

Minutes of Meeting
EHSAT – EHSIT – EHEST 1-14
21 March 2014

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

Prepared by	EHEST Secretariat	31 March 2014
Approved by	EHSAT, EHSIT and EHEST	Next meeting

Agenda EHSAT – EHSIT – EHEST #3-13

Ref.	Topics for Discussion
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Agenda EHSAT – EHSIT – EHEST #3-13	
1	Welcome and approval of the agenda
2	Review of minutes and actions of EHSAT, EHSIT and EHEST 3-13
3	EHSAT <ol style="list-style-type: none"> 1. Brief report by the EHSAT RT Leaders 2. Latest revision of the EHSAT database and EHEST Analysis Report 2006-2010 3. Helicopter Accident Data Classification Group (HADCG) 4. Cooperation with the OGP-Aviation Safety Committee (ASC)
4	EHSIT <ol style="list-style-type: none"> 1. EHSIT ST Regulation 2. EHSIT ST Technology 3. EHSIT ST Operations & SMS 4. EHSIT ST Training
5	EHEST contribution to the European Aviation Safety Plan (EASp), Edition 2014-2017 and action to better structure the Helicopter Section
6	EHEST Communication, including the European Helicopter Safety Forum IHST and IHSS 2014 of 27-28 Feb EHEST financial perspectives for 2014 Contribution to HELITECH 2014 of 14-16 Oct
7	Any Other Business: <ul style="list-style-type: none"> - UK CAA and Operators Reviews of Off Shore Operations in the North Sea - Joint Operators' Review of Safety, Training and Procedural Best Practice - FAA Helicopter Safety Initiative - TURBOMECA Safety Symposium, 1-3 April - ESAM 2014 Fly Safe, Fly Well Seminar, 5-7 Sep Wrap-up and adjournment

1	Welcome and approval of the agenda
<p>John BLACK, EHOCA (EHEST co-chair) and John VINCENT, EASA, EHEST Co-chair, welcomed participants to this combined EHSAT, EHSIT and EHEST meetings.</p> <p>John VINCENT, EASA, reflected on current developments underway including the revision of the Basic Regulation and the Agency Convergence project tasked to define a new structure for the EASA. Expected changes are substantial: there will not be a Rulemaking Directorate anymore and a new Strategy & Safety Management Directorate will be created. EASA's Executive Director, Patrick KY, put forward a new structure at the Management Board meeting on the 11 March. Implementation details are now being worked out. The Agency will continue to support the EHEST but some changes might be expected.</p> <p>The political environment is also in a transition phase with upcoming European Parliament elections and changes to leadership in the European Commission (including DG MOVE).</p>	

European Helicopter Safety Teams

Meeting EHSAT, EHSIT and EHEST 1-14
Date & Location 21 March 2014, EASA, Cologne
Organised by EASA

The UK CAA too is being restructured.

Gilles BRUNIAUX, Airbus Helicopters, informed the Team that Eurocopter had become "Airbus Helicopters".

Tour de table: Wide variety of participants from different horizons.

Approval of agenda: The agenda was approved in session.

Reminder: The presenters are invited to send the presentations and supporting material prior to the meetings to the EHEST Secretariat (michel.masson@easa.europa.eu).

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

Meeting	Actions	Holder	Comment
Action 1 of EHEST 3-11	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	Open Continuous action. GA survey data are available for the US but not for most other regions of the world. The work by Airbus Helicopters, AgustaWestland, Sikorsky and Bell on data estimates for turbine helicopter is finally not used. Row Fox has retired from Bell. So we are still left with accidents numbers, not with rates. John STEEL, IAA, mentioned that NZ and Australia have excellent data with flight hours.
Action 1 of EHEST 3-11			Flight data could be reported in the annual operators' declaration to their NAA, like this was the case before the creation of EASA. Switzerland still collects flight data for all activities. Aeroclubs and Air Training Schools also collect data, but private pilots don't. John VINCENT, EASA, reported that ASIAs in developing in the US. ASIAs integrates several data sources. It's a fashionable 'big data' project. Something

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Action 1 of EHEST 3-11. The EHEST Secretariat to re-submit the EHEST funding request to IHST in lots to speed up the process.

