



Helicopter Quarterly Safety Briefing

A briefing from the UK Civil Aviation Authority

January 2023

We are proud to share the first-ever Helicopter Safety Briefing with you following your feedback from the recent Safety Seminar

As safety professionals, we know how important it is to ensure that safety data, safety initiatives and emerging safety hazards are shared timely and frequently. As part of our continued efforts to improve the way that the CAA communicates key safety information, the Helicopter Safety Briefing will be published on a quarterly basis on our website.

In this edition, our focus has been to provide a high-level summary of Occurrence Reporting rate and most reported incident categories.

We felt that understanding of international trends may be also of use. The gradual increase in reporting could be food for thought as well as how the top reported categories such “others” could be defined more accurately in order to understand our safety picture better.

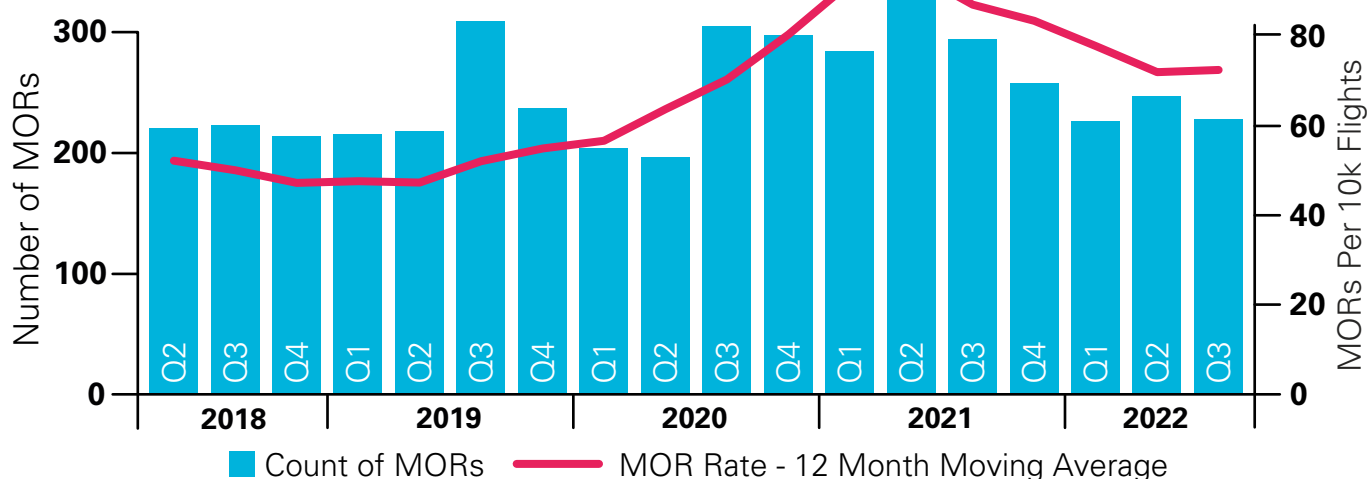
We plan to evolve the Helicopter Safety Briefing with more focused safety data starting in March. As always, we welcome your thoughts and feedback.

Wishing you all a successful and Happy New Year.

Rotorcraft - MOR Reporting

Unlike other aviation sectors rotorcraft have seen relatively few changes to the overall number of flights and occurrence reports over the COVID

lockdown period. Overall reporting rates increased in 2021 and remain higher this year when compared to 2019.



