! We make flying safer

CHAÎNES POPULAIRES

Accueil 20 Notifications Messages

Recherchez sur Twitter

**BEA**  
La sécurité, ensemble.

Tweets 542 Abonnements 109 Abonnés 2 126 J'aime 6

Abonné

**BEA | Bureau d'Enquêtes & d'Analyses** 🇫🇷 🚁 🚓 🚒

@BEA\_Aero

**Tweets** **Tweets & réponses** Médias

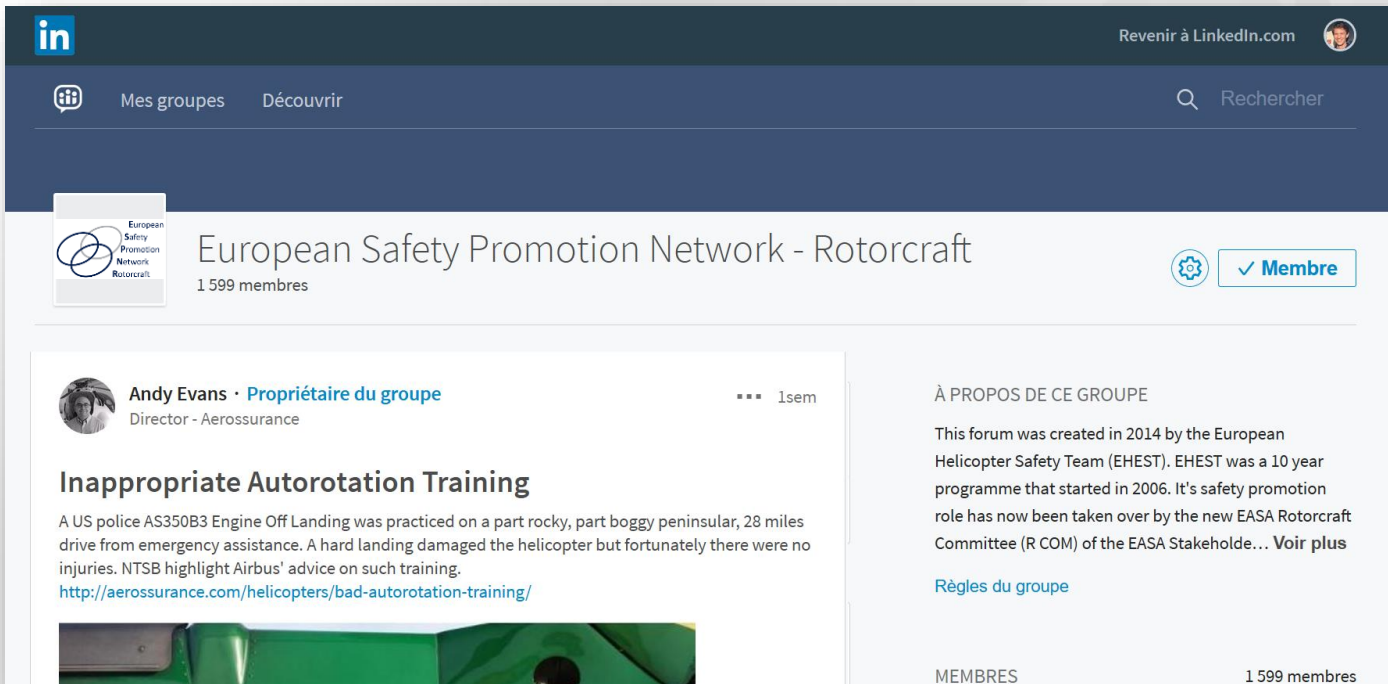
**BEA** **BEA | Bureau d'Enquêtes & d'Analyses** 🇫🇷 🇫🇷 🇫🇷 🇫🇷 @BEA\_Aero · 9 h

@BEA\_Aero is a guest speaker to @IATA 2018 Crisis Communication Conference. On the agenda: managing communication in the digital age, working with accident investigators, managing non-catastrophic situations... #safetytogether

**Suggestions** · Actualiser · Tout afficher








The screenshot shows the LinkedIn interface for the "European Safety Promotion Network - Rotorcraft" group. The header includes the LinkedIn logo, navigation links for "Mes groupes" and "Découvrir", a search bar with the text "Rechercher", and a link to "Revenir à LinkedIn.com" with a user profile picture. The group's profile picture is a logo with three overlapping circles and the text "European Safety Promotion Network Rotorcraft". The group name is "European Safety Promotion Network - Rotorcraft" with "1 599 membres". A "Membre" button is visible. The post by Andy Evans, "Propriétaire du groupe" and "Director - Aerossurance", is titled "Inappropriate Autorotation Training" and describes a US police AS350B3 engine off-landing practice. The post includes a link to a website and a partial image of a helicopter. The right sidebar contains the text "À PROPOS DE CE GROUPE" followed by a description of the forum's history and a link to "Règles du groupe". At the bottom, it shows "MEMBRES" and "1 599 membres".

in Revenir à LinkedIn.com


Mes groupes Découvrir Rechercher

 European Safety Promotion Network Rotorcraft

European Safety Promotion Network - Rotorcraft

1 599 membres


✓ Membre

 Andy Evans · Propriétaire du groupe  
Director - Aerossurance

... 1sem

**Inappropriate Autorotation Training**

A US police AS350B3 Engine Off Landing was practiced on a part rocky, part boggy peninsular, 28 miles drive from emergency assistance. A hard landing damaged the helicopter but fortunately there were no injuries. NTSB highlight Airbus' advice on such training.  
<http://aerossurance.com/helicopters/bad-autorotation-training/>



À PROPOS DE CE GROUPE

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 Committee (R COM) of the EASA Stakeholder... Voir plus

[Règles du groupe](#)

MEMBRES 1 599 membres



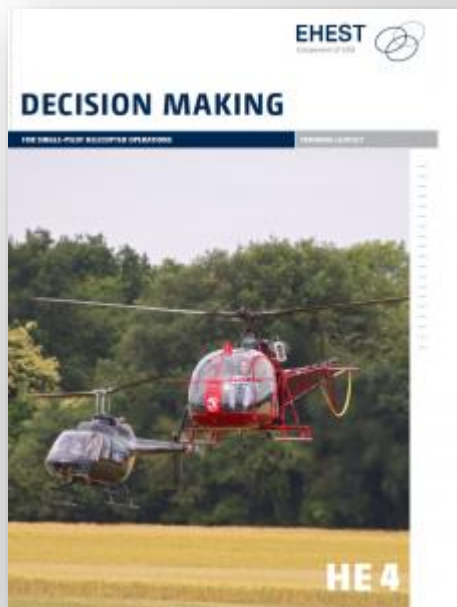


# ▶ **SMART APPLICATION**

## ► From leaflets to smartphone and tablet



## ► From paper leaflets to electronic media



- ✓ ALL EHEST / ESPN-R LEAFLETS AVAILABLE AS PDF ON EASA SAFETY PROMOTION WEBSITE



the agency



newsroom & events



EASA & you



regulations



document library



can we help you?