3	EHSAT Progress report
3.1 Update from the EHSAT Regional Teams	
<p>Norway Ornulf LIEN, CAA Norway, provided a pre-meeting email update and in session briefing. A meeting was held in March 2014 to discuss methodology and progress. The team aims to:</p> <ul style="list-style-type: none"> - Establish periodic team meetings; - Analyse every report on helicopter accidents and serious incidents issued by the AIB Norway as they are issued; - Use a coding that is compatible with ECCAIRS, but also preserves and perhaps even adds something to the EHSAT methodology; - The additional factors as the Team sees it now, are the Positive Taxonomy (CICTT) and in particular Hazards (possibly using the SM ICG Hazard Taxonomy); - Interact with CAA Norway's analysis department to improve the quality and quantity of information coded in ECCAIRS; - Consider including some incidents in the analysis, depending on team capacity and availability of information. <p>France Gilles BRUNIAUX, Airbus Helicopters, reported that the French team had completed its analysis of accident reports from 2006 to 2010. Twice yearly meetings continue with the next one scheduled for June in Paris.</p> <p>Finland Petteri PELTOLA, CAA Finland, provided a pre-meeting email update:</p> <ul style="list-style-type: none"> - Analysis shall continue, if there are any interesting new accidents. Will be determined case per case; - Three meetings scheduled for the last part of the year; - AW Safety day was held on 10th of March, with special focus on simple SMS and Norwegian model (Inland Flysikkerhetsforum). Geir HAMRE and Marianne KIRKESAETHER, CAA Norway, were guests and main speakers at the forum. <p>Ireland John STEEL, IAA, reported that there was no change to the status of the Irish team. Due to the excessive work load being generated by the introduction of the new Part OPS and Part SERA, there has been no further progress on analysis in Ireland. The Team is expected to be reconstituted around the end of the year.</p> <p>On the plus side, John SWAN continues to do sterling work with the EHSIT ST Training while John STEEL continues to support the EHEST and IHST initiatives.</p> <p>Netherlands Jos STEVENS, NLR, noted by email that there is no progress to report.</p>	

Spain

Verónica ELVIRA, AESA Spain, provided a pre-meeting email update, which was reported by Teresa MARTINEZ SANCHEZ, AESA Spain, during the meeting.

The group met on 5th March. The team has completed the analysis of six reports for year 2011. Some facts about the analysed reports are included below:

- We have analysed 4 accidents and 2 serious incidents;
- There is only 1 fatal accident;
- 4 of them belong to the category of Aerial Works-Commercial, 1 to General Aviation and the last one to CAT-HEMS.

The Excel files containing such analysis will be sent as soon as possible. Currently there are only 3 reports remaining to analyse concerning year 2011. The Spanish AIB (CIAIAC) can still publish some report more, so this number could increase (there are 3 accidents whose report's publication is pending). The next meeting is scheduled for May.

UK

Tony EAGLES, UK CAA, reported that no further progress has been made on post-2010 accidents due to other ongoing activities. Changes in the structure of the CAA-UK are expected, which may further slow progress in the short term.

Discussion

- Bettina SCHLEIDT, SRH University of Applied Sciences, requested clarification on who is leading the German EHSAT Team.
- Ornulf LIEN, CAA Norway, requested clarification on the further analysis (post-2010) expected from EHSAT sub-groups. Martin BERNANDERSSON, EASA, remarked that Regional Teams are still encouraged to continue analysing accidents (after 2010). Gilles BRUNIAUX, Airbus Helicopters, stated that this activity should continue.

Action 2 of EHEST 1-14: EHEST Secretariat to provide a table of EHSAT Regional Team leaders for the next EHEST meeting.

3.2 Latest revision of the EHSAT database and EHEST Analysis Report 2006-2010

Martin BERNANDERSSON, EASA, provided an update on **the EHSAT Analysis Report 2006-2010**.

- Main analysis to be performed during April-May, in cooperation with a reference group;
- Volunteers for the reference group are welcome;
- The aim to present a draft report for discussion at EHEST 2-2014 on 28 May.

Publication of this new **2006-2010 Accidents Report** is planned for mid-2014.

3.3 Helicopter Accident Data Classification Group (HADCG)

Martin BERNANDERSSON, EASA, presented an update on the **Helicopter Accident Data Classification Group (HADCG)**, tasked to classify helicopter accidents based on available information (sometimes before the AIB report is published). A first trial meeting took place 4-5 November 2013 at EASA, which was followed by a meeting on 11-13 March 2014 to cover 2013 accidents:

- 86 accidents were reviewed and classified;
- Potential improvements to the current ADREP Taxonomy on Occurrence Categories were discussed.

