



BHEST Co-President: Bruno T. Villela

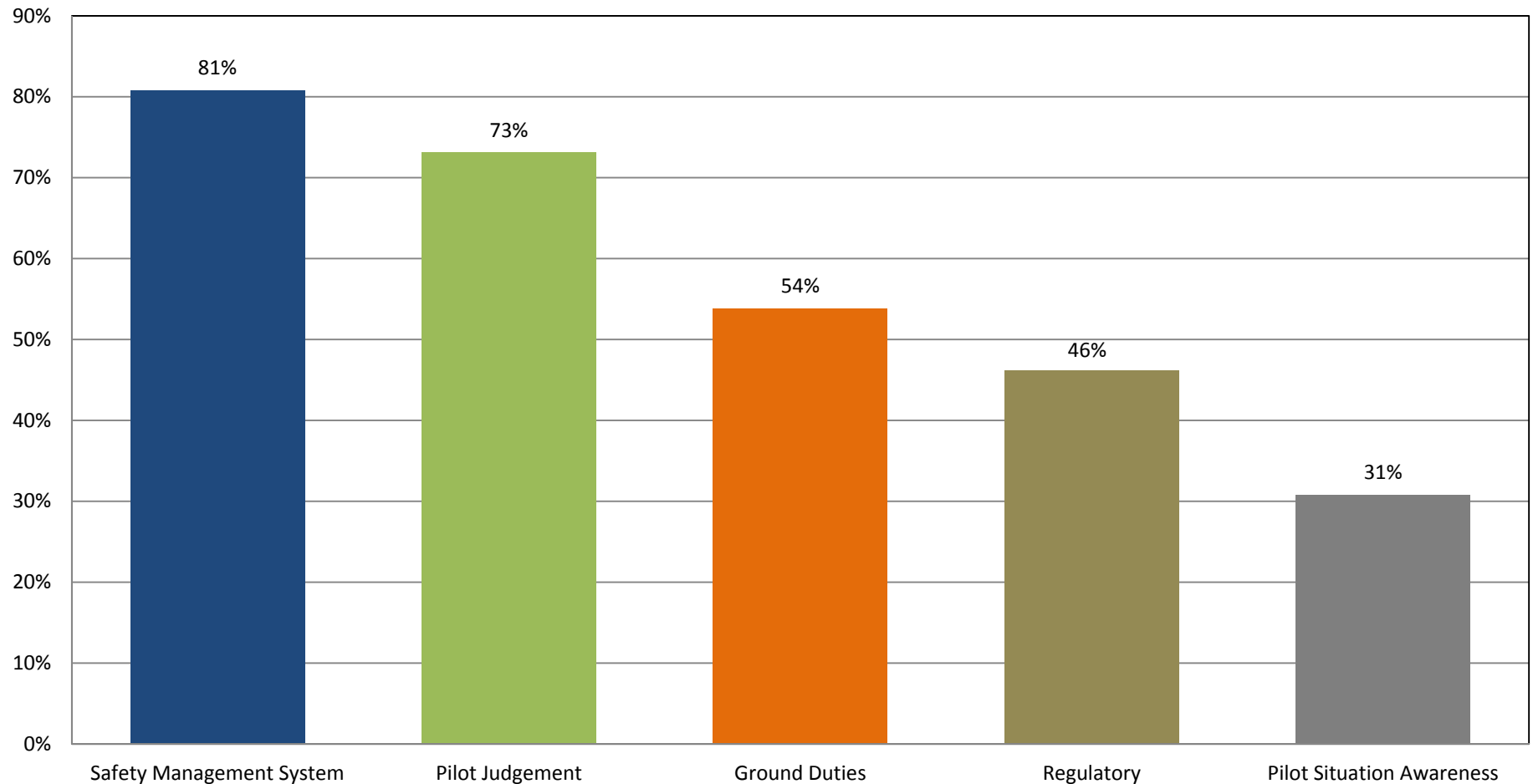
BHEST Co-President: Antonio Modesto

Overview

- ✓ Accidents analyses
- ✓ Products
- ✓ Results
- ✓ Current focus
- ✓ Plans for promotion
- ✓ Support from stakeholders



