

Dear Members,

I cannot start this newsletter without talking about the **EASA publication of the EU OPS Opinions**, just a few days ago, on Part-OPS-Phase I and more precisely about Part CAT and SPA.

Hundreds of pages, which we were all eager to go through to see the positive results of the extensive work performed by all the experts in the EASA Review Groups during this last year and a half.

To our disappointment we noticed that the majority of the comments which EASA received, had either not been taken into account or no substantial changes to the rules were considered (as stated by the Agency) *due to the lack of time or inability to gather appropriate data and the establishment of a safety case*. For these open issues EASA has proposed to start separated Rulemaking Tasks to allow for an appropriate consultation with the involvement of the stakeholders.

This is the case for rule CAT.POL.H.420 "*helicopter operations over a hostile environment located outside a congested area*" for which EHA has firmly expressed its position against the application of the rule as it was written and have asked that it not be made mandatory until the results of the RM Task are available.

But there were also other issues of great importance to the Rotorcraft Community: for example Public Interest Sites and their implementation dates and PC2 about which, following our presentations during the last Symposium, EASA agreed to further discuss, although there is again no real change in the Opinions nor a proposal for a RM task.

However, one very important point of relief in all this is that the enter into force date of the CAT operations Rules has been moved to April 2014.

Nevertheless, in our continuous strive for recognition, we have filled our Agenda with several important meetings. The first one will be a **dedicated TOHC (Technical Organisational Harmonisation Committee) meeting** with all the experts, Working Group Chairmen, and representatives from the Manufacturing sector, where we will gather together to lay down a list of open issues and prepare to discuss them during a **technical meeting with EASA experts scheduled for September**.

The next step will be to discuss the best way to deal with the outcome of that meeting and find a mutually satisfactory way ahead in a **meeting already scheduled with EASA's Top Management, Mr Patrick Goudou**

in October.

AMAC (Associated Members Advisory Council):

As you know, a few months ago we had the pleasure to welcome BELL Helicopter, whose Representative is Mr Frederick Stellar, to take a seat in this important Council.

I am now pleased to advise that EUROCOPTER has also decided to join the Association and we are looking forward to meeting with their Representative at the September Board of Governors meeting in Duxford.

SESAR JU project:

- SESAR Concept of Operations (ConOps):
The last working group meeting took place just a few days ago and the team is now preparing a summary document to be soon released for evaluation.
- SESAR Work Packages
Through a secondment agreement that has been signed with EBAA, two Experts are now working on the review of the WPs, Mr. Philippe Rollet acting as the rotary wing technical specialist (from Eurocopter) and Mr. Sigmund Lockert as the operational specialist (from CHC).

SESAR JU's Director, Mr P. Ky praised our commitment and results on these projects and confirmed that there would be an opportunity for EHA to bid as an airspace user representative during the tender round - planned for next year, thereby allowing the Rotorcraft sector to have full participation in its own right. Meanwhile, we wish to thank Mr. Brian Humphries, President and CEO of EBAA, for his incredible support during the long negotiations that have enabled immediate rotorcraft involvement through the EBAA airspace user consortium.

WORKING GROUP MEETINGS

- ~~15th June 2011~~ moved to **21st June 2011**
Maintenance and Engineering

NOTE: During the meeting, a special session has been organized with the EASA Rulemaking Directorate for them to explain the procedures to be applied in the various rulemaking tasks, as well as to give an insight into the forthcoming programs.

IS-BAO:

A comprehensive assessment of the structure and management processes for this business aviation industry safety standard has now been completed.

The Task Force composed of IBAC personnel, IBAC Governing Board and Member executives endorsed many of the operating principles established in 2001. However, changes to the management structure



and revenue/cost models were recommended to enable the sustained growth and value of this industry standard of best practice as it becomes increasingly important to the future safety oversight programs required to sustain continuous improvement in the excellent safety record of business aviation.

BOARD of GOVERNORS and NHAC COUNCIL:

Mr Jaimé Arque Gibernau, former EHOC Chairman, replaced Mr. Luis Condé Asorey as Representative of Spain within the NHAC Council as well as the EHA Board of Governors (BG). The new EHOC Representative within the EHA BG is now EHOC's Vice Chairman, Mr. Bill Munro (MD Bond Offshore Helicopters).

We recently met with the Air Transport Director of the European Commission and my personal feeling is that there is still a lot of work to do in order for the rotorcraft sector to be fully recognized as a vital part of the European Aviation infrastructure. Public awareness of the benefits we bring to communities and unity of approach in presenting our case will be the key to success in achieving this.

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Chairman

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