

**Minutes of Meeting**  
**EHSAT – EHSIT – EHEST 3-13**  
**13 November 2013**  
**Draft 2**

<b>List of Participants</b>	
<b>Participants</b>	John VINCENT, EASA (EHEST co-Chair); John BLACK, EHOc (EHEST co-chair); Michel MASSON, EASA (EHSAT co-Chair and EHEST Secretary); Jeremie Teahan, EASA (EHEST co-Secretary); Martin BERNANDERSSON, EASA; Gilles BRUNIAUX, Eurocopter (EHSAT/EHSIT France; EHSIT and EHEST co-Chair, IHST Director Europe); John STEEL, IAA (EHSIT co-Chair and IHST Director); Giulio FINI, INAER/EHA (EHSIT co-Chair); Francesco PARISI, AgustaWestland (EHSIT ST Training Leader); Jos STEVENS, NLR (EHSIT ST Techno Leader); Stefano BURIGANA, Elilombarda (EHSIT ST Ops & SMS Lead); Luigi CANDIANI, AgustaWestland (EHSAT co-Chair); Rombout WEVER, NLR; Petteri PELTOLA, CAA Finland; Patrick PEZZATINI, Eurocopter; Philippe BESSE, DGAC France; Ornulf LIEN, CAA Norway; Gian-Marco CABIBBE, Diehl Aerospace; Bartolomeo FERRERI, INAER; Teresa MARTINEZ SANCHEZ, AESA; François GATINEAU, Rotor & Aircraft; Páll HALLDORSSON, Icelandic Transport Authority, Arthur EDWARDS, Bureau Veritas / CAA Monaco; and Oliver RODRIGUEZ, CAA Spain.
<b>Apologies</b>	Stefan BECKER, EHAC and REGA (EHEST Communication Leader); Bas KRONE, CAA-NL; Nicola GAROVI, FOCA; David HOWSON (EHSIT ST Regulation Leader) and Tony EAGLES, UK CAA; David PAREL, CAA Switzerland; Kris Van der PLAS, ECA; Karl-Heinz MAXIMILIAN, ADAC/EHAC; Rosario CONCILIO, ENAC Italy; Bob SHEFFIELD, AgustaWestland (IHST Director); Marc GREILLER, Eurocopter; Matthew GREANES, Cranfield University; Keith REID, UK CAA/RAeS; Seth OLOFSSON, CAA Sweden; Bettina SCHLEIDT, SRH University of Applied Sciences; John SWAN, IAA; Geir HAMRE, CAA Norway; Jean-Claude PETESCH, DAC Luxembourg; Graham LIDDY, AAIU; Frank RUSSELL, AAIU Ireland; Frederick CROSS, CAA UK; Joost VREEKEN, NLR; Axel ROKOHL, BFU; Todd SIGLER, Aerospace Industries Association; Martin LAWALL, Eurocopter; Duncan TRAPP, CHC and EHOc; Patrick FAUCHERE, SHA / Air Glaciers (EHSAT/EHSIT CH); Pietro TRABUCHI, INAER.

<b>Prepared by</b>	EHEST Secretariat	22 November 2013
<b>Approved by</b>	EHSAT, EHSIT and EHEST	Next meeting

