

EHEST Meeting #1/08

EASA, Cologne – Wednesday 6 March 2008

09:30 – 16:00 hrs, Room 4/49

Venue:

European Aviation Safety Agency, Ottoplatz 1, D-50679 Köln, Deutschland

Participants: John VINCENT, EASA (EHEST co-Chair, acting); Michel MASSON, EASA (EHEST Secretary, EHSAT co-Chair); Andy EVANS, Bristow (approved as EHSAT co-Chair in session); Marieke van HIJUM, EASA; Luigi CANDIANI, Augusta Westland; Geir HAMRE, CAA Norway; John D. STEEL, Irish Aviation Authority; Tony EAGLES, UK CAA; David HOWSON, UK CAA; Bernd SCHWARZE, Eurocopter Germany; Gilles BRUNIAUX, Eurocopter France; Johan AGIN, ECA; Jean-Pierre POURADIER, Eurocopter France; Mireille CHABROUX, DGAC France; Ivan-David Nicolas, EASA Rulemaking; Frank RUSSELL, AAIU Ireland; Rosario CONCILIO, ENAC Italy; Bob SHEFFIELD, Shell Aircraft; Jos STEVENS, NLR; Massimo MAZZOLETTI, EASA Certification; Captain John T. Black, EHOCS Secretary.

Distribution:

EHEST. Includes IHST and JHSAT focals.

1. Welcome

Welcome by J. Vincent, Head of the Safety Analysis and Research Department EASA, EHEST co-chair (acting), to this first 2008 meeting of the EHEST.

EHEST is the decision making, strategy setting and planning team.

Most participants also attended the EHSAT meeting on 4-5 March; warm welcome to those who just joined.

It's rewarding to see the success of European Helicopter Safety Team – probably the most successful team within the ESSI.

Main objectives of the day: Hear reports from the EHSAT, review communication items, coordinate with the IHST, and prepare the EHEST Conference at HELITECH in October 2008.

Improving helicopter safety is still a challenge: EASA Safety Analysis and Research is currently preparing the Annual Safety Review 2007. It shows that helicopter safety is a challenge (poorer safety records compared to fixed wings). Therefore the high profile work of this safety team.

Tour de Table.

2. Approval of agenda

The IHST presentation is moved forward, and an item "Governance" is added.

The agenda is approved as revised [stored on CIRCA].

3. Approval of minutes and actions list of EHEST#03/07 of 5 Sep 07

The minutes are approved [stored on CIRCA].

All actions are closed except Action 2 EHEST #3-07: "EHEST co-Chairs to start the process of formation of EHSIT, identify the co-chairs and circulate a proposal by 31 Jan 08 in view of EHEST #1-08 meeting of 6 Mar 08".

Governance of EHEST is on this meeting's agenda.

Formation of the EHSIT will be addressed when defining the work programme for 2008.

Action 3 EHEST #3-07: "M. van Hijum to prepare Dutch accident reports; J. Lyons to ask Dutch operators to participate".

M. van Hijum got in contact with Dutch operator to review the Dutch accidents. There are not so many accidents, and the reports are sometimes brief. Formation of the team is kept on hold (action transmitted to the EHSAT).

Action 5 EHEST #3-07: "Eurocopter to send information to EHEST co-chairs on data-base (usage data and/or monitoring) aspects".

Roy Fox from Bell is building an international database, to be used by the IHST.

Information to Bell was provided by G. Bruniaux for Eurocopter. Data are provided by continent and by region. Agusta Westland is also providing data; the action is ongoing. Aggregation and use of data have data protection (disclaimer) implications.

4. Information and communication items

ECCAIRS Steering Committee meeting of 17-19 Oct 07 in Stresa, Italy

Presentation on EHEST/EHSAT by M. van Hijum, EASA.

The ECCAIRS reporting system is distributed by the EC JRC Ispra to competent authorities of EU member states.

