



IHST

International Helicopter Safety Team
Our Vision: An International Civil Helicopter Community With Zero Accidents

HELICOPTER FACTS

Contact: Tony Molinaro
tony.molinaro@faa.gov or (847) 294-7427

3 Checklists That Every Helicopter Pilot Needs to Have

Taking a few extra minutes to walk through a list and assess the risk of a pending flight can be a few minutes that save lives. Following are three unique checklists promoted by the International Helicopter Safety Team (www.IHST.org) in cooperation with safety experts from throughout the civil helicopter industry. Brief assessments of current conditions, of personal health, and of personal attitude can help to enhance helicopter safety and reduce accidents.

Pre-Departure Risk Assessment Check List - This tool has been developed to allow pilots and technicians to evaluate the actual risk of a helicopter flight or the maintenance of the aircraft. It is based on the PAVE (Pilot, Aircraft, enVironment, External pressure) check list and adapted for the type of flight (HEMS, leisure, training, passenger, etc.). The aim is to make pilots and technicians aware that small simple situations, when combined, can raise total risk significantly, eventually resulting in a situation so dangerous that the flight should not be taken unless some of the risky situations are mitigated. Find the checklist here: <http://easa.europa.eu/essi/ehest/2012/06/pre-departure-check-list/>

“IMSAFE” Checklist - Another important way for pilots to assess risk is to use the FAA’s IMSAFE checklist to determine physical and mental readiness for flying. Find the simple checklist here on the IHST web site: <http://ihst.org/Default.aspx?tabid=3051&language=en-US>

12 Classic Pitfalls for Helicopter Pilots - Pilots, particularly those with considerable experience, try to complete a flight as planned, to please passengers, meet schedules and generally demonstrate the "right stuff." This basic drive can have an adverse effect on safety and can impose an unrealistic assessment of piloting skills under stressful situations. Even worse, repetitive patterns of behavior based on unrealistic assessments can produce piloting practices that are dangerous, often illegal, and will ultimately lead to mishaps. Here is a list of these possibly dangerous tendencies or behavior patterns: <http://www.ihst.org/Default.aspx?tabid=3056&language=en-US>