

Flight Safety Advisory Circular

FSAC No: 88/008/O

December, 1999

Subject:

TO INSURE FLIGHT SAFETY, OPERATORS SHOULD CLOSELY CONTROL ALL PLANNING AND DISPATCH PROCEDURES FOR EACH FLIGHT REGARDING FUEL ONBOARD, ALTERNATE SELECTIONS, FLIGHT ENDURANCE TC.

Background:

On September 22, 1999, a helicopter operated by an ROC registered operator was leased by Taiwan Power Company to investigate damage caused by the 9-21 Earthquake on Te-Ki Dam and Sun-Moon-Lake. When the flight reached Te-Ki Dam, the mission was discontinued due to a need to transport people to Fung-Yuan High School for emergency medical treatment. With full awareness of the low fuel onboard condition, the captain still decided to go back to Taipei. The low fuel warning light came on when the flight passed Shu-Lin, so the captain made an emergency landing on Chiang-Tsui Park.

The reason the captain decided to continue to Taipei was due to the Taiwan Power Company's request to report the results of the investigation as soon as possible. According to the captain's calculation, the fuel onboard should have been enough to make it to Taipei. However he did not include alternate and contingent fuel requirements in his calculations.

Recommendation:

Operators should consider all the flight planning and dispatch requirements such as fuel onboard, alternate airport, flight endurance....etc. for each flight, and have full operational control for each flight.

Enforcement action will be taken for all noncompliance of CAA regulations.