<b>Agenda EHSAT – EHSIT – EHEST #3-13</b>	
<b>Ref.</b>	<b>Topics for Discussion</b>
<b>1</b>	Welcome and approval of the agenda
<b>2</b>	Review of minutes and open actions of EHSAT, EHSIT and EHEST 2-13
<b>3</b>	<p><b>EHSAT progress report</b></p> <ol style="list-style-type: none"> <li>1. Brief report by the EHSAT RT Leaders</li> <li>2. Latest revision of the EHSAT database and EHEST Analysis Report 2005-2010</li> <li>3. IHST Training Material Survey</li> <li>4. Feedback from the first Helicopter Accident Data Classification Group (HADCG) meeting</li> <li>5. Causal Model for Rotorcraft Operations, a research project conducted by the NLR for the FAA</li> </ol>
<b>4</b>	<p><b>EHSIT progress report</b></p> <ol style="list-style-type: none"> <li>1. EHSIT ST Regulation</li> <li>2. EHSIT ST Technology</li> <li>3. EHSIT ST Operations &amp; SMS</li> <li>4. EHSIT ST Training</li> </ol>
<b>5</b>	IHST and IHSS 2014
<b>6</b>	EHEST contribution to the European Aviation Safety Plan (EASp), Edition 2014-2017  2014 meetings calendar and Work Programme
<b>7</b>	EHEST Communication report Presentation at the EASA Rotorcraft Symposium
<b>8</b>	EHEST financial year 2013 Funding of EHEST and funding of IHSS 2014
<b>9</b>	Any Other Business: Operators and UK CAA Reviews of Off Shore Operations in the North Sea Wrap-up and adjournment

<b>1</b>	<p><b>Welcome and approval of the agenda</b></p> <p>John VINCENT, EASA, EHEST Co-chair, welcomed the participants to this combined EHSAT, EHSIT and EHEST meetings. EASA is now under new management (Patrick Ky has joined on Sept 1<sup>st</sup> as new Executive Director) and existing groups and initiatives are being reviewed but the commitment to EHEST is strong.</p> <p><u>Tour de table</u>: Rich participation from diverse horizon in this last meeting of the year. We should to consider inviting the ATM community, suggested John VINCENT.</p> <p><b>Approval of agenda</b>: The agenda was modified and approved in session.</p> <p><u>Kind reminder</u>: the presenters are invited to send the presentations and supporting material prior to the meetings to the EHEST Secretariat (<a href="mailto:michel.masson@easa.europa.eu">michel.masson@easa.europa.eu</a>).</p>
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**2 Review of minutes and actions of the previous meetings**

**Review of the previous minutes of EHSAT, EHSIT and EHEST meeting**

Comments received prior to the meeting have been integrated and the minutes were approved as amended.

**Review of the actions**

<b>Meeting</b>	<b>Actions</b>	<b>Holder</b>	<b>Comment</b>
<b>Action 1 of EHEST 3-11</b>	EHEST to address helicopter data collection with IHST through the EXCOM and the JHIMDAT. Raise the issue of the piston engine data at EXCOM level, and follow closely the development of the European Occurrence Reporting Regulation expected to be published in the first part of 2014.	Gilles BRUNIAUX, Eurocopter, and Martin BERNANDERSSON, EASA	<b>Open</b>  <u>Note</u> : <a href="#">IHST JHIMDAT</a> is now using Number of Accidents as worldwide Safety Performance Indicator and has stopped trying to estimate accident rates. This work is however pursued on US data.
<b>Action 1 of EHEST 1-13</b>	EHSAT RT Leaders to submit the final analysis for the period 2006-2010 by Sept 1 <sup>st</sup> for integration in the central database and in the report.	EHSAT RT Leaders	<b>Closed</b>
<b>Action 5 of EHEST 1-13</b>	Share with EHEST the first results of the analysed technologies.	Jos STEVENS, NLR	<b>Closed in session</b>
<b>Action 6 of EHEST 1-13</b>	Contact the JHSAT to get the SPSs by operations.	Bob SHEFFIELD, AgustaWestland	<b>Closed</b>
<b>Action 1 of EHEST 2-13</b>	Provide a selection of draft results (highlights) of the analysis 2006-2010 in view of Helitech of 24-26 Sept 2013	Martin BERNANDERSSON, EASA	<b>Closed</b>  <u>Note</u> : Data presented in the AW Oil & Gas Seminar of 17-18 Sep in London.

