

Minutes of Meeting
EHSAT – EHSIT – EHEST 1-13
26 March 2013
[Draft 2](#)

List of Participants	
Attendees of the EHSAT, EHSIT and EHEST Plenary meetings	Michel MASSON, EASA (EHSAT co-Chair and EHEST Secretary); Clément AUDARD, EASA (EHEST co-Secretary); Martin BERNANDERSSON, EASA; Gilles BRUNIAUX, Eurocopter (EHSAT/EHSIT France; EHSIT and EHEST co-Chair); Bas KRANEKRONE, CAA-NL; Luigi CANDIANI, AgustaWestland (EHSAT co-Chair); Stefano BURIGANA, Elilombarda (EHSIT ST Ops & SMS Lead); Petteri PELTOLA, CAA Finland; Kris Van der PLAS, ECA; Ornulf LIEN, CAA Norway; Nadine MUECKLICH, EASA-trainee; Evert WINDELS, EASA-trainee; Marieke van HIJUM, EASA; John BLACK, EHOc (EHEST co-chair); Teresa MARTINEZ SANCHEZ, CAA Spain; Jos STEVENS, NLR (EHSIT ST Techno Lead); David PAREL, CAA Switzerland; Nicola GAROVI, FOCA; Anthony WAGSTAFF, ESAM; Giulio FINI, INAER/EHA (nominated in session as new EHSIT co-Chair); Bartolomeo FERRERI, INAER, and Bob SHEFFIELD, AgustaWestland (IHST Director Europe).
Apologies	John VINCENT, EASA (EHEST co-Chair); Stefan BECKER, EHAC and REGA; Philippe BESSE, DGAC France (EHSAT/EHSIT France); David Haddon, EASA; David HOWSON, UK CAA (EHSIT ST Regulation Lead); Tony EAGLES, UK CAA; Concilio ROSARIO, ENAC Italy; John D. STEEL, IAA (EHSAT Ireland, EHSIT co-Chair); Gabriel DETLEF, Eurocopter; Matthew GREANES, Cranfield University; Maximilian DE BRUYN, Augusta-Westland (EHSIT ST Training Lead); Karl-Heinz MAXIMILIAN, ADAC/EHAC; Bernd SCHWARZE, Eurocopter; Keith REID, UK CAA/RAeS; Seth OLOFSSON, CAA Sweden; 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; Trond ODDEN, CAA Norway; Duncan TRAPP, EHOc (EHEST Com SG Lead); Patrick FAUCHERE, SHA / Air Glaciers (EHSAT/EHSIT CH); Pietro TRABUCHI, INAER.

Access EHEST/EHSAT/EHSIT information (reminder):	
Link:	https://circabc.europa.eu/w/browse/666d514a-d7b8-4d71-9d17-f155c2bd7b04
Username or email address:	ehest@easa.europa.eu
Password:	aviationSafety1 (note that the S in the password is a capital letter)

Prepared by	EHEST Secretariat	5 April 2013
Approved by	EHSAT, EHSIT and EHEST	

Agenda EHSAT – EHSIT – EHEST #1-13	
Ref.	Topics for Discussion
1	Welcome and approval of the agenda
2	Review of minutes and actions of EHSAT, EHSIT and EHEST 3-12
3	EHSAT Progress report 1. Update from the EHSAT Regional Teams, 2. Latest revision of the EHSAT database and completion of the 2006-2010 analysis, 3. Study on the coding of 2009 accidents using the CICTT taxonomy.
4	EHSIT Progress Report 1. EHSIT ST Regulation, 2. EHSIT ST Technology, 3. EHSIT ST Operations & SMS, 4. EHSIT ST Training, 5. IHST HUMS Toolkit, 6. Risk Facts Sheets by operations, etc.
5	EHEST Communication progress report
6	IHST update: feedback from the ExCom, including budget aspects
7	European Aviation Safety Programme (EASP), Edition 2013-2016 and EHEST actions
8	Nomination of a new IHST co-Chair, Work program, Any Other Business, Wrap-up and adjournment.