EC regulations on Data Dissemination and Integration facilitate the building of a common database of occurrences in Europe. A Letter of Agreements states that EASA will have access to these data, solely for quality control and safety purposes.

- Some AIB participants were concerned that EHSAT would redo the accident investigation, and that the EHSAT tool would become a competitor to ECCAIRS. Clear information was given that EHSAT only performs an analysis study using a methodology adapted by the IHST, covering accident data from all over Europe. EHSAT doesn't challenge the determination of probable causes by the AIBs. The EHSAT method allows using expert judgement regarding factors that may have played a role in the accident based on statements in the report.
- The EHSAT tool is a means to store the EHSAT analysis results for this study, not to store occurrences for future purposes as ECCAIRS does. The EHSAT methodology is inherited from the IHST. The IHST adapted the approach from the one used by CAST. The EHSAT has adopted the IHST/JHSAT method for compatibility.

EASA Rotorcraft Workshop of 5-6 Dec 07 in Cologne

Presentation on EHEST/EHSAT by M. van Hijum, EASA.

More than 100 representatives from operators, industry and regulatory authorities from Europe and North America have participated in this first workshop organised by EASA on 5-6 Dec 2007. It gave an overview of current developments in the fields of rulemaking and product safety, addresses different aspects of the certification process and informs about flight standards, standardisation inspections, design organisation approvals, the Agency's processes and the EHEST (presentation by Marieke van Hijum).

http://www.easa.eu.int/doc/Events/2007/dec/EASA%20Rotorcraft%20Workshop_invitation%20v2.pdf

Two presentations were given by EASA Rulemaking, in particular on the extension of the EASA remit and its implication for the helicopter industry and authorities. For the 2008 edition, the workshop will probably be divided into subject matters and focus more on Operations and Licensing.

http://www.easa.eu.int/home/regul_en.html

European Research Partnership Group meeting of 23-24 Jan at EASA

Presentation on ESSI and its three components ECAST, EHEST/EHSAT, and EGAST was given by M. Masson, EASA.

The ERPG is a newly established partnership group decided by JAAC and the Agency's Executive Directorate in May 2007. Since the Agency founded an Internal Research Committee (IRC) in November 2007, the IRC also became part of the EARPG.

ERPG is chaired by Research Project Manager Werner Kleine-Beek, EASA Safety Analysis and Research.

Although no firm research needs are identified yet, ESSI can provide input to research agendas. First results from ESSI with regard to research can be expected by end of 2008. More likely more firm suggestions can be expected in 1 – 3 years.

M. Masson will regularly report on ESSI and will also receive feedback from EARPG.

In particular research needs identified by EHEST / EHSAT will be communicated to the ERPG. Relationship to ESSI will be reflected in the ERPG ToR.

UK CAA HSRMC meeting of 30 Jan 08 in Gatwick

Presentation on EHEST/EHSAT by Jim Lyons, EHA.

Jim Lyons gave a presentation on ESSI and EHEST and how it matches up with the US initiative IHST. Werner Kleine-Beek, EASA, gave additional information how identified knowledge gaps and research needs should be formulated and provided through ESSI as a project specification.

D. Howson explained that the UK CAA Helicopter Safety Research Management Committee (HSRMC) had been established in the UK to monitor and direct the programme of research identified by the joint industry Helicopter Airworthiness Review Panel (HARP Report, CAP 491, June 1984) and jointly funded by UK CAA, UK Government and the UK oil industry (Oil & Gas UK). The HSRMC has been running since the late 1980's; the 30 Jan 2008 meeting was the 54th meeting.

Membership has been expanded and currently includes: UK CAA, CAA Norway, EASA, British Helicopter Advisory Board (BHAB), Oil & Gas UK, Shell Aircraft, UK Health & Safety Executive (HSE), Norwegian oil industry (OLF), UK Ministry of Defence, and the European Helicopter Association (EHA). Attempts were made to include representation from The Netherlands and Denmark but it is understood that they were unable to resource their participation. FAA are also contributing to the funding and are copied on all documentation. The Irish Aviation Authority will be invited to join in the near future with a view to attending the next meeting on 19 June 2008.