<b>Action 2 of EHEST 2-13:</b>	Contact <a href="mailto:martin.bernandersson@easa.europa.eu">martin.bernandersson@easa.europa.eu</a> to join the Helicopter Accidents Data Classification Group (HADCG).	EHSAT	<b>Closed</b>
<b>Action 3 of EHEST 2-13</b>	The HADCG to test the classification method on the 2012 accidents. Martin BERNANDERSSON to organise a meeting with the HADCG in autumn 2013.	HADCG	<b>Closed</b>
<b>Action 4 of EHEST 2-13</b>	Propose by 30 June 2013 to <a href="mailto:rodrigo.priego@easa.europa.eu">rodrigo.priego@easa.europa.eu</a> risk-based priorities for the Helicopter Section of the EASp. Proposals will be evaluated on their impact on fatal accident rate and likelihood of success of the safety improvement actions.	EHEST	<b>Closed</b>
<b>Action 5 of EHEST 2-13:</b>	Follow-up with Bob SHEFFIELD and the Helitech organisers the suggestions regarding the reinforcement of the EHEST contribution in the IHST-EHEST Workshop.	Michel MASSON, EASA	<b>Closed</b>

<b>3</b>	<b>EHSAT Progress report</b>
<b>3.1 Update from the EHSAT Regional Teams</b>	
<p><b>NL</b> Rombout WEVER, NLR, reported by email and in session that the NL EHSAT team has finalised the 2006-2010 period accident analysis work. The results were sent to Martin BERNANDERSSON before late July 2013. The team has now started working on the 2011 accidents.</p> <p><b>Spain</b> Verónica ELVIRA, AESA, provided a pre-meeting email update. Teresa MARTINEZ SANCHEZ, AESA, provided a briefing during the meeting. The Spanish EHSAT team has completed the analysis of the reports for years 2009 and 2010. The group met on 20 March and completed the analysis of the five remaining reports. There has been no meeting since the last report to EHEST.</p> <p><b>Italy</b></p>	

Luigi CANDIANI, AgustaWestland (EHSAT co-Chair), reported that no progress had been made by the EHSAT Italian team.

#### **Ireland**

John STEEL, IAA (EHSIT co-Chair and IHST Director), reported that there was no change to the status of the Irish team.

#### **Norway**

Ornulf LIEN, CAA Norway, provided a pre-meeting email update and in session briefing. The Norwegian team has completed its work on the 2006-2010 accident reports. The team has been given a go ahead to continue the analysis work beyond the 2000-2010 period, but are struggling to find a method that is sustainable, harmonised and that produces results that are useful to operators and the authority as well. Still to be funded and to receive final approval, **a project an analysis methodology has been proposed in Norway**. The hope is that a method can be developed that more directly uncovers and records the risks and hazards that each report uncovers or indicates. The plan is to include incidents as well as accidents, and to make this a permanent, running activity that provides input to the control of the authority's Risk Based Oversight, the SSP, operators risk assessments, etc. It is also believed that review by an analysis group could significantly improve the quality of data entered in ECCAIRS.

#### **Finland**

Petteri PELTOLA, CAA Finland, provided a pre-meeting email update. One FHST meeting took place after EHEST#2-13 and one more is planned for this year. There was one newly published AIB-report and one waiting for the official publication, both AW. The analysis is planned for the next year. The next FHST safety day for AW-operators and pilots is planned for Q1/2014.

#### **France**

The French team is on standby and awaiting new instructions. The team has completed the analysis of the reports for 2006 to 2010.

#### **Germany**

No update report has been provided since the previous meeting.

Gilles BRUNIAUX, Eurocopter (EHSAT/EHSIT France; EHSIT and EHEST co-Chair; IHST Director), noted that even if some teams are presently inactive, it is important for them to continue existing. Their expertise should not be left to disappear.