1	Welcome and approval of the agenda
<p>Michel Masson, EASA, welcomed the participants to the meeting. Following the decision taken at the last meeting, the EHSIT, EHSAT and EHEST meetings are now grouped in a one day meeting. Apologies for the late change of dates.</p> <p>Approval of agenda: The agenda was amended and approved in session.</p>	

2	Review of minutes and actions of the previous meetings
<p>Review of the minutes of EHSAT, EHSIT and EHEST #3/12</p> <p>Comments received prior to the meeting have been integrated and the minutes were approved as amended.</p>	

2 Review of minutes and actions of the previous meetings

Review of the actions

Meeting	Actions	Holder	Comment
Action 1 EHSAT 1-12	EASA to provide a review of the data available in the EHSAT database in view of preparing a new EHEST Analysis Report.	Marieke van HIJUM, EASA	Closed in session by Martin BERNANDERSSON.
Action 1 EHEST 3-11	EHEST to address helicopter data collection with IHST through the ExCom and the JHIMDAT.	Gilles BRUNIAUX, Eurocopter, and Marieke VAN HIJUM, EASA	Kept open as reminder. The four major OEMs have signed an agreement with MITRE. Work is on-going. No good data are available for piston helicopters, except in the US following the GA survey performed by the FAA. Discussion among the IHST on moving to better metrics, for instance fatal accident rate.
Action 1 3-12	Clément AUDARD, EASA to share with the team the presentation on restraint systems made by Simpson company.	Clément AUDARD, EASA	Closed. The presentation is available in the meeting folder on CIRCABC.
Action 2 3-12	Michel MASSON, EASA, and the EHSIT ST Ops & SMS to adapt the EHEST Safety Management Manual to Non Complex Operators.	Michel MASSON, EASA	Closed. The action has started and is now part of the work programme of the EHSIT ST Ops & SMS.
Action 3 3-12	Bob SHEFFIELD, AgustaWestland, to help establishing contact between the OGP sub-team on new technology and the EHSIT ST Technology.	Bob SHEFFIELD, AgustaWestland	Closed. Contact was established with SHELL Aircraft in Rotterdam.

3 EHSAT Progress report

3.1 Update from the EHSAT Regional Teams

UK team (March 2013)
The analysis of the 2006-2010 period has been completed.

NL team (26 March 2013)
Jos Stevens, NLR, presented in session an updated on the NL Team:

- The team composition has not changed.
- The NL accidents/incidents analysis up to including the year 2008 has been completed. For 2009, 2 drafts—analysed occurrences are available, and for 2010, 2 analysed occurrences are available and 1 occurrence remains to be analysed.
- Jos announced that the 3rd Dutch Helicopter Safety Day, addressed to pilots, had taken

place in December 2012. Will make extensive use of a SWAT-SWOT analysis to derive common problem areas and root causes, thereby improving the safety awareness. See the NLR website for details.

Finnish team (22 March 2013)

Petteri Peltola, CAA Finland, provided a report by email on the progress of the Finnish Helicopter Safety Team (FHST, Regional team of Finland):

- Analysis 2006-2010 completed and delivered, analysis work is continuing,
- Helicopter Instructor Safety day was held in 23rd Jan successfully,
- first meeting of the year with the FHST was held in 22nd Mar, three more planned for the year 2013,
- minor changes in the team, to be informed later,
- discussions about the next FHST Symposium has started, probably for the AW-operators.

Norwegian team

Ornulf Lien, CAA Norway, gave a report in session: the work on the analysis of the 2006-2010 period will likely resume in June. On the implementation side, an important safety study of on-shore operations is conducted by the Ministry of Transportation. A report was delivered recently; it contains 41 recommendations. The accident and fatal accident rates are going up. EHEST recommended to translate the summary of the report in English.

French team (25 March 2013)

The report was provided by email by Marc Greiller, Eurocopter. Last meeting: 29/11/2012 at the UFH Office. Next meeting: 27 and 28/03/2013 at the UFH Office.

Accidents analysis status:

- Accident already analysed: 94 (87 Civilian Accidents and 7 Military Accidents),
- Accidents to be analysed from 2000 to 2008: completed and 8/10 for 2009,
- Accidents to be analysed from 2009 to 2012: 29 (15 accidents remain for 2006-2010 period),
- Total to be done: 29 Civilian - 32 Military

Breakdown of accidents:

- Civilian: 2 for 2009; 13 for 2010; 13 for 2011 and 1 for 2012.
- Military: 9 for 2003; 1 for 2004; 6 for 2005; 5 for 2006; 4 for 2007; 5 for 2008 and 2 for 2009.