HSRMC 'flagship' projects that have gone forward to full implementation are HUMS (UK North Sea fleet retrofitted in the early 1990's), and operational flight data monitoring (HOMP) which is fully implemented at some operators and being set up at the others.

Helicopter flight data monitoring is now included as a recommended practice for FDR-equipped helicopters in ICAO Annex 6 Part III. The current jointly-funded research programme comprises 11 projects which are at various stages of maturity. The progress report presented at the 30 Jan 2008 meeting describes the status of this work and is [stored on CIRCA](#) for information.

Norwegian Civil Aviation Congress of 5-6 Feb 08 in Bodø, Norway

Presentation on EHEST/EHSAT given by M. van Hijum, EASA

On request of the Norwegian CAA (G. Hamre), M. van Hijum gave a 20 minute presentation on EHEST and ESSI at the Norwegian Civil Aviation Congress.

The presentation included a general overview of the EHEST & ESSI programme and an introduction to the analysis methodology adopted by EHSAT. The establishment of the Nordic/Norwegian helicopter analysis team was given special attention. The participants in the audience were encouraged to join the Norwegian safety team or the other ESSI teams.

This Congress is organised annually and some 300 participants, mainly from management, registered for the two day meeting. Most of the participants were from Norway, covering all aviation disciplines. The program of the congress included presentations in the morning and workshop sessions in the afternoon.

G. Hamre organised special workshop on the Nordic EHSAT team during that conference.

ILA Berlin Air Show, 29 May 08

M. van Hijum and A. Healey, EASA will give a presentation on EHEST/EHSAT.

The ILA Berlin Air Show programme is still under development <http://www.ila-berlin.de/>.

M. Zuccaro, IHST Executive Committee, will attend.

European Rotorcraft Forum 2008, 16-19 Sep 08

M. Masson, EASA, has sent an abstract to the European Rotorcraft Forum organised by RAeS at BT Convention Centre, Liverpool, UK, on 16-19 September 2008.

Pending approval, the presentation entitled "European Helicopter Safety Team (EHEST): European Partnership for Improving Helicopter Safety" will be co-authored by J. Vincent, M. Masson, M. van Hijum, and A. Healey, EASA, and A. Evans, Bristow Group.

<http://www.raes.org.uk/conference/indexconf.html>

Three publications by the Spanish EHSAT

APYTHEL published this summer an article in the magazine "Guardabosques" (Forest Ranger), in which Mr. Nemesio Rodríguez, Pilot, member of APYTHEL and Spanish EHSAT team collaborator, addressed the safety of helicopter fire fighting operations.

This is the 3rd publication by the Spanish EHSAT after the articles in ASETMA Journal, N. 16-2007 and in MACH 82, Summer-2007.

Article for the IFATCA Controller Magazine, March 08

IFATCA has published an article on the ESSI and its three components ECAST, EHEST/EHSAT and EGAST, authored by M. Masson

Two articles for the UKFSC magazine FOCUS

UKFC magazine Focus will soon publish an article on ESSI (including EHEST/EHSAT) by M.

Minutes of EHEST #1/08, 6 Mar 2008, EASA

DRAFT 31 Mar 07 (2)

Masson and one on EASA (extension of remit to Ops, FCL and third countries aircraft) by S. Zakoula, EASA Communication.

TURBOMECA Symposium on 8-10 Apr 08 in Vienna

TURBOMECA has invited M. Masson to give a short presentation on EHEST/EHSAT in the Symposium they organise with their customer operators from 8 to 10 Apr 08 in Vienna. The presentation will take place on the 8th afternoon.

ESSI and IHST websites

By M. Masson and A. Healey, EASA.

