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Don't gamble with lives.

(use your checklist)

- FUEL ✓
- EQUIPMENT ✓
- WEATHER ✓
- TIME ✓
- OBSTACLES ✓
- HEALTH ✓

Issue 06 / Jan 2025

SAFETY BULLETIN

Simrik Air
Always standby at your service...

MESSAGE FROM ACCOUNTABLE MANAGER

As Accountable Manager of Simrik Air, it gives me great pleasure to announce the publication of the 6th Issue of our Safety Bulletin. The safety bulletin is issued to promote, share safety information and commit to improving flight safety awareness.

Thank you for following safety rules, staying alert and making the workplace safer for everyone. We, the Simrik Air team are fully committed to developing implementation, maintaining and continuously improving our strategies to ensure that all of our aviation activities are carried out under a balanced allocation of resources assured in achieving an Acceptable Level of Safety (ALOS) and meet both national and international standards. When we excel in safety, we ultimately develop a competitive advantage which can be a major differentiator from competition.

I would also like to extend my heartfelt gratitude to all our well-wishers who have supported us throughout the years. We look forward to continuing safe, efficient and reliable flights with quality service to all our customers.

Lastly, I would like to thank all who have contributed to the publication of this bulletin and readers are always welcome to provide feedback and suggestions for improving our safety bulletin.

Siddhartha Jang Gurung
Pilot/ Accountable Manager



ABSTRACT

This safety bulletin is trying to convey that safety is an issue of importance to all and provides useful information regarding single pilot crew operations. The main idea is to communicate the issues that might have impact on overall safety of the aviation industry and things to do that will contribute to a safer air travel. It aims at documenting safety concerned issued and articles to create a sense of safety awareness in the organization. This bulletin also emphasizes on close collaboration to streamline and improve our safety processes vital to make quick and quality decisions.



Mental health is as important as physical health, which is a huge factor when taking workplace health and safety.

Therefore occupational acknowledgment, respect, and treatment of mental illnesses should be a top priority of employers. Whether or not one's occupation is the root of their mental health struggle, it is an employer's job to understand that mental health has an impact on individuals' lives as a whole and access to help can make for a healthier, more productive employee.

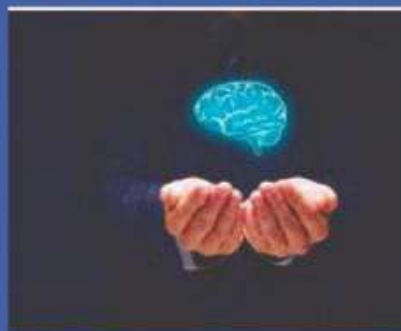
One's mental health can have a large impact on their professional performance. Disorders such as anxiety, depression, and ADHD can take a toll on one's day-to-day quality of life and work. An employee dealing with such disorders may struggle to participate in social aspects at work, concentrate on one task at a time, put their full attention and effort into daily tasks, and often feel like they can't bring their mental health needs to their employer's attention.

According to a study by The Anxiety and Depression Association of America, fewer than half of employees whose stress interferes with work have not brought it to their employer's attention out of fear. Thirty-four percent feared their boss would interpret their stress and anxiety as an unwillingness to do the activity, 31 percent feared being labeled weak, 22 percent feared it would affect promotion opportunities and it would go into their file, and 20 percent feared not being taken seriously.