To complete the 2006-2010 period as expected by EHEST, the French team has decided to hold a meeting during 2 days, and this 2 times, one in March and another one in June. This strong commitment was welcomed by the EHEST.

Spanish team (25 March 2013)

The team has completed the analysis of the reports for the years 2009 and 2010. The EHSAT Spain met on 20th March and completed the analysis of the five remaining reports. The material will be sent as soon as possible, anyway before June 2013 for inclusion in the new EHEST Analysis Report.

Teresa Martínez, AESA, is now the Spanish representative in the EHEST meetings. Warm

welcome to Teresa to the team!

Swiss team

Patrick Fauchère FAUCHERE reported by email that the team didn't meet so far in 2012 and is not planning to meet due to shortage in resources. Work status:

2006 : all accident analysed / 1 missing

2007 : 6 done / 2 missing / attached 2135 and 2142

2008 : 6 done / attached 2110 and 2122

2009 : 2 done / 1 missing / attached 2095, 2137, 2119, 2138, 2139, 2124, 2153

2010 : 2 missing / attached 2101, 2089, 2114, 2121, 2115, 2125, 2098

2011 : 4 missing / attached 2152

2012 : 3 missing

The accidents reports (input material to the EHSAT analyses) are available at www.bfu.admin.ch.

Irish team

John Steel, IAA, reported by email that there is currently no change to the Irish situation for EHSAT. 6 reports remain to analyse. Target remains summer 2013.

Italian team (25 March 2013)

Luigi Candiani, AgustaWestland, reported that the EHSAT Italy was no more meeting since the completion of the analysis of the 2000-2005 accidents. The team originally composed of eight analysts was actually reduced to four, having lost two people who got retired, one moved to other business, and one with no more time availability.

For the remaining analyses, time is also an issue. Two people from the Italian Army and Italian Air Force are possibly interested and available for future activities.

The ANSV (Italian AIB) is no more part of the team, but positive relationship remained in place. 52 accidents occurred in Italy have been investigated by the ANSV in the period 2006-2010 but just about 4 accident reports are available for analysis. No considerable additional records can be added to the EHSAT database.

German team

No update report has been provided since the previous meeting.

3.4 Latest revision of the EHSAT database and completion of the 2006-2010 analysis in summer

Martin Bernandersson (martin.bernandersson@easa.europa.eu), EASA, reported that the EHSAT database now contains 523 occurrences, of which 483 accidents, 29 serious incidents and 11 incidents. In total, the database contains more than 5000 SPS counts.

The secured CIRCA platform is closed and the database is now managed centrally by EASA. All EHSAT team leaders have now to send the analysis to EHEST@easa.europa.eu and can request a copy of the complete database by email.

The schedule for the publication of the new EHSAT Analysis 2006-2010 Report is as

follows:

- Regional Teams to finalise accident analysis by summer. RT Leaders to provide the analysis before September 2013,
- Draft final report to be submitted to the Plenary during EHEST 3-13,
- Report to be finalised before end of 2013 and the main results presented at the EASA Rotorcraft symposium in Dec 2013,
- Publish the final report 1Q 2014.

Action 1 of EHEST 1-13: EHSAT RT Leaders to submit the final analysis for the period 2006-2010 by Sept 1st for integration in the central database and in the report.

3.3 Study on the coding of 2009 accidents using the CICTT taxonomy

The use of the CICTT taxonomy for helicopters was discussed. The EHSAT contributed in the past years to enriching the CICTT taxonomy for helicopter. Occurrence and events categories are satisfactory, but causal and contributory factors need further development.

The CICTT taxonomy is undergoing a global review. Boeing, Airbus, and other fixed wing representatives are involved. The helicopter community should also reinforce its contribution. The IHST ought to get on board. The OGP Safety Committee also uses their own taxonomy; they could/should also get involved.

Marieke van Hijum suggested that after the publication of the 2006-2010 report, EHSAT would cease to perform a parallel analysis using SPSs and use ADREP and ECCAIRS, following the standard European occurrence reporting process. The team competences should be used to improve the taxonomy and the coding of helicopter occurrences.

Ornulf Lien, CAA Norway, suggested to invite the AIBs to use SPS in their analysis. This would provide richer information on causal factors. Also, better information is needed regarding the hazards. Gilles Bruniaux noted that the AIBs can use only factual evidence; they are not allowed to make educated guesses based on expert judgement, like in the EHSAT methodology.

