

FOLLOW-UP ACTION ON OCCURRENCE REPORTS

Accident Involving AS332L2, G-JSAR, 10nm NE of Den Helder, on 21 December 2006.

SYNOPSIS

At 23:28 on Tuesday 21st November AS332L G-JSAR was forced to make an emergency landing in the North Sea approximately ten nautical miles north-west of Den Helder. The four crew and thirteen passengers were rescued from the sea approximately one hour later. One passenger was detained in hospital for a few hours with the symptoms of mild hypothermia before being released; there were no other injuries.

FOLLOW-UP ACTIONS

Twelve safety recommendations were made in the subject report to eight agencies. Those addressed to Bristow are reproduced below with the responses of the Company.

Safety Recommendation 04

The Board recommends that Bristow expand and optimise the training programme of Search & Rescue pilots with regard to the simulator training, the use of the 'autoflight' system, evacuation and the use of rescue equipment.

Response

This recommendation is partially accepted. Den Helder SAR is now operated by S61N aircraft carrying different SAR autopilot systems. Pilots now complete at least annual simulator training using the simulator facility at Bournemouth, UK. The Company has been unable to locate an S61N simulator which is configured as an S61N SAR aircraft and thus simulator training in the use of SAR autopilot modes cannot be achieved; such training is carried out in the aircraft.

The Company evacuation training programme has been strengthened since the Accident. A 'full crew role play' evacuation drill, conducted in the hangar, is now required on an annually. This is in addition to the evacuation drill recurrent training requirement contained within the Emergency and Safety Drill annual check. Full details are published in Part D Appendix M Section 2.1.a

Safety Recommendation 05

The Board recommends that Bristow 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 situations.

Response

This recommendation is partially accepted. The L2 variant of the AS332 aircraft is no longer in SAR service in Bristow thus the first element of this recommendation is not relevant. The second element of the recommendation is accepted. Policy on use of automation in normal, abnormal and emergency situations is stated in FSI H10/002 to Operations Manual Part A, as well as type specific guidance in Operations Manual Part B. The use of automation in non-normal situations now forms part of the recurrent simulator training in all aircraft fleets for which there is a simulator.

Safety Recommendation 06

The Board recommends that Bristow adapt its safety management system in view of the shortcomings described in this report.

Response

This recommendation is accepted. Since this accident, the Safety Management System has been totally revised. The European Business Unit, in which the Den Helder SAR unit operates, now has its own Quality Manager (a pilot by profession; with significant SAR experience) and thus operational oversight at Business Unit level is significantly enhanced. In addition, significant progress has been made in the quest for an SAR Standards pilot who, whilst a current pilot experienced in the SAR role, is not based at Den Helder.

Since the accident, a Corporate standard has been raised and adopted to bring into Corporate oversight the provisions and requirements of ICAO Standards and Recommended Practices contained in Annex 12 to the Convention on International Civil Aviation.