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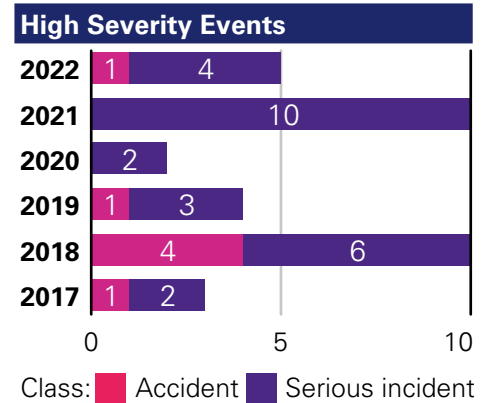


Rotorcraft - MOR Reporting

Technical failures are the most commonly reported occurrence type for rotorcraft followed by airborne conflict and laser strikes (SEC) accounting for roughly 10%. Within the 'Other' category are events such as flight crew error (~5%) and

maintenance reports (~4%). Has the increase occurred due to better reporting culture or more frequent events? The number of more serious incidents have also risen which requires more careful assessment and robust risk management.

Top Report Types - Past 12 Months	% of MORs
SCF-NP: System/component failure or malfunction [non-powerplant]	42.66%
OTHR: Other	20.57%
MAC: Airprox/ACAS alert/loss of separation/(near) midair collisions	10.62%
SEC: Security related	9.44%
SCF-PP: Powerplant failure or malfunction	9.27%
NAV: Navigation error	8.60%
BIRD: Birdstrike	3.04%
RAMP: Ground Handling	2.02%



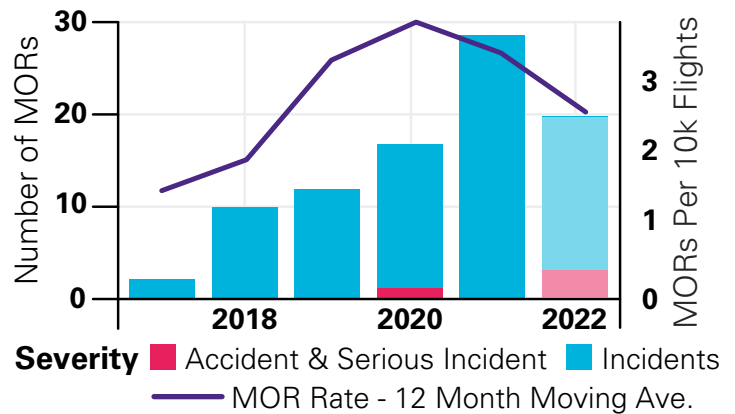
Downwash

The last three years have seen a significant increase in the number of reported downwash MORs. Unfortunately, we have also seen several accidents and serious incidents as a result.

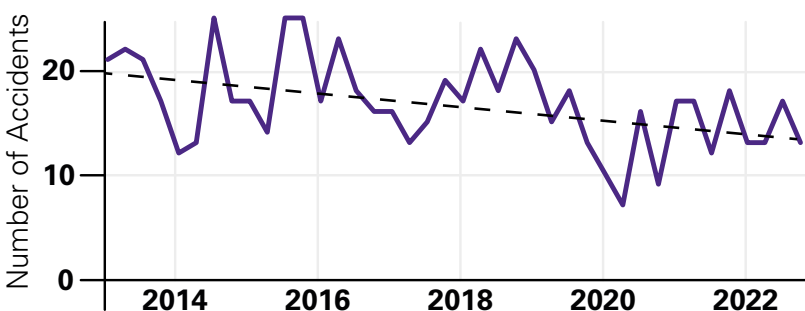
The introduction of heavier aircraft and the ongoing need to operate in ad-hoc or congested landing sites mean that the challenges faced by crews and operators will continue. The CAA is working closely with the Onshore Safety Leadership Group (OnSLG) to support a number of projects in order to better understand the associated safety risks and mitigate any hazards posed by helicopter downwash. Working groups involving DfT, HSE and NHS are also

being aided by the CAA to promote improvements at Hospital Landing Sites.

Downwash Occurrences (2017 - Q3 2022)



World Wide Fatal Accidents - Transport, Police, HEMS, SAR



Sources: CAA ECCAIRS, CAA AvStats, Cirium. Occurrence figures and classifications liable to change Contact: FOSafetyPerformance@caa.co.uk



MH-65C Dauphin orthographical image by FOX 52 under CC BY-SA 4.0 / Cropped. Helicopter image by CAA UK