[EHA wishes to have from EHSAT data that can support the RMTs, for example in the case of the rulemaking process for the issuance of FTL for HEMS. Besides, accident rates are needed to support performance-based rulemaking. Currently, only few Sectors like OGP have estimated accident rates. Accident rates will be on the EHSAT agenda for 2014 and beyond.](#)

### **3.2 Latest revision of the EHSAT database and EHEST Analysis Report 2005-2010**

The new **2005-2010 Accidents Report** will be published in the first semester of 2014.

Martin BERNANDERSSON, EASA, provided an analysis update. Most national analysis teams have continued to analyse the 2006-2010 accidents (2000-2005: 327 accidents analysed, 2006-2010: 162 accidents analysed). **The new data are globally similar and so the analysis of**

**2006-2010 seems to verify the conclusions made from the 2000-2005 accidents.**

John STEEL, IAA (EHSIT co-Chair and IHST Director), raised the question of the **impact of new technology**. Gilles BRUNIAUX, Eurocopter (EHSAT/EHSIT France, EHSIT and EHEST co-Chair and IHST Director), noted that this is in practice quite difficult to analyse, because accident reports frequently do not state if the helicopter was equipped with a glass cockpit.

**EHEST decided that further analysis should focus on taking a more in-depth look at the entire 2000-2010 period rather than, or in addition to looking at differences between the periods.** Preliminary results will be presented at the 2013 EASA Rotorcraft Symposium on the 4-5 December 2013, as part of the joined IHST - EHEST presentation.

**Action 1 of EHEST 3-13:** Volunteers should contact Martin BERNANDERSSON, EASA, to assist in the further EHSAT analysis and the preparation of the 2006-2010 Accidents Report.

**3.3 IHST Training Material Survey**

Patrick PEZZATINI, Eurocopter, presented the results of a **survey by Eurocopter Training Services (ETS) on the use of IHST and EHEST material**. The survey was sent to all who had been trained by ETS. All trainees were provided IHST and EHEST material including safety leaflets and toolkits in paper or electronic format. 300 responses were received, reflecting a 10% response rate.

The survey showed a rather disappointing level of awareness and interest in IHST and EHEST education and training material. While those who used it mostly rated it as useful or very useful, actual usage was limited.

EHEST discussed these results and their impact on safety promotion activities. Ornulf LIEN, CAA Norway, noted that leaflets alone are not sufficient to change behaviour. There may now be a need for EHEST to be more innovative in how it reaches out to its intended audience. The matter will be addressed with Stefan BECKER, REGA/EHAC, EHEST Communication Leader, excused, and his team.

**Action 2 of EHEST 3-13:** EHEST to make proposals to EHEST Communication Leader Stefan BECKER ([stefan.becker@rega.ch](mailto:stefan.becker@rega.ch)) on improving communications and ensuring that EHEST safety promotion material reaches and is used by its intended audience.

**3.4 Feedback from the first Helicopter Accident Data Classification Group (HADCG) meeting**

Martin BERNANDERSSON, EASA, presented feedback from the first Helicopter Accidents Data Classification Group (HADCG) that took place on 4-5 Nov 2013 at EASA.

The group aims to meet once a year to classify helicopter accidents using the CICTT taxonomy, based on available information at the time, regardless of whether the final accident report has been finalised. Accidents may then be re-classified when the AIB reports are published, which may take more than a year.

The first meeting addressed 2012 accidents in EASA Member States, for all types of operation

and mass. 61 of 76 accidents were reviewed in the meeting. The next meeting is scheduled for 11-13 March 2014.

It was noted that the HADCG activity is not a replacement of EHSAT activity, but a different activity focusing on **classification** rather than on analysis. This activity will contribute to improving the quality of information in EASA's Annual Safety Review.

