

Help Us!

This cry, communicated around the world on the morning of October 8, 2005, started a flurry of activities in over one hundred international organizations. An earthquake with a 7.6 magnitude struck southern Asia, devastating parts of northern Pakistan, India and Afghanistan. Thousands of tons of relief items reached the airports in the affected countries. But the major task is to get access, deliver the goods, and bring help to some 70,000 injured people living at the foot of the Himalayas in thousands of small villages in barely accessible mountainous terrain, all the more so after an earthquake with a completely destroyed infrastructure! How to do it?

Nobody knows how many of the 80,000 people that died could still be alive if they had received help in due time, but one thing can be said for certain: If more helicopters had been available already in the first days after the quake, many victims could have survived, and many of them would have suffered less.

"First choice, first needed, **first missed**". This is the title of one of our ROTOR & RESCUE Conferences at ILA 2006 Berlin Air Show focusing on "The Helicopter in Worldwide (UN) Missions" (read more next page). The main goal of the "round-table" conference, planned in cooperation with the UNO, the EU, NATO, humanitarian-aid organizations, governments, operators and industry is to eliminate this inhuman **"first missed"**.

Invitation

We would like to invite all like-minded persons to participate, either actively with their own expertise and/or vision, or as a member of the community interested in changing things for a better, more humane, and fair-minded world.

Guido Ziese

ROTOR & RESCUE CONFERENCE

The Helicopter in Worldwide (UN) Missions:
 „First choice, first needed, first missed“
 HeliCenter, Berlin Air Show
 May 17, 2006

For more information,
 please send an e-mail to
helicenter@rotorblatt.de

Luxemburg Air Rescue (LAR) on Humanitarian Mission in Pakistan Mountain Regions

On request of the Luxemburg government, on November 12, LAR sent a helicopter and medical crew to assist with the relief effort in Pakistan. The LAR-Explorer was loaded onto a USAF C-17 Globemaster at Ramstein Airbase.

As soon as the team had arrived in Pakistan, they started flying missions for the Red Cross, the UN and NATO. Besides flying supplies into regions where large military helicopters cannot land, the Explorer is also used for typical Air Rescue Missions, e. g. attempts to reach victims caught in what remains of their houses, urgent blood transport to hospitals, first aid primary rescue, flying patients to hospitals, and taking specialists from the various humanitarian organizations to assess the damage to organize logistical aid.

Some three million people are cut off from the rest of the world. The conditions in the region are worsening. Especially children are in severe danger. The first snowline, now at about 1,500 meters, is moving downhill. It is a race against time and the oncoming winter.

The one-helicopter team of LAR is more than a drop in the ocean. It is a bright signal for the civil world helicopter community to follow suit and relieve military forces. Humanitarian aid is a joint and individual responsibility of all those able to provide it.

There are no excuses!



René Closter, President of LAR, in Pakistan holding a boy just rescued by his team.

"Children are affected the most", says R. Closter. "We are doing everything we can to help, but the need is incredibly great. People here are friendly and very grateful for the help from the West. The military and the aid organizations like LAR work hand in hand. After an unscheduled landing due to an electronic problem, a German CH-53 helped us right away."



„Every day of delay in funding poses a potential death sentence for thousands of injured, hungry and homeless, particularly young children who are most vulnerable to disease and cold exposure.“

Jan Egeland, UN Under-Secretary-General
 Emergency Relief Coordinator

Strengthen EU relationship, improve procedures, enlarge management Where is the European Helicopter Association headed?



ROTORBLATT asked Dr. Ing. Vittorio Morassi, the new chairman of the European Helicopter Association (EHA) about the future of EHA.

Interview

What will you do to alleviate the deficits the EHA has in its political representation at the EU?

Definitively there is a need to strength the relationship with the European Parliament and EU Commission. EHA will intensify its contacts in Brussels by expanding its presence. One of the items that will be discussed in the EHA restructuring committee is the possible change of location of the EHA office from Amsterdam to Brussels.

National Aviation Administrations (NAAs) are reducing their responsibilities and their expertise, even though the EASA is often not yet capable to take on these responsibilities. What can and will the EHA do to improve this difficult situation for the individual operator?

EHA is taking part in the decision making process of EASA and already adds the knowledge and the experience of the represented people. EHA is in a continuous process of improving the internal procedures to prepare comments/assessments to rules and regulations and to ease the information flow with the National Associations.

EHA will maintain close liaison and good relationships with the EASA specialists. In this respect the Council will furthermore consider the possibility to expand the presence in Cologne.

Speaking at a meeting with aviation industry representatives in Cologne in November 2005, Patrick Goudou, Executive Director of the European Aviation Safety Agency, emphasizing the need for a dialog with the industry: "We want to intensify our discussions with industry to better explain what we are doing and where we are going. Industry meetings will take place on a regular basis. Moreover, working groups on specific technical issues will offer industry the opportunity to bring practical expertise into the regulatory process."