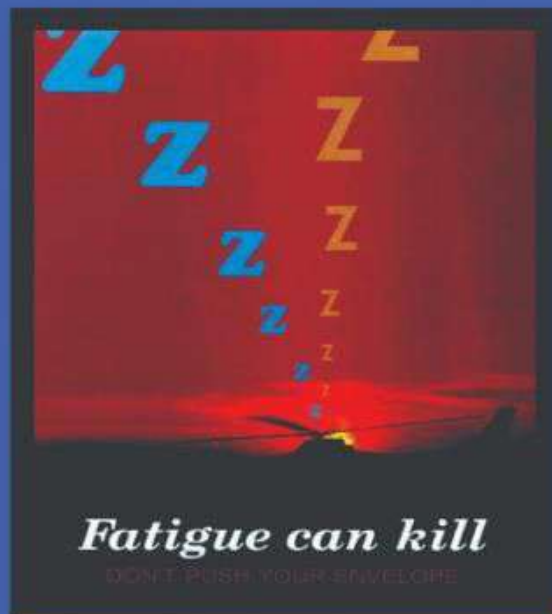
The mental health stigma should have no place in a healthy and safe work environment. A part of safety in the workplace is ensuring each employee feels safe enough to express their needs and when they need help. Every employee should feel confident and comfortable enough

to discuss any mental health issues with their employer, especially if they are seeking help. Sadly, not every attempt to discuss mental health issues is met with answers and efforts by the employer.

ADAA's study showed that only four in ten employees were offered help from their employer, which consisted mainly of a referral to a mental health professional and stress-management class. The Center for Workplace Mental Health says that 1 in 5 adults will experience a diagnosable mental illness in any given year. Of those, more than half will go untreated. Of those experiencing a diagnosable mental illness that was treated, more than 80 percent reported improved levels of work efficacy and satisfaction.



Treatment for mental illness works. It is cost-effective, increases productivity, lowers absenteeism, and is overall good for business. The foundation of an effective workplace is the quality of life found there. Employee quality of life can't be high when mental health isn't acknowledged and treated. Mental illness should be received the same as any other medical illness an employee is dealing with.



Helicopter Pilot Safety Antidotes for Hazardous Attitudes

The hazardous attitudes which contribute to poor pilot judgment can be counteracted so that they do not adversely affect a pilot's helicopter operation. A pilot can "take an antidote" to neutralize the hazardous attitude. Recognizing a hazardous attitude, correctly labeling the thought, and then saying and absorbing its antidote is a simple, but effective safety method. A pilot should know the "antidotes" well so that they will automatically come to mind when needed.

Hazardous Attitude

Anti-Authority - "Don't tell me what to do."
Impulsive - "Do something--quickly."
Invulnerability - "It won't happen to me."
Macho - "I can do this,"
Resignation - "What's the use?"

Safety Antidote

Follow the safety rules. They are usually right.
Not so fast. Think first.
It could happen to me.
Taking chances is foolish.
I'm not helpless. I can make a difference.



Ensuring Continuing Airworthiness in Helicopters A Guide to Safe and Reliable Operations

In the realm of aviation, safety is paramount. Helicopters, with their complex systems and unique operational demands, require meticulous attention to detail to remain airworthy. Continuing Airworthiness is the cornerstone of this effort, ensuring that a helicopter remains safe, reliable, and compliant with regulatory standards throughout its operational life.

What is Continuing Airworthiness?

Continuing Airworthiness refers to the processes and practices that ensure an aircraft remains in a condition suitable for safe flight. For helicopters, this encompasses a range of activities, from routine maintenance and inspections to adhering to regulatory directives and addressing any operational issues that arise.

Key Components of Continuing Airworthiness

1. Scheduled Maintenance

Scheduled maintenance forms the backbone of continuing airworthiness. Manufacturers provide detailed maintenance schedules that outline periodic checks and servicing requirements. These may include inspections of critical systems, lubrication of moving parts, and testing of avionics and flight control systems.

2. Compliance with Airworthiness Directives (ADs)

Airworthiness Directives are issued by aviation authorities to address specific safety concerns. Compliance with these directives is mandatory and often involves inspections, modifications, or the replacement of components to mitigate identified risks.

3. Monitoring Component Lifespan

Helicopters consist of components with finite lifespans, such as rotor blades, engines, and gearboxes. Monitoring these lifespans and replacing components before they reach their limits is essential to maintaining airworthiness.

4. Defect Reporting and Rectification

Defects or damage discovered during operations or inspections must be reported promptly and rectified by qualified personnel. Addressing issues early prevents them from escalating into significant safety hazards.