[home](#) > [easa & you](#) > [safety management & promotion](#) > [safety promotion](#)

Aerodromes



Aircraft & products



Aircrew & Medical



Air Operations



## Safety Promotion

**Safety Promotion** is a set of means, processes and procedures that are used to develop, sustain and improve aviation safety through **awareness raising and changing behaviours**.

**Safety Promotion material** is published under [Safety Together!](#)

# ▶ **AIRBUS HELICOPTERS**

## **PRE ASSESSMENT CHECKLIST SMART APP**

✓ Bernd Osswald, ESPN-R Coordinator

### Context :

- ⇒ 75 % of accidents are due to operational reasons.
- ⇒ Operators with less than 20 machines are 3 times more likely to have an accident.
- ⇒ Operators with less than 5 machines represent 86% out of all operators.
- ⇒ English proficiency is not well in high risk countries.

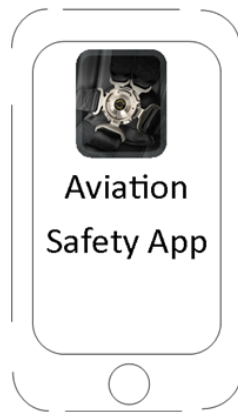
### Intended App Content :

Is for Pilots

The pre-flight risk assessment :

- ⇒ Can help to properly evaluate the risk profile of a flight.
- ⇒ Can help motivate a flight cancellation.
- ⇒ Can trigger mitigating actions.

To evolve and transform the former excel tool into an easy-to-use and quickly accessible app solution.



### WHAT FOR ? !

**Less (operational) accidents to happen across all helicopter operations and mission types!**

**Overall improved Safety Culture in all domains!**

### Business Model :

The work of the IHST /EHEST was provided for free.

Although there will be high development costs, AH decision was:

**This Airbus Safety Promotion activity will be for**

### Dissemination :

Each AH Customer Center performs regularly Safety Promotion events during promotion the App. (111 such events were carried out in 2017.)

ESPN-R may provide it most probably through an EASA safety promotion channels as well!

### Deliverable / functionalities:

An app ported to iPhone and Android.

For smartphones & tablets.

Available in 9 languages.

Providing the IHST pre flight risk assessments mission tabs.

Automatic save & send function.

Suggest mitigation actions.

A library of links to various Safety Publications.

# ▶ **AIRBUS HELICOPTERS**

## **PRE ASSESSMENT CHECKLIST SMART APP**

✓ Questions?



## ▶ **NGFT SAFETY TOOLS**

✓ Christian Müller, ESPN-R ST training

## Safety Tools

### Overview on Functions

## Overview on Functions

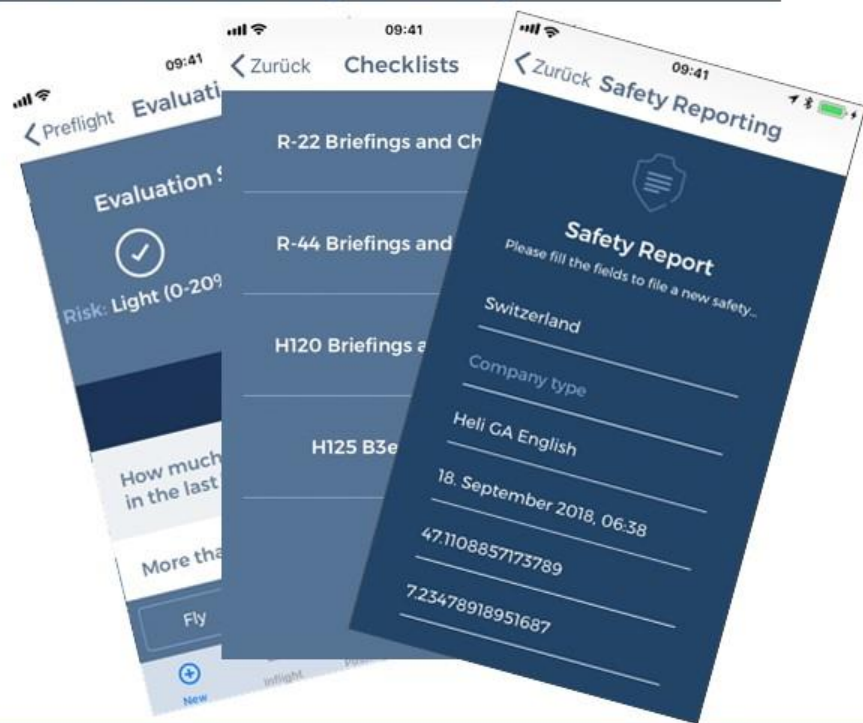
Safety Tools is made for private and commercial pilots

- **Flight Risk Analysis Tool (FRAT)** to review potential risks before, during and after the flight
- **Checklist** to give access to most relevant checklists for helicopter and preflight tasks
- **TST Briefing** targeted to aerial operators that need to perform and document briefing with Task Specialists from third parties before commencing an operation
- **Safety Reporting** facilitates sending off an initial safety report to Safety Manager for review and analysis



## Available for Free on the App Store and Google Play

- New FRATs and Checklists to be uploaded regularly
- Feed-back from users welcome
- Special functions available for operators (specific checklists and FRAT's)
- Available for Free on the App Store and Google Play Store
- More info on <https://ngft.com>
- Videos how to use the app on NGFT Youtube Channel





Thank you for listening!