Gilles BRUNIAUX, Airbus Helicopters, asked if any consolidated data could be shared. Martin BERNANDERSSON, EASA, noted that the work was still in progress. A summary will be provided at the next EHEST meeting and the data published in the **EASA Annual Safety Review**.

The Team discussed the increase (perceived and real) in the number of helicopter accidents. There is a public backlash in the UK following recent offshore and onshore accidents. The Team recognised that there is a communications problem.

The issue of Flight Instructors was also noted. A system should be in place to facilitate knowledge transfer and mentoring between senior and less senior instructors. *Post meeting note:* The soon to be published **EHEST Helicopter Flight Instructor Manual** will be quite beneficial in that respect.

It was noted that the mind-set of the helicopter profession from completing every mission to completing every mission *safely*. The need to target operators directly, notably through road shows, was also highlighted.

Action 3 of EHEST 1-14: Martin BERNANDERSSON, EASA, to provide a summary of the first results of work of the HADCG at the next EHEST meeting.

3.4 Cooperation with the OGP-Aviation Safety Committee (ASC)

Martin BERNANDERSSON, EASA, reported on cooperation with the OGP-Aviation **Safety Committee (ASC)**.

The initial contact was taken by Jos STEVENS, CAA-NL. The OGP-ASC have signed the Personal Confidentiality Statement (PCS) that allows them to work on the EHSAT Analysis Tool and to become EHSAT members. The complete EHSAT Tool has been forwarded to them by Martin BERNANDERSSON, EASA, on 14 Feb 2014. No feedback has been received so far.

The ASC Accident/Incident Analysis Tool is different from the EHSAT one, so they have designed a translational tool that can take the EHSAT Tool, import it into their tool, and then translate our Standard Problem Statements (SPS's) into their so-called 'Hazardous Events'. Their results will be shared with EHEST.

Action 4 of EHEST 1-14: Martin BERNANDERSSON, EASA, to follow up with the OGP-Aviation Safety Committee (ASC) on the results of their work with the EHSAT Tool.

Tony EAGLES, UK CAA, suggested that the operators should have access to the **European central Repository (ECR)** to serve their MS/SMS. John VINCENT, EASA, indicated that a formal procedure is in place to access the ECR: requests have to be justified and addressed to the EC.

John VINCENT also reported that the new **European Occurrence Reporting Regulation** will soon be published. Initially set up on a voluntary basis, the Network of Analysts (NoA) is now recognised in this Regulation. The NoA will be tasked to improve the quality of the data feeding the European Central Repository (ECR) and to analyse these data to support Safety

Management at national (SSP) and European (EASp) level.

Activities will continue to expand. This could be the beginning of a '[Big Data](#)' project in Europe.

4 EHSIT Progress Report

4.1 EHSIT ST Regulation

Tony EAGLES, UK CAA, reported that the team's work is presently on standby due to other commitments. A reflection on the work that is achievable must be undertaken.

Several of the EHSIT ST-R priority subjects are now being addressed in various EASA Rulemaking Tasks (RMTs), such as Helicopter Ditching and Survivability. The UK CAA also published a Paper on the Performance of Automatic Deployable Emergency Locator Transmitter (ELTs):

https://www.caa.co.uk/docs/1672/srg_gad_Appendix%20b%20revised.pdf.

Flight Data Recorders (FDRs) have recently attracted a lot of attention with the British public asking why many helicopters are not equipped with these. FDR is also an important subject in Norway.

The general interest on recorders has also increased after the recent the Malaysian flight MH 370 B-777 accident.

The work of the ICAO Flight Recorder Panel (FLIRECP) was also mentioned: <http://www.icao.int/safety/airnavigation/AIG/Pages/Panel.aspx>.

Gilles BRUNIAUX, Airbus Helicopters, reported that a decision had been made to for all new aircraft produced to be equipped with a cockpit image and flight data recorder. A full CVR and FDR will also be installed on all new medium and heavy helicopters. This goes beyond the requirements.

Recorders are useful for accident investigation and also proactively for flight data analysis and MS/SMS. *Post meeting note:* Refer also to the [IHST HFDM Toolkit](#).

Action 5 of EHEST 1-14: The EHSIT ST Technology to revisit their Work Programme against recent developments and report in the EHEST 2-14 meeting.