Analyses results - 2000, 2006 e 2007



Comparing among Continents

	Europe	USA	Brazil
Pilot Judgment & Actions	68%	84%	73%
Safety Management	52%	43%	81%
Ground Duties	40%	37%	54%
Data Issues	37%	73%	8%
Pilot Situation Awareness	34%	31%	31%
Mission Risk	28%	19%	27%
Part / System Failure	22%	28%	15%
Maintenance	14%	20%	27%
Regulatory	8%	20%	41%

Products



- ✓ Translations
 - ✓ EHEST Leaflets (3 out of 6 printed)
 - ✓ IHST USA HFDM Toolkit
 - ✓ IHST USA SMS Toolkit
 - ✓ HAI video subtitles (Autorotations and Wire Environment)
- ✓ 2 IHST Brazil Information Bulletins
 - ✓ Cargo Hook
 - ✓ Hoist
 - ✓ IHST Brazil folders and banners
- ✓ Presentations in Seminars and Conferences
 - ✓ 2012 – 5 events
 - ✓ 2013 – 4 events
 - ✓ 2014 - 4 events
 - ✓ 2015 - 3 events
- ✓ Helicopter Safety Symposium (HELIBRAS) - 700+ attendees
- ✓ Helibras SMS Road Show – Goiania, Belo Horizonte – 100+ attendees