## ▶ **LEONARDO HELICOPTERS SMART APP**

- ✓ Susanna Maria De Bernardi  
*Simulation & Training Services*  
*Leonardo S.p.a.*



# SKYFLIGHT RISK ASSESSMENT

Susanna Maria De Bernardi



*AgustaWestland Products*



# MOBILE SOLUTION FOR FLIGHT OPERATION



**Skyflight** is the gateway to enhancing your Leonardo Helicopters flying experience.

The AW Skyflight app, available on the Apple App Store, enables the access to the Service.

- to ease the daily operations
- to increase mission's effectiveness
- to reduce flight crew workload
- to optimize costs
- to perform safety assessment



## SKYFLIGHT: FLIGHT RISK ASSESSMENT

ACCEPTABLE

CAUTION

HIGH RISK

**The success of the flight mission** depends to a wide set of factors closely related to the pilot (**Human Factor**) and his/her **Situational Awareness**, combining these elements the total risk of the flight can raise significantly.

## SKYFLIGHT: FLIGHT RISK ASSESSMENT

- EASA EHEST Risk Assessment Checklist.



- AERONAUTICAL RISK MANAGEMENT



## SKYFLIGHT: FLIGHT RISK ASSESSMENT



Functionalities designed to be **easy and flexible**

- Choose the Checklist tailored on the Mission
- Answer to questions
- Insert Mitigations
- Assess the Planned Flight Plan
- See the Weather for the planned Flight
- See the Total Risk result Pre and Post Mitigation
- Save the Checklist
- Share with other Users
- Print and send a PDF
- ...

## SKYFLIGHT: FLIGHT RISK ASSESSMENT



### RISK ASSESSMENT 2.0: Totally Customizable

- *Create your own Checklist*
- *Define applicable Mitigations*
- *Set the Score for each answer*
- *Decide to Go Fly or No-Go*
- *Send Automatic Emails to Safety Managers*
- *View who and when did the checklist*
- ...

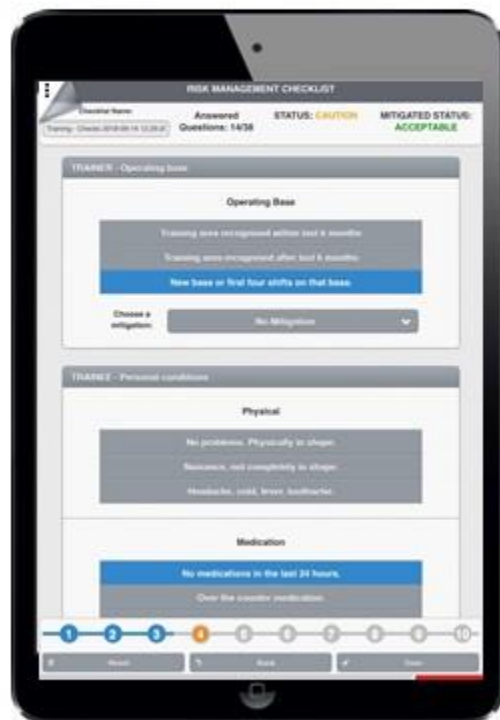
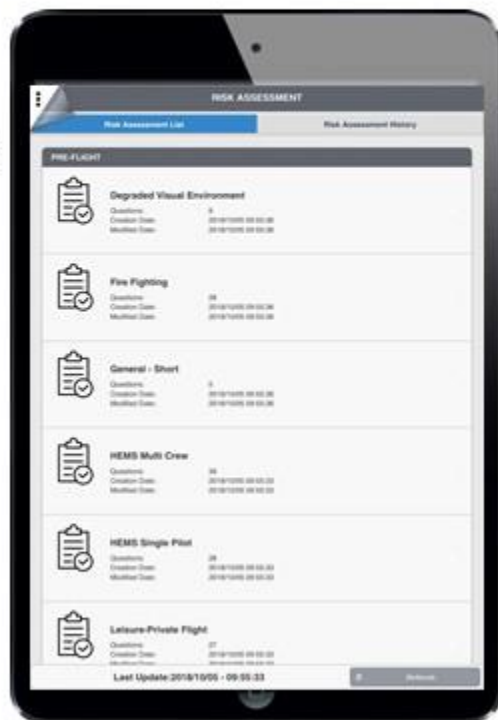
## SKYFLIGHT: FLIGHT RISK ASSESSMENT

### PREFLIGHT CHECK LIST

- ✓ Leisure-Private Flight
- ✓ Degraded Visual Environment
- ✓ Maintenance
- ✓ Training - Checks
- ✓ HEMS Single Pilot
- ✓ HEMS Multi Crew
- ✓ Pax Transport Single Pilot
- ✓ Pax Transport Multi Crew
- ✓ Fire Fighting

### FLIGHT CHECK LIST

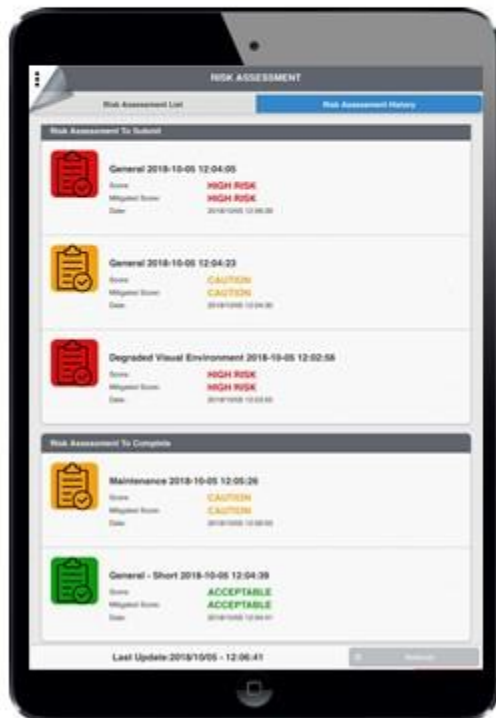
### POST FLIGHT CHECK LIST





# SKYFLIGHT: FLIGHT RISK ASSESSMENT HISTORY

## RISK ASSESSMENT HISTORY



COMPLETED

TO BE COMPLETED

## REVIEW THE ANSWERS



ALL DATA STORED

VIEW AND SEND THE PDF



## SKYFLIGHT: Download the AW Skyflight App



For any other information on Skyflight Mobile Service, please write to:

