

European Helicopter Safety Analysis Team EHSAT

Terms of Reference

Object and Status

The European Helicopter Safety Analysis Team (EHSAT) is the **analysis component of the European Helicopter Safety Team (EHST)**.

Launched on 14 November 2006, EHST is a voluntary partnership bringing together manufacturers, operators, research organisations, regulators, pilots' associations, accident investigators and other aviation groups from across Europe aimed at improving helicopter safety. It is also open to European military operators.

EHST is the helicopter component of the European Strategic Safety Initiative (ESSI). The two other ESSI teams are the European Commercial Aviation Safety Team (ECAST) and the European General Aviation Safety Team (EGAST). EHST is also the European part of the International Helicopter Safety Team (IHST).

Reference Period and Objective

The ESSI & IHST are ten year programmes spanning from 2006 to 2016. **EHST and its EHSAT component is committed to the IHST goal of reducing the helicopter accident rate by 80 percent by 2016 worldwide; with emphasis on improving European helicopter safety.**

Organisation

EHSAT is organised in two layers:

EHSAT Core Team (CT): Deals with definition, objectives, terms of reference, methodology, organisation and work programme aspects. The CT conducts execution, monitoring and evaluation of the work programme and of its efficacy to achieve the EHSAT objectives. Composition shall reflect members from the different national teams, the co-chairs and others necessary for methodology development and standardisation as agreed by the co-chairs.

EHSAT Regional Teams (RTs): To tackle the variety of languages used in accident reports and to optimise the use of resources, EHSAT will set up a series of national / regional analysis teams across Europe. To get the best possible set of perspectives, these teams should present a balanced range of competences, bringing together representatives from the national aviation authority, national accident investigation board, civil commercial operator, helicopter manufacturers, pilot associations, the general aviation community and, optionally, the military.

Method

EHSAT will provide a prioritised, data driven, assessment of the most safety critical hazards to commercial, private and military rotorcraft in European operations, using an accident analysis methodology adapted from IHST.

EHSAT is committed to ensuring that the analysis carried out in Europe will be compatible with the work of other IHST teams, whilst making any necessary adjustments or improvements to the analysis process.

In order to ensure standardisation between Regional Teams, EHSAT will develop, maintain and apply a process Manual and tool.

This analysis is to identify Intervention Recommendations (IRs) to allow the European Helicopter Safety Implementation Team (EHSIT) to develop data driven Safety Enhancements.

48 **Deliverables**

49 The first deliverable to EHEST will be an analysis of past accident reports from a suitable
50 time range, identifying Intervention Recommendations.

51 The EHSAT will subsequently track and report the effectiveness of the Safety
52 Enhancements during the reference period.

53 The EHSAT can also conduct other analyses as requested by EHEST.

54 **Scope**

55 EHSAT will consider all helicopter operations, including those aircraft addressed by Annex
56 II of the Basic Regulation (EC 216/2008), within Europe.

57 **Working languages**

58 To best deal with the accident investigation reports languages, address national/regional
59 aspects and facilitate teamwork, the EHSAT RTs may freely choose their working
60 language(s). Final analyses and reports will be produced in English.

61 The working language of the EHSAT CT is English.

62 **Governance**

63 EHSAT shall have co-chairs from an Authority (EASA or NAA) and from Industry. The co-
64 chairs will be suggested by the EHSAT CT and approved by the EHEST.

65 The co-chairs will provide leadership and direction to the EHSAT and:

- 66 – Control the agenda for EHSAT CT meetings,
- 67 – Co-Chair EHSAT CT meetings,
- 68 – Promote consensus among the team members,
- 69 – Keep the CT & RTs focused on high-priority items,
- 70 – Identify and manage the required administrative support,
- 71 – Liaise with the EHEST Co-Chairs and other ESSI/IHST teams as appropriate,
- 72 – Make operational decisions in between EHSAT CT meetings.

73 EASA will provide a Secretary.

74 **Meetings**

75 ***Location and Frequency***

76 – **EHSAT CT** will meet at least once per year, though during the more intense period of
77 methodology development and analysis this may more typically be up to four times per
78 year. The CT meetings will usually take place in the Cologne area but may differ, to
79 suit circumstances. Meetings should be avoided during the summer and Christmas
80 holidays. Meetings can be added or cancelled if so decided by the EHSAT CT.

81 – **EHSAT RTs** will meet as necessary to perform analysis in locations agreed within each
82 team.

83 ***Agendas***

84 – **EHSAT CT** draft meeting agendas will be sent out one month in advance. **EHSAT RTs**
85 may organise their meetings as they determine best.

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87 ***Minutes of Meetings***

88 – **EHSAT CT** Minutes are drafted by a nominated person for circulation. Corrections and
89 suggestions for improvements are made directly on the text, and sent back to that
90 person and a final draft will be placed on CIRCA. Minutes are reviewed at next
91 meeting for approval and placed on CIRCA. **EHSAT RTs** may record their meetings as
92 they determine best.

93 **Funding, Resources and Support**

94 The EHEST and its EHSAT component is an unfunded partnership: participants cover their
95 own expenses. Members commit to participate on an equal basis in the initiative, and to
96 dedicate enough human and material resources to ensure success.

97 Travel and accommodation costs will be minimised (see Meetings Location and Frequency).

98 EASA will provide coordination support, analysis support, secretariat, and meeting rooms
99 when meetings are held in Cologne.

100 **Communication**

101 The **CIRCA website** will be used for internal communication and document storage.

102 The analysis data will be stored in a separate, password protected, web location (see Data
103 Protection).

104 The **ESSI/EHEST/IHST websites**, press releases, publications, presentations in safety
105 conferences or seminars, communication events and dedicated workshops are means to
106 promote the EHSAT and the EHEST. The ESSI/EHEST/IHST websites will be progressively
107 enriched and links will be added.

108 Terms of References will be public.

109 Members will promote the initiative in particular within their sector.

110 **Data Protection and Confidentiality**

111 The EHSAT will develop and use different protection measures:

112 – **EHSAT Disclaimer:** Shall mention that the analyses and recommendations
113 produced by EHSAT are based on expert judgement, are solely aimed at
114 improving helicopter safety, are not binding, and under no circumstances
115 should be considered to take precedence over the official AIB reports.

116 – **EHSAT Database General Terms and Conditions:** Will govern the use of the EHSAT
117 Database. Shall combine different types of legal protections: Intellectual property
118 rights, User Licence to use the EHSAT Database, Limitations of Liability, Restricted
119 Access and Confidentiality. The EHSAT General Terms and Conditions provide protection
120 at a global level; national teams could develop similar protection at national level if felt
121 appropriate.

122 – **Personal Confidentiality Statement:** To be signed by all EHSAT and all those (for
123 instance from EHEST or EHSIT) who intend to access the EHSAT database.

124 – In addition, EASA will set up a process of **password-based authorisation** for
125 accessing the EHSAT database.

126 **Dismantlement**

127 The EHSAT will be dismantled when its work program is completed, or if so decided by the
128 EHEST.

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