Petteri Peltola noted that ADREP and ECCAIRS aren't currently suited for helicopter and that the data are of poor quality. Hence the need for the helicopter community to get involved in the ADREP and ECCAIRS developments, emphasised Martin Bernandersson.

4	EHSIT Progress Report
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EHSIT ST Training

The minutes of their last meeting was used to report the progress to the Plenary.

Maximilian De Bruyn, Augusta-Westland, took over from Christophe Marchal as team leader.



The **Leaflet HE5 on Risk Management in Training** was published and distributed in session to the participants. The risk management approach used in this leaflet is consistent with the one defined in EHEST Safety Management Manual. Congratulation to the EHSIT ST Training for this valuable work!

Leaflets:

Leaflet & Priority <i>(in order to ranking)</i>	Authors	Budget from	Final draft status & Date to EASA
Safety considerations HE1	EHSIT ST T	EASA	Finalised 2010
Pre-flight planning checklist HE1 Flyer	EHSIT ST T	EASA	Finalised 2010
Helicopter airmanship HE2	<u>John</u> & Fred	EASA	Finalised 2011
Helicopter ground operations signals HE2 Flyer	<u>John</u> & Fred	EASA	Finalised 2011
Off airfield landing site operations HE3	<u>Fred</u> & <u>John</u>	EASA	Finalised 2011
Single pilot decision making HE4	Jesse & Fred	EASA	Finalised 2012
Risk Management in training HE5	<u>Chris</u> & Max	EASA	Finalized 2013
Introduction to Mountain flying techniques HE6	<u>David</u>	EASA	By meeting 2-2013 Final draft expected by May 2013
Advantages of simulators and how to use it HE7	Bernard	EASA	By meeting 2-2013 First draft ready
Threat & Error management HE8	Fred & David	TBC	In progress TBD

Autorotation instructor guide As a part of instructor guide	David & Jesse		Cancelled
Weather anticipation <i>Including tips for winter flying</i>	-----	-----	Postponed until after the Instructor's Manual PPL
Passengers management <i>including check-list</i>	-----	-----	Postponed until after the Instructor's Manual PPL

Videos:

- Deteriorating Visual Environment (DVE) Released
- Helicopter passengers management #1 Released (for passengers briefing)
- Helicopter passengers management #2 Released (for pilots briefing)
- Video on Decision Making Draft script in progress
Financial contribution requested to IHST

EHSIT ST Ops and SMS

Stefano BURIGANA reported on the progress made by the team.

The following material has been published:

- EHEST Safety Management Manual (SMM) V1 (Complex Operators)
- EHEST SMS Database (Excel)
- EHEST SMS Database User Guide
- EHEST Emergency Response Plan
- Pre-flight Risk Assessment Checklist

Recent work:

- EHEST SMM V2 (Complex Operators) and EHEST SMM V1 (Non-Complex Operators) (in progress)
- Standard Operating Procedures (SOPs): Reviewed HEMS SOP to be aligned with upcoming Regulation (in progress)
- Preflight Risk Assessment Checklist. Two new sheets:
 - o Flight Over Urban Area
 - o Flying Different Aircraft Type

Task (1) suggested after the London accident.

Task (2) received from the EHSIT ST Training.

- Discussion whether using a Preflight R.A. or a full operator R.A.
- Degraded Visual Environment (DVE) – Inadvertent IMC
 - o Came out from 'Flight Over Urban Area' discussion
 - o Discussed procedures and practical training
 - o Could be further developed in a Flight Simulator (Eurocopter courtesy)

Work Programme:

- Standard Operating Procedures (SOPs)
- Define a SOP template
- Discussion: the SOP should be a checklist-type short document or a comprehensive

manual?

- Prepare HEMS SOP, Rescue Hoist SOP, Sling Load SOP

EHEST invited the team to develop a Process Guide on How to Develop SOPs, using specific operations as examples. The approach should be risk-based: perform a risk analysis, then develop SOPs, then develop procedures and check-lists for the risky elements.

Action 2 of EHEST 1-13: The EHSIT ST Ops & SMS to consider developing a Process Guide on How to Develop SOPs using specific operations as examples and adopting a risk-based approach.

