

REX	EI No stabilized approach	CICTT ARC
Incident	Hard landing	AMAN
Serious incident	Tail strike with ground	ADRM
Accident	Incorrect load and balance calculation	ATM
	Runway excursion	BIRD
	Animals on helipad	CABIN
	Humans, vehicle on helipad	CFIT
	Animals, humans, vehicle within manoeuvre area	EVAC
	Incident linked to icing conditions or deicing procedure	F-NI
	Hazardous meteorological phenomena	F-POST
	OEI on multi engine aircraft	FUEL
	OEI on single engine aircraft	GCOL
	Fuel starvation	ICE
	Contaminated fuel	LOC-G
	Not adequate fuel	LOC-I
	Wrong calculation of fuel quantity	LALT
	Inflight deviation from trajectory	MAC
	Loss of vertical separation	OTHR
	Inadequate action of the maintenance crew	RAMP
	Inadequate action of ramp crew	RE
	inadequate action of the crew	RI-A
	Malfunction of communication system	RI-VAP
	Event linked to a contaminated helipad	SEC
	Aircraft failure other than engine failure	SCF-NP
	Fire, smoke in flight	SCF-PP
	Event linked to works on helipad vicinity	TURB
Event linked to maintenance incident not detected before the flight	UIMC	
Unknown obstacle of the crew likely to interfere with aircraft trajectory	USOS	
Bird strike	UNK	

Loss of external visual references
Exceedance of weight and balance limitation
Cargo load moving in flight
Rotor strike with obstacles
Rotor strike with humans
Environment of work area
Poor communication
Inadequate ATC instruction
Runway, taxiway confusion
Erroneous, incomplete documentation database
Pilot incapacitation affecting the conduct of the aircraft
Crew incapacitation
Illicit act
Splashing of liquid (oil, hydraulics)
Bagage not stowed and secured
Rotor downwash effect
Loss of part in flight
Loss of external load in flight
Crew member, passanger falling from aircraft in flight
Poor communication with ground crew
Injury caused by electric shock
Size of helideck not suitable (Off Shore)
Incident during "hot refuelling"
Inadequate or no TWY/helipad marking
Passangers not buckled
Loss of lift
VORTEX
Servo transparency



OUI	Régime	Vol	TEMP
<b>YES</b>	<b>Day VFR</b>	<b>&gt; 8 Km</b>	<b>&lt;0°C</b>
NO	Special VFR	7-8000 m	0-10°C
	Night VFR	6-7000 m	11-20°C
	IFR	5-6000 m	21-30°C
		4-5000 m	31-40°C
		3-4000 m	>40°C
		2-3000 m	
		800-2000 m	
		<800 m	
		IMC	





NEBU		OPS	Vent	Conditions	Phases vol
NSC		Tech	<5Kt	Icing	Preflight check
FEW		Ops	5-10 kt	Haze	Towing
SCT			11-15 kt	Fog	Refuelling
BKN			16-20 kt	Freezing fog	ENG Start up
OVC			21-25 kt	Turb	Taxi
/			26-30 kt	Rain	Climb < 500 Ft/min
			31-35 kt	Hail	Climb > 500 Ft/min
			36-40 kt	Snow	Level flight
			>40 Kt	Snow bullet	Manoeuvring
				Thunderstorm	Descent > 500 Ft/min
				None	Final approach
					Landing
					IGE status
					OGE status
					ENG shut down
					Postflight check







MISSION	Maint	Risk
Instruction	Preflight check	Acceptable
Instruction (solo flight)	Towing	Tolerable
Commercial Air Transport	Refuelling	Unacceptable
Ferry flight	Repair	
Corporate	Unscheduled maintenance	
Maintenance flight	Scheduled maintenance	
Private	Postflight check	
HEMS		
SAR		
Lifting		
Winching		
Photo/film		
Power line survey		
Night Flight training		
NVG training		
Emergency procedure training		