Brazilian Civil Helicopter Fleet

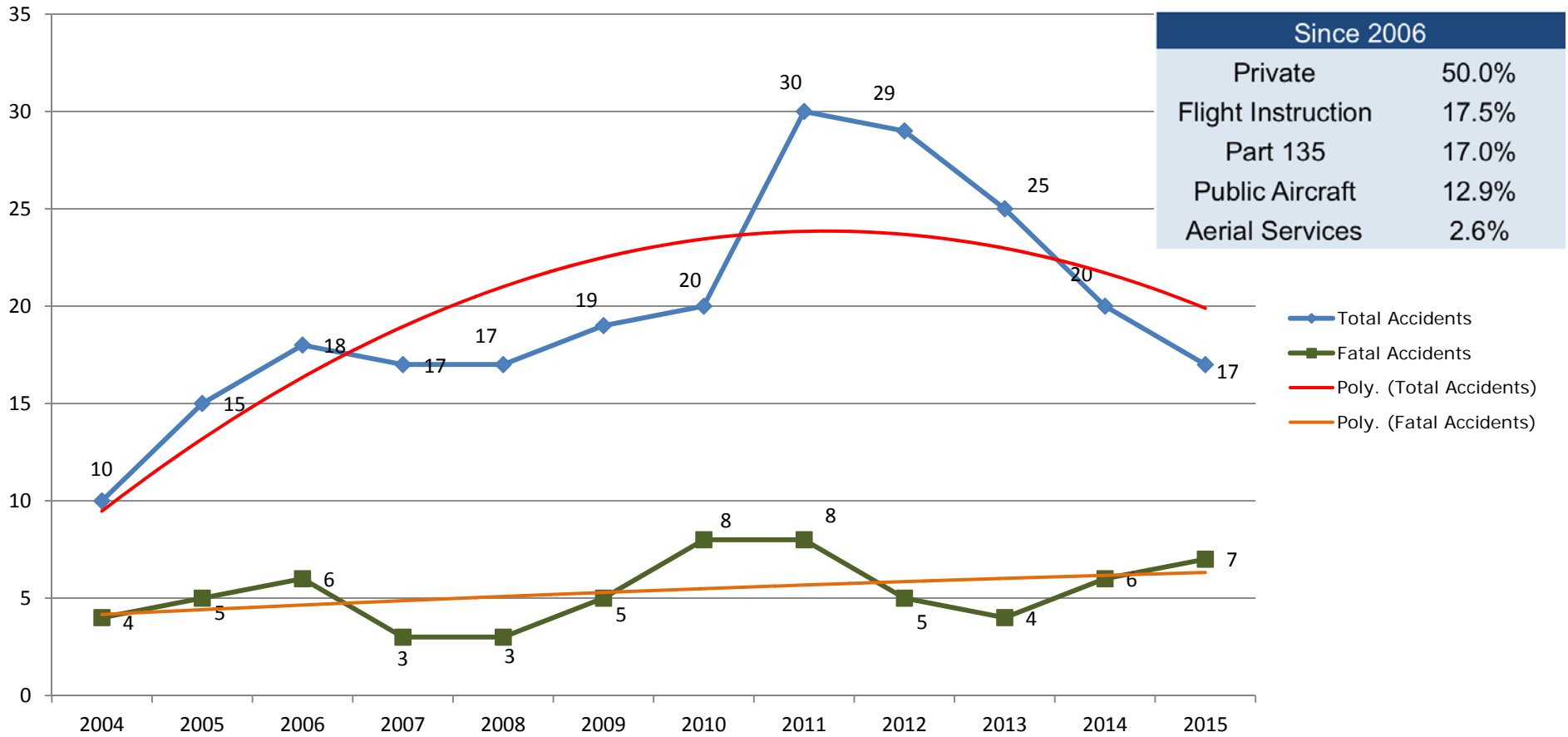


Source: ANAC



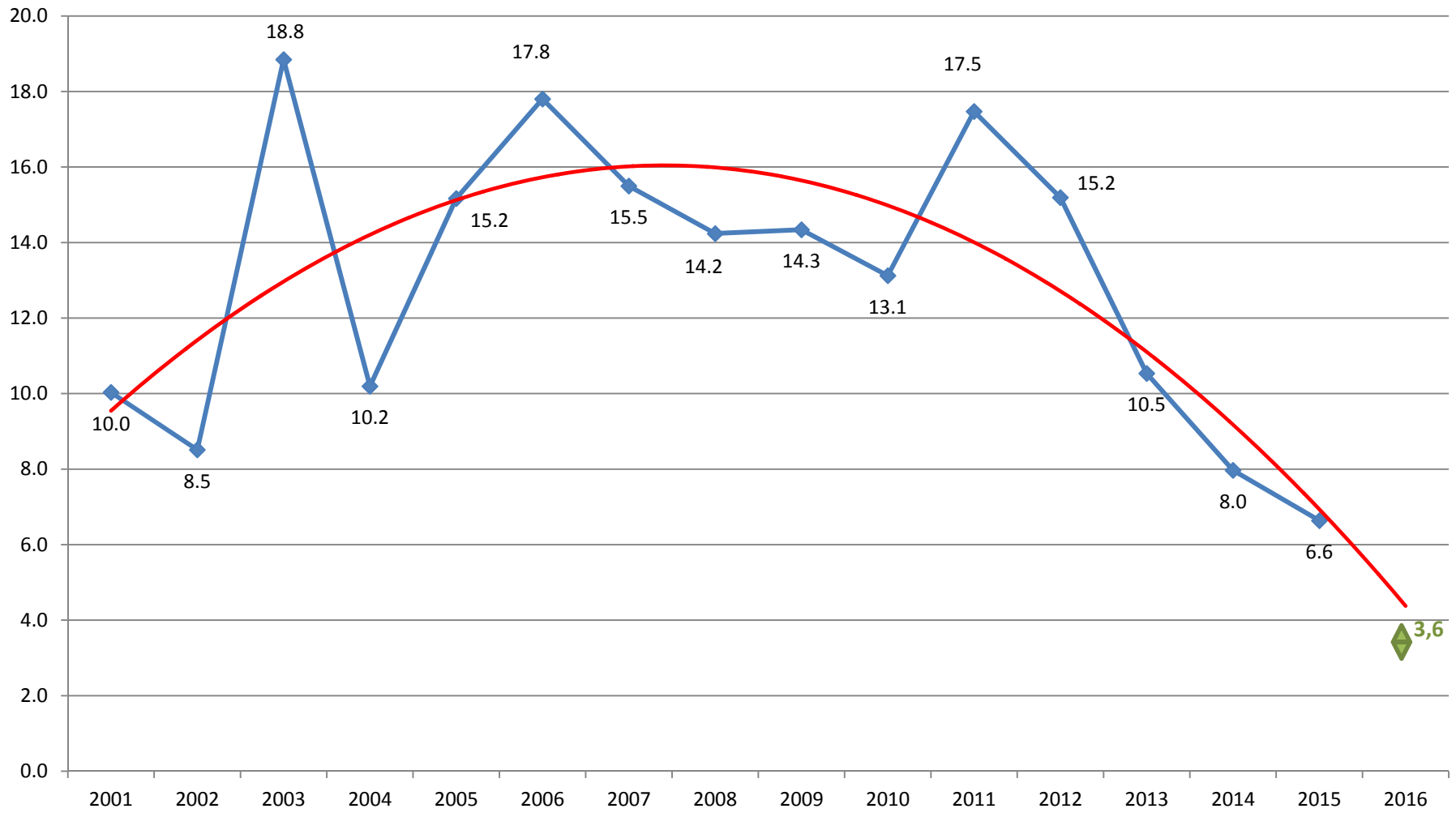
Civil Helicopter Accidents

Accidents and Fatal Accidents



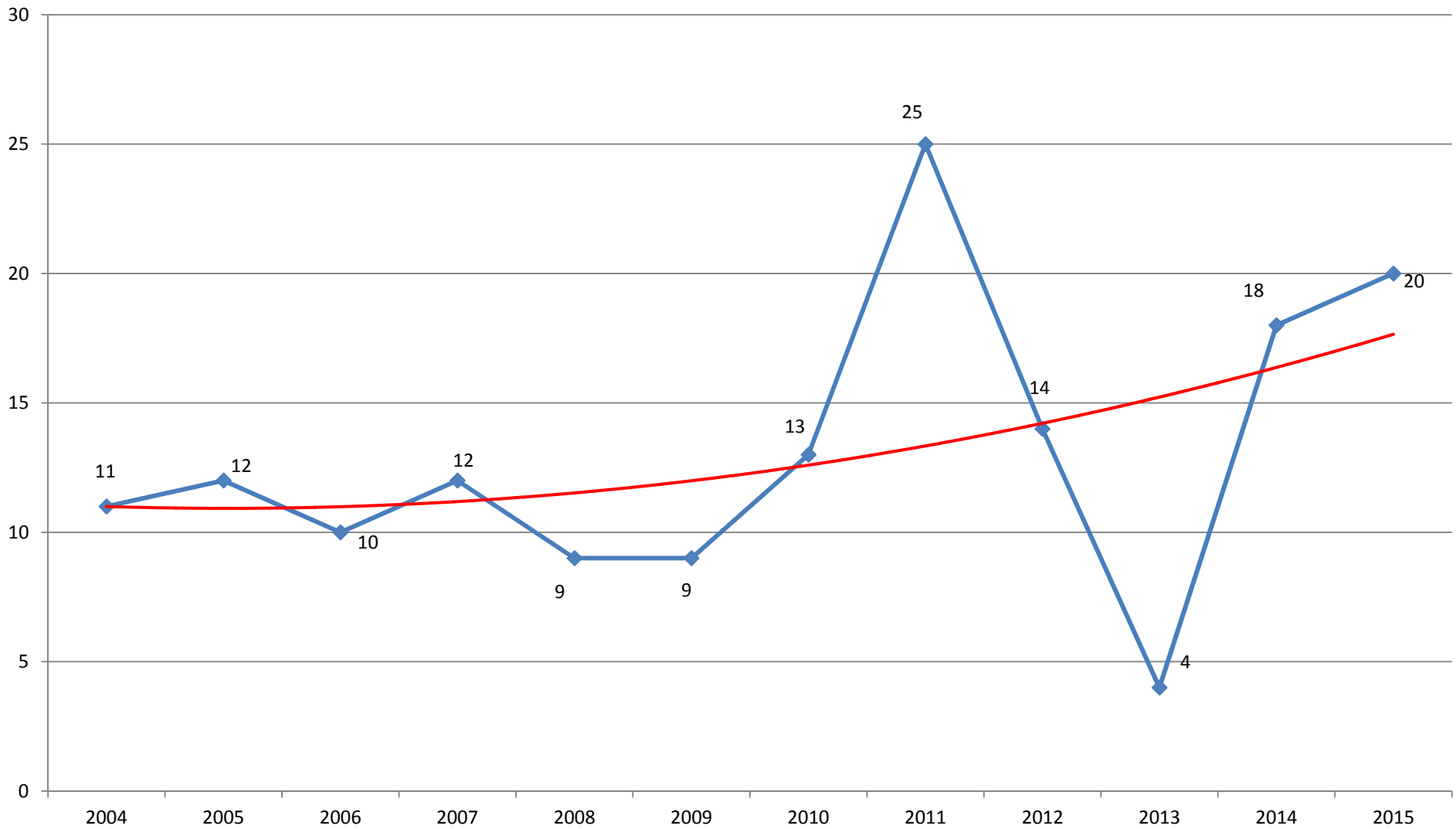
Source: CENIPA

Accidents per 1,000 aircraft



Source: BHEST

Total Fatalities in Accidents



Source: CENIPA