Nadine MUECKLICH, EASA-trainee, presented the on-going work on the EHEST SMM V2 for Complex Operators and the EHEST SMM V1 for Non-Complex Operators. The EHEST Safety Management Manual (SMM) V1 for Complex Operators published in Aug 2012 was developed on the basis of the draft Implementing Rules, AMC and GM, dated March 2012. Since then, Annex III of the EU Regulation on Air Operations, Part ORO Subpart GEN Section II Management System and the relevant AMCs and GM were published in October 2012. The objective is to produce a SMM V2 - Complex Operators aligned to the regulatory material published. A new version is also being developed by the Non Complex Operators. Nadine was congratulated for the good work.

EHSIT ST Technology

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

- The matrix tool was finalised,
- The consolidated tool now contains about 135 technologies in 11 categories,
- Paper presented at European Rotorcraft Forum Amsterdam, Sept. 2012,
- Paper presented at Avionics Europe Munich, Feb. 2013,
- ST Technology work mentioned in article in AirRescue Magazine (issue 4-2012).

Action 3 of EHEST 1-13: Jos STEVENS, NLR, to change the term "Usability" by "Applicability" in the matrix tool.

Action 4 of EHEST 1-13: Jos STEVENS, NLR, to share with EHEST the first results of the analysed technologies.

EHSIT Specialist Team Regulation

No progress was made since the last meeting. ST Leader, Dave Howson, UK CAA, will organise a meeting [at Aviation House, Gatwick on](#) April 25th.

IHST HUMS Toolkit

Michel Masson, EASA, presented briefly the latest toolkit developed by the US IHST Team. http://www.ihst.org/portals/54/Toolkit_HUMS.pdf.

Risk Fact Sheets

No progress reported since the previous meeting.

New team composition: Giulio Fini, INAER, Martin Bernandersson, EASA, and Marc Greiller, Eurocopter. *Post meeting note:* Patrick Pezzatini also joined for Eurocopter.

The objective is to develop risk figures by type of machine, operations, etc. Many operators indeed have a limited idea of the risks they are facing. Petteri Peltola reported that many still reason in the following terms "No accident, no risk!". Risk fact sheets will be useful in particular for Aerial Work operators, who will soon have to implement an SMS, as requested by Part SPO.

Action 5 of EHEST 1-13: Create a new field in the EHSAT database to code the type of aerial work operation at the time of the accident. This will serve as a basis to identify the most critical operations.

Together, Eurocopter and INAER have a good volume and diversity of data to produce risk estimates. In addition, the JHSAT has produced SPSs by operations, which bring information on causal factors.

Action 6 of EHEST 1-13: Bob Sheffield to contact the JHSAT to get the SPSs by operations.

The Risk Fact Sheets are intended to support SMS. The approach should therefore be consistent with the EHEST SMM, developed around the European regulatory material. Bow Ties could/should be used to refine the risk assessment using the reliability of the risk controls (prevention, recovery and mitigation barriers).

5	EHEST Communication
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EHEST Communication Progress Report, incl. translation aspects

Clément Audard, EASA, gave an update on the communication activities on behalf of Duncan Trapp, EHOCA, EHEST Communication SG Lead. All participants received a paper copy of the brand new **Leaflet HE 5 - Risk Management in Training**.

<http://easa.europa.eu/essi/ehest/2013/03/he5/>

Five training leaflets were published in total, and paper copies can be requested by sending an email to ehest@easa.europa.eu.

A new webpage dedicated to SMS was published on the EHEST website:

<http://easa.europa.eu/essi/ehest/main-page/ehest-safety-management-toolkit/>

Duncan Trapp, CHC, reported the following by email:

There have been successful presentations at the recent **Heli-Expo** when Fred Brisbois presented on IHST and also took the opportunity to 'advertise' the great work being done on the EHEST teams.

Likewise, there was an IHST presentation at the **CHC Summit** where EHEST again got some publicity through the work of Fred Brisbois.

CHC will be making a number of the presentations from the Summit available to smaller operators via a special **YouTube site** and I will send the link for the team to view; I think it will be of interest but I'll leave you both to decide nearer the time.

Heli-Tech in September (24th – 26th Sep 13) offers an opportunity to replicate the success of the workshops held in Heli-Expo (which were so busy they had to close the doors). Duncan

Trapp will be available and others are invited to contribute, too.

Jim Viola, FAA, was invited to put something on the IHST website to point folks in the direction of the new HE 5 Leaflet and Elisabetta Dalla Benetta, newEHA, was invited to send out an update via the newEHA mailing list.