ATA

PSE

<u>21 Air conditioning System</u>	<b>CFIT</b>
<u>22 Auto Flight System</u>	Crash after loss of control
<u>23 Communications System</u>	Midair collision
<u>24 Electrical Power System</u>	Ground collision
<u>25 Equipment, Furnishings</u>	Runway or Helipad excursion
<u>26 Fire Protection System</u>	Damage/harm in flight
<u>28 Fuel System</u>	Damage/harm on ground
<u>29 Hydraulic Power System</u>	
<u>30 Ice and Rain Protection</u>	
<u>31 Indicating and Recording Systems</u>	
<u>32 Landing gear</u>	
<u>33 Lights</u>	
<u>34 Navigation/Flight Data System</u>	
<u>36 Pneumatic System</u>	
<u>39 Electric/tronic panel/Multipurpose Eqmt</u>	
<u>42 Platforms &amp; Modules</u>	
<u>45 Centralized Maintenance System</u>	
<u>46 System Integration &amp; Display</u>	
<u>49 Airborne Auxiliary Power sources</u>	
<u>52 Doors and service covers</u>	
<u>53 Fuselage</u>	
<u>55 Stabilizers</u>	
<u>56 Windows - Windscreen</u>	
<u>62 Main Rotor System</u>	
<u>63 Main Rotor Drive</u>	
<u>64 Tail Rotor</u>	
<u>65 Tail Rotor Drive</u>	
<u>67 Rotor Flight Control</u>	
<u>71/72 Power Plant</u>	

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73 Engine Fuels & Controls

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74 Engine Ignition System

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76 Engine Controls

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77 Engine Indicating

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79 Oil Cooling System

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80 Engine Starting System

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85 Optional Equipment

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88 Electrical Harness

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93 to 99 Surveillance/Weapon/Warfare



Dameges

**None**

Aircraft slightly damaged

Appareil seriously damaged

Aircraft destroyed

LICENCE

**PPL-H**

CPL-H VFR

CPL-H IFR

ATPL H

FI

FE

TRI

TRE







HDV	AGE	SEX
<b>&lt;100 H</b>	<b>&lt;18</b>	<b>M</b>
100-500 H	18-25	F
500-1000 H	26-35	
1000-2000 H	36-45	
2000-3000 H	46-55	
3000-4000 H	56-65	
4000-5000 H	>66	
5000-6000 H		
6000-7000 H		
7000-8000 H		
8000-9000 H		
9000-10 000 H		
>10 000 H		
> 20 000 H		





Injury

**Unharmmed**

Slightly injured

Seriously injured

Fatally injured

SHELL1

**Physical characteristic**

Sensorial limitations

Health

Disease

Illusions

Fatigue/vigilance

Error

Lack of planification

Information analysis

Decision making

Attention

Perception

Technical skills

Acquisition of knowledge

Judgement

Situation awareness

Desorientation

Personnality

Attitude

Emotional state

Task priorization

Delegation

Poor work team

Distribution of task

Experience

Qualification

Recent practice

Lack of knowledge

**Helipad characteristic**

ATC related

Aeronautical information

Weather forecast

Workplace environment

Job satisfaction

Motivation

Moral

Cultural aspects

Privacy

Hierarchical pressure

Commercial pressure

Time pressure

Mental pressure

Professional relationships

Human resources management

Crew management

Practice of the authorities

Workload

Training

**Oral communication**

Written communication

Visual signals

Crew qualification

CRM

Coordination

Change of team

Operational supervision

Training supervision

Monitoring of performance

Standards

Regulatory procedures

Standard Operational Procedures

Inspections

Check inspections

Survey

Audit

**Cockpit definition**

Ergonomy

Equipments others than cockpit

Maintenance equipment

ATC Equipements

Ergonomy for instruction courses

Ergonomy for maintenance operations

Source of data

Software

Communication means

Conception of automatism

Functionality of automatism

Automatism usage

Warning in the cockpit

Warning of the ATC system

Flight manual, Check-lists...

ATC operationnal materials

Equipment for maintenance operation

Emergency procedures

ATC procedures

Airfield Procedures

Maintenance procedures

Company procedures

Basic instruction

Simulator training

Practical training

Emergency situation training

CRM instruction

Recurrent training

Non recurrent training

Problems linked to the training

Others



Yes2

**YES**

NO

In progress