4.2 EHSIT ST Technology

EHSIT ST Technology Leader Jos STEVENS, NLR, excused, reported by email that there is no progress to report. The objective remains to publish the populated Technologies – Accident Factors (SPSs) Tool this summer.

4.3 EHSIT ST Operations & SMS

Bartolomeo FERRERI, INAER, provided an update on ST Operations & SMS. The team's work is presently focussed on:

- SOP guidance based on CRD to NPA 2009-02b of 2011;
- an SOP example based on the Sling Load aerial work operations;
- A Risk Assessment Tool, which is needed in order to develop the SOPs. The tool is based on Bow Tie method and the and the EHEST Safety Management Database User Guide of the SMS Toolkit for Complex Operators;
- The Team will integrate the SOP suggested by the Part-SPO with the ones used currently by three operators contributing to this work: Elilombarda, INAER and REGA;
- Both the SOP Guidance and the Risk Assessment Tool are planned to be delivered in Dec.

Bow Ties can be used to proactively to support Hazards Identification and Risk Assessment and retrospectively to support occurrence analysis. Bob SHEFFIELD reported on the SHELL experience of using Bow Ties.

Bow Ties provide good *graphical illustrations* and are therefore good communication tools. They can also be formatted in *table format*, which is convenient for safety analysis.

Regarding the CRD to NPA 2009-02b, Tony EAGLES, UK CAA, noted that the Comitology procedure has introduced changes but that these changes shouldn't affect this work by the ST Ops & SMS.

Action 6 of EHEST 1-14. EHEST Secretariat to forward to the EHSIT ST Ops & SMS the latest version of the text previously published as CRD to NPA 2009-02b.

4.4 EHSIT ST Training

EHSIT ST Training Rapporteur Francesco PARISI, AgustaWestland, provided the update report:

- 2 new members have joined the ST Training activity;
- **Leaflet HE 7 on Helicopter Flight in Hilly and Mountainous Areas** is ready for publication;
- **EHEST Helicopter Flight Instructor Manual** (an adaptation of a CASA Australia Guide to European terms and provisions) is also ready for publication. Mike O'Donoghue took the lead on this;
- **Leaflet HE 8 Threat and Error Management:** a draft will be ready for review in the ST-T Dublin meeting;
- **Leaflet HE 9 Teaching/Testing in FSTDs:** a draft will be ready for review in the Dublin meeting;
- **Leaflet HE 10 Helicopter Performance Calculations** (TBC): a draft will be ready for review in the Dublin meeting;
- **Leaflet HE 11 Training and Testing Malfunctions & Simulated Emergencies In Flight:** will be discussed at the Dublin meeting;
- **Leaflet HE12 Training in Glass Cockpits and Advanced Automation:** will be discussed at the Dublin meeting

- The **Helicopter Decision Making video** is cancelled. A new project for a video will be discussed at the Dublin meeting.

Jim LYONS is organising the [RAeS Conference Technology: Friend of Foe: The Introduction of Automation to Offshore Operations](#) to take place on 3 July in London. Someone from the EHSIT ST Training is foreseen to give a presentation.

5 EHEST contribution to the European Aviation Safety Plan (EASp), Edition 2014-2017

Michel MASSON, EASA, provided an update on the Aviation Safety Plan (EASp), Edition 2014-2017, on behalf of Rodrigo PRIEGO, EASp Focal, EASA.

The following Action was reminded to EHEST:

New Action

Helicopter priority areas not identified in the EASp 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.

Desired outcome

Establish priorities to focus action to mitigate safety issues affecting helicopter operations in future editions of the EASp

Proposed actions

Make a proposal to arrange the helicopter section of the EASp and seek an agreement with the Helicopter community

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

Action 7 of EHEST 1-14. EHEST to provide to the Secretariat proposals to structure the Helicopter section of the EASp. Should be data-driven and reflect the top five accident types for helicopter.

The next phase will consist of introducing Actions under each sub-Section.

The meeting noted the importance of **Helicopter Safety Days** (an EASp Action).

John VINCENT, EASA, noted that the EASp is today a voluntary initiative. The **EASA Basic Regulation** is undergoing a review and the EASp could be mentioned in the next edition, and so become mandatory.