**[skyflight.support@leonardocompany.com](mailto:skyflight.support@leonardocompany.com)**

THANK **YOU** FOR YOUR ATTENTION



*AgustaWestland Products*



# ▶ ESPN-R PUBLICATIONS

## ▶ **LATEST PUBLICATION:**

# **HELICOPTER FLIGHT INSTRUCTOR GUIDE ISSUE 2.2**

✓ Mike O'Donoghue, ESPN-R

# Training – The New Instructor Manual

*Introducing the new EHEST Instructor Training Manual*

Mike O'Donoghue  
Director, **Odee** Consulting Limited



MIKE O'DONOGHUE



CAP 421

## BASIC FLYING INSTRUCTOR (HELICOPTER) HANDBOOK

CIVIL AVIATION AUTHORITY, LONDON

FAA-H-8083-4

# Helicopter Instructor's Handbook



U.S. Department of  
Transportation  
Federal Aviation  
Administration

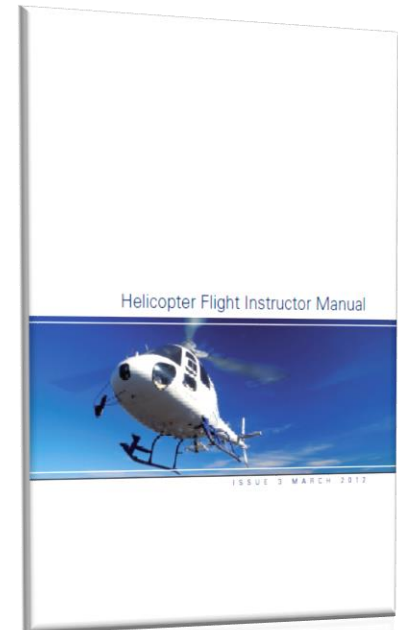


# Background to the Project

- No common helicopter instructor guide was available to Member States
- Concern among members of the EHEST about the number of accidents in training led to a more general concern about the standard of flight instruction – a **'Quick Win'** solution was required
- **Captain Fred Cross**, *Senior Helicopter Flight Examiner for Flight Crew Standards at the UK Civil Aviation Authority*, was impressed with the CASA Helicopter Flight Instructor Manual issued in March 2012
- Project facilitated by the Secretary of the EHEST, **Dr Michel Masson**



**Australian Government**  
**Civil Aviation Safety Authority**





# Project Outline

- EASA sought and obtained permission from CASA to adapt its manual
- Intention to produce a Flight Instructor Guide to be published through EHEST via its Safety Implementation Team
- Simple Concept to start with, e.g. just change the lesson numbers to match those in Part FCL
- No funds were available!
- Tenders were invited
- A grant from the European Helicopter Association met some of the production costs



## Helicopter Airmanship

[easa.europa.eu/he2](https://easa.europa.eu/he2)



## Safety considerations

[easa.europa.eu/he1](https://easa.europa.eu/he1)



## Helicopter Off Airfield Landing Site Operations

[easa.europa.eu/he3](https://easa.europa.eu/he3)



## Decision Making

[easa.europa.eu/he4](https://easa.europa.eu/he4)



## Risk management in training

[easa.europa.eu/he5](https://easa.europa.eu/he5)



## Advantages of Simulators (FSTDs) in Helicopter Flight Training

[easa.europa.eu/he6](https://easa.europa.eu/he6)



## Techniques for Helicopter Operations in Hilly & Mountainous Terrain

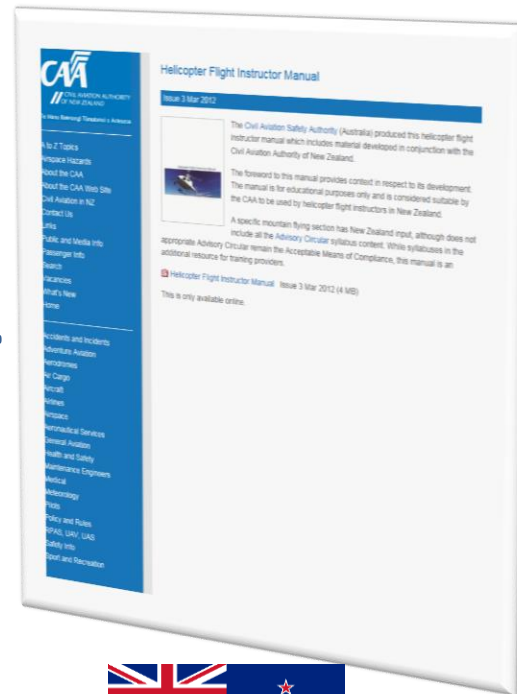
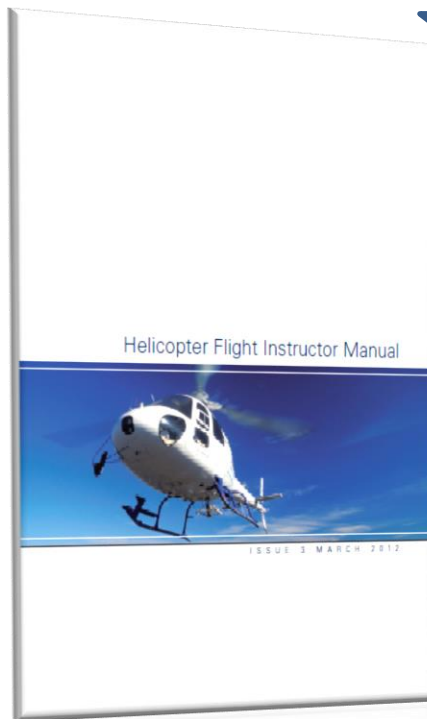
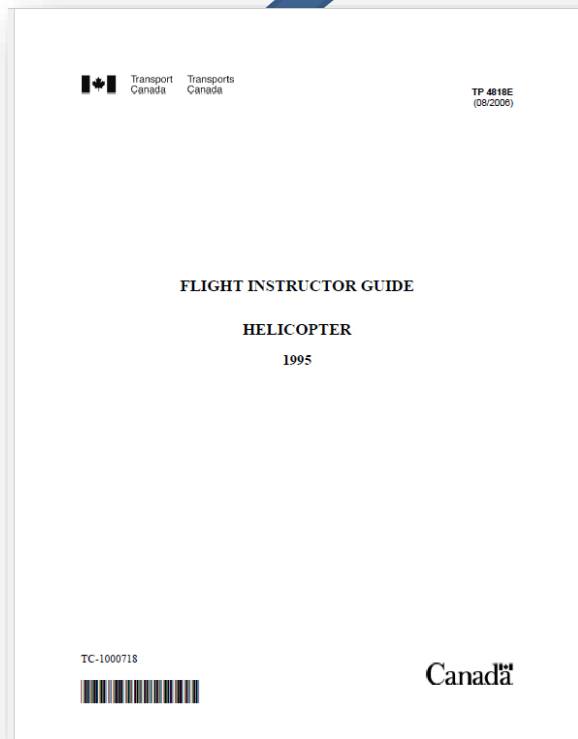
[easa.europa.eu/he7](https://easa.europa.eu/he7)



