

## **RECOMMENDATIONS**

### **The Minister of Defence**

The Board recommends that the Minister of Defence:

- ensure that the Coast Guard Centre complies with the evaluation procedures for the use of Search and Rescue;
- ensure that the Director of the Coast Guard accepts responsibility for the realisation tasks of the Coast Guard by providing a system for the evaluation of the quality thereof.

### **The Minister of Defence and the Minister of Transport, Public Works and Water Management**

The Board recommends that, in line with the relevant finding from the audit conducted by the International Civil Aviation Organisation, the Minister of Defence and the Minister of Transport, Public Works and Water Management give shape to the supervision of the Dutch Search and Rescue activities and the realisation of these activities by the Coast Guard Centre.

### **Nederlandse Aardolie Maatschappij (NAM )**

In addition to the evaluation of the risks of short-term power outages on offshore installations the Board recommends that the NAM map out and manage the risks of long-term power outages.

### **Bristow Helicopters Limited (Bristow)**

The Board recommends that Bristow:

- expand and optimise the training programme of (Search and Rescue) pilots with regard to the simulator training, the use of the "autoflight" system, evacuation and the use of rescue equipment;
- describe in the Operations Manual how the cockpit crew should handle discrepancies of the engine revolution counts that do not result in a warning signal, as well as include a procedure for the use of the automatic pilot in non-standard situation;
- adapt its safety management system in view of the shortcomings described in this report.

### **UK Civil Aviation Authority (UK CA )**

The Board recommends that the UK CAA consider including information regarding the application of the aforementioned operational parameters in its guideline "Review of Helicopter Offshore Safety and Survival", so that crews are better able to evaluate the chances of capsizing after a successful emergency landing. In addition it is advisable that this guideline provides solutions with regard to the smoothness of survival suits in combination with inflated lifejackets, so that survivors can be retrieved from the water more quickly.

### **Eurocopter**

The Board recommends that Eurocopter ensure that all incidents involving its own products are reported to Eurocopter, that these reports are documented in a structural manner and analysed for the purpose of continued airworthiness, and that the company's own investigation capacity is focused on these tasks.

### **European Aviation Safety Agency (EASA )**

The Board recommends that EASA consider expanding the parameters for the flight data recorders of helicopters to include the forces of the steering ("control forces"), as is the case in some categories of fixed wing aircrafts.

## **Direction Générale de l'Aviation Civile (DGAC )**

The Board recommends that the French DGAC reconsider its approval for the use of the Helisim AS332L2 simulator for training helicopter crews to the highest level, 'level D', as the simulator differs from the type AS332L2 helicopter, which means it does not comply with the European requirements on this point.