



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada



Presentation to AQTA 2015

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Canada

Balancing competing priorities



Recurring findings

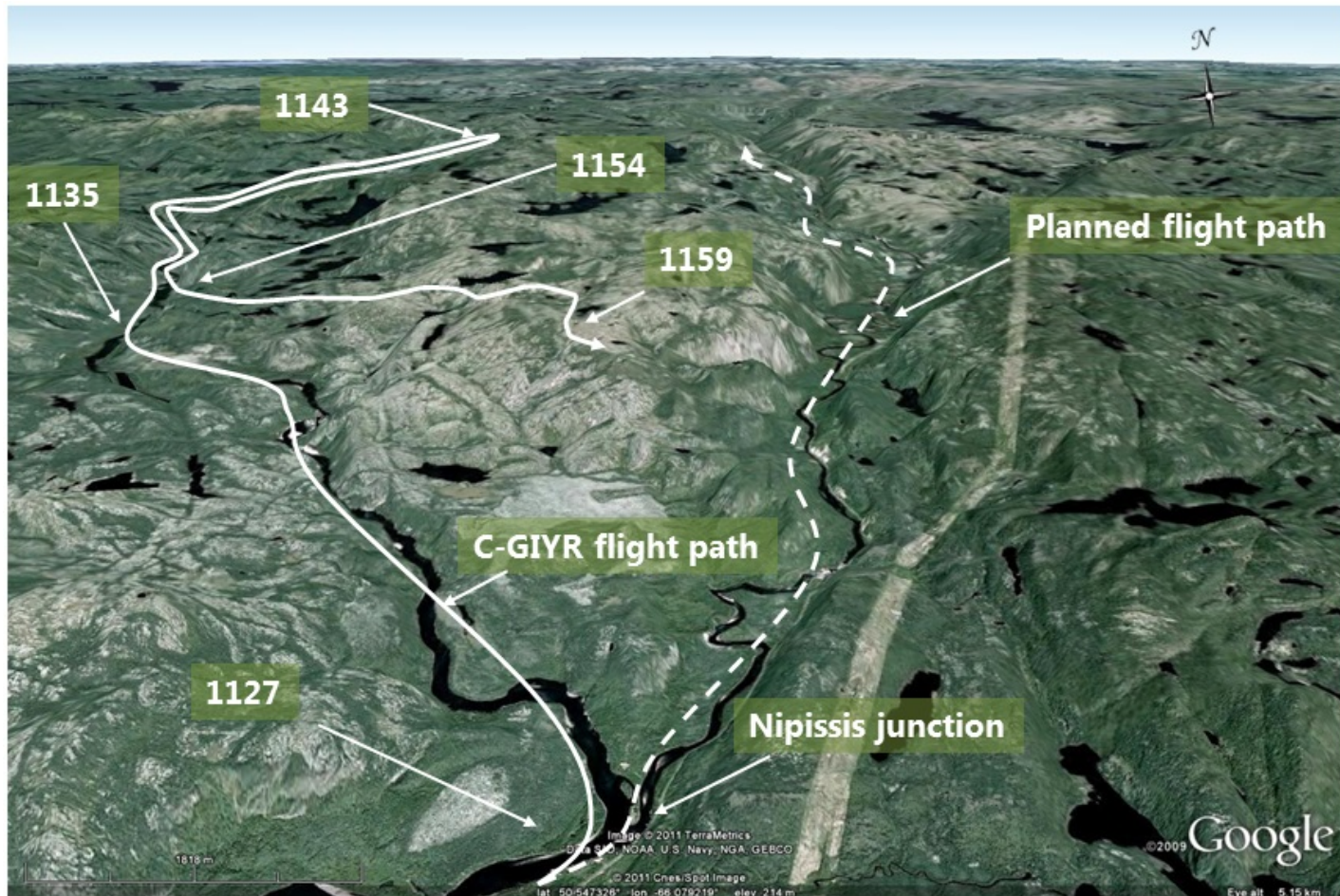
- Bad weather
- Pilot experience/training
- Client pressures
- Adaptations from company SOPs
- Aircraft handling (stalls; unstable approaches)
- Crew decision-making/communications
- Inadequate CRM training
- Undocumented maintenance defects
- Operational control



Sept-Iles, QC (A10Q0132)



Planned flightpath and deviation (A10Q0132)



Risk findings (A10Q0132)

- When the passengers of a **large client show up with excess baggage, they exert implicit pressure** that could lead the carrier and pilot to allow an overloaded flight.
- When **baggage is not weighed, the take-off weight cannot be accurately calculated**, and the helicopter may take off with weight in excess of the maximum allowable, thus increasing the risk of an accident due to overload.
- When **inexperienced pilots face operational pressures alone without support from the company, they can be influenced to make decisions that place them and their passengers at risk.**



Crew resource management (CRM)

“The Board is concerned that, without a comprehensive and integrated approach to CRM by Transport Canada and aviation operators, flight crews may not routinely practise effective CRM.”