What are your plans to improve the EHA's industry contacts in general, and to receive stronger (financial) backing?

The Mr. Goudou approach is welcome and is what we expected. We will be pleased to take part in the dialog with the aim to come to safe, sensible, proportionate and affordable rules.

Our specialists will surely offer their knowledge and expertise to the EASA specialists in the various stages of the regulatory process.

The EHA has four Working Committees: Onshore, Offshore, Technical and HEMS. The EHAC (European HEMS and Air Rescue Committee) is in cooperation with the EHA. How would you define the responsibilities and the position of the EHAC in regard to the European Helicopter Association?

EHA and EHAC established a Memorandum of Understanding (MOU) signed by the former chairman of the EHA, Dr. Sobotta and the president of EHAC, Mr. Kugler. This MOU states that there will be a good and constructive working relationship between the two associations.

We will continue to pursue the spirit of the memorandum in the interest of the operators.

According to the EHA homepage more than 300 operators from 15 countries are members of the EHA: Belgium, Denmark, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Spain, Sweden, United Kingdom – all are members of the EU – and Turkey, Norway, Switzerland. Today, the EU counts 25 members – all in the responsibility of the EASA – and there are another 16 member nations of the ECAC. Of 41 nations only 15 are members of the EHAC. One goal of the EHA is "... to work closely with the National Member Associations to improve the perception of the value of the EHA at national levels".

What are your plans to attract more members to the EHA, which would also give the association a stronger voice in its activities?

EHA is in a continuing process of making contact with other countries and explaining the benefits for everybody to be represented in the European Helicopter Association. Their membership is of great importance to the helicopter industry. We are considering, among other initiatives, also the possibility to invite these countries to attend our meetings in order to get a direct experience of our procedures, structure and possibilities.

Your predecessor Dr. Sobotta recommended more emphasis on public appearances, and besides a modified organization structure proposed a business plan and a new contribution system for a realistic budget. What are your desires and plans for the next year?

During the EHA council meeting on the 27th of September 2005 at Helitech, the council decided to form an EHA restructuring group. The major strategic objectives from the EHA business plan will be the bases for the restructure. Items like a new and enlarged management set-up, a change of the contribution system, possible changes of office location, are some of the subjects that will be discussed. The related solutions will then be presented to the EHA Council of Management for final decisions.

Before we take a close look at the European Helicopter Association (EHA) a quick glance at the situation of aviation (administration) organization in Europe is necessary to get a clear picture of the complex situation.

Official Link to EASA

The EHA is the official link between the helicopter associations of its member nations, and is in direct contact with the European Aviation Safety Agency (EASA). EASA describes itself „as an agency of the European Union which has been given specific regulatory and executive tasks in the field of aviation safety. The Agency constitutes a key part of the European Union's strategy to establish and maintain a high uniform level of civil aviation safety in Europe.“

EASA, based in Cologne, Germany, is for the time being responsible for "only" the 25 full members of the European Union (Austria, Belgium, Cyprus, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Luxembourg, Malta, Netherlands, Portugal, Slovakia, Slovenia, Spain, Sweden, United Kingdom, Poland, Estonia, Latvia, Lithuania, Czech Republic). Another sixteen European nations (Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Bulgaria, Croatia, Iceland, Monaco, Moldova, Norway, Romania, Switzerland, Turkey, Ukraine, and the former Yugoslav republic of Macedonia) are members of the European Civil Aviation Conference (ECAC), and as such a responsibility of the JAA. EASA, as a legal entity, is a member of the JAA that is continuing its work.

It is not an easy constellation for aviation administration in Europe, having EASA as the authority within the EU, that at the same time does not have a major influence in 16 other European countries; add to that the inaugural difficulties any such agency has. These difficulties also concern the EHA and its members. Government spending is being cut everywhere, and aviation administrations are no exception to the rule. Personnel is reduced, tasks and responsibilities given to EASA, a young agency doing its utmost to take on all these tasks, but not (yet) with the necessary number of personnel itself.

Areas of Operation

The EHA participates in the EASA Advisory Board (EAB), where among others the following items are on the agenda:

- EASA performance and formulation of recommendations for possible improvements.
- Extension of EASA scope to operations and licensing aspects.
- Future European Air Traffic Management system, with regard to ATM safety
- EASA financial aspects

One seat on EASA's Advisory Board (EAB) and one seat in the Advisory Board of Interested Parties (ABIP), a JAA Advisory Board, give EHA the opportunity to participate actively on these boards which are dominated by fixed-wing parties.

