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## Update on the Progress of the European Helicopter Safety Team (EHST) - December 2008

### NEWS

#### Launch of the European Helicopter Safety Implementation Team (EHSIT) and of a Communication Sub-Group

The last EHST meeting of the year took place on 3 Dec. at EASA in Cologne, Germany. Its main objective was to launch and define the structure, composition, and terms of references of the European Helicopter Safety Implementation Team (EHSIT).

The purpose of the EHSIT will be to take the results of the EHSAT, in particular the Intervention Recommendations, and to develop safety enhancement (SE) action plans to contribute to achieve the IHST's objective of reducing the accident rate by 80% by 2016. An ambitious and comprehensive implementation scheme will be "the" key success factor.

It was decided to keep the established EHSAT structure but to clearly separate the 'analysis' and 'implementation' functions.

#### Structure of the EHSIT:

- EHSIT Core-Team (CT). Composed of the Regional Team leaders plus additional key players such as the European Helicopter Association (EHA), the CT is in charge of defining implementation strategy, selecting priorities and activating the major European players (operators, OEMs, authorities, etc.).
- Regional EHSITs. EHSIT will rely on the local organisation of EHSAT. Local teams are an efficient way to facilitate implementation of voluntary SEs and to communicate to the local community. To fulfil the IHST target the focus needs to be on small operators and GA.
- Specialist Teams to address pan-European subjects.

The EHSIT will work under EHST leadership and in close relation with the EHSAT and the US JHSIT.

EHST also launched a Communication Sub-Group. This specialised team will identify and define a process to efficiently communicate with the helicopter community, in particular small operators and GA. The Communication Sub-Group will coordinate with the European General Aviation Safety Team (EGAST) and the IHST on communication matters.

In parallel, the EHSAT will continue to analyse accidents from the 2000-2005 period during 2009.

Both the EHSIT and the EHSAT plan to present their work in the International Helicopter Safety Symposium (IHSS 09) in Montreal, 29 Sep. -1Oct. Other planned events are Heli-Expo, 22-24 Feb., Anaheim, CA, AHS Forum 64, 27-29 May 09, Grapevine, Texas, and the CEAS Conference by RAeS, 26-29 Oct. 09, Manchester, UK.

#### 2nd EASA Rotorcraft Symposium, 4-5 Dec. 08, Cologne, Germany

This major European authorities-industry event organised by EASA is presented on the [EASA Events webpage](#).

Maintaining and improving aviation safety is the highest priority for EASA. In this spirit the Rotorcraft Symposium focused on research projects, technology updates and safety initiatives helping to enhance rotorcraft safety. Furthermore, EASA presented its draft Implementing Rules on Flight Crew Licensing and Operations with a focus on topics relevant for the rotorcraft community. Presentations were also given by external organisations such the European National Aviation Authorities (NAAs), EHA, manufacturers and operators. The new structure and organisation of EHA was presented by its Chairman V. Morassi.

The EHST initiative was presented by M. Mazzoletti (EASA Rotorcraft Certification), M. Masson (EASA, EHSAT co-Chair), T. Eagles (UK CAA, EHSAT UK), J. Steel (IAA, EHSAT Ireland) and Capt. J. Black (EHO, EHST co-Chair).

This presentation addressed

- the overall organisation: ESSI, IHST, EHEST, EHSAT and the regional EHSAT teams
- the EHSAT analysis methodology
- the value of HFACS human factors classification tool that the EHSAT has integrated into their analysis methodology
- the EHSAT's preliminary findings based on the interim analysis results
- concluding remarks and way forward focusing on the newly created EHSAT.

### **Background information on EHEST**

The EHEST brings together helicopter manufacturers, operators, regulators, helicopter and pilots associations, research organisations, accident investigators and military operators from across Europe. The Team has members from organisations including: Eurocopter, Agusta Westland, EASA, ENAC Italy, UK CAA, CAA Norway, FOCA, FAA, EHAC, UK MoD DASC, QinetiQ, RAeS, EHA, Irish AAIB, AIB Hungary, UK AAIB, BFU Germany, Bristow Group, Shell Aircraft Ltd, IHST, NLR, EHO, JHSAT, AviateQ International and Air Glacier (CH). EHEST addresses the broad spectrum of helicopter operations across Europe; from commercial air transport to general aviation and flight training activities. EHEST brings together around 130 participants, from which around 70 are actively involved in the work of the EHSAT.

The EHSAT process is data driven: recommendations are developed on the basis of occurrence analyses. The scope of the EHSAT analysis are accidents (definition ICAO Annex 13) reported by the accident investigation boards, with date of occurrence starting from the year 2000 onwards and State of occurrence located in Europe. EHEST and EHSAT are committed to ensuring that the analysis carried out in Europe will be compatible with the work of the USJHSAT, so that results can be aggregated at worldwide level. To tackle the variety of languages used in accident reports and to optimise the use of resources, EHSAT has established regional teams in France, Germany, UK, Italy, Spain, Switzerland, Norway, Sweden, Denmark and Finland, Ireland and Hungary, and is continuing to expand. In addition, Poland, Romania, Latvia and Slovenia participate in the EHEST. So far the countries covered by the regional EHSAT teams account for more than 90% of the helicopters registered in Europe.

Regional teams try to present a balanced range of competences, bringing together representatives from the national aviation authority, accident investigation board, a civil operator, a helicopter OEM / TC holder, pilot association, the general aviation community and, optionally, the Military.

### **Governance:**

- EHEST co-Chairs: John Vincent, EASA, John Black, EHO, and Jean-Pierre Dedieu, Eurocopter
- EHSAT co-Chairs: Michel Masson, EASA, and Andy Evans, AviateQ International

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