The ESSI website has been upgraded on 1 Feb 08.

The EHEST/EHSAT briefing published on the IHST website has been updated and the EHEST page on the ESSI website enriched. The EHEST page now provides the list of participating organisations, the calendar of meetings, and a separate EHEST mailbox. Moreover a combined PowerPoint presentation on the ESSI and its three components ECAST, EHEST and EGAST can be downloaded from the ESSI home page.

The home page also provides a list of all organisations participating in the ESSI, consolidated across the three teams.

European Aviation Safety Seminar (EASS) 08 by FSF and ERA, 10-12 March, Bucharest

M. Masson will give a 20 minutes presentation on ESSI and its three components ECAST, EHEST/EHSAT and EGAST.

<http://flightsafety.org/home.html>

5. IHST presentation by B. Sheffield, SHELL Aircraft

[Stored in CIRCA]

IHST Logo

A new logo is coming soon: contains no helicopter (not to favour any manufacturer), and pictures the world.

IHST Executive Committee today consists of:

Government Co-Chair

Dave Downey, FAA

Industry/Operator Co-Chair

Matt Zuccaro, HAI

Secretariat

Rhett Flater, AHS

Member

Somen Chowdhury, IHSS Chair

Member

Bob Sheffield, Shell Aircraft

Member

Don Sherritt, Transport Canada

Note: Because of other commitments, Vittorio Morassi, EHA Chair, now plays a less active role.

The IHST Executive Committee charter, membership and operating rules are being re-evaluated.

IHST wishes to become more international.

Regional developments

1st Regional Conference held in New Delhi in June 2006 – JHSAT process workshop in New Delhi in March 2007.

2nd Regional Conference held in Melbourne, Australia in March 2007.

Latin American Regional Conference held in Sao Paulo, Brazil in June 2007, with JHSAT process workshop – regional JHSAT/JHSIT starting up.

Canadian and European JHSATs starting up.

Future Conferences: Middle East – Spring 2008 – Doha – to be hosted by Gulf Helicopters and the Gulf Flight Safety Committee (GFSC); Far East; Russia; Europe – 13 October 2008 – Cascais near Estoril, Portugal – just before Helitech 2008; Japan – October 2008.

IHST progress to date

197 US accident analyses completed - data from year 2000.

150 safety recommendations covering 16 missions presented at IHSS 2007 in Montreal 19-21 September 2007, addressing: Training, Safety Management, Safety Equipment, Information, Infrastructure, Regulatory, Maintenance.

JHSIT update

Team formed with good representation from helicopter operators.

Processes developed for managing recommendations: Implementation and Tracking effectiveness.

Early focus on SMS toolkit presented at IHSS 2007 in Montreal 19-21 September.

Currently processing JHSAT Year 2000 report recommendations.

Meeting of AHS International in November 2007.

Oil and Gas Producers are encouraging their aviation professionals and helicopter operators to support the regional analysis (JHSAT) and the implementation (JHSIT) teams around the world, and to participate in regional IHST conferences.

IHST scorecard (Preliminary): about 13.7% reduction in June 2007 compared to 2005 (IHST start). Appears on target with the IHST objective.

Discussion:

- J. Vincent reports on the Middle East Aviation Safety Summit that took place in Abu Dhabi on 21-22 Jan 08. At the summit it was decided to establish a Middle East Safety Team, in line with recommendations of the Global Aviation Safety Roadmap. According to the UAE General Civil Aviation Authority, the issues to be addressed include the chronic shortage of aviation professionals and the rapid growth of aviation in the region. Could be another opportunity for the ISHT in this region.
- M. Masson suggests creating regional sections on the IHST website. (The EHEST so far is the only team to report).

Action 1 EHEST #1-08: B. Sheffield to suggest to IHST to create regional sections on the IHSAT website.

