

EHEST Meeting #3/07

**EASA, Cologne – Wednesday 5 September 2007
13:30 – 16:00 hrs, Room 4/49**

Venue:

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

Participants:

John VINCENT, EASA (Co-chair, acting); Jim LYONS, EHA (Co-chair, acting); Michel MASSON, EASA (Secretary); Marieke van HIJUM, EASA; Alastair HEALEY, EASA; Reinhard MENZEL, EASA [Part time]; Ray WHITE, EASA; Bob SHEFFIELD; Shell Aircraft Ltd NL/ IHST [Part time]; Luis Suarez-Lledo, APYTHEL-SEPLA-IFALPA; Volker ARNSMEIER, LBA Germany; Peter MIHALY (NTA Hungary), Tibor GARDUS, NTA Hungary; Christian BERNHARDT, Eurocopter Germany; Jos STEVENS, NLR; Martin LAWALL, Eurocopter Germany; David DOWNEY, FAA; Dave HOWSON, CAA UK; Luigi CANDIANI, Agusta Westland; Nihgel PETERSON, QinetiQ UK; Tony EAGLES, CAA UK; Giorgio VISMARA, Augusta Westland Italy; Martin BERNANDERSSON, CAA Sweden; Ørnulf LIEN, CAA Norway; Yban POULIQUEN, BEA Brance; Xavier de GATINES, BEA France; Patrick FAUCHERE, Air Glaciers SA CH; Gilles BRUNIAUX, Eurocopter France; Vadims BOLOTOVS, TAIIB Latcvia; Axel ROKOHL, BFU Germany; Jean-Marc SACAZES, DGAC France; Jose Luis Rey GONZALEZ, DGAC Spain, Andy EVANS, Bristow Group UK/US, Frank RUSSELL, AAIU Ireland.

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).

Yesterday's and this morning's EHSAT meeting has been a success. EHSAT has spent considerable efforts to develop the analysis tool. The solid methodology will provide confidence in the results.

This is the 3rd meeting of EHEST, the decision making body. EHEST will hear from EHSAT and set strategy.

Most participants also attended the EHSAT meeting; warm welcome to those who just joined.

Tour de Table.

It's rewarding to see the success of the ESSI and of EHEST – probably the most successful safety team at the moment!

2. Approval of agenda

The agenda is approved. [Stored on CIRCA]

3. Approval of minutes of EHEST#02/07 of 25 Jun 07

The minutes are approved. [Stored on CIRCA]

4. Actions list of EHEST#02/07 of 25 Jun 07

Action 1 EHEST #2/07: Inform EC DG TREN of EHEST is kept open: it's a continuous process. DGTREN is aware of the ESSI and of EHEST. DG TREN could participate in one EHEST meeting per year.

Action 1 EHEST #3-07: M. Masson to send the IHSS07 presentation to J.P. Henrotte, EC DGTREN.

Action 14 EHEST #2/07: Indicate to J. Vincent helicopter safety related research topics of interest. Suggestions have been received from UK CAA and Bristow. By year end, EASA will publish 3 calls for tenders on Commercial Aviation, Helicopter safety and General Aviation safety.

The EASA procurement website is:

http://www.easa.europa.eu/home/procurement_en.html.

Werner Kleine-Beek (werner.kleine-beek@easa.europa.eu) will take the position of EASA Research Manager on 1st October 07.

5. Information Items

a. The launching meeting of the General Aviation Safety Team (EGAST) will take place at EASA on 17 October 07.

Patrick Goudou, EASA Executive Director, will introduce the meeting.

The objective is to gather the interested parties and explore aspects such as organisation, governance, identification activities and sharing of best safety practices.

Representatives of all GA activities have been invited.

It is expected that EGAST will exclude helicopters.

A position of EASA Safety Support Officer will be open on 1st January or February 08.

The SSO will assist the Safety Action Coordinator in running the ESSI.

The call is closed; there were many good applicants.

b. IHSS 07 conference, 19-21 Sep 07, Montreal [Stored on CIRCA]

On 18 September, M. van Hijum will participate in the international JHSAT workshop where all worldwide teams will share their experiences and lessons learned.

