

“The times they are a-changing”

(Bob Dylan, © 1964)

9th EASA Rotorcraft Symposium, Cologne, 2-3 December 2015

Jaime Arqué
EHA Chairman

WHO WE ARE

EUROPEAN HELICOPTER ASSOCIATION



HeliOffshore
Safety Through Collaboration

AMAC (Associate Members Advisory Council)



AgustaWestland
A Finmeccanica Company



AIRBUS
HELICOPTERS



(We have evolved a lot since our foundation 25 years ago)

ONE VOICE facing different challenges





THE CHANGES UP TO NOW

- Since the EASA foundation, more than 10 years ago, a considerable amount of Regulations have been published.
- Reg 216/2008 was the baseline in the development of all specific regulations referred to Airworthiness, Air Crew, Air Ops, TCO, SERA, etc.
- All of them very complex and not straight forward applicable.
- The transition has not been easy neither for the NAA's nor for the Helicopter Operators, who consider some regulations as Fixed Wing driven.



HOWEVER

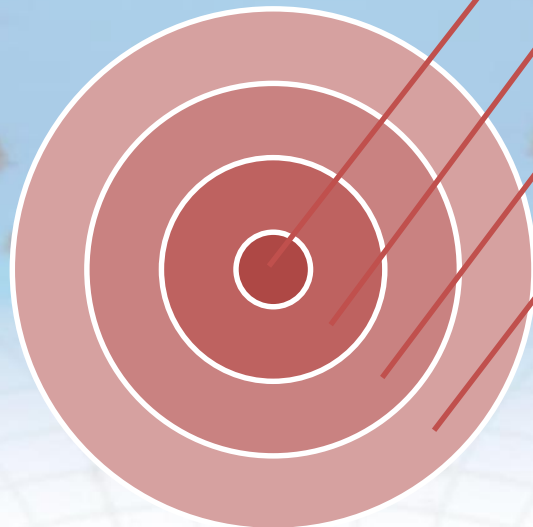
and despite the economic crisis

Helicopter companies have hugely changed, adapting their structures and procedures. Increasing their costs, hardly difficult to transfer to many segments of the market.

**SAFETY, as the first priority, is globally accepted
but business has to continue.**



WHAT NOW?



Global Safety Performance has improved in the last years but there is still a long way to go.

The Safety Culture concept is slowly being introduced in the Management System of medium/small operators.

We should not forget that there is **no safety culture without reliable data**.

Occurrence Reporting is a must but **EASA feed-back is more important**, as risk assessment and management will improve.

AND....

We welcome the European harmonized regulations but flexibility is required (HEMS is a clear example).

- NAA's interpretation to be clarified (HEMS/SAR).
- What happens with Public Interest Sites?
- The possibility for pilots above 60years to be allowed to perform Single pilot HEMS operations should be thoroughly investigated.

THE CHANGES AHEAD

Drivers of the New Rulemaking Programme (2016-2020)

- Safety/Environment →OK
- Level Playing Field →Be careful as in Rotorcraft Operations as this is not always possible
- Efficiency/Proportionality →OK

EHA will need to work hard in the different Rulemaking Tasks soon to be started.

We all need to work with a common goal and provide the required expertise.

As part of the European Aviation Safety Plan, developing the Offshore Helicopters Safety Risk Portfolio, despite Offshore Ops have the best Safety performance, has been a good step but let's continue with HEMS (+500hc), and go ahead with other segments.

Helping the small companies will be the best Safety Promotion action.

MANY VALUABLE SERVICES TO THE EUROPEAN UNION



HELICOPTER AIR AMBULANCE
(HEALTH SECTOR)



SEARCH AND RESCUE



POLICE



FIRE FIGHTING
(CIVIL PROTECTION)



OIL AND GAS
(ENERGY SECTOR)



AIR TAXI/CHARTER
(BUSINESS SECTOR)

Let's make
the helicopters visible
in the EU Aviation Strategy



AERIAL WORK

CHALLENGES AND OPPORTUNITIES

- ☐ Performance based regulations,
- ☐ SESAR,
- ☐ RPAS,
- ☐ PC 3 Helicopters over cities?
- ☐ Simultaneous Non-Interfering operations,
- ☐ Other new technologies.



A very close cooperation between EASA/NAA's/ Rotorcraft Industry
is required.

For the times they are a-changing.

Thank you for the attention

