



IHST Newsletter

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From the Executive Committee

By Mark Liptak, IHST Program Director.

As the IHST moves into 2010 we can look back with pride at a long list of accomplishments made by each of our worldwide teams. Real hurdles have been overcome. Developing the basic infrastructure to coordinate a worldwide initiative, adapting an analysis process from the fixed wing community that meets the needs and limitations of the helicopter community, acquiring and analyzing hundreds of helicopter accidents, aligning people and resources, pushing on cultural restraints, the list goes on. One can't help but be impressed with what we've accomplished.

But.....the clock is ticking and the difficult phase of effectively implementing our team's recommendations is upon us. The Excom is stepping up its push to get a detailed strategy in place, realigning our personnel resources and applying more discipline on managing dates and deliverables. Our next newsletter will have more detail on this strategy. As we look ahead to IHSS 2011, this will be the critical piece needed to sustain this project.

We've been working with the EHEST team to set up a European based International

Helicopter Safety Symposium. This would provide a venue for a gathering of all our international partners each year (Montreal on odd years, EU on even years) and we hope will allow us to meet in locations where we could draw more effectively from the small operator community. Mark your calendars; we're planning to meet just before HeliTech in Cascais, Portugal in early October. More details to follow in the coming weeks.

We also have some Excom personnel changes to announce. The IHST would once again like to thank Sikorsky for their support. This time their support is in the form of Fred Brisbois. Fred has been with the IHST from the beginning, has been co-chair of the USJHSIT, now he's been approved to spend the majority of his time working IHST/JHSIT issues. His management is in the process of finding a replacement for his current position at Sikorsky so that he can devote the majority of his time to supporting the IHST. It is anticipated that this transition will be complete within the next 2 - 3 months. The timing is very fortunate for us, given the needs discussed above.



Following our successful IHSS 09 in Montreal last September I had time to reflect on the data presented by each of our international partners. The results of our collective analyses are impressive.

Two conclusions stand out. First, the data shows that our analysis process is being used with good consistency across all our teams. Yes, there are some small differences, but this is to be expected. Second, the results show a very strong story, that there's a consistent set of top level problem areas across each of the participating regions. This is an important finding. It will help guide us on implementation strategies for the worldwide fleet and should give us the ability to offer a relatively generic approach to second tier fleets to effect change in areas where resources to stand up analysis teams is lacking. Please check the two charts at the end of this newsletter. NB – We had only problem area findings from South Africa (SA), interventions not available.

Matt Zuccarro recently had bypass surgery and is recovering well. We all wish him a speedy recovery and ask him to take it easy at HeliExpo!

And, last but not least, this is the last IHST newsletter I'll be writing. FAA management has asked that I take on a Safety Team coordination task in the NextGen program. Many of you are aware that big changes are coming in the way that the national (and international) airspace will be utilized and managed. I'll be working with a team of FAA stakeholders to ensure that safety is maintained or improved as we move through this transition period. Working with the IHST has been one of the most engaging tasks I've had while at FAA, I've learned a lot; I've made many new friends and have traveled around the world (literally) to promote this effort. I will miss all of this. But, the good news is that FAA has selected [Sue Gardner](#) to take my place. Sue is an Airline Transport Pilot and Flight Instructor, managed the Alaska CAPSTONE project, and comes from our Flight Standards Division. We need expertise like hers to reach small and medium size operators. Please welcome Sue aboard. If she gets as much support as you all have given me, we'll be in good hands.

Please take the time to read the following articles; they're

all important to the overall success of IHST.

IHSS 2009 highlights

By Somen Chowdhury

The theme of the third IHSS held in Montreal in September 2009 was the "implementation challenge". In the fourth year of its activities, the IHST has reached a major milestone when the JHSAT findings and recommendations have been reported and these need to be implemented. The conference was therefore configured to discuss the implementation challenges.

