

Resolution by the Aerospace Medical Association Concerning Cockpit Technology to Minimize the Risk of Controlled Flight Into Terrain (CFIT)

Whereas the Aerospace Medical Association (AsMA) is concerned about the welfare of pilots, patients, passengers and crew aboard rotary wing and vertical lift vehicles,

Whereas there have been 87 crashes of aeromedical helicopters of the 650 operated in the United States from 1998 through 2004 and in consideration of the fact that this is a world-wide problem,

Whereas inadvertent flight into Instrument Meteorological Conditions accounted for 16 of 27 fatal civil mishaps in the United States and a third of U.S. military CFIT mishaps,

Whereas research by the International Helicopter Safety Team, the U.S. National Transportation Safety Board and the U.S. Department of Defense report that the two greatest threats to life in vertical lift vehicles are controlled flight into terrain (CFIT) and strikes against towers, their wires and supporting structures,

Whereas the United States Federal Aviation Administration (FAA) has repeatedly called for the installation of Terrain Warning technology for rotorcraft and established the a special committee to develop helicopter terrain awareness warning system performance standards on 27 June 2006,

Whereas the FAA committee developed performance specifications for Helicopter Terrain Awareness Warning Systems and delivered its report, performance specifications and recommendations in March of 2008,

Whereas since 24 Jan 2006 the FAA has required all commercial helicopter operators to develop CFIT and Loss of Control (LOC) avoidance programs as an inspectable part of their operations manual,

Therefore be it resolved that the Aerospace Medical Association supports and strongly recommends:

- 1) the installation of terrain and obstruction warning technology that includes a digital terrain map and obstruction database in all vertical lift vehicles, and
- 2) compliance with regulatory visibility and cloud clearance requirements for Visual Flight Rules missions, and
- 3) the use of aircraft fully equipped and certified for flight under instrument flight rules, and
- 4) recurrent training of crews in inadvertent Instrument Meteorological Conditions procedures, and
- 5) provision of satellite relayed weather data link equipment and services to all helicopters operating in areas where this service is available.