## The Principles of Threat & Error Management (TEM) for Helicopter Pilots, Instructors & Training Organisations

[easa.europa.eu/he8](https://easa.europa.eu/he8)





FOR HELICOPTER FLIGHT INSTRUCTORS

TRAINING MANUAL

# HELICOPTER FLIGHT INSTRUCTOR MANUAL

ISSUE 1: JUNE 2015

## Part 1 - Principles and Methods of Instruction

## Part 2 – Ground and Air Instruction Exercises

# Part 1 - Principles and Methods of Instruction

Introduction

Oral Questions

The Demonstration - Performance Method of Teaching

Instructional Techniques Summary and Guide

Developmental Teaching or Teaching by Questioning

Student Progress

Individual Differences

The Student-Instructor Relationship

Fault Analysis

Ground School Training

Preparatory Ground Instruction

Threat and Error Management

Teaching Threat and Error Management

Pre Flight Briefing

In Flight Instruction

Post Flight Briefing (Debriefing)

Flight Safety

A Checklist for Good Instruction



*European Aviation Safety Agency*

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# **Acceptable Means of Compliance and Guidance Material to Part-FCL**

## **Part 1**

### **TEACHING AND LEARNING**

- (a) The course should include at least 125 hours of theoretical knowledge instruction, including at least 25 hours teaching and learning instruction.

### **CONTENT OF THE TEACHING AND LEARNING INSTRUCTIONS (INSTRUCTIONAL TECHNIQUES):**

- (b) The learning process
- (c) The teaching process
- (d) Training philosophies
- (e) Techniques of applied instruction
- (f) Student evaluation and testing
- (g) Training programme development
- (h) Human performance and limitations relevant to flight instruction
- (j) Training administration

**(b) The learning process:**

- (1) motivation;
- (2) perception and understanding;
- (3) memory and its application;
- (4) habits and transfer;
- (5) obstacles to learning;
- (6) incentives to learning;
- (7) learning methods;
- (8) rates of learning.

**(c) The teaching process:**

- (1) elements of effective teaching;
- (2) planning of instructional activity;
- (3) teaching methods;
- (4) teaching from the 'known' to the 'unknown';
- (5) use of 'lesson plans'.

**(d) Training philosophies:**

- (1) value of a structured (approved) course of training;
- (2) importance of a planned syllabus;
- (3) integration of theoretical knowledge and flight instruction;

**(e) Techniques of applied instruction**

- (1) theoretical knowledge: classroom instruction techniques:
  - (i) use of training aids;
  - (ii) group lectures;
  - (iii) individual briefings;
  - (iv) student participation or discussion.
- (2) flight: airborne instruction techniques:
  - (i) the flight or cockpit environment;
  - (ii) techniques of applied instruction;
  - (iii) post-flight and in-flight judgement and decision making.

**(f) Student evaluation and testing**

- (1) assessment of student performance:
  - (i) the function of progress tests;
  - (ii) recall of knowledge;
  - (iii) translation of knowledge into understanding;
  - (iv) development of understanding into actions;
  - (v) the need to evaluate rate of progress.

**(2) analysis of student errors:**

- (i) establish the reason for errors;
- (ii) tackle major faults first, minor faults second;
- (iii) avoidance of over criticism;
- (iv) the need for clear concise communication.

**(g) Training programme development**

- (1) lesson planning;
- (2) preparation;
- (3) explanation and demonstration;
- (4) student participation and practice;
- (5) evaluation.

**(h) Human performance and limitations relevant to flight instruction**

- (1) physiological factors:
  - (i) psychological factors;
  - (ii) human information processing;
  - (iii) behavioural attitudes;
  - (iv) development of judgement and decision making.
- (2) threat and error management.
  - (i) Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight:
  - (i) importance of 'touch drills';
  - (ii) situational awareness;
  - (iii) adherence to correct procedures