6	EHEST Communication
<p>Michel MASSON, EASA, shared the email from Stefan BECKER, EHAC/REGA/EHEST Communication Leader, providing an update on the way ahead for EHEST Communication:</p> <p>Actual activities have been:</p> <ul style="list-style-type: none"> - Co-planning of the IHSS 2014 and coordination of the EHEST presentation slot - Set-up of an LinkedIn account (special thanks go to Andy Evans) - Preparation of basic communication pieces for the social media platform - Review of translations of training leaflets (German version) <p>Ongoing activities:</p> <ul style="list-style-type: none"> - Managing LinkedIn group, incl. moderating discussions - Liaising with IHST in terms of general/worldwide communication issues - Liaising with Rotorcraft magazines <p>Planned activities:</p> <ul style="list-style-type: none"> - Definition of communication goals - Definition of target groups - Adaption of a communication plan to the target groups - Collecting information from EHEST ST's for release <p>Intended activities:</p> <ul style="list-style-type: none"> - Media monitoring and clipping (could EASA-internal monitoring be used?) - Surveys on EHEST material <p>The meeting noted the need to strengthen communication to connect with the end users. It was suggested to inform all Air Training Organisations and to develop an application for portable devices. The USHST launched a mobile App called IFLYSAFE http://www.ushst.org/MobilApp.aspx. Nick MAYO, the leader of the USST Training Team, was involved.</p> <p>The meeting notes also the OGP ASC meeting to take place this summer in Florence. The OGP has started to promote the IHST and EHEST material to the small operators.</p> <p>The EHEST Team requested an update on EHEST publication translation work.</p> <p>Action 8 of EHEST 1-14. Suggest to the EHEST Communication Team to launch an EHEST mobile App and report in EHEST 2-14.</p> <p>Action 9 of EHEST 1-14: EHEST Secretariat to provide an overview of EHEST translations with the meeting documents.</p>	

IHST and IHSS 2014

Bob SHEFFIELD, AgustaWestland briefed the Team on the IHSS 2014, which took place in Anaheim, California, on 27-28 February 2014. All presentations from the symposium can be downloaded from the following website:

<http://www.ihst.org/Default.aspx?tabid=1985&language=en-US>

The Team was informed that an IHST ExCom meeting would take place in Amsterdam on 10 October 2014. It was agreed that EHEST must be well represented at this meeting.

Contribution to [HELITECH 2014](#) of 14-16 Oct

Bob SHEFFIELD, AgustaWestland, reported that the IHST ExCom had agreed to host a series of safety workshops at Helitech 2014. These are planned to be similar in format to the safety workshops at the 2013 Helitech in London. Kipp LAU, IHST Liaison, is taking the lead in organising these. EHEST was encouraged to support the organisation of these workshops as far as possible. It was noted that authorities were insufficiently represented at the 2013 safety workshops.

It was suggested to invite CAA-NL and NLR to take the lead as HELITECH 2014 will take place in Amsterdam.

Action 10 of EHEST 1-14: The EHEST Secretariat to suggest to the CAA-NL and the NLR to take the lead and support Kipp LAU, IHST Liaison, for the organisation of the IHST and EHEST Safety Workshop(as) at HELITECH 2014 in Amsterdam.

7 Any Other Business and adjournment

UK CAA Review of Off Shore Operations in the North Sea

Tony EAGLES, UK CAA, presented the **UK CAA Review of Off Shore Operations in the North Sea (CAP 1145)**, which was published in February. The report has announced changes to a number of areas including:

- Improvements to passenger survivability post ditching / crash;
- Pilot performance and training;
- Helicopter airworthiness;
- Regulation of helidecks.

An offshore helicopter safety forum has been established to drive forward the recommendations identified. It met for the first time on 20 March 2014.

Gilles BRUNIAUX and Bob SHEFFIELD noted that they support most, but not all, recommendations from this report. A discussion took place on the effect of certain recommendation on individual and global risk levels. The manufacturers would have wished to be involved in the preparation of report to jointly address these aspects with the UK CAA.

John STEEL, IAA, noted that that Ireland is likely to impose the actions in CAP 1145 to operators in Ireland in a similar timeframe.

Post-meeting note: The CAP 1145 report has been provided as part of the meeting documents.

Joint Operators' Review of Safety, Training and Procedural Best Practice

John BLACK, EHOc, presented the Joint Operators' Review of Safety, Training and Procedural Best Practice.