HELI-EXPO 2016 – Louisville, KY
March 2, 2016



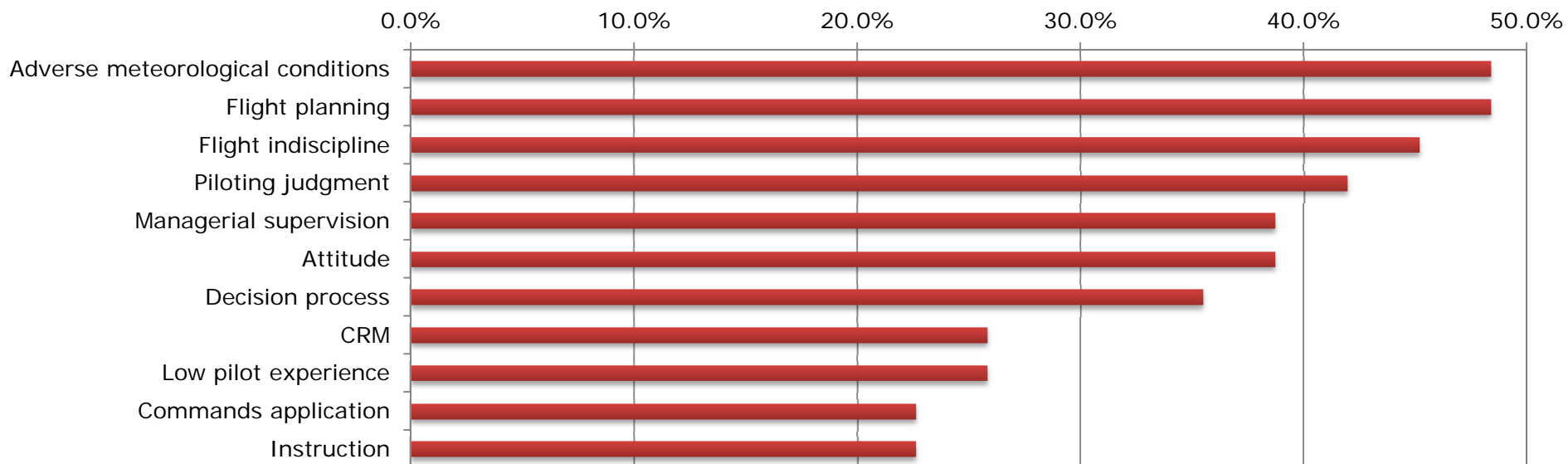
Fatal Accidents Analysis Results

Contributing Factor	Occurrences	% of accidents
Adverse meteorological conditions	15	48.4%
Flight planning	15	48.4%
Flight indiscipline	14	45.2%
Piloting judgment	13	41.9%
Managerial supervision	12	38.7%
Attitude	12	38.7%
Decision process	11	35.5%
CRM	8	25.8%
Low pilot experience	8	25.8%
Commands application	7	22.6%
Instruction	7	22.6%
High motivation	7	22.6%
Managerial planning	7	22.6%
Training and capacitation	6	19.4%
Organizational culture	5	16.1%
Judgment	4	12.9%
Disorientation	3	9.7%
Fatigue	3	9.7%
Aircraft maintenance	3	9.7%
Communication	3	9.7%
Emotional state	3	9.7%
Organizational processes	3	9.7%