**3.5 Causal Model for Rotorcraft Operations, a research project conducted by the NLR for the FAA**

Rombout WEVER, NLR, presented the NLR research project for the development of a Causal Model for Rotorcraft Operations. The project, conducted by the NLR for the FAA, aims to **explain functional and quantitative relationship between the various factors affecting risk**. It was noted that the proof of concept was successful and the analysis provided an insight into the scenarios of rotorcraft accidents, a picture of **EMS and Sightseeing rotorcraft safety** (based on NTSB data) and prioritised the accident scenarios in a quantitative way.

The project recommendations include:

- Model development:
  - o Expand scope to include other types of operations.
- Quantification:
  - o Minor improvements possible.
- 'Model-driven' data collection:
  - o Encourage aviation professionals to report in more detail on relevant operational circumstances and causal factors.
  - o Consider a reporting form to capture data for causal model elements.

**4 EHSIT Progress Report**

**4.1 EHSIT ST Regulation**

Michel MASSON, EASA (EHEST Secretary and EHSAT co-Chair), reported on behalf of Dave HOWSON and Tony EAGLES, UK CAA, that the team's work was on stand-by. The current situation in the UK including the present focus on Offshore operations and an ongoing reorganisation in the CAA has contributed to this. Work is expected to resume in 2014.

**4.2 EHSIT ST Technology**

Jos STEVENS, NLR, EHSIT ST Technology Leader, reported on recent developments:

- Listing of relevant technologies: process delayed.
- Papers presented at **Avionics Europe** (February 2013) and **Helitech** (September 2013).
- Meetings in March, September and November.
- Interest from **OGP-Aviation Safety Committee (ASC)** in using ST Technology Matrix Tool and EHEST Accident analysis tool, but also desire to perform their own analysis (on a worldwide basis). They also wanted the technology tool to only list technologies not currently in use on rotorcraft used for OGP work. There may be a need to deliver some training to OGP on the use of our tools.

The meeting agreed to share the tools with OGP-ASC. Michel MASSON, EASA/EHEST Secretary, raised the possibility of inviting OGP-ASC to become part of EHEST. It was noted that OGP-ASC should share the result of this work with EHEST.

- Safety Issues Matrix: 150 technologies listed, grouped in 11 categories. More than 60 have been rated. Preliminary results have shown 14 technologies as highly promising, 33 moderately promising and 15 as not/slightly promising.

#### 4.3 EHSIT ST Operations & SMS

Stefano BURIGANA, Elilombarda (EHSIT ST Ops & SMS Leader) presented an update on the ST Operations & SMS.

The **Safety Management Toolkit for Non Complex Operators (NCOs)** will be released before the EASA Rotorcraft Symposium on 4-5 Dec:

- The Toolkit contains a Safety Management Manual (SMM) and separated Guidance.
- Compliant Reg. 965/2012 an AMC on Management Systems – Non Complex Operators
- Simplified Risk Management procedure, yet complete with the same structure as the SMM COs, to facilitate transition.

Other ongoing work includes the **Standard Operating Procedures (SOP) Guidance** and a **SMS Gap Analysis & Implementation Tool**.

EHEST discussed whether specific examples of hazards should be included in the SMM NC: it was agreed to include one example in the Guidance to illustrate the methodology.

[The presentation also mentioned the Occurrences Analysis Tool based on HFACS proposed and shared by INAER. The ST Ops & SMS will evaluate how to best use this tool under the SMS umbrella.](#)

#### 4.4 EHSIT ST Training

Francesco PARISI, AgustaWestland, recently replaced Maximilian De Bruyn, formerly AgustaWestland, now CHC Helicopter, as EHSIT ST Training Leader. Warm thanks to Maximilian and congratulations to Francesco for taking up this role.