The conference agenda comprised the following major aspects:

- The implementation issues with focus on the tool kits the JHSIT has developed and discuss the way forward
- How to take the IHST message and the JHSIT tool kits to the target group: the small operators
- Hear the small operators perspective
- How to leverage the insurance, the FSDO to engage the operators in particular the smaller ones who constitute



- 85% of the US helicopter fleet
- Presentations from the FAA on ADS and HEMS activities
- Panel sessions on simulator based training, small operators, insurance and HEMS.
- Discuss the progress of the international partners from India, Australia, Europe and Brazil, S.Africa

The conference also arranged for the first time an exhibition of safety equipment and there were about 10 booths.

The meeting went very well and reflected a serious engagement of the participants. The talk by the small operators was appreciated by many and highlighted the difficulties a small budget operation encounters.

The JHSIT presented the SMS, Training and Flight data Monitoring Tool kits.

Implementing the JHSAT recommendations with the small operators by the JHSIT still remains a challenge and highlighted the need to be the focus of the IHST in the next period of time.

Update on the Progress of the European Helicopter Safety Team (EHEST) December 2009

by EHSAT co-chairs Michel Masson, EASA, and Andy Evans, AviateQ

5th 2009 meeting of the European Helicopter Safety Analysis Team (EHSAT) on 30 Nov. in Cologne

The preliminary EHSAT report, initially presented at the EHEST Conference of 13 October 2008 in Cascais, Portugal, has been published by the EU Publications Office and distributed in session. In total 400 copies have been distributed to stakeholders, in particular at the 3rd EASA Rotorcraft Symposium organised by EASA Rotorcraft Certification on 2-3 December 2009 in Cologne.

The EHSAT Regional Teams (RTs) continue the analysis of helicopter accidents that occurred in Europe between 2000 and 2005, and some RTs have started analysing those accidents from after 2005 and/or before 2000.

While the preliminary EHSAT report covered the first 186 accidents analysed, the EHSAT database now contains more than 380 accidents of which 301 are in the 2000-2005 timeframe. The entire analysis of these 6 years is expected to be completed by end of March 2010 in view of the final EHSAT report 2000-2005, planned to be published by mid 2010.

The Regional Teams will then continue the analysis of accidents reports at the rate of one year of accidents per year. This is to monitor the effects of future safety enhancements and identify any emerging safety issues related, for instance, to operational, technological and regulatory developments.

4th meeting of the European Helicopter Safety Implementation Team (EHSIT) on 30 Nov. and 1st Dec. in Cologne

The EHSIT's role is to process the intervention recommendations produced by the EHSAT and to develop, implement and monitor safety enhancement action plans across Europe. These action plans will contribute to achieving the IHST objective of reducing the accident



rate by 80% by 2016 within Europe.

The Specialist Team (ST) Operations & SMS and ST Training, launched at the September EHSIT meeting at AgustaWestland, meet in parallel sessions, to prepare their work programmes for 2010.

The EHSIT also initiated the demanding exercise of aggregating at European level the intervention recommendations on regulatory aspects coming from the EHSAT accident analyses. A Specialist Team Regulation was created. Dave Howson, UK CAA, was unanimously suggested as Rapporteur and has accepted the task. This team will identify potential areas for rulemaking from the analysis database and communicate its suggestions to EASA Rulemaking. Its primary point of contact within EASA will be Dave Haddon, Initial Airworthiness Rulemaking Officer.

Different types of deliverables are foreseen for the EHSIT:

- Contribution to the final EHSAT report 2000-2005 with a table presenting the top consolidated intervention recommendations;

- Safety actions towards organisations: Operators and Operators Associations, FTOs, NAAs, ANSPs, DOAs, POAs, Part145, and Part M Organisations;

- Safety promotion material targeting individual pilots and instructors and others;

- Rulemaking proposal(s) to be submitted to the competent authorities (ICAO, EASA, or NAAs) using standard rulemaking processes;

- Specific, practical material on Safety Management Systems (SMS), Standard Operating Procedures (SOPs), operational Risk Management, Safety Culture, and Training targeting in particular but not exclusively small operators.