- [Offshore oil & gas support operations in the North Sea \(not true for all offshore operations and, in particular, not for GOM\) had already achieved an 80% reduction since about 1990.](#) Bristow's 'Target Zero' safety initiative is mentioned.
- J. Vincent thanks B. Sheffield for his presentation: Momentum is maintained towards the IHST objective around the world. Very positive news. IHST is a major safety

initiative worldwide.

6. Governance

EHSAT

One candidature has been received for the position of EHSAT industry co-chair: **A. Evans**, Bristow Group. This candidature fully supported by EHSAT is approved by EHEST.

M. Masson, EASA, is the authorities' co-chair.

EHEST

Three candidatures have been reported for the position of EHEST industry co-chair:

- A. Evans (declined in session)
- **J. Black**, EHOc
- **J.P. Dedieu**, Eurocopter / EHA (hasn't yet officially applied)

J. Vincent, EASA, is the authorities' co-chair.

In the absence of J.P. Dedieu, G. Bruniaux (Eurocopter) suggests reporting the selection.

J. Vincent invites J. Black to present his candidature in a 3 minute round.

G. Bruniaux presents J.P. Dedieu.

Then, a voting procedure is decided:

Action 2 EHEST #1-08: EHEST co-chair candidates to send a manifesto (to be stored on CIRCA) and perform a 1 month campaign.

Action 3 EHEST #1-08: EHEST to vote for one candidate (electronic ballot; votes to be sent to M. Masson, EASA).

EHEST representation on the IHST Executive Committee

The EHEST representative need not be the EHEST co-chair but it would be advantageous. At least the representative should be somebody who attends at least the EHEST meetings.

7. Report and recommendations from EHSAT #05-07 of 4-5 Sep 07

a. EHSAT regional teams: Update on composition and organisation

A PowerPoint presentation featuring the latest developments is stored on CIRCA.

In the absence of C. Holt, the report of the **UK military** team is summarised:

- Application of EHSAT Analysis of UK Military Accidents - Has started the process of subjecting the UK military helicopter accidents since the year 2000 to the EHSAT methodology. In addition, C. Holt participates in the civil UK team.
- Military Promotion & Co-ordination of EHEST / EHSAT activity - C. Holt has undertaken some limited promotion of the EHSAT to the Air Forces Flight Safety Committee (Europe) known as **AFFSC(E)**.

The AFFSC(E) was developed as a means of information exchange between European military flight safety organisations; it expanded in subsequent years to now include all NATO countries as well as some other countries.

Rhett Flater, AHS Executive Director, IHST Secretary, will ensure that C. Holt will get connected with those in the **U.S. military** who are engaged in IHST.

Post meeting note: An update from **Dutch military** team was sent after the meeting by LtCol G. Kierkels. This input is integrated in the PowerPoint presentation stored on CIRCA.

b. Disclaimer, Personal Confidentiality Statement, EHSAT / JHSAT Charter

The EHSAT has requested a disclaimer and controlled access to the EHSAT database.
Main purpose: Protect analyses differing from, or contradicting, existing reports.

E. Mandalenakis, Legal Department, EASA Executive Directorate, has prepared the following documents and presented them in EHSAT#1-08 of 4-5- March 08:

- **EHSAT Disclaimer**
- **EHSAT Database General Terms and Conditions**
Combines different types of legal protections: Intellectual property rights, User Licence to use the EHSAT Database, Limitations of liability, Restricted Access and Confidentiality.
- **Personal Confidentiality Statement**
To be signed by all EHSAT and also future EHSIT members
- In addition, EASA will set up a process of **password-based authorisation** for accessing the EHSAT database.

These General Terms and Conditions provide protection at global EHSAT Level; **national** teams could develop similar protection at national level if felt appropriate.

EHEST recommends **IHST** require members to accept a formal agreement restricting use of information posted on the IHST website before granting access.

The approach is approved by the EHEST, although not considered absolutely necessary¹.