5. Record-Keeping and Documentation

Accurate and up-to-date maintenance records are crucial for demonstrating compliance with airworthiness requirements. These records include inspection logs, component histories, and maintenance actions performed on the aircraft.

6. Staying Updated with Technical Publications

Manufacturers regularly issue service bulletins, technical instructions, and updates. Staying informed about these publications ensures that the helicopter operates with the latest safety enhancements and performance improvements.

Why is Continuing Airworthiness Important?

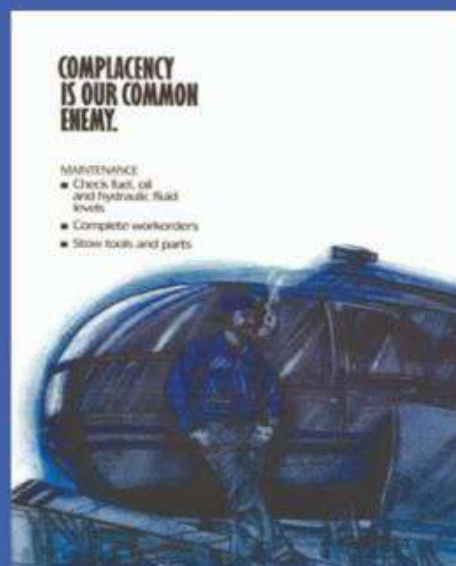
- 1. Safety:** Ensures the helicopter is free from defects and safe for operation.
- 2. Regulatory Compliance:** Meets legal requirements set by aviation authorities.
- 3. Operational Reliability:** Reduces the risk of in-flight failures, enhancing mission success.
- 4. Resale Value:** Maintains the helicopter's value by ensuring it remains in optimal condition.

Challenges in Maintaining Airworthiness

Helicopters often operate in demanding environments, such as offshore platforms, medical evacuations, or military missions. These conditions can accelerate wear and tear, making rigorous maintenance programs even more critical. Additionally, the availability of qualified personnel, tools, and spare parts can pose challenges, particularly in remote locations.

Best Practices for Operators

- **Develop a Comprehensive Maintenance Program:** Tailored to the specific model and operational needs of the helicopter.
- **Invest in Training:** Ensure maintenance personnel are well-trained and certified.



- **Utilize Digital Tools:** Adopt software solutions for tracking maintenance schedules, component lifespans, and regulatory compliance.
- **Regular Audits:** Conduct internal and external audits to identify and address gaps in maintenance practices.

Conclusion

Continuing Airworthiness is a dynamic and ongoing process that requires the collaboration of operators, maintenance crews, and regulatory bodies. By adhering to robust maintenance practices and staying proactive, helicopter operators can ensure the safety, reliability, and longevity of their aircraft. In the high-stakes world of aviation, there is no compromise when it comes to airworthiness.

HELICOPTER PILOT - ENJOY RETIREMENT CHECK LIST

- ❖ Always acts safely, even when you think nobody is watching
- ❖ Accepts that it could happen to me
- ❖ Always follows the rules
- ❖ Always abides by my personal minimums
- ❖ Always steady and considered, never quick and impulsive
- ❖ Owns the outcome and will speak up
- ❖ Never cuts corners or takes chances
- ❖ Never says "Hey watch this!"
- ❖ Believes in and regularly uses the safety of the simulated training environment
- ❖ Believes that zero fatal accidents is achievable

Safety Concerns?
Report now



 Scan Me

REPORT

**WE SUPPORT
JUST CULTURE**

**REPORT
WHAT YOU SEE!**



EDITORIAL

If you believe you have constructive ideas on how we can improve our services. Or would like to report instances where we have failed to meet your expectations please send feedback at safety@simrikar.com.np (Your suggestions for improvement of this publication are also invited.)

- | | |
|-----------------------|----------------------|
| 1. Proshansa Shrestha | (Safety Manager) |
| 2. Manit Acharya | (Quality Manager) |
| 3. Bimal Khadka | (FOO/Safety Officer) |



SIMRIK AIR LTD.

