

PART 1.5 – RECOMMENDATIONS

To reduce the likelihood of a future accident/incident, the following intervention strategies are recommended to remove, capture and/or mitigate the factors found by the Panel; the recommendations should be read across to all marks of Lynx and Wildcat where appropriate (JHC should liaise with NCHQ to ensure read across to RN Lynx is covered):

Authorisations and Qualifications

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.1	Ensure that all students completing flying conversion and refresher courses have met the output qualification standard, with any shortfalls highlighted to the receiving unit in writing.	1.4.15 1.4.17	Obs OF	JHC - Comd
1.5.2	Introduce a standardised, computer based system to monitor and report on flying currencies at 1 Regt AAC.	1.4.16	Obs	JHC - Comd
1.5.3	Develop and implement a standardised training package, with appropriate documentation and currencies, for Lynx egress drills for pilots and CM.	1.4.18	Obs	JHC - Comd

Accident Sequence

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.4	Introduce a check of No10 bearing sealing flange retaining bolt torques as part of the 2 nd Line re-conditioning process at ERS.	1.4.28	CF	DE&S - DHels
1.5.5	Investigate and report on possible smoke ingress routes into the Lynx and Wildcat ac interiors and make recommendations for mitigation strategies.	1.4.40 1.4.44	AF Obs	DE&S - DHels
1.5.6	Develop an FRC procedure for smoke in the Lynx cabin/cockpit with associated minimum training requirements; this procedure should consider the inclusion of an immediate action to open the cabin doors (where possible).	1.4.47 1.4.49	Obs Obs	JHC - Comd
1.5.7	Undertake a cost benefit analysis for the development of synthetic training provision for smoke in Lynx cabin/cockpit drill; develop and introduce the provision if it is shown to be cost effective.	1.4.65	Obs	JHC - Comd
1.5.8	Ensure that current regulation and guidance on the minimum crew state for Lynx ac is set at the appropriate level.	1.4.48	Obs	JHC - Comd

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.9	Undertake a cost benefit analysis to modify the Lynx CM intercom facility to provide CWP and rad alt audio warning; embody the modification if it is shown to be cost effective.	1.4.56	OF	DE&S - DHels
1.5.10	Undertake a cost benefit analysis for fitting a crashworthy data recording system to Lynx; embody the modification if it is shown to be cost effective.	1.4.58	Obs	DE&S - DHels

Crew Handling of the Emergency

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.11	Develop an FRC procedure for a forced landing shutdown drill for Lynx, in order to provide a list of minimum requirements to cover all situations (engine, fuel & electrics).	1.4.76 1.4.77	Obs OF	JHC - Comd
1.5.12	Issue engineering design advice to ac OEMs regarding the principle of avoiding dual functionality of emergency switches / indicators whenever possible.	1.4.80	Obs	DStan - Hd

Survival Aspects

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.13	Issue guidance on CM securing in a seat whenever not required to move around the ac cabin.	1.4.86 1.4.89	AF Obs	JHC - Comd
1.5.14	Undertake a cost benefit analysis for fitting energy attenuating seats to Lynx for all crew members; embody the modification if it is shown to be cost effective.	1.4.88	AF & OF	DE&S - DHels

Aircrew Equipment and Assemblies (AEA)

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.15	Ensure that provision of restraint equipment for use by the CM whilst moving around the cabin is fit for purpose and represents minimum risk to life, to cover:	1.4.104	OF	JHC - Comd
	a. A standardised training package, with appropriate documentation and currencies for both initial and continuation training; this training should ensure that users have practiced and are competent in the use of any emergency release mechanisms.	1.4.100	OF	
	b. A risk assessment regarding potential for CM restraint equipment to snag and identification of measures to reduce this risk.	1.4.108	OF	
	c. Restricting the use of yoke mounted harness attachments to cleared roof mounted hardpoints and amendment of the Lynx Safety Case to reflect appropriate use of yoke mounted harnesses as described in the supporting ACLP Mk60 Integration Paper.	1.4.105 1.4.107	Obs Obs	
	d. Ensuring that all ac strops attaching aircrew to the ac have a section capable of being cut with Mk1 Aircrew Cutter in the event of an emergency, regardless of configuration.	1.4.109	OF	
1.5.16	Undertake formal assessment of the suitability of cabin floor attachments as hard points for CM harness fixings in order to inform potential amendment to the related entry in the Lynx RTS.	1.4.105	Obs	DE&S - DHels