Charters and ToRs

Action 4 EHEST #1-08: EHSAT co-chairs to lead the development of the EHSAT charter, to be submitted to EHSAT#2-08 and approved by EHEST#2-08.

Action 5 EHEST #1-08: EHEST co-chairs to lead the development of the EHEST charter, to be approved by EHEST#2-08.

¹

EHSAT only performs an analysis study using a methodology adapted by the IHST from CAST covering accident data from all over Europe. EHSAT doesn't challenge the determination of probable causes by the AIBs. The EHSAT method allows expert judgement regarding factors that may have played a role in the accident based on statements in the AIB report.

c. EHSAT analyses: Current results and target for 2008

Estimation of number of accidents analysed by end of June 08 (by civil teams only):

EHSAT Teams	Estimated number of analyses completed by 30 June 08
UK	25
CH	35 have a final AIB report over the 60 accidents reported
IT	15-20
IR	15-20
Nordic countries	50
HU	10
SP	15
FR	20-25
GE	20
All	> 200 (estimated total)

Preliminary results will be presented at the EHEST/IHST Europe Conference on 13 Oct 08 at HELITECH, Cascail near Estoril, Portugal.

d. EHSAT analysis tool and process manual: Standardisation and tool revision

A PowerPoint presentation is given by M. van Hijum [stored in CIRCA].

Regional Analysis teams are working on analysis. Once regional results have been completed, they will be aggregated.

The tool and taxonomy are 'frozen' until end of year, but suggestions for improvement are captured within and between standardisation meetings.

So far, two EHSAT standardisation meetings have been held: EHSAT#6-07 and EHSAT#1-08. They served discussing the methodology and accident analyses of each team, with the purpose of increasing understanding, refining the methodology and learning from each other.

Examples of issues discussed: Join use of HFACS and SPS for the coding of Human Factors, use of specific SPSs, Use of AIB recommendations, formulation of Intervention Recommendations (IRs).

The Process Manual has been updated (v1.1) and will be further revised based on EHSAT#1=08 meeting.

Latest material is available on CIRCA (except the accident analyses).

Tony Eagles (UK CAA) UK EHSAT, presents one accident analysis to illustrate the EHSAT tool and method. The accident is partially de-identified: Bell Jetranger, CAT Air Taxi, flight from Biggin Hill to Folkestone, aircraft destroyed en route after inadvertent entry into IMC.

8. EHEST and EHSAT 2007 work programme and dates of future meetings

a. Main event: IHST Europe Conf. 2008, HELITECH, Cascais, Portugal, 13 Oct 08

Planned venue: 13 Oct 08, HELITECH, Estoril, Portugal,
<http://www.helitechurope.com/>

Organisation and logistics:

M.E. Rhett Flater, AHS Executive Director, IHST Secreaty, is taking care of the event organisation and promotion. S. Bradshaw, the organising director for HELITECH, has confirmed that her organisation would fully support our hosting the IHST/EHEST European Helicopter Safety event on October 13 in conjunction with HELITECH (October 14-16).

EHSAT suggests the following agenda:

One day event, with 2 hours for lunch and coffee breaks

09:00-09:15 - Welcome [15 min]

09:15-09:45 - International Helicopter Safety Team (IHST experience) [30 min]

09:45-10:15 - European Helicopter Safety Team [30 min]

10:15-10:30 - Questions and answers

10:30-11:00 - Break [30 min]

11:00-12:00 - The safety analysis methodology (illustrated) [60 min]

12:00-12:15 - Questions and answers

12:15-13:15 - Lunch [1 hour]

13:15-15:00 - Safety analysis results: Europe, US, and the worldwide picture [1:45 h]

15:00-15:15 - Questions and answers

15:15-15:45 - Break [30 min]

15:45-16:15 - US implementation experience [30 min]

16:15-17:00 - Panel – How to turn safety analysis into 80% reduction in Europe? [45 min]

17:00-17:15 - Wrap up and adjournment [15 min]

This agenda develops in 3 steps: 1) There is a problem; 2) We got a solution; 3) You can be part of it.