Francesco PARISI provided a report in session:

- 4 new members have joined the ST Training activity;
- **Leaflet HE 6 on Advantage of Simulators (FSTDs) in Helicopter Flight Training** has been published;
- **Leaflet HE 7 on Helicopter Flight in Hilly and Mountainous Areas:** first publishers' draft is ready;
- *Added by of the Secretariat:* **Leaflet GA 7 Using Advanced Navigation Technology Safely** developed by EGAST was re-published on the EHEST website, because it also applies



to rotorcraft;

- **Leaflet HE 8 Threat and Error Management:** a draft will be ready for review by the team in January 2014;
- **Leaflet HE 9 Teaching/Testing in FSTDs** – work has commenced on the draft and is expected to be ready for review by the team in January 2014;
- EHEST Presentation at **Helitech 2013** conducted by Fred CROSS, UK CAA, in conjunction with IHST members;
- **PPL (H) Flight Instructors Handbook** (direct adaptation of CASA Australia Guide to European terms and provisions) to be ready for review by the team in January 2014. Mike O'Donoghue will do the adaptation.
- The November meeting in Dublin has been postponed. The next meeting will take place from 14 to 16 January in London.

Work under consideration:

- **HE 10 Helicopter Performance Calculations** (tbc);
- **HE 11 Training and Testing Malfunctions & Simulated Emergencies In Flight** (tbc);
- **HE12 Training in Glass Cockpits and Advanced Automation** (tbc);
- Activity on the **Helicopter Decision Making video** is on stand-by because of estimated costs;
- Liaison and cooperation with **US JHSIT Training** should be strengthened.

**Action 3 of EHEST 3-13:** ST Training to review the approach to the Helicopter Decision Making video and move the project forward. Reduce the costs and provide a detailed scenario to the IHST EXCOM to request and justify funding.

Note: Several **US JHSIT Safety Bulletins and other material** have been recently published on the IHST website: EHEST is invited to use and promote this IHST material.

5	IHST and IHSS 2014
<p>John STEEL, IAA (EHSIT co-Chair), presented an IHST and IHSS 2014 update, on behalf of Bob SHEFFIELD, AgustaWestland:</p> <ul style="list-style-type: none"> <li>- IHST/EHEST Safety Workshop held during <b>Helitech International</b> from 24 to 26 September 2013 attracted 119 participants from 22 countries;</li> <li>- IHST will feature even more prominently with next year's HAI Heli-Expo, where an <b>International Helicopter Safety Symposium (IHSS)</b> takes place on 27-28 February 2014, in Anaheim, California;</li> <li>- Dave Leithner of CHC has started an effort to form <b>IHST Asia</b>;</li> <li>- The names of some IHST products have changed from 'Fact Sheets' to 'Safety Bulletins';</li> <li>- The newest <b>Safety Bulletin on "CFIT Prevention with HTAWS"</b> was published in early September;</li> <li>- The recent EHEST SMS toolkit and publications were noted;</li> <li>- Communication: There has been some recent negative media coverage including an article in the Wall Street Journal, which provided references to IHST. The IHST Executive Committee has agreed to prepare some fact sheets and generic scripts should any of its representatives be called on for comments. It was suggested that similar datasheets could be created for European organisations by EHEST with the aim to pass the same message when talking to</li> </ul>	

journalists.