The review, which was launched in September 2013, has been focussed around five work streams:

- Automation
- Monitoring
- Stabilised Approaches
- Information Exchange
- Oil & Gas Standards

A Survivability work stream is to be added later, while work on technical aspects (HUMS) is to be done under the EHOc umbrella.

The established tri-company Communications Group (Avincis Group, Bristow Group and CHC Helicopter) will be used to communicate the results of the review and provide subsequent updates to the UK and Norwegian Oil & Gas industries.

It was suggested that the review should be extended to other operators in the North Sea.

Markus WILLISCH, MSH, sought clarification on the study's planned development of EGPWS software for RW Ops (linked with ongoing UK CAA work). Tony EAGLES, CAA UK, noted that current EGPWS systems are not suitable for offshore operations. They must be reprogrammed for the offshore operational environment.

FAA Helicopter Safety Initiative

Bob SHEFFIELD, AgustaWestland, briefed EHEST on the FAA – Rotorcraft Safety Initiative (RSI). The NTSB has placed helicopter safety in their top 10 issues list. It is an internal and independent effort to identify ideas, concepts and suggestions on how efforts can be maximised to *reduce fatal helicopter accidents*.

The RSI is divided into the following phases:

- Phase I: Listening sessions and intervention recommendations;
- Phase II:
 - o Establish phase II charter and identify AVS team;
 - o Internal review by AVS;
- Phase III: Outreach to industry;
- Phase IV: Implementation and review.

In the discussion, Bob SHEFFIELD, AgustaWestland, confirmed that the FAA plans to carry out the RSI independently of IHST work. Nevertheless, it was important to make sure that it leveraged work already carried out in the US and worldwide. The Team discussed whether EHEST should make a formal contribution to the RSI.

EASA and the EHEST were encouraged to liaise with and support this initiative. The **EU-US Bilateral Air Safety Agreement (BASA)** was suggested as one means for further standardisation. The subject could also be raised at the **2014 EU-US International Aviation Safety Conference**, which is co-organised by the FAA and EASA.

Events

- TURBOMECA Safety Symposium, 1-3 April

Michel MASSON, EASA, informed the Team that EHEST had been invited to participate in the TURBOMECA Safety Symposium, 1-3 April. It was suggested that Bartolomeo FERRERI, INAER, could represent the Team. *Post meeting note:* Bartolomeo FERRERI, INAER, won't eventually participate in that event.

- AERO Friedrichshafen, 9-12 April

Michel MASSON, EASA, informed the Team that he will represent EHEST and EGAST at the General Aviation AERO fair in Friedrichshafen from 9 to 12 April. Presentations on both initiatives are planned on the EASA stand. In addition, EHEST and EGAST leaflets will be made available. AERO website: <http://www.aero-expo.com/>

Michel MASSON, EASA, informed the Team of a range of other events. The details of a possible EHEST participation must be finalised:

- SMSICG meeting, FOCA, Bern, 16 May
- RAeS HEMBA, 40th, 2-5 September
- ESAM 2014 Fly Safe, Fly Well Seminar, 5-7 September
- Offshore/Onshore Aviation Conference organised by the IHST MENA team, Abu Dhabi, 2-3 November

Bettina SCHLEIDT, SRH University of Applied Sciences, informed the Team about two events planned in Switzerland. The organisers would welcome displaying and distributing IHST and EHEST material:

- Heli-Weekend 2014, CH-Grenchen, 5-6 April
- 3rd Helicopter Safety Forum CH - powered by ROTORTEC AG

2014 EHEST Meetings Calendar

The dates for 2014 EHEST were discussed and agreed as follows:

- **EHEST #2/2014:** 28 May in Cologne
- **EHEST #3/2014** will now take place on **Monday 13** (note the change!) October at the NLR premises in Amsterdam, before HELITECH. IHST ExCom members who will participate in HELITECH are kindly invited to participate in this EHEST meeting,
- **EHEST #4/2014** will be on 2 December in Cologne.

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

The next meeting date was confirmed: EHEST #2-14: 28 May 2014 in Cologne.