On the 20th, she will make a presentation in plenary session: "Setting the Scene for the Analysis of Rotorcraft Accidents in Europe" by M. van Hijum, J. Vincent, M. Masson and A. Healey, EASA, and J. Lyons, EHA. The presentation is available on CIRCA.

Eurocopter will present 2 papers: one on research and one on the new safety organisation in the company.

UK CAA will present a paper addressing LoC and CFIT in small helicopters.

Post meeting note: Information Paper on ESSI submitted to ICAO 36th Assembly, Montreal, 18-28 Sep 07

The Information Paper on the ESSI has now been published.

See: <http://www.icao.int/cgi/a36.pl?pr;TE>

This is the first ICAO IP presented by EASA.

6. Slot reserved for IHST: Presentation by D. Downey of a PowerPoint co-signed by J. Grigg and B. Sheffield [Stored in CIRCA]

The following topics were addressed:

- European representation on IHST Executive Committee
- Regional developments
- JHSAT update
- JHSIT update
- IHSS 2007

Summary:

- IHST is making good progress
- European representative added to Executive Committee: The "I" HST becomes more "I"nternational, the US component becoming one among others.

IHST Executive Committee consists of:

Government Co-Chair

Dave Downey, FAA

Industry/Operator Co-Chair

Matt Zucarro, HAI

Secretariat

Rhett Flater, AHS

Member

Somen Chowdhury, IHSS Chair

Member

Bob Sheffield, Shell Aircraft

Member

Don Sherritt, Transport Canada

And Member

Vittorio Morassi, EHA Chair

- North American JHSAT report to be presented at IHSS 2007
- The JHSIT SMS toolkit to be presented at IHSS 2007

Points discussed:

- D. Downey reviewed the context of IHST creation: IHSS 2005 in Montreal, Canada. See: http://www.ihst.org/index.php?option=com_content&task=view&id=1&Itemid=2.
- Future IHSS conference in Europe? Could be useful after establishing the European Helicopter Safety Implementation Team – EHSIT
- The top priority US-JHSAT recommendation concerned SMS: a SMS toolkit was developed and will be presented at IHSS 07.
- There is good representation from operators and JHSIT: they will perform the Cost Benefits Analysis - important to convince managers.
- The FAA Research & Development program regarding helicopter safety is solely based on data-driven IHST recommendations.
- Good candidates to reach 80% safety improvements: SMS, FDR, CVR, HUMS, WPSS, TSWA, floats, RADAR, TCAS, satellite monitoring - plus training of flight crew on these technologies.
- Note the Bristow "Target Zero" initiative: zero accidents, zero harm to people and zero harm to the environment. Leaflet to be distributed at IHSS07. Email: target.zero@bristowgroup.com.

- A. Evans, Bristow, mentions the interest of low cost, light weight FDR for GA.

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

- a. **Organising the analysis of helicopter accidents at European level: Update on the EHSAT regional teams** [PowerPoint on CIRCA]

At a previous meeting, EHSAT suggested a "recommended membership" criteria for EHSAT composition:

Regional Teams should best be composed of representatives from CAA, AIB, Operators, Manufacturers, Pilot Associations, the GA community and, optionally, the Military.

Summary of July and August 07 developments:

- The **Spanish team** is almost fully complete.
- ENAC (Italian CAA) and Air Corporate (Operator) have joined the **Italian team**.
- Approval from the SHA Swiss Helicopter Association was obtained mid July. Air Glaciers and SHA are building the **Swiss team**.
- The **French / German** team built only for the EHSAT tool prototyping phase is now split into 2 national teams; more suitable to deal with the language aspect.
- The **Nordic team** is composed of CAA Norway, CAA-Sweden, CAA-Finland, EHA-Denmark and AIB-Norway. The kick-off meeting took place on 10-11 Jul 07 in Oslo: M. van Hijum, EASA, made a presentation. National analysis teams will be created by the end of September and a Nordic coordination team will be established with representatives from all national teams by the end of October.
- To improve composition balance, the **UK team** hopes to gain a greater contribution from the UK helicopter operator community in the form of the British Helicopter Advisory Board and the GA helicopter community.

