

History

The Birth of the "Marshaller Syllabus"

- 1984 -86 **Accidents:** A rapid expansion in the logging sector brings about a considerable increase in labour accidents. Research projects carried out by Suva, WSL and BIGA begin.
- 1986 **The press:** Various newspaper articles underline the need to provide marshallers with better training.
- 1988 **Safety at work:** The results of the Suva Report regarding the transport of timber by helicopter clearly show that the need for more scrupulous and technologically thorough training does indeed exist.
- 1989 **Symposium:** The findings of work groups, set up to study the above-mentioned theme during the symposium, lead to the conclusion that the training of marshallers must be promoted from above and be carried out in close collaboration with the aircraft service companies.
- 1990 **Initiative:** A work group, "Flughelferausbildung" (Marshaller training), is set up by order of and under the supervision of FOCA. Materials on the subject are collected. The first project regarding the "professional education" of marshallers is conceived.
- 1993 **Development:** Contract between FOCA and Suva, establishment of an Aeronautical Division at Suva. Its task: write a syllabus on aircraft transport based on the research findings and conclusions of the work groups.
- 1993 **Work plan:** Continuation of the efforts undertaken by the work group "Marshaller training". Writing of a work plan that leads to the solution to the existing problems and gives answers to all questions.
- 1994 **Philosophy:** With the development of a training course for people in charge of transport (SML.d.94), the cornerstone is set for the realisation of the Marshaller Syllabus. The person in charge of transport can also be the one responsible for training within the company and documentation regarding the course will become an integral part of the Syllabus.
- 1994-96 **Basic activities:** The importance and extent of usual tasks, lesson contents and teaching methods and means are defined; a study plan for training marshallers (Marshaller Syllabus) is written in collaboration with (almost) all aircraft service companies. Crossair's pilot syllabus "Saab 340" acts as a model for the format of the "Marshaller Syllabus".
- 1996 **Marshaller Syllabus:** The manual is printed and sent to all aircraft service companies.
- 1996 **Circulation on the market:** After continuous discussion, advertising and the organisation of training courses, the Syllabus and the concepts therein expressed are diffused within the aircraft service companies.
- 1997 **Continuity:** Five training courses are organised, which are still being given, during which more than 30 collaborators from aircraft service companies learn the contents of the Marshaller Syllabus, which will also be called "Tool kit for training marshallers".
- 1998 **Abroad:** With the help of Swiss pilots, the English translation (unfortunately a draught of poor quality) of the Marshaller Syllabus is made known as far away as Norway, Canada and Australia.
- 1999-00 **Translations:** The Italian and French translations of the Syllabus are finished and promptly distributed to aircraft service companies.
- 1999 **Bilingual:** Organisation of the first bilingual course on the Syllabus.

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- 2000 **Hurrah for the French Swiss:** Organisation of the first course in French with 7 participants.
- 2000 **Exchange:** The first ERFA-meeting for the exchange of experience is held.
- 2001 **Success:** The 10th SYL course on the Marshaller Syllabus is held.
- 2001 **Outsourcing:** Collaboration with an outside authority (*AirWork* Ragoni Services GmbH), which had given good results since the beginning of the work, is further confirmed with the signing of a contract between FOCA and the office in charge of the Marshaller Syllabus. The type certificate issued by FOCA recognises the Marshaller Syllabus as an acknowledged rule of technology.
- 2002 **Europe:** The Marshaller Syllabus is mentioned as a (possible) basis for the vocational education of marshallers in the draughts for JAR-OPS 4, as well as in the Codes of practice.
- 2002 **www:** With the release of <http://www.heli-syllabus.com> in 4 languages all services around the Syllabus become accessible for everyone online.
- 2002 **Development:** The first SYK Basic Course for executives is held.
- 2003 **Fourth language:** The official English version of the Syllabus is printed.
- 2003 **DP:** The training check is released in the form of an Access Programme (FH-SY chapter 2.4).
- 2003 **Rule of technology:** On the occasion of the 4th ERFA meeting, the Suva certification body explains why the Syllabus has been promoted from state-of-the-art product to acknowledged rule of technology.
- 2004 **www-amplification:** Two new links are added to the website: "Chapter 2.4" and "JAR-OPS 4". The training check is now available to be downloaded online, while previous versions can be updated by means of an exe file. Thanks to the help of our users and their in-depth feedback, the new 1.8.1 version is designed.
- 2004 **Progress:** Constant progress in techniques, organisation and training, suggestions for improvement arising from deficiencies encountered during the practical use of the manual and our users' requirements, which were discussed during audits, together with JAR-OPS 3 and 4, make a revision of the Marshaller Syllabus unavoidable. A consultation process is started by an international group consisting of authority representatives and aircraft service company staff (CH, D, F, A).
- 2005 **www utilities:** Two further links are added: "Accidents" and "JAR-OPS 3". The 2nd revision in German is completed and contains a compliance list concerning laws and regulations (aiming at international conformity and compatibility).
- 2007 Launch of the SHA safety model. Professional schooling of marshallers will be part of it, but unfortunately only gains the 3rd level of priority.
- 2007 The LLD WG discusses the topic "cargo losses", as well as potential measures to counteract this problem. The first draughts on slinging techniques are finished. Test procedures (by means of a crane) are held at the Baumeisterzentrum in Sursee.
- 2007 The website moves to www.heli-syllabus.org and is released with a new layout.
- 2008 Due to the many reported occurrences, FOCA charges the LLD WG with outlining the minimum requirements and the uses of FIBC (BigBags).
- 2009 The new Marshaller Syllabus training check (FH-SY_TC) comes online. It is endowed with additional features, such as a personal authorisation list and an automatic update function.