<b>6</b>	<b>EHEST contribution to the European Aviation Safety Plan (EASp), Edition 2014-2017</b>																					
<p>Rodrigo PRIEGO, EASA, provided a pre-meeting email on the EHEST contribution to the European Aviation Safety Plan (EASp), Edition 2014-2017. The following text was suggested for approval by EHEST:</p> <p><b>Suggested new action:</b></p> <p><i>Helicopter priority areas not identified in the EASp</i> While the commercial air transport section of the EASp is organized in six areas within which issues and actions are identified, the helicopter section is lacking a similar structure.</p> <p><b>Desired outcome</b> <i>Establish priorities to focus action to mitigate safety issues affecting helicopter operations in future editions of the EASp</i></p> <p><b>Proposed actions</b> <b>Make a proposal to arrange the helicopter section of the EASp and seek an agreement with the Helicopter community</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #cccccc;"> <th colspan="7" style="text-align: center;">New Safety Actions</th> </tr> <tr> <th style="text-align: center;">No.</th> <th style="text-align: center;">Issue</th> <th style="text-align: center;">Actions</th> <th style="text-align: center;">Owner</th> <th style="text-align: center;">Dates</th> <th style="text-align: center;">Type</th> <th style="text-align: center;">Deliverable (Measure)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">HE1.5</td> <td><i>Helicopter priority areas not identified in the EASp</i></td> <td>EASA to make a proposal to arrange the helicopter section of the EASp and seek an agreement with the Helicopter community</td> <td style="text-align: center;">EASA and EHEST</td> <td style="text-align: center;">2013</td> <td style="text-align: center;">SP</td> <td style="text-align: center;">Working Paper with proposal</td> </tr> </tbody> </table> <p><b>The suggested action was endorsed.</b> In addition, the meeting agreed that it was important to keep some 'content' actions like Helicopter Safety Days, production and promotion of Safety Promotion Material (leaflets, videos) and Safety Management Toolkits.</p>		New Safety Actions							No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)	HE1.5	<i>Helicopter priority areas not identified in the EASp</i>	EASA to make a proposal to arrange the helicopter section of the EASp and seek an agreement with the Helicopter community	EASA and EHEST	2013	SP	Working Paper with proposal
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<b>7</b>	<b>EHEST Communication</b>
<p>Stefan BECKER, REGA/EHAC/EHEST Communication Leader, provided an email briefing with ideas concerning the way ahead for EHEST Communication:</p> <ul style="list-style-type: none"> <li>- Interview with the new ST Training Leader Francesco PARISI in AirRescue;</li> <li>- Promotion of the IHSS 2014 in AirRescue, 4ROTORS and waypoint, incl. a brief farewell interview with Fred BRISBOIS, IHST;</li> <li>- Report of a small operator after the implementation of an SMS (ideally by our toolkit);</li> <li>- Results/new deliverables of EHEST;</li> <li>- LinkedIn page for EHEST to connect with professional aviation community.</li> </ul>	

See also Section 3.3 and **Action 2 of EHEST 3-13.**

**Presentation at the EASA Rotorcraft Symposium**

The 2013 EASA Rotorcraft Symposium will be held on the 4-5 December 2013. Information including registration details can be found on the EASA website:  
[http://www.easa.europa.eu/events/events.php?startdate=04-12-2013&page=7th\\_Rotorcraft\\_Symposium](http://www.easa.europa.eu/events/events.php?startdate=04-12-2013&page=7th_Rotorcraft_Symposium)

Michel MASSON, EASA/EHEST Secretary, noted the importance of making progress on the combined IHST - EHEST presentation for the EASA Rotorcraft Symposium. A first version will be developed within EASA and then circulated. Deadline for submission is 22 Nov.

<b>8</b>	<b>EHEST financial year 2013 / Funding of EHEST and funding of IHSS 2014, Discussion on incorporation</b>
<p>Michel MASSON, EASA/EHEST Secretary, briefed the team on the <b>EHEST financial situation</b>, on the basis of the figures provided by Elisabetta Dalla Benetta, NewEHA, EHEST Treasurer. The EHEST account balance now stands at €3005. He noted that no EASA budget would be available for publications in 2014.</p> <p>Gilles BRUNIAUX, Eurocopter (EHSAT/EHSIT France; EHSIT and EHEST co-Chair), reminded that the IHST EXCOM can be asked for funding, providing that the <b>IHST funding request procedure</b> adopted by the EXCOM is used. The meeting agreed with this although it was recognised that this might put into question the independence of EHEST. EHEST organisations are kindly invited to consider <b>sponsoring EHEST</b> through donations.</p> <p><b>Action 4 of EHEST 3-13:</b> Consider sponsoring EHEST through donations by contacting Elisabetta DALLA BENETTA, NewEHA (<a href="mailto:office@eha-heli.eu">office@eha-heli.eu</a>), EHEST Treasurer, and the EHEST Secretariat.</p>	