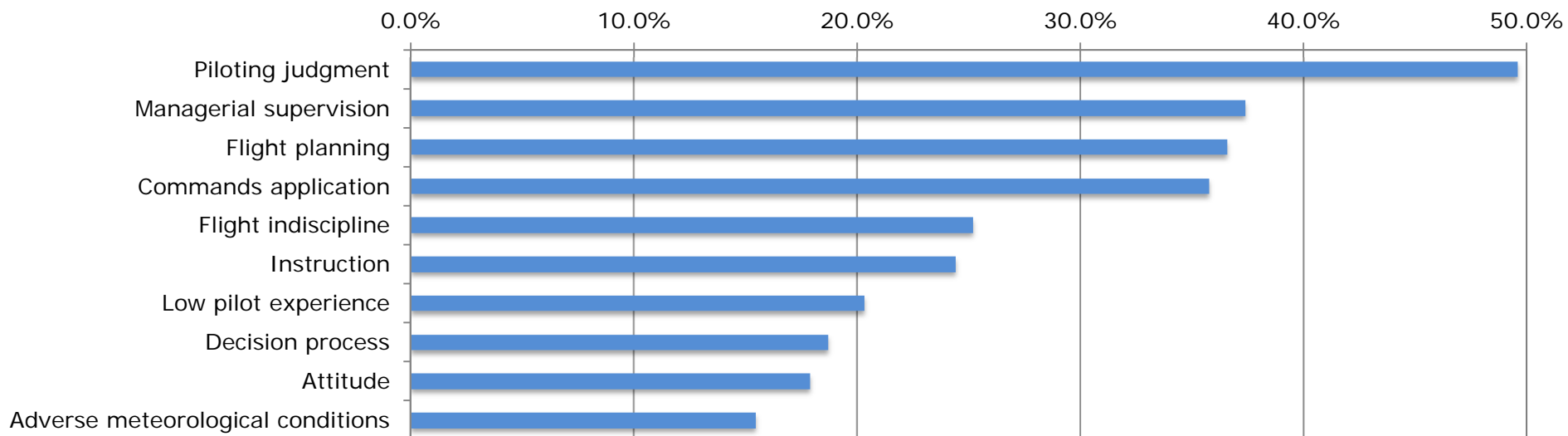
49% of fatal accidents since 2004 analyzed.

Source: CENIPA

Fatal Accidents



All Accidents



Current Focus



- ✓ Getting ANAC involved
- ✓ Change regulations regarding check-rides
- ✓ Reach out to small operators and flight schools
- ✓ 4 Working Groups
 - ✓ JHSAT
 - ✓ Training
 - ✓ SMS
 - ✓ Regulations



Plans for Promotion

Brazilian Helicopter Safety Team
Nossa Visão: Indústria de Helicópteros no Brasil com Zero Acidentes

Home
Documentos
Calendário
Quem somos nós

ANAC se junta ao IHST Brasil e forma o BHEST.
Leia o Press Release !

Combinando as informações de acidentes de helicópteros fornecidas pelo CENIPA com o total de aeronaves matriculadas no Brasil desde 2001 fornecido pela ANAC, conseguimos obter o gráfico abaixo. Trabalhem para que os resultados de 2013 continuem nos próximos anos !
Parabéns a todos que contribuíram, direta e indiretamente, para esse resultado !

Acidentes por 1.000 aeronaves

Ano	Acidentes por 1.000 aeronaves
2001	8.9
2002	8.5
2003	17.8
2004	10.2
2005	15.2
2006	17.8
2007	16.4
2008	14.2
2009	14.3
2010	13.1
2011	17.5
2012	15.2
2013	10.5
2014	8.0

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Links

- CENIPA
- Helicopter Association International
- EHEST Component of ESSI
- ANAC
- ABRAPHE
- Proativa

Gosto 42
Tweetar
G+ 0

- News
- Calendar

- Documents
- Forum

Plans for Promotion

BHEST
Segurança de Voo
BHEST
Non-Profit Organization

THIS WEEK

- 40 Post Reach
- 7 Post Engagement
- 0 Website Clicks

Timeline About Photos Likes More

- Social Media interaction has grown in the last year

BHEST
@BHESTBrasil

TWEETS	FOLLOWING	FOLLOWERS
63	18	32

Support from Stakeholders

1. OEM participation:

- HELIBRAS (Airbus Helicopters) and Robinson – more active
- AgustaWestland and Sikorsky

2. Helibras also provides financial support

3. ABRAPHE has become a huge player

4. ANAC is still not fully committed

5. Raising funds is problematic

Thank you !!!

