

Helicopter wake turbulence

We are delighted to note that background lobbying from the BHPA and the GA Alliance has finally seen helicopter wake turbulence addressed, in the latest rewrite of the CAA's *Safety Sense* leaflet on Helicopter Airmanship. Following an outline of how downwash and wake turbulence are generated, the document advises pilots:

'Be aware of and mitigate the potential impacts of your helicopter's rotor downwash and wake turbulence on other aircraft, people and property. Both downwash and wake turbulence have caused accidents and incidents in the UK and abroad. Low-mass air vehicles and light aircraft are especially vulnerable due to the strength and persistence of helicopter downwash.'

The BHPA has been trying to get such wisdom included in a heads-up for helicopter pilots for decades. At last such common sense and recognition of reality has made it to a CAA publication; helicopter pilots often underestimate the volume of air that their wake turbulence occupies. We hope that military and commercial pilots are also getting the same message.

The BHPA is an active member, through Mark Shaw, of the GA Alliance co-ordination group. CAA *Safety Sense* leaflets, several of which may be of interest to BHPA members, can be found at www.caa.co.uk/general-aviation/safety-topics/safety-sense-leaflets/