Post Meeting Item: 8 - Review of the EASA Study on Single-Engined Helicopter Operations over a Hostile Environment

The study results have recently been published on the EASA website:

<http://easa.europa.eu/safety-and-research/research-projects/rotorcrafts.php>

EASA.2012.OP.09

(09/01/2014)

Study on single-engined helicopter operations over a hostile environment details ▼

The main objectives of the study are as follows:

1. collecting and analysing data on the use of single-engined helicopters in the EASA Member States for all types of operation;
2. conducting a safety risk assessment in support to the decision if, and under which conditions, commercial air transport operations⁶ can be conducted over a hostile environment and the impact this might have on such operations;
3. potentially conducting a regulatory impact assessment identifying and clearly describing the safety as well as economic, social and environmental impact of the proposed rulemaking action, if the study recommends any rulemaking action.

The report documents and a review have been provided as part of meeting documents.

EASA is inviting EHEST to take on board the following action:

Action 11 of EHEST 1-14: Using the template provided, review the recommendations from the EASA2012.OP.09 Study on single-engined helicopter operations over a hostile environment assigned to EHEST, assess and justify if they are relevant, and propose by whom they should be addressed. Note: If there are recommendations to which EHEST agrees but that EHEST cannot address due to resource constraints, EASA will decide how to follow-up. The review results are to be sent to darko.vucic@easa.europa.eu with copy to ehest@easa.europa.eu by 16 April 2014.

Meeting	Actions	Holder	Due Date
Action 1 of EHEST 3-11	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	EHEST 2-14
Action 1 of EHEST 3-13	Contact Martin BERNANDERSSON, EASA, to assist in the further EHSAT analysis and the preparation of the 2006-2010 Accidents Report.	EHEST	EHEST 2-14
Action 4 of EHEST 3-13	Consider sponsoring EHEST through donations by contacting the EHEST Treasurer Elisabetta DALLA BENETTA (office@eha-heli.eu) and the EHEST Secretariat.	EHEST	EHEST 2-14
Action 1 of EHEST 1-14	The EHEST Secretariat to re-submit the EHEST funding request to IHST in lots to speed up the process.	EHEST Secretariat	ASAP
Action 2 of EHEST 1-14	Provide a table of EHSAT Regional Team leaders for the next EHEST meeting.	EHEST Secretariat	EHEST 2-14
Action 3 of EHEST 1-14	Provide a summary of the first results of work of the HADCG at the next EHEST meeting.	Martin BERNANDERSSON, EASA	EHEST 2-14
Action 4 of EHEST 1-14	Follow up with the OGP-Aviation Safety Committee (ASC) on the results of their work with the EHASt Tool.	Martin BERNANDERSSON, EASA	ASAP
Action 5 of EHEST 1-14	Revisit their Work Programme against recent developments and report in the EHEST 2-14 meeting.	EHSIT ST Technology	EHEST 2-14
Action 6 of EHEST 1-14	Forward to the EHSIT ST Ops & SMS the latest version of the text previously published as CRD to NPA 2009-02b.	EHEST Secretariat	ASAP
Action 7 of EHEST 1-14	Provide to the Secretariat proposals to structure the Helicopter section of the EASp. Should be data-driven and reflect the top five accident types for helicopter.	EHEST	EHEST 2-14
Action 8 of EHEST 1-14	Suggest to the EHEST Communication Team to launch an EHEST mobile App and report	EHEST Secretariat EHEST	ASAP

European Helicopter Safety Teams

Meeting EHSAT, EHSIT and EHEST 1-14
Date & Location 21 March 2014, EASA, Cologne
Organised by EASA

Meeting	Actions	Holder	Due Date
	in EHEST 2-14.	Communication Team	EHEST 2-14
Action 9 of EHEST 1-14	Provide an overview of EHEST translations with the meeting documents.	EHEST Secretariat	EHEST 2-14
Action 10 of EHEST 1-14	Invite the CAA-NL and the NLR to take the lead and support Kipp LAU, IHST Liaison, for the organisation of the IHST and EHEST Safety Workshop(s) at HELITECH 2014 in Amsterdam.	EHEST Secretariat	ASAP
Action 11 of EHEST 1-14	Using the template provided, review the recommendations from the EASA2012.OP.09 Study on single-engined helicopter operations over a hostile environment assigned to EHEST, assess and justify if they are relevant, and propose by whom they should be addressed. Note: If there are recommendations to which EHEST agrees but that EHEST cannot address due to resource constraints, EASA will decide how to follow-up. The review results are to be sent to darko.vucic@easa.europa.eu with copy to ehest@easa.europa.eu by 16 April 2014.	EHEST	16 April 2014

CLOSED actions are not presented in the table.