Subidhanagar, Tinkune, Kathmandu, Nepal

Twelve Operational Pitfalls for Helicopter Pilots

Pilots, particularly those with considerable experience, try to complete a flight as planned, 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 are 12 of these possibly dangerous tendencies or behavior patterns:

Responding to Peer Pressure:- This is poor decision-making based upon emotional responses to peers rather than evaluating a situation objectively.

Mental Expectancy:- The inability to recognize and cope with changes in a situation different from those anticipated or planned. Visual illusions and similar aural sounds occurring at the "wrong" time often lead to such miscues.

Get-There-Itis:- This "disease", common among pilots, clouds the vision and impairs judgment by causing a fixation on the original goal or destination combined with a total disregard for any alternative courses of action.

Duck-Under Syndrome:- The tendency to "sneak a peek" by descending below minimums during an approach. Based on a belief that there is always a built in "fudge" factor that can be used or on an unwillingness to admit defeat and shoot a missed approach.

Scud Running:- Pushing the capabilities of the pilot and the aircraft to the limits by trying to maintain visual contact with the terrain while trying to avoid physical contact with it.

Continuing Visual Flight Rules into Instrument Conditions - The all-too-often result of

the above mentioned practice of scud running when this becomes the only alternative to flying into the ground. It is even more dangerous if the pilot is not instrument qualified or is unwilling to believe what the gauges are indicating.

Getting Behind the Aircraft:- Allowing events or the situation to control your actions rather than the other way around. This is characterized by a constant state of surprise at what happens next.

Loss of Positional/Situational Awareness:- Another case of "getting behind the aircraft" which results in not knowing where you are, and an inability to recognize deteriorating circumstances and/or the misjudgment of the rate of deterioration.

Operating Without Adequate Fuel Reserves - Ignoring minimum fuel reserve requirements under either Visual Flight Rules or Instrument Flight Rules. This is generally the result of overconfidence, a lack of flight planning, or deliberately ignoring the regulations.

Descent Below the Minimum En Route Altitude:- The duck-under syndrome (mentioned earlier) manifesting itself during the en route portion of an Instrument Flight Rules operation.

Flying Outside the Envelope:- Unjustified reliance on the (usually mistaken) belief that the aircraft's high performance capabilities meet the demands imposed by the pilot's (usually overestimated) high performance flying skills.

Neglect of Flight Planning, Preflight Inspections, Checklists, Etc.:- Unjustified reliance on the pilot's (usually overestimated) short- and long-term memory of regular flying skills, of repetitive and familiar routes, etc. All experienced pilots have fallen prey to, or have been tempted by, one or more of these

12 dangerous tendencies at some time in their flying careers. Hopefully, they are natural mistakes that can be easily recognized for what they are and quickly avoided.

7 Preflight Tips That Every Helicopter Pilot and Operator Should Know

The best way to avoid an inflight issue is to establish excellent preflight procedures. To help reduce accidents, listed here are seven safety tips that every helicopter pilot and operator should follow before the rotors spin.

To improve Preflight "awareness":

- If you do a preflight on the same aircraft routinely, vary the angle from which you inspect components to avoid missing something due to "blind spots."
- Consistently document all maintenance discrepancies to allow other pilots and maintenance personnel to see trends.
- Always review the previous (several) days of maintenance entries.

To instill Professionalism in flying:

- Regularly and loudly preach that deviations from Manual procedures and policies will not be tolerated. [A tie-in to FOQA type (satellite tracking, etc.) flight monitoring should be made - in more of a reminding way as opposed to a threatening manner.]
- Encourage non-pilot flight crews to report unprofessional flying to management without fear of retribution.
- Document disciplinary action taken against pilots for unprofessional actions (intentional deviations from regulations or company procedures) and to include that information in PRIA requests from future employers.

To better understand the past:

- Review industry accidents during initial and recurrent pilot training with a candid look at professional vs unprofessional actions.