2nd meeting of the European Helicopter Safety Team (EHST) on 1st December in Cologne

The EHST is the decision making body of the initiative. In this 2nd meeting of 2009, the EHSAT and the EHSIT presented their achievements, work in progress, and work program for 2010.

Results of the 2009 International Helicopter Safety Symposium (IHSS) of 29 Sep. - 1 Oct, in Montreal, Quebec, Canada, were reviewed, and the EHST presentation for the EASA Rotorcraft Symposium of 2-3 Dec. was approved. Mention was made of the CHC Safety and Quality Summit of 22-24 March in Vancouver, BC, Canada, and the proposed advancement there of a Global Helicopter Flight Data Monitoring Community.

EHEST Communication Sub-Group

The Communication Sub-Group is a specialised team of EHST.

The following material was submitted for approval and approved by the EHST:

- Terms of Reference: The Communication Sub-Group will identify and define a process to efficiently communicate with the Helicopter community, in particular small operators and GA. This task includes but is not limited to defining the best way to communicate to GA pilots and small operators, developing tools to monitor the implementation of action plans, coordinating with the European General Aviation Safety Team (EGAST) on



communication to GA pilots, and coordinate with IHST on communication matters.

- Strategy: the Communication Sub-Group will perform effective transfer of information to the EHEST, IHST, EASA, NAAs, ICAO, and other international forums, and with peer group organisations within IHST, EGAST, and other Safety Teams. It will also address safety individual safety promotion communication to individual pilots, instructors and mechanics through Associations, and Safety Promotion communication to organisations.

To facilitate coordination with the EHSIT Specialist Teams, a member of the Communication SG will sit within each Specialist Team.

The EHEST thanked the various teams and sub-teams for their continued commitment and congratulated them on the progress made so far.

Governance news

John Steel, Irish Aviation Authority, was approved as EHSIT authority co-chair. Dave Howson, was proposed as rapporteur of the EHSIT Specialist Team Regulation.

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: Gunter Carloff, NewEHA, and John Steel, IAA.
- EHSIT Specialist Team Operations & SMS Rapporteur: Stefano Burigana, Elilombarda.
- EHSIT Specialist Team Training Rapporteur: Christophe Marchal, Eurocopter.
- EHSIT Specialist Team Regulation Rapporteur: Dave Howson, UK CAA (acting).
- EHEST Communications Sub-Group Rapporteur: Duncan Trapp, CHC Helicopter.

For further information please contact:

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UPDATE ON ACTIVITIES CARRIED OUT BY IHST (INDIA)

By AVM Sridharan

Imbibing the Tool Kits as recommended by the International Helicopter Safety Team, IHST (India) under the aegis of the Rotor Wing Society of India (RWSI) has conducted three Safety Management System (SMS) Training Capsules for well over 60 Industry professionals so far during 2009. The participants of the course included CHPL holders & AMEs belonging to various Helicopter Operators in Delhi, Mumbai & Pune area. There were also representatives from other stake holders like ONGC who took part in the training courses.

It was highly encouraging to see the presence of officials from DGCA in the training programme. The first two courses were conducted in Delhi on 18-19 Aug'09 and at Mumbai on 11-12 Sep'09. The third course was held during 11-12 Dec'09 at Mumbai.

Based on the finding that Safety Management System (SMS) could be a major mitigating strategy for arresting the high rate of acci-



dents to Helicopters in India, RWSI has started conducting training capsules for the Industry since August 2009. The Regulator too is keen to introduce SMS as a standard practice within the aviation community in India as a major safety initiative. DGCA has also issued a letter to all operators recommending Safety Management System training. IHST (India) has been making continued efforts to invite Helicopter Operators to send their professionals to avail the SMS orientation programme conducted by RWSI.

