

## Update on the Progress of the European Helicopter Safety Team (EHST) February 2009

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### Kick off meeting of the European Helicopter Safety Implementation Team (EHSIT) part of ESSI.



The kick off meeting of the **EHSIT** took place on 5 Feb in the Eurocopter site of Ottobrunn near Munich, Germany, in conjunction with the 1<sup>st</sup> 2009 meeting of the EHSAT on the 4<sup>th</sup>.

The EHSIT will process the intervention recommendations produced the EHSAT, and develop and conduct the implementation and monitoring of safety enhancement action plans in Europe.

European action plans will contribute to achieving the IHST objective of reducing the accident rate by 80% by 2016. An ambitious and comprehensive implementation scheme is key for success.

In the kick off meeting a process was defined to aggregate, prioritise, and process the EHSAT recommendations based on the US JHSIT process.

EHSAT and EHSIT will meet again at EASA on 21-22 April at EASA in Cologne.

**Organisations willing to apply for the position of EHSIT industry and authority co-chairs are invited to send their candidature to the EHST Secretariat.**

### EHSIT Structure

The EHSIT retains the established structure of the EHSAT based on regional teams.

Analysis and implementation functions are however kept separated:

- 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 objective the focus needs to be on Human Factors, small operators and General Aviation (GA).

- Specialist Teams will address pan-European subjects such as Operations / SMS and Training.

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

### EHST Communication Team

The EHST Communication Team will meet for the first time on 22 April at EASA. This specialised team will identify and define a process to efficiently communicate to the helicopter community, in particular to small operators and GA.

The team will set the communication strategy but most of the communication efforts will be performed by the regional teams.

The Communication Team will coordinate with the IHST and the EGAST Communication Teams.

### Continuation of EHSAT analysis work

In parallel, the EHSAT regional teams will continue the analysis of helicopters accidents occurred in Europe in 2000-2005. The 1<sup>st</sup> edition of the EHSAT Analysis report will be published in April on the EHST website.

### International Conferences

Both the EHSIT and the EHSAT plan to present their work at the International Helicopter Safety

Symposium (IHSS 09) in Montreal, 29 Sep-1 Oct. Other planned events are:

- Heli-Expo, 22-24 February, Anaheim, CA

- GAPAN Technical and Air Safety Committee meeting, 10 April, UK
- AHS Forum 64, 27-29 May, Grapevine, Texas, USA
- 35<sup>th</sup> European Rotorcraft Forum (ERF 09), 22-25 Sep, Hamburg, Germany
- CEAS Conference by RAeS, 26-29 Oct. 09, Manchester, UK
- 3<sup>rd</sup> EASA Rotorcraft Symposium, dates to be defined, Cologne, Germany.

### **Background information**

The EHEST brings together helicopter manufacturers, operators, regulators, helicopter and pilots associations, research organisations, accident investigators and military operators from across Europe. EHEST has members from organisations including: Eurocopter, Agusta Westland, EASA, UK CAA, MoD UK DASC, DGAC France, BEA France, ENAC Italy, CAA Norway, FOCA CH, EHA, EHOC, EHAC, QinetiQ, RAeS, Irish AAIB, AIB Hungary, UK AAIB, BFU Germany, Bristow Group, Shell Aircraft Ltd, NLR, DLR, AviateQ Int., APYTHEL, AIB and CAA Spain, Swiss Helicopter Association, etc. 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 analysis and implementation work.

The process is data driven:

recommendations are developed on the basis of occurrence analyses. The scope of 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 is committed to ensuring that the analysis carried out in Europe will be compatible with the work of the IHST, 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, regional teams were established in France, Germany, UK, Italy, Spain, Switzerland, Norway, Sweden, Denmark and Finland, Ireland and Hungary. So far the countries covered by the regional 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, EHOC, and Jean-Pierre Dedieu, Eurocopter
- **EHSAT co-Chairs:** Michel Masson, EASA, and Andy Evans, AviateQ International
- **EHSIT co-Chairs** acting: Michel Masson, EASA, and Andy Evans, AviateQ International

### **Points of contacts:**

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