The proposed agenda is approved by the EHEST (with Item 2 reworded).

b. Preparing the EHSIT

Basic concepts will carry over from the US JHSIT.

The EHSIT will self-organise, and possibly create a regional structure.

- As input, the future EHSIT will take ~~to~~ EHSAT work (problem statements and intervention recommendations).
- As output, the EHSIT will produce an Action Program with prioritised Action Plans (APs), and a monitoring process.

The Team should have a size of around 20, with good geographical and sector range. The EHSI could create, as opportune, sectorial teams and specialised implementation teams.

For information, the JHSIT organisation is available on the IHST website.

Ideally, no more than 20% of the EHSIT should come from the EHSAT.

The teams will emerge from the work of the EHSAT: there will or won't be themes in common with the JHSIT.

The final aim is **implementation of safety enhancement action plans**.

Good representation from the operators is essential for implementation.

The best way to reach small operators could be through insurance companies, with either incentives for those who adopt best safety practices (or penalties for those who don't) and through an industry accreditation program that could differentiate operators in the eyes of both their insurers and their customers.

c. 2008 meeting calendar

- EHSAT #2-08: 3-4 June 08, Madrid -- note: no EHEST meeting in Madrid! --
- EHSAT #3-08: 23-24 Sep 08, EASA
- EHEST#2-08: 25 Sep 08, EASA

- EHEST Conference at HELITECH: 13 Oct 08, Cascais, Portugal

- EHSIT #1-08: TBD Nov. 08, EASA
- EHEST #1-09: TBD Feb. 09, EASA

9. AOB

None

10. Wrap-up and adjournment

The EHEST is a legitimate, broad range decision making body. It builds on a pool of interest larger than those who attend the meetings. J. Black reports that the EHOOC represents 23 operators, and they all get the minutes.

The word is spread among a large part of the helicopter community.

Keeping momentum through a 10 year program is a challenge.

The final aim is implementation of safety enhancement action plans.

The EHEST Conference at HELITECH is a good opportunity to reach the industry.

Poor helicopter safety indicators in Europe these days fully justify the initiative.

Communication efforts must be kept, as well as good coordination with the IHST.

All are thanked for their participation and contribution to the success of this initiative.

EHSAT Actions and Action Status Reports: *(List starts at the bottom)*

ESSI Meeting	Action	Holder	Due Date	Action Status	Status at next EHEST meeting
EHEST Meeting #1/08 6 Mar 08	Action 5 EHEST #1-08: EHEST co-chairs to lead the development of the EHEST charter, to be approved by EHEST#2-08.	EHEST co-chairs	25 Sep 08	6 Mar 08 Status: Action created	Open
EHEST Meeting #1/08 6 Mar 08	Action 4 EHEST #1-08: EHSAT co-chairs to lead the development of the EHSAT charter, to be submitted to EHSAT#2-08 and approved by EHEST#2-08.	EHSAT co-chairs	3-4 Jun 08 25 Sep 08	6 Mar 08 Status: Action created	Open
EHEST Meeting #1/08 6 Mar 08	Action 3 EHEST #1-08: EHEST to vote for one candidate (electronic ballot; votes to be sent to M. Masson, EASA).	EHEST	31 May 08	6 Mar 08 Status: Action created	Open
EHEST Meeting #1/08 6 Mar 08	Action 2 EHEST #1-08: EHEST co-chair candidates to send a manifesto, to be stored on CIRCA and perform a 1 month campaign.	J. Black, EHO J.P. Dedieu, EHA	15 Apr 08	6 Mar 08 Status: Action created	Open
EHEST Meeting #1/08 6 Mar 08	Action 1 EHEST #1-08: B. Sheffield to suggest to IHST to create regional sections on the IHSAT website.	B. Sheffield	31 Mar 08	6 Mar 08 Status: Action created	Open