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- 2009 The Swiss Helicopter Safety Team and the RAM WG hold several meetings on the vocational education of marshallers.
- 2009 November: during the ERFA meeting FOCA presents its strategy for the year 2010 with regard to the Marshaller Syllabus and the training of marshallers.
- 2009 December: the 3rd revision in German, as well as the 2nd revision in French, Italian and English are completed.
- 2010 The LLD WG is newly constituted, this time without authority representatives (executive organs) but rather bringing together a larger committee of engineers from armasuisse, Suva, FOCA, BG Verkehr and others in order to evolve the topic "Load peaks measurement tests".
- The TNG WG is commissioned to check and update the lesson contents of the Marshaller Syllabus and to assess the minimum requirements for instructors and training locations.
- Operators apply the technical bulletins FH-SY 3.2.6-7 and -8 to FIBCs and the bulletins are sent to the manufacturers as a basis for their quotations.
- 2011 A comprehensive revision of the Marshaller Syllabus is started. The work groups meet five times in 2010 and 2011 to work out the basics. The 150 files, compiled over a period of 15 years in 4 different Word versions, are merged into a single pdf-file.
- As of April 2011, the Marshaller Syllabus homepage www.heli-syllabus.org is accessible via a link on the FOCA website ([www.bazl.admin.ch/Specialists/Air Transport](http://www.bazl.admin.ch/Specialists/Air%20Transport))
- The Syllabus layout must be adapted to fit the Confederation's corporate design.
- 2012 The LLD WG and the TNG WG are suspended until further notice. Too many questions concerning the future development of EASA Part OPS and SPO have arisen and need to be decided upon.

ERFA meetings

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| 2000 | Bern, STAC | Exchange of experience regarding the SYL courses held between 1997 and 1999 |
| 2001 | Belp, Hotel Krone | JAR-OPS, workshop "training check" |
| 2002 | Leysin, Heli Chablais | Working with thirds (occupational safety on mountain construction sites) |
| 2003 | Kloten, REGA | Entrepreneurs' responsibility, JAR-OPS |
| 2004 | Glattbrugg, IWM | Accident analysis, material testing |
| 2005 | Alpnach, Air Force | PSE, cargo hooks (FOCA/SUVA), load securing |
| 2006 | Alpnach, Air Force | Sölden, SHA safety model, round sling testing |
| 2007 | Sursee, Baumeisterzentrum | Cargo losses, slinging techniques, EASA, SOF |
| 2008 | Schindellegi, Fuchs Heli | Dangerous goods ADR/ICAO, BigBags, rope tests, TC |
| 2009 | Air Glaciers/Maison FXB | Occurrences (CASO, AAIB, FOCA, others), FOCA strategy 2010+ with regard to marshaller training |

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| 2010 | Alpnach, Air Force | EASA, strategy 2010+, FH-SY revision, FOCA training directives, DG CBT, ADR, losses of cargo |
| 2011 | Alpnach, Air Force | Winch testing at Eurocopter Deutschland (guest lecturer), measuring flights to determine load forces and oscillations, „responsibility“ of marshallers, disposable lifting slings |
| 2012 | Alpnach, Air Force | Principal theme: the Marshaller Syllabus. Record of over 60 participants from all branches of the industry |
| 2013 | Alpnach, Air Force | “Hot spots” in flight operation companies (procedures and assembly of cargo), practical demonstration with 4 examples of cargo: slinging techniques and cargo flight behaviour when slung to a EC 635 |
| 2014 | Alpnach, Air Force | Development of modern cargo hooks (update on the discussion held in 2005), demonstration of the theoretical aspects and practical use of PPE on 4 work stations in open terrain and inside the helicopter. |

FOCA's FH-SY competence centre

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