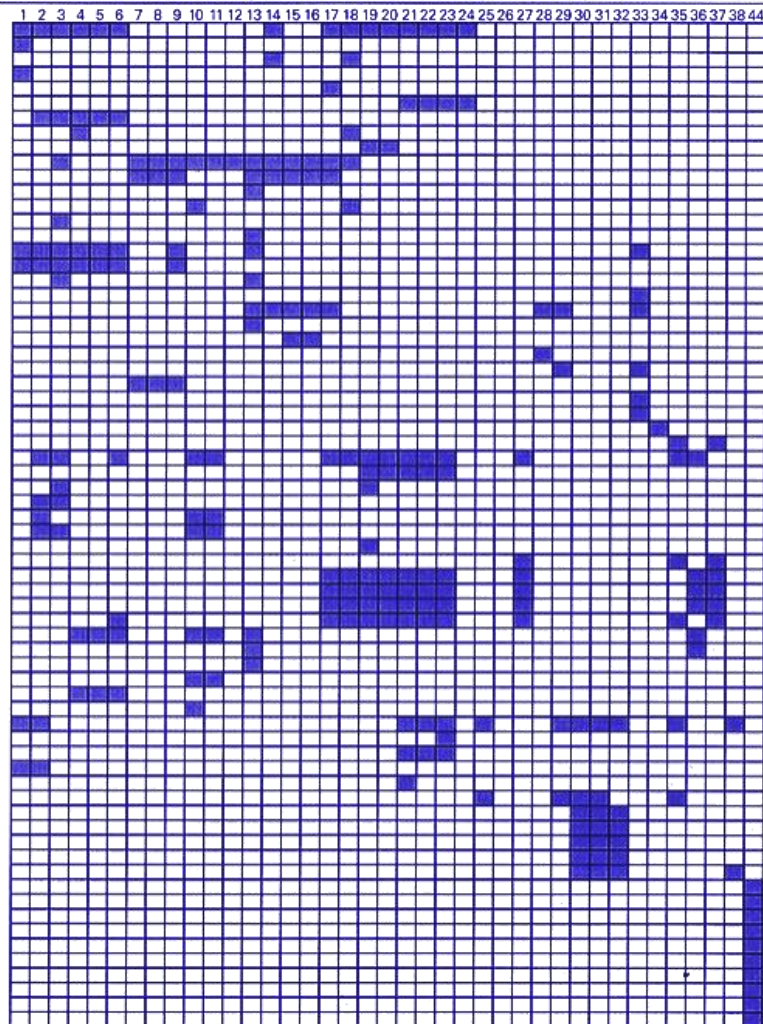
**(j) Training administration:**

- (1) flight or theoretical knowledge instruction records;
- (2) pilot's personal flying logbook;
- (3) the flight or ground curriculum;
- (4) study material;
- (5) official forms;
- (6) flight manual or equivalent document (for example owner's manual or pilot's operating handbook);
- (7) flight authorisation papers;
- (8) aircraft documents;
- (9) the private pilot's licence regulations.

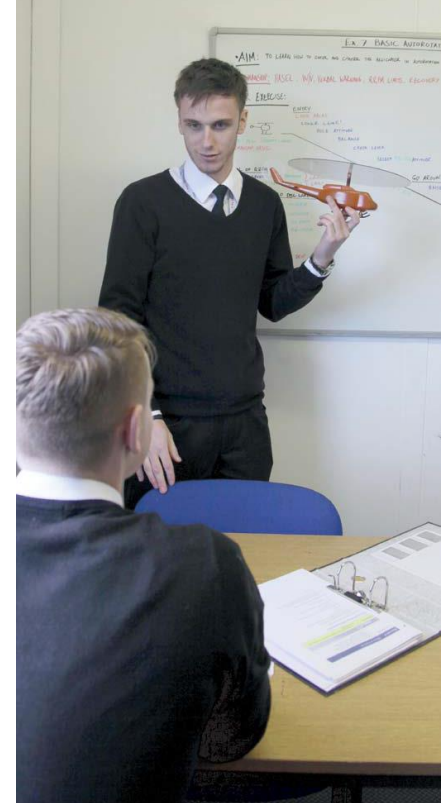


# CONTENT OF THE EASA PART FCL TEACHING AND LEARNING INSTRUCTION (INSTRUCTIONAL TECHNIQUES) SYLLABUS

- (b) The learning process:
- (1) motivation;
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- (h) Human performance and limitations relevant to flight instruction
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## Part 2 – Ground and Air Instruction Exercises

1a	Familiarisation with the Helicopter	15	First Solo
1b	Emergency procedures	16	Sideways and backwards hover manoeuvring
2	Preparation for and action after flight	17	Spot turns
3	Air Experience	18	Hover OGE and vortex ring
4	Effects of Controls	19	Simulated EOL
5	Power and attitude changes	20	Advanced autorotation
6	Straight and level	21	Practice forced landing
7	Climbing	22	Steep Turns
8	Descending	23	Transitions
9	Turning	24	Quick stops
10	Basic Autorotation	25a	Navigation
11a	Hovering	25b	Navigation problems at low heights and in reduced visibility
11b	Hover taxiing and spot turns	25c	Radio navigation
11c	Hovering and taxiing emergencies	26	Advanced take-offs, landings and transitions
12	Take-off and landing	27	Sloping ground
13	Transitions from hover to climb and approach to hover	28	Limited power
14a	Circuit, approach and landing	29	Confined areas
14b	Steep and limited power approaches and landings	30	Basic instrument flight
14c	Emergency procedures		



# Layout of Air Lessons

## Ground School Points Preparatory Instruction

- Aim
- Review
- Motivation
- Airmanship/TEM
- Teaching Points
- Common Errors







## 17 SPOT TURNS

### GROUND SCHOOL POINTS

Flight Manual – Limitations  
Centre of Gravity  
Wind Direction

### PREPARATORY INSTRUCTION

#### Aim

For the student to learn how to turn the helicopter on the spot through 360°, while maintaining a constant position and height by turning about:

- the pilot position;
- around the tail rotor;
- about the geometric centre;
- by making a square and safe viable clearing turn;

#### Review

Exercise 11a, 11b and 11c – Hovering

Exercise 16 – Sideways & Backwards Hover Manoeuvring

#### Motivation

Having already learned the 90 degree 'lookout turn' in previous exercises this exercise will teach how to turn the aircraft safely through 360 degrees in order to clear a distance all around the aircraft before manoeuvring.

#### Airmanship / TEM

- Lookout
- Obstructions
- WV
- Helicopter Temperature & Pressure Limits
- Helicopter Sideways & Backwards Speed Limits
- Hover Height

#### Teaching Points

##### Lookout:

Explain the importance of the lookout before commencing any turn in order to identify any obstacles, other aircraft and to ensure adequate side tail clearance. Describe how using the lookout that a series of points for the turn are selected to assist in accuracy and that whilst the aim is to perform 360° spot turns at a constant rate, initially the turns will be broken down into 90° quadrants.

#### Controls:

Describe the helicopter control of specific function during spot turns:

**Cyclic** – controls the position over the ground. The cyclic will need to be moved into wind to maintain position and prevent drift. Cyclic movement should only be small to initiate small attitude changes to prevent over-controlling while anticipating the lag of the cyclic control. Gaiter should be exercised as cyclic stops limits may be reached due to the aircraft CoG and changes in WV.

**Collective** – controls the height. Small adjustments may be required in power and to maintain rotor RPM during the manoeuvre. Height should be referred to features outside the helicopter.

**Pedals** – control the rate of turn of the helicopter. While the helicopter is downwind the airflow through the tail rotor may become disturbed creating unstable yawing and when crosswind a weather vane tendency may cause an increased rate of turn, both should be prevented overcome with appropriate pedal input.