<b>9</b>	<b>Any Other Business and adjournment</b>
<p><b>Operators and UK CAA Reviews of Off Shore Operations in the North Sea</b></p> <p>John BLACK, EHOc (EHEST co-chair), briefed EHEST on the creation of a <b>Joint Operations Review in the UK</b> to review offshore helicopter operation accidents. This will soon be formally announced on the European Helicopter Operators Committee website: <a href="http://www.eurohoc.org">http://www.eurohoc.org</a>.</p> <p>In addition, the <b>Transport Committee of the UK House of Commons has launched an enquiry into helicopter safety</b>. Written submission on the following questions are invited until the 20 December 2013:</p> <ul style="list-style-type: none"> <li>- How safe are offshore helicopter flights?</li> <li>- How does the UK's safety record compare with that of other countries?</li> <li>- What steps could be taken by industry to improve the safety of offshore flights?</li> <li>- How could legislation and regulations relating to helicopter safety be improved?</li> <li>- How effective are existing regulators, including the European Aviation Safety Agency, in</li> </ul>	

ensuring that recommendations to improve safety are implemented?

*Post-meeting note:* The enquiry's Terms of Reference can be found on this website:  
<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news/helicopter-safety1/>

### **2014 meetings calendar and Work Programme**

The dates for 2014 EHEST were presented:

- **EHEST #3/2014** will now take place on Friday 17 October at the **NLR premises in Amsterdam**.
- **EHEST #4/2014** will be on 2 December in Cologne.

Stefano BURIGANA, Elilombarda (EHSIT ST Ops & SMS Lead), thanked the ST Ops & SMS contributors for their work for the SMM NCOs. Round of applause.

The meeting was concluded and the participants and the teams were thanked for their essential contribution. EHEST is a committed and deliverable-oriented team.

The next meeting date was confirmed: EHEST #1-14: 21 March 2013 in Cologne.

**List of actions for the EHSAT, EHSIT and EHEST meetings**

<b>Meeting</b>	<b>Actions</b>	<b>Holder</b>	<b>Due Date</b>	<b>Action Status</b>
<b>Action 1 of EHEST 3-11</b>	EHEST to address helicopter data collection with IHST through the EXCOM and the JHIMDAT. Raise the issue of the piston engine data at EXCOM level, and follow closely the development of the European Occurrence Reporting Regulation expected to be published in the first part of 2014.	Gilles BRUNIAUX, Eurocopter, and Martin BERNANDERSSON, EASA	Meeting #1/14	<b>Open</b>
<b>Action 1 of EHEST 3-13</b>	Contact Martin BERNANDERSSON, EASA, to assist in the further EHSAT analysis and the preparation of the 2006-2010 Accidents Report.	EHEST	Meeting #1/14	<b>Open</b>
<b>Action 2 of EHEST 3-13</b>	Make proposals to EHEST Communication Leader Stefan BECKER ( <a href="mailto:stefan.becker@rega.ch">stefan.becker@rega.ch</a> ) on improving communications and ensuring that EHEST safety promotion material reaches and is used by its intended audience.	EHEST	Meeting #1/14	<b>Open</b>
<b>Action 3 of EHEST 3-13</b>	Review the approach to the Helicopter Decision Making video and move the project forward. Reduce the costs and provide a detailed scenario to the IHST EXCOM to request and justify funding.	ST Training	Meeting #1/14	<b>Open</b>
<b>Action 4 of EHEST 3-13</b>	Consider sponsoring EHEST through donations by contacting the EHEST Treasurer Elisabetta DALLA BENETTA ( <a href="mailto:office@eha-heli.eu">office@eha-heli.eu</a> ) and the EHEST Secretariat.	EHEST	Meeting #1/14	<b>Open</b>

CLOSED actions are not presented in the table.