–TSB investigation report A11H0002

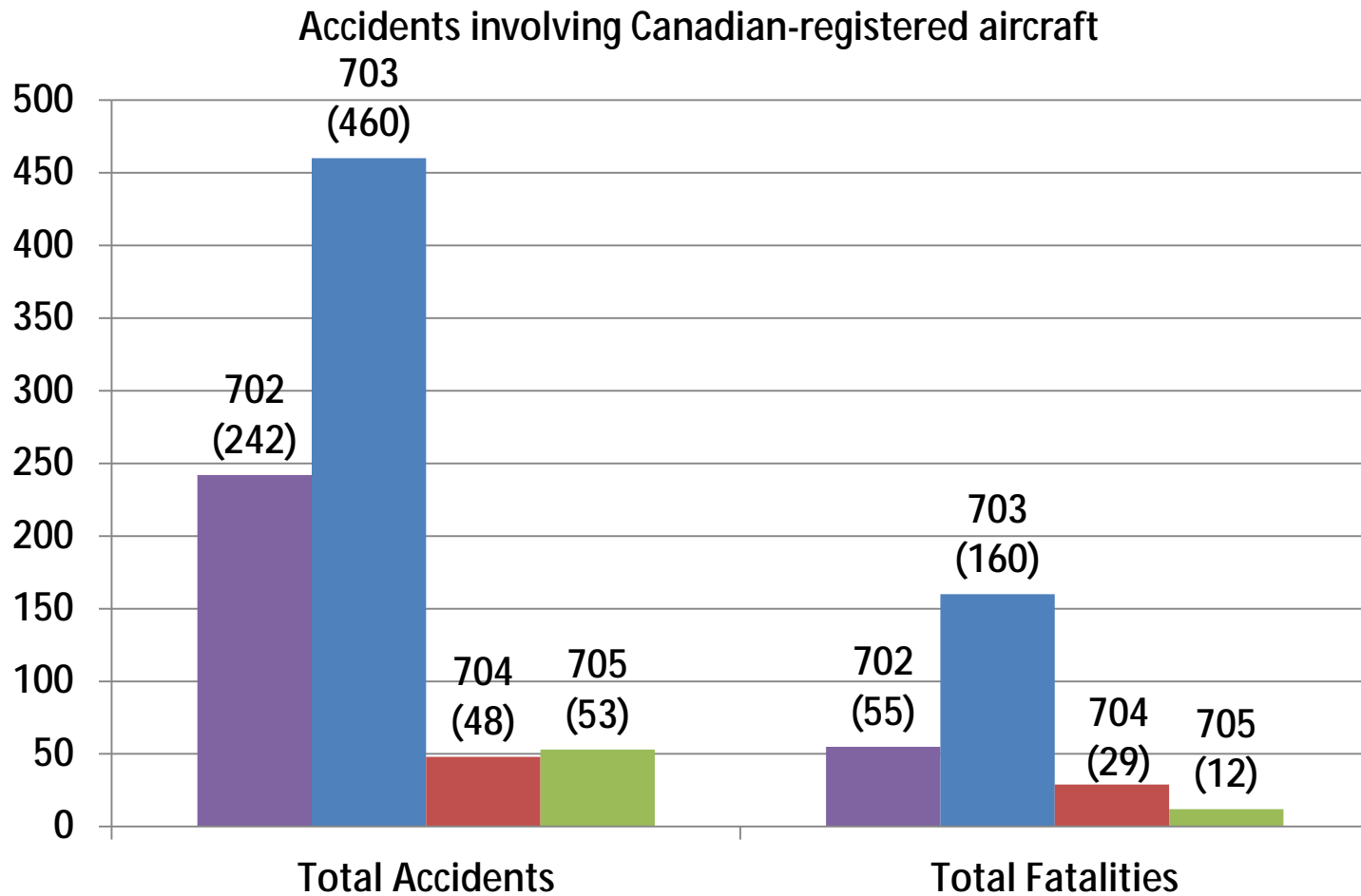


Safety management systems (SMS)

- Every transportation company has a responsibility to manage its safety risks
- SMS provides an excellent framework to achieve this.
- Implemented properly, SMS lets companies find trouble in advance, before trouble finds them.
- However, SMS must also be supported by **appropriate regulatory oversight**.



Accidents: 703 vs other categories



Total number of accidents and fatalities from 2005 to 2014 by operator type.



Safety Issues Investigation (SII)

Phase 1: (6 months)

- Analyze data/reports/studies (2000-2014)
- Identify common themes, safety issues

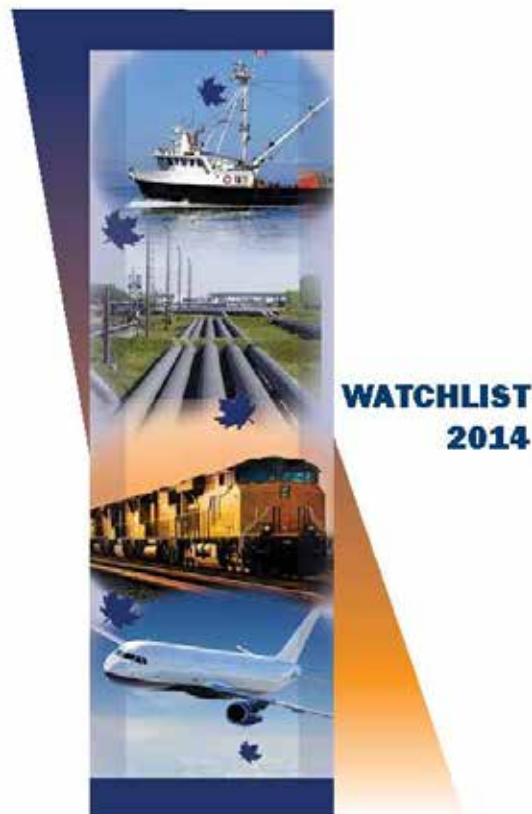
Phase 2: (1 year)

- Discuss issues with stakeholders (YOU!)
- Analyze what we've found
- Prepare initial draft
- Report publically
- Issue recommendations if necessary



TSB Watchlist

- **Approach-and-landing accidents**
- **Risk of collisions on runways**
- **Safety management and oversight**



Questions?



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