#### Turning Around Geometric Centre:

Describe how this turn uses the vertical axis of the helicopter as the centre of the drive, and the helicopter rotates around the vertical axis (generally taken as the rotor mast). Pedals are used to initiate the turn in the desired direction and then to control the rate of turn at a steady, constant rate.



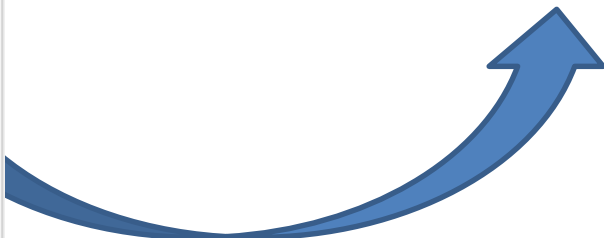
### COMMON ERRORS

- Failure to control rate of turn resulting in erratic movement.
- Failure to correct drift.
- Poor rotor RPM control and failure to anticipate effect of large yaw pedal applications.
- Failure to maintain a constant height.
- Poor Lookout in all directions before commencing turn.
- Failure to adjust for wind direction and speed during the turn.

### Common Errors

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# Other Changes

- Additional air exercises included as per EASA syllabus
- Significant rewriting of some exercises
- Changes were made to some of the terminology used
- Images updated to be more relevant to a European setting
- Proof reading led to many additional changes to whole document



# Accidents in Training



‘The instructor reported that the student controlled the yaw well, but he felt him apply a left input into the cyclic control and as the helicopter descended the left skid touched the ground first. The instructor immediately applied a right cyclic input in an attempt to level the helicopter, which coincided with the student raising the collective to cushion the landing. However, the helicopter rolled about the left skid and gently came to rest on its left side.’

AAIB Bulletin: 9/2014  
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**42 hours instruction and about 6 months experience**

