Occurrence Report - Helicopter and Agricultural Aviation Operators

CIVIL AVIATION AUTHORITY OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa

The purpose of submitting occurrence information and information derived from safety investigations is to improve aviation safety. The data from these reports is critical to determining areas of risk, monitoring trends over time and - most importantly - learning how to reduce the risk of accidents occurring. This form has been developed in collaboration with the NZHA and NZAAA and is designed specifically for the helicopter and agricultural aviation sectors. Its purpose it to collect the information important to safety in these sectors, and to assist operators in determining the causal factors behind occurrences so that lessons can be learned.

PLEASE EMAIL AN ATTACHMENT OF COMPLETED FORM TO: **ca005@caa.govt.nz**

Occurrence Date | Time | Location | Aircraft Reg ZK -

Aircraft make/model | Operator Name | Client ID

POB | Nil Injuries | Injuries Fatal (Crew / PAX) | Injuries Serious (Crew / PAX) | Injuries Minor (Crew / PAX)

Operational Details

Departure Point | Destination Point | VFR | IFR | VMC | IMC

Nature of flight

- Passenger A to A
- Passenger A to B
- Agricultural
- Other aerial work
- Training dual
- Training solo
- Ferry/positioning
- Test
- SAR/Air ambulance
- Other

Flight phase

- Parked
- Taxi/hover taxi
- Takeoff
- Climb
- Hover
- Ferry/cruise
- Circuit
- Descent
- Approach
- Landing
- Other

Effect on flight

- Nil
- Aborted takeoff
- Failure to get airborne
- Emergency landing
- Missed approach
- Turnback
- Engine(s) shutdown
- Loss of control/performance
- Avoiding action
- Abnormal landing
- Other

Description of the Occurrence - please provide an account of what took place

PIC name | Licence # | Hours last 90 days | Hours on type | Hours total

Nature of Occurrence

- Collision/strike object
- Passenger/cargo related occurrence
- Loss of control
- Fuel/fluids occurrence
- Component or system failure or malfunction
- Engine power loss
- External load
- Airframe/equipment failure
- Other

"Every major accident has precursors that might have been used to predict the event" - Nancy Leveson

Aircraft defect/Engineering details Component/system affected _____ Part defective _____

ATA code _____ Manufacturer _____ Model _____ Part no _____ Serial no _____

TTIS hours _____ Cycles _____ TSO hours _____ Cycles _____ TSI hours _____ Cycles _____

Maintenance organisation _____ Client ID _____

Aircraft damage level Destroyed ☐ Substantial ☐ Minor ☐ Other _____

Engineering Description of Occurrence

Causes of the Occurrence

This section of the report is designed to assist in determining the causes of the occurrence. The categories of causal factors have been developed based on analysis of helicopter and agricultural accidents conducted by the NZHA and AAA. They are the ones that most commonly underpin accidents and incidents in these sectors. Please review each of the four categories of causation below against what took place, and indicate which factors applied. This should give you a good understanding of what caused it: use this understanding to complete the 'lessons learned' section at the end of the report.

1:Human Factors - please indicate if any of the factors below may have contributed to the occurrence:

☐ Decision making ☐ Situation awareness ☐ Flight/mission planning ☐ Communication

☐ Operating experience ☐ Training ☐ Complacency ☐ Flight discipline

☐ Distraction Other: _____

Comment on how human factors may have contributed to the occurrence:

2: Operating Environment - please indicate if any of the factors below may have contributed to the occurrence:

☐ Wind level/direction ☐ Turbulence ☐ Light level ☐ Sunstrike

☐ Cloud ☐ Rain/drizzle ☐ Low-level hazards (e.g.wires, trees, poles, etc.)

☐ Airstrip conditions ☐ Snow/ice ☐ Uneven terrain

Other: _____

Comment on how operating environment factors may have contributed to the occurrence:

3:Mechanical/Equipment - please indicate if any of the systems/equipment below contributed to the occurrence :

☐ Powerplant ☐ Airframe ☐ Rotor systems ☐ Fuel/fluid systems

☐ Flight controls ☐ Instruments ☐ Spray gear/sling/other role equipment

Other:

Comment on how mechanical/equipment factors may have contributed to the occurrence:

4:Organisational and Regulatory - please indicate if any of the factors below may have contributed to the occurrence :

☐ Company SOPs ☐ Training policies ☐ Maintenance procedures ☐ Sector/industry culture

☐ CAA rules & regulations Other:

Comment on how organisational and regulatory factors may have contributed to the occurrence:

Lessons Learned - what advice would you give to another similar operator to reduce their chances of something like this happening to them?

Submitter name Contact number

THANK YOU. CLICK HERE TO SUBMIT THE FORM BY EMAIL **Submit Form**

"Progress on safety can be made by understanding how people create safety and by understanding how the creation of safety can break down in re-source-limited systems that pursue multiple competing goals" - S. Dekker