In addition, invitations were sent to the NAAs and AIBs of all EU27+4 countries on 12 and 13 July 07. Consequently, new participants are attending this EHEST meeting and new national teams could be formed:

- **Hungary:** Ferkel Laszlo and Gardus Tibor (preliminary), Hungarian National Transport Authority.
- **Ireland:** Frank Russell, Air Accident Investigation Unit (AAIU), Department of Transport. CAA expressed interest.
- **Latvia:** Artjom Nalbandjans, Latvian CAA and Vadims Bolotovs, AIB.
- **The Netherlands:** Civil accidents: Analysis by EHSAT. Military accidents: intent to form a team; contact person is LtCol Gabriël Kierkels, Royal Netherlands Air Force Command. Jos Stevens, NLR sits in EHEST only.
- **Poland:** M. Lasek, Polish Aircraft Accident and Incident Investigation Office (AAIIO).
- **Romania:** Mircea Alexandru, Romanian Accident Investigation Bureau (CIUCĂ).
- **Slovenia:** Roman Rovanišek, Slovenian Aircraft Accident and Incident Investigation Office (AAIIO).

[Basic Principle \(reminder\): The ESSI/EHEST partnership can influence the rulemaking process but is strong enough to recognise the great benefits of voluntary industry action.](#)

b. EHSAT Analysis Tool and Process Manual: Methodology standardisation and tool revision – Approval and release of v1.0

In July and August 07, EHSAT performed the 3rd prototyping exercise.

All EHSAT regional teams had to analyse of 2 same accidents using tool version V0.3:
 - RL 2001:26e, 24/03/2001, SE-JUZ
 - 3X002-0/05, 17/01/2005, PZL-Swidnick/W-3A – near Thalheim

This exercise allowed coding variability and difficulties met on a common set of reports to be assessed for standardisation purposes. Comments and suggestions made were used to further improve the tool before launching the operational accidents analysis phase.

Some requested tool modifications and notes are reported below:

- Requests for Standard Problem Statement (SPS) modification: the EHSAT teams were generally satisfied with the current SPS taxonomy; a few suggestions were made for SPS modifications for instance regarding sling and hoist (HEC).
- Need to improve navigation in columns and to revise the use of drop-down menus.
- Integration of **HFACS** in the SPS taxonomy, avoiding duplication of codes.
- **HFACS Maintenance** will be integrated too.
- Allow multiple selections among the Intervention Recommendation keywords.
- Provide fields for specifying altitude and pilot/crew experience, including on type.
- Copy the exact wording of the AIB recommendations; use the official English translation when available, note where it is not.

The first operational version of the tool V1.0 will be released on 17 October 07 and will be frozen for at least 6 months.

- **EHSAT: European Helicopter Safety Analysis Team**

- EHSAT also recommends to [break the link between the EHSAT and EHEST meetings](#).
- EHSAT composition should be around 12-15: one representative of each EHSAT regional team, plus the chair and secretary, plus M. van Hijum (tool focal), A. Healey and A. Evans (standardisation) and C. Holt (interface with military operators), and one IHST observer: possibly Jim Grigg, FAA. [Concern was expressed however that not all disciplines would be covered, e.g. at present there would be no AAIB and no engineering representatives. Therefore teams were allowed to send more than one representative.](#)
- **EHSAT roles:**
 - Aggregate the data, perform quality control and standardisation.
 - Perform the analyses for regions with insufficient resources (the translation – where necessary – of the appropriate accident reports will have to be provided by the regions though).
 - Revise and standardise the tool, discuss general issues such as use of SPS and HFACS codes, assess proposals for modifications and make decisions.
 - Produce analysis report and present this to EHEST.

- Train / coach the regional teams.
- Coordinate with JHSAT/International Analysis Team.
- The EHSAT Terms of Reference will be revised accordingly (action postponed).
- **EHSIT: European Helicopter Safety Implementation Team**
 - A path for the formation of EHSIT has been introduced at the June EHEST meeting: building EHSIT on the **Helicopter Sub-Sectorial Team (HSST)** of the former JAA structure. This existing group has representation from all major stakeholders (including NAAs, EHA, EHAC, EHOC, manufacturers and pilots) and from most fields and of activity; members of this group (including the industry co-Chair and the Secretary) which has an excellent track record of identifying and implementing practical solutions to safety problems, are already active members of EHEST/EHSAT. Participation from General Aviation, maintenance, AIBs, operators and military operators is missing however. The team is, perhaps, also too rule making oriented, the ESSI/EHEST approach being to *complement* rule making by voluntary safety enhancements.
 - The proposal is noted and will be discussed further at the next meeting.