On 14 Feb'10, IHST (India) in conjunction with DGCA will be holding a Safety Symposium on IHSS-2009 Report & Way Forward to Safety at New Delhi for the benefit of the operators and stakeholders.

IHST Regional Report – Australia

By Arvind Sinha

The Australian Regional IHST activity has now been sponsored as a “Helicopter Safety Research Program” by the Australian Office of

Flight Safety Foundation (FSF) and supported by Australian Transport Safety Bureau (ATSB). Dr Arvind Sinha has been nominated by FSF to lead the program. A formal understanding has been established between FSF and ATSB for the release of accident data for IHST activities covering analysis of accident reports and its presentation at IHST forums.

The Regional JHSAT activities have gathered momentum since then and are nearing completion for the development of JHSAT Report. An understanding has been established with USA & Europe JHSATs for review and expert advice on the draft Australian JHSAT report prior to its finalisation. The Australian JHSAT Report is to be released under a joint banner of JHSAT and ATSB.

FSF has now established a Helicopter Advisory Group (HAG) comprising of members from the helicopter industry. The first meeting was held late last year and a presentation on Regional IHST activity was given to HAG by Dr Sinha. HAG will be providing advice and support to the

IHST activities covering analysis and implementation. It will also assist in the next IHST Regional Conference in Melbourne.

Possibilities for Helicopter Operations Accreditation

(NB: the author has provided multiple embedded links to augment this article.....ml)

By Bob Sheffield

In pursuit of its goal of reducing helicopter accidents by 80%, the IHST has identified and targeted several pathways for getting its message to the many small operators whose safety improvement will be essential for reaching that goal. One of the key pathways being pursued is to create an accreditation process for operators, which might be used to attract customers, satisfy regulators or to gain a lower risk rating from insurance providers.

The International Helicopter Safety Team (IHST) has received a compelling proposal from the [British Helicopter Association](#) and the [International Business Aviation Council](#) (IBAC) to use its [International Standard for Business Aircraft Operations](#) (IS-BAO), along



with its robust auditor accreditation and auditing process, as an accreditation method for global helicopter operations.

For an accreditation process to achieve the IHST's intended purpose, it must be credible. To be credible, an accreditation process needs a recognized set of operating standards and have a reliable audit process that produces consistent results based on objective criteria. IS-BAO, based on International Civil Aviation Organization (ICAO) requirements, including safety management systems (SMS) as per the [ICAO Safety Management Manual](#), has become an officially recognized standard by the European Committee for Standardization ([Comité Européen de Normalisation](#) or CEN) and is the [preferred means](#) of compliance for the SMS rules for many business aviation operators.

IS-BAO is the increasingly recognized and adopted world standard. Unlike some schemes, it is an SMS and performance based standard, adaptable to all sizes of operator rather than being a prescriptive, one size fits all system. A [recent publication](#) by the

United Kingdom's Civil Aviation Authority reports the IS-BAO's effectiveness in improving business aircraft safety. Brian Humphries, Chairman of the British Helicopter Association says that IS-BAO registration "is likely to result in reduced insurance premiums for those that adopt it and are registered, and is also likely to become a requirement for the informed customer, so it has not only safety benefits but also financial and marketing benefits."