The **EHOC Summit** is scheduled for May (18th to 20th) and John Black and Duncan Trapp will provide an update on EHEST activity – we’ll also seek further support (perhaps from some of the smaller operators, DanCopter, etc.).

Clément Audard, EASA, reported on the different **translations** published so far. Special thanks to IHST Brazil for the translation and publication of the HE1 Leaflet in Brazilian/Portuguese.

6	IHST
<p>Bob Sheffield, AgustaWestland, briefed the EHEST on the recent IHST developments and in particular on the new ExCom members, and on the new structure, products, results and opportunities.</p> <p>The US IHST is focussing on Safety Management Systems (SMS), Training, Systems & equipment with Flight Data Monitoring systems (FDM), Health Monitoring Systems (HUMS) and Maintenance.</p> <p>In the past, the ExCom was leading the global effort, with the aim of coordinating regional efforts for “no gaps and no overlaps”, and at the same time heading of the US sub-teams for analysis and implementation. The new structure will be a really <u>International</u> Helicopter Safety Team Executive Committee, and a US Helicopter Safety Team has been created. The US Team will be co-chaired by Bill Chiles as industry Co-Chair and the FAA will name another Co-Chair. http://www.ihst.org/Default.aspx?tabid=1991&language=en-GB</p> <p>The change was welcomed by the EHEST, as it clarifies the roles and responsibilities.</p>	

7	European Aviation Safety Programme (EASP)
<p>Michel Masson, EASA, briefed the team on the European Aviation Safety Programme (EASP) on behalf of Rodrigo Priego, the EASA focal point for the EASP. The presentation is available in the meeting folder on CIRCABC. The Edition 3 (2013-2016) of the European Aviation Safety Plan (EASp) was released in January 2013 and is available at www.easa.europa.eu/sms. The EHEST was invited to reinforce its contribution and play a leading role in the development of the Helicopter section of the EASp.</p>	

8	Nomination of a new EHSIT co-Chair, Any Other Business and adjournment.
<p>Nomination of a new IHST co-Chair: Giulio FINI, INAER, was presented by newEHA as new EHSIT co-Chair and nominated in session with unanimous support.</p>	

No Any Other Business.

The co-Chairs concluded the meeting and thanked the participants and all the teams for their contribution.

The next meeting dates were confirmed:

- EHEST 2-13: 29 May 2013,
- EHEST 3-13: 13 November 2013.

List of actions for the EHSAT, EHSIT and EHEST meetings

Meeting	Actions	Holder	Due Date	Action Status
Action 1 of EHEST 3-11	EHEST to address helicopter data collection with IHST through the ExCom and the JHIMDAT.	Gilles BRUNIAUX, Eurocopter, and Martin BERNANDERSSON, EASA	Continuous	Open
Action 1 of EHEST 1-13	EHSAT RT Leaders to submit the final analysis for the period 2006-2010 by Sept 1 st for integration in the central database and in the report.	EHSAT RT Leaders	By Sept 1 st 2013	Open
Action 2 of EHEST 1-13:	The EHSIT ST Ops & SMS to consider developing a Process Guide on How to Develop SOPs using specific operations as examples and adopting a risk-based approach.	Stefano BURIGANA, Elilombarda	EHEST 2-13	Open
Action 3 of EHEST#1/13:	Change the term "Usability" by "Applicability" in the matrix tool.	Jos STEVENS, NLR	EHEST 2-13	Open
Action 4 of EHEST 1-13	Share with EHEST the first results of the analysed technologies.	Jos STEVENS, NLR	EHEST 2-13	Open
Action 5 of EHEST 1-13	Create a new field in the EHSAT database to code the type of Aerial Work operation at the time of the accident. This will serve as a basis to identify the most critical operations.	Martin BERNANDERSSON, EASA	EHEST 2013	Open
Action 6 of EHEST 1-13	Contact the JHSAT to get the SPSs by operations.	Bob SHEFFIELD, AgustaWestland	ASAP	Open

Meeting	Actions	Holder	Due Date	Action Status
Action 1 of EHEST 3-11	EHEST to address helicopter data collection with IHST through the ExCom and the JHIMDAT.	Gilles BRUNIAUX, Eurocopter, and Martin BERNANDERSSON, EASA	Continuous	Open

CLOSED actions are not presented in the table.