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

- EHSAT #6-07: 11-12 Dec 07 at EASA
- EHSAT #1-08: 4-5 Mar 08 at EASA
- EHEST #1-08: 6 Mar 08 at EASA

There is no need for EHEST to meet before EHSAT has produced initial results.

EHSIT can't be set up before the next EHEST meeting. EHSIT should be a European team under EHEST; there shouldn't be a unique, worldwide implementation team. There is no need to duplicate the work done in the US but to adapt the approach.

A European team could best deal with European implementation issues.

Not all safety enhancements will be regulatory; this implies 'buy in' by the local players.

Decision: EHEST delegates to co-Chairs J. Vincent, EASA, and J. Lyons, EHA, the authority to prepare the formation of EHSIT.

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 1 Jan 08 in view of EHEST #1-08 meeting of 6 Mar 08.

In the discussion, the following action is decided:

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

9. Communication: ESSI website

- The letter to European CAAs and AIBs sent in July 08 was a success: new participants

are joining.

- EHEST under the ESSI website: <http://www.easa.europa.eu/essi/ehest.html>
- EHEST-EHSAT under the IHST website: http://www.ihst.org/index.php?option=com_content&task=view&id=41&Itemid=2

Action 4 EHEST #3-07: A. Healey to update the EHEST and EHSAT briefing on the IHST website.

- EHEST-EHSAT presentation at IHSS 07 on CIRCA: can be used by all participating organisations to advertise the initiative to their management. Will be sent to J.-P. Henrotte, EC DGTREN.
- CD or brochure: would be premature and would distract resources. Good to do in the longer term.

New participants should register on CIRCA: Contact EASA Safety Analysis and Research Secretary Florence Konyakhin: florence.konyakhin@easa.europa.eu.

10.AOB

- EUROCOPTER suggests creating a common data base for monitoring the results of the EHEST and IHST: would facilitate the coordination between EHEST and IHST and the work of organisations participating in both. Beyond, there is the global topic of aviation data sharing, in the context of the revision of the European regulations 94/56/EC and 2003/42/EC.
- It would also be useful to build an international warehouse for usage data (flight hours) and publish it on the EASA website.

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

11. Wrap-up and adjournment

The initiative is a success: significant milestones have been reached regarding developing and prototyping the EHSAT tool and new participants from new countries are joining.

The initiative is at the beginning of its life: it's a 10 year programme.

We have the right mix of expertise on board. We now have to start delivering results and producing safety enhancements.

We are looking forward to see the first operational version of the tool (V1.0) released by mid October and used by the regional EHSAT teams on national accident reports.

Creation of EHSIT is another item that deserves attention.

IHSS07 is a chance to present the European work, and we thank our IHST colleagues for their interest and participation in EHEST and EHSAT.

All are thanked for their participation.

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 #3/07 5 Sep 07	Action 5 EHEST #3-07: Eurocopter to send information to EHEST co-chairs on data-base (usage and/or monitoring) aspects.	G. Bruniaux	31 Jan 08	5 Sep 07 Status: Action created	Open
EHEST Meeting #3/07 5 Sep 07	Action 4 EHEST #3-07: Update the EHEST and EHSAT briefing on the IHST website.	A. Healey	31 Oct 07	5 Sep 07 Status: Action created	Open
EHEST Meeting #3/07 5 Sep 07	Action 3 EHEST #3-07: M. van Hijum to prepare Dutch accident reports; J. Lyons to ask Dutch operators to participate.	M. van Hijum and J. Lyons	11 Dec 08	5 Sep 07 Status: Action created	Open
EHEST Meeting #3/07 5 Sep 07	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.	J. Vincent and J. Lyons	31 Jan 08	5 Sep 07 Status: Action created	Open
EHEST Meeting #3/07 5 Sep 07	Action 1 EHEST #2-07: Send the IHSS07 presentation to J.P. Henrotte, EC DGTREN.	M. Masson	30 Sep 07	5 Sep 07 Status: Action created	Open