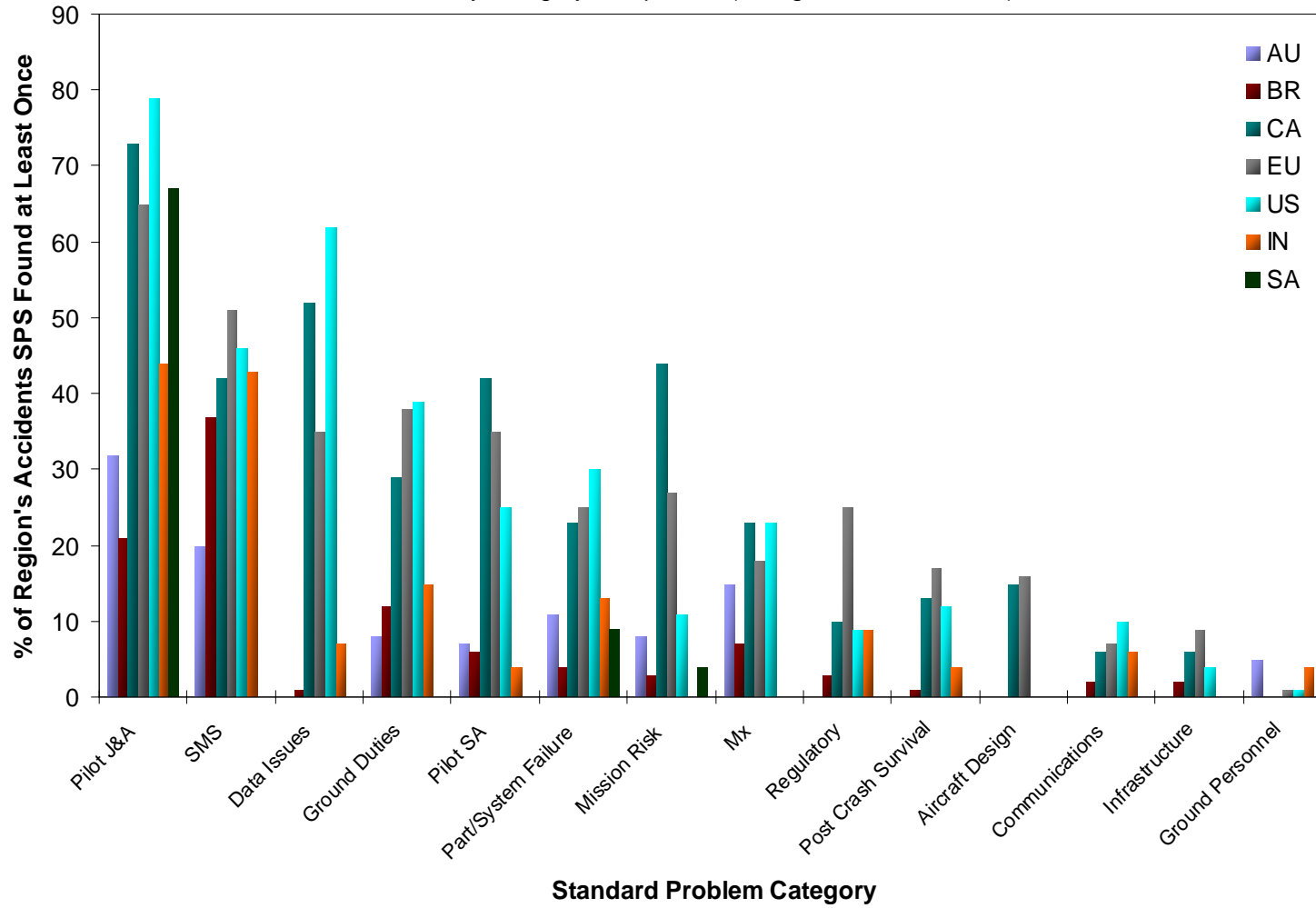
The IHST is working with global helicopter associations, including [Helicopter Association International](#) (HAI) and the new [European Helicopter Association](#) (EHA), to promote adoption of a helicopter edition of IS-BAO as the standard for an accreditation process that can significantly help achieve the goal of reducing helicopter accidents by 80%. A [recent article](#) in Aviation Week points to the downside of "reinventing the wheel". The IHST encourages all helicopter operators who read this newsletter to get in touch with your national helicopter association and IBAC (contact [Katherine Perfetti](#), Standards Manager) now to learn more

about IS-BAO and how gaining IS-BAO registration can help you reach your business and safety goals.





IHST Region-by-Region SPS Data Primary Category Comparison (All regional fleets in IHST)





IHST Region-by-Region IR Data Primary Category Comparison (All regional fleets in IHST)