## **Instructor's Flying Experience:**

**322** hours (of which 275 were on type)  
Last 90 days - 23 hours  
Last 28 days - 7 hours

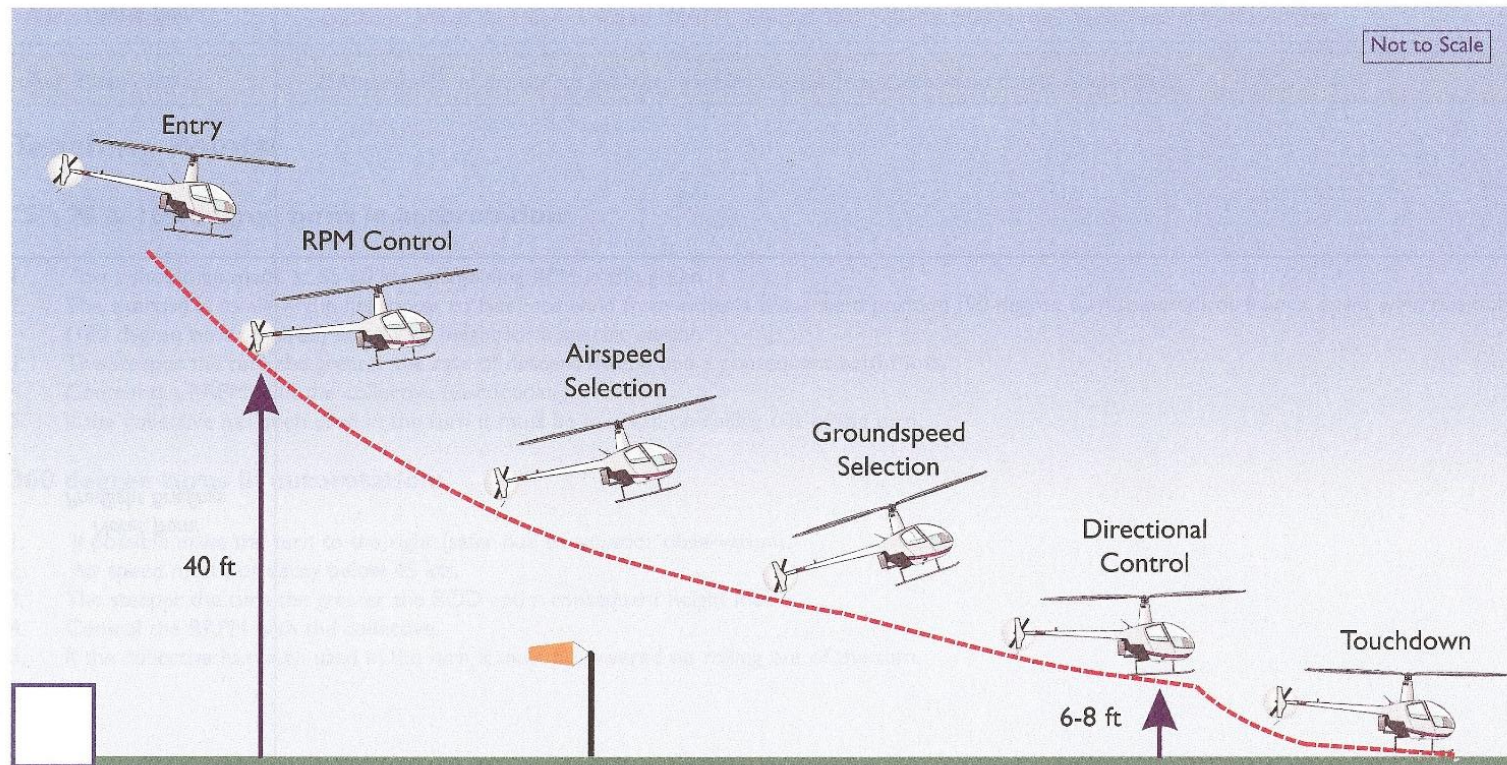








## Standard Engine Off Landing (EOL)



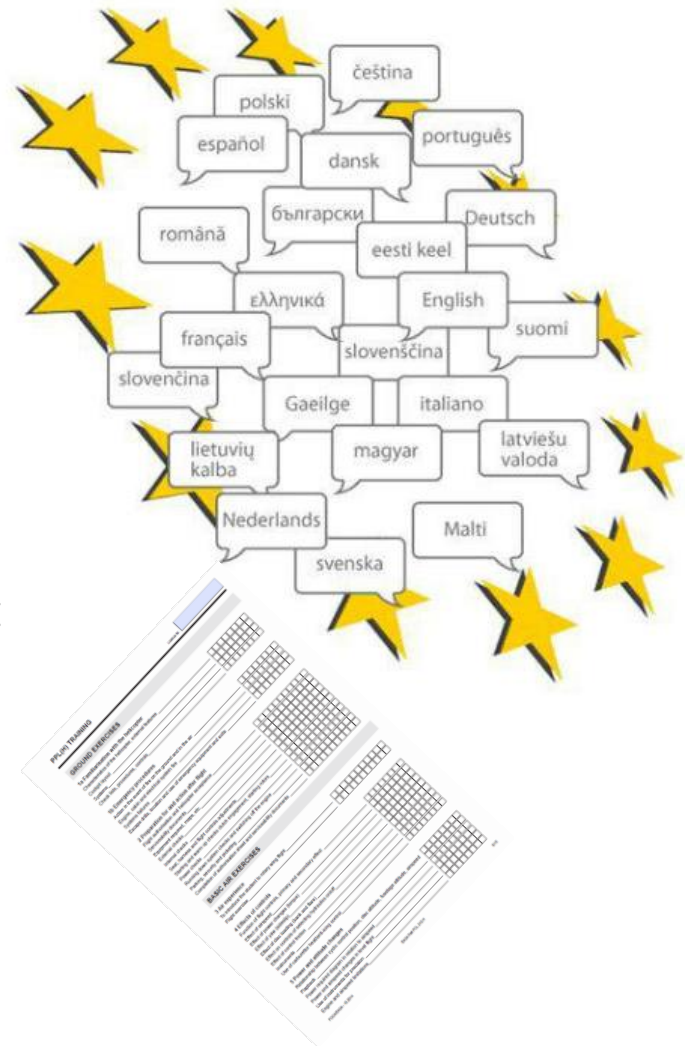
# Do we teach things in the optimal way?

No time to go into this today but by understanding more about how our brains work we may be able make our instruction more effective



# Future Work – Issue 2?

- The Manual is an online publication so it could be optimised using hypertext links to further reading, explanations, resources such as video and links to EASA documents/website
- Include some examples of lesson presentation
- Important to remember though that it is an adjunct to an FIC course and should not attempt to cover everything in detail
- Translate Manual
- Rewrite Part 1 in accordance with the Teaching and Learning syllabus (*significant task*) including a section on Training Administration and more about human performance and limitations





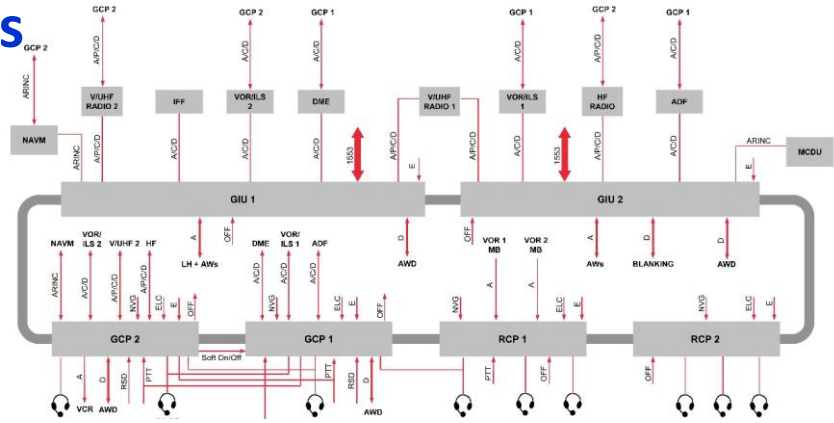
# Dealing with Complex Aircraft the TRI(H)





## Additional Requirements for TRI(H)s

1. Not less than 10 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the TRI(H) to instruct the technical TK syllabus.
2. TRI(H) certificate for MP helicopters - **particular attention** should be given to MCC.
3. The type rating TK syllabus should be used to develop the TRI(H)'s teaching skills in relation to the type technical course syllabus.
4. The candidate instructor should prepare and deliver lectures on topics selected by the course instructor.



*Qui docet discit*



<http://easa.europa.eu/essi/ehest/wp-content/uploads/2015/07/Helicopter-Flight-Inst-Manual-2ND-JULY-2015-FINAL.pdf>

*Acknowledgements: Fred Cross, Richard Craske, Michel Masson, Sarah Bowen, Amy Pack, Ollie Pennington, Jim Hammett, James Newton and Elisabetta Dalla Benetta with special thanks to Jonny Greenall*

## ▶ **NEXT PUBLICATION:**

# **SAFETY RESOURCES FOR HELICOPTER EXAMINERS**

✓ Join our team!



# ▶ **ESPN-R TASK FORCE**

- ✓ Task Force created in 2018 on R.COM's request
- ✓ Lead: Alexander Weissenboek, Airbus HE
- ✓ 38 members

Join in!

- ✓ Meeting, July 18 , Alpnach, CH delivered a White Paper
- ✓ [AeroSPI](#) Hoist Symposium, Sep 18





Accueil



Réseau



Emplois



Messagerie



Notifications



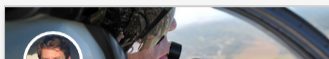
Vous



Produits

Compte Premium  
gratuit

Reduce your fuel bill - Save up to 5% fuel with Honeywell's new flight data analytics platform! Pub ...



Mathieu VANDENAVENNE



## EASA/ESPNR Hoist Operation Safety Promotion

Groupe standard

132 membres

[Demande d'adhésion](#)

### À propos du groupe

Share best practices, SOP's, leaflets, check lists, guidance & training material, templates, risk assesments, hoist operations pictures, etc. and make them accessible to the hoist community.

Propriétaire du groupe



**Alexander Weissenboeck** · 2e  
Rescue Hoist - System Design  
Responsible, Mission  
Equipment, Airbus Helicopters  
(Currently looking for opportunities)



- ✓ Anticipate and complement **EPAS RMT.0709 Prevention of catastrophic accidents due to rotorcraft hoist issues** – Improvement of CS and Standards
- ✓ Enlarge scope
  - Design and Certification
  - Operations and Training
  - Maintenance and Training
- ✓ Share, develop and promote best practices!

▶ THANK YOU FOR YOUR ATTENTION