LP Fuel Pipe Modification

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.17	Clarify the distinction between safety and survivability modifications and their respective prioritisation.	1.4.129	Obs	MAA - Reg & Cert Hd
1.5.18	Ensure that all outstanding safety related recommendations arising from accident investigations have been appropriately categorised and are being progressed to completion.	1.4.129 1.4.138	Obs Obs	All ODHs
1.5.19	Ensure that all safety related recommendations arising from accident investigations continue to be captured and managed.	1.4.138	Obs	MAA - MilAAIB Hd
1.5.20	Issue direction that any changes in PT guidance relating to modifications are to be reflected through amendment to the original related technical documentation.	1.4.146	Obs	MAA - Reg & Cert Hd

1.5.21	All Lynx ac with RR Gem ECUs should have Mods 0908 / 498 embodied.	1.4.36 1.4.148	AF AF	DE&S - DHels
--------	--	-------------------	----------	--------------

Other Relevant Modifications

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.22	Undertake a cost benefit analysis to rectify the shortcomings of Mod 0821 (crash switch modification) to enable operation; embody the modification if it is shown to be cost effective.	1.4.152	OF	DE&S - DHels

1 Regt Wksp REME Manning

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.23	Review and report on REME Aviation Manning shortfall in order to highlight the risks to safe operation based on current commitments.	1.4.162	OF	CD CSS - Dir
1.5.24	Revise REME Aviation MP&GA to reflect max ratio of supervisors to UT technicians.	1.4.164	Obs	CD CSS - Dir
1.5.25	Devise and implement a policy to limit the use of LAR in order to maintain supervisory effectiveness within frontline AAC REME Wksps; taking particular account of the use of LAR for key appointments such as ASM.	1.4.166	OF	CD CSS - Dir
1.5.26	Revise the procedure for the transfer of risk to include a formal feedback process.	1.4.177	Obs	JHC - Comd

Early Failure Detection (EFD)

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.27	Devise and implement a joint EFD policy based on best practice across the 3 Services, to include: <ul style="list-style-type: none"> a. A closed loop system for the dispatch and receipt of EFD samples to / from 1710 NAS (MIG). b. EFD samples and results should be recorded on MF737. 	1.4.184 1.4.185 1.4.185	Obs Obs Obs	MAA - Reg & Cert Hd

~~RESTRICTED – SERVICE INQUIRY~~

No	Intervention Strategy (Recommendation)	Para Ref	Factor	Action
1.5.28	Revise guidance to 1710 NAS (MIG) on the Gem Module 7 reconditioning process to reflect current practice regarding bearing replacement.	1.4.189	Obs	DE&S - DHels
1.5.29	Revise the 1710 NAS (MIG) EFD sample signal format such that unsatisfactory results are highlighted and appear as the first entry in the main text section.	1.4.204	Obs	NCHQ – ACNS (A&C)
1.5.30	Amend AESOs to establish a formal process and training for handling EFD samples and results at 1 Regt AAC including the requirement to maintain a log of all EFD sample results in the ac history file.	1.4.192 1.4.196 1.4.200 1.4.208	OF OF OF & Obs OF	1 Regt AAC - CO
1.5.31	Prohibit the use of wire brush tools for the reconditioning of Gem ECU modules.	1.4.212	OF	DE&S - DHels
1.5.32	Revise REME EFD training to reflect best practice (i.e. use of WDMS) as set out in MAP 01.	1.4.213	Obs	CD CSS - Dir