But these are not the EHA's only "areas of operation" to represent its members' inter-

ests where changes, improvements, and/or new regulations or legislation are concerned. The EHA is active in many areas, one of which is the JAA's Helicopter Sub-Sectional Team (HSST) concerned with

- Exposure – engine reliability
- Point-in-space GPS procedures
- Limited Icing
- RADALTs and AVAD JAR-OPS 3.660
- Vibration Health Monitoring (VHM)
- HEMS crew member (night VFR)
- Rules for flight recorders
- Recertification for hoists
- Offshore Safety Equipment

Furthermore the EHA is participating in the JAA Flight Crew Licensing (FCL) committee. On a global level, EHA has close contacts with ICAO and HAI. Together with HAI the EHA was the founder of the International Federation of Helicopter Associations (IFHA). The IFHA has obtained an observer status with ICAO. Through the IFHA the EHA is participating in the HTSG (Helicopter Tiltrotor Study Group) and the HDSG (Helicopter Design Study Group). There is a good understanding between the EHA and the European Association of Aerospace Industry (AECMA), and the European Helicopter Operators Committee (EHOC).

A lot of work

Much traveling is necessary to stand up for the – compared to the fixed-wing world admittedly small – helicopter community. But there is more. Committees need to be organized and maintained etc. But the most important task is to evaluate and summarize results, and communicate them to operators, industry, and administrations. It is not an easy task for a small team to do the expectations justice and to guarantee a realistic rulemaking process making sense for the members.

A large part of this work is done by, and the success owed to the EHA chief executive, Jan Willem Stuurman, who has not only guaranteed continuity and reliability over the past years, but has also in cooperation with his partners "moved things" in the helicopter world. The skeptics should just take a look at JAR-OPS 3 as they were planned by some "desk pilots" ten years ago, and how they look now, even if, in the eyes of the operator, there is always something that should be changed. But as all regulatory documents are living documents, change is one of their defining elements.

RB

Around the world in 17.6 days:
world speed-record holder MD 500E
below the EHA flag at Helitech



+++ ROTOR & RESCUE Conferences +++ HeliCenter Berlin Air Show 2006 +++

The ROTORBLATT and European ROTOR & RESCUE Journal team, together with the German Aerospace Industries Association (BDLI) and Berlin Air Show organizes the HeliCenter and the helicopter-related conference program of ILA Berlin Air Show 2006, May 16-21, 2006.

Day 1 – Tuesday, May 16, 2006

FUTURE (HEAVY) TRANSPORT HELICOPTER

- Worldwide Demands
- Mission Requirements
- Existing Platforms and Practicable Modifications
- Designs and Visions
- Power System Solutions
- Cooperation:
Potential Partners and Customers for a new Design
- Mi-26 Operation Report

We expect manufacturers AgustaWestland, Bell Helicopter, Boeing, Eurocopter, Sikorsky, and – within the framework of the new partnership between ILA and MAKRS – the Russian helicopter industry, reporting on design experiences (Mi-26) and new developments. Basis of the conference are the military requirements. However, the public need for a transport helicopter for worldwide disaster-relief missions, as well as results and prognoses of the MoU "Cooperative Research" of German Army Aviation, DLR and US Army AMCOM are additional facets of the conference.

Day 2 – Wednesday, May 17, 2006

THE HELICOPTER IN WORLDWIDE (UN) MISSIONS „FIRST CHOICE, FIRST NEEDED, FIRST MISSED“

- A review of the last two years
- Experiences: military and civil
- Disposition of Air Transport capabilities
- How to make the helicopter a real-time first responder in worldwide increasing disasters. Round table & hearing about:
Installation of a (worldwide) Helicopter Pool; Administration and Regulation; Crisis Management; Coordination and Control; Mission Planning & Monitoring; Emergency Evacuation
- The "Right" Helicopter for the „Right“ Mission
- Helicopter Industry – Presentations

We expect experts of UN, EU, NATO and humanitarian-aid organizations. The recent disasters clearly show that these organizations absolutely rely on the helicopter to be able to act and help. Further partners and participants should be associations, government ministries and agencies, the industry, military and civil operators, and operators of heavy transport aircraft, air ambulance, MEDEVAC as well as representatives from operation centers from around the world.

Day 3 – Thursday, May 18, 2006

HOW TO IMPROVE SAFETY IN HELICOPTER (HEMS) OPERATIONS

A conference followed by a round-table discussion with experts from relevant organizations: HAI, EHA, EHAC, SAR, HEMS operators, training facilities and of Aviation Administrations. Judging risks in helicopter operations, especially in air rescue, based on team work beginning at and including the top levels of administration, adequate equipment and training are some of important ingredients of flight safety on helicopter missions. An important goal of this conference is the exchange of mission-related experiences and information on flight safety from the view points of various HEMS operators.

Day 4 – Friday, May 19, 2006

AERIAL-WORK

- Ground safety
- Operating with extended loads
- Long-line concepts and procedures
- Concrete examples
- Legal liabilities

For more information, please send an e-mail to helicenter@rotorblatt.de

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