

CV: Tim Rolfe

Current role:

- Director, Aviation Safety, Bristow Group
- Chair of Helicopter EBT sub-WG (RMT 0599)

Total helicopter hours:

- 8,500 hours in mixed operations; offshore, SAR, military support and VIP

Current licence qualifications:

- TRI/TRE S92A

Types flown:

- Bell 47, R22, B206, B407, S61N, AS332L, S92A, EC225, AW139, S76C++

Other responsibilities include:

- Member of HeliOffshore Safety Steering Committee
- Lead on HeliOffshore Operational Effectiveness workstream





HeliOffshore

Safety Through Collaboration

Developing EBT for Helicopters

Tim Rolfe

Wednesday 1st February 2017

“One size cannot fit all.....”



Thanks.....

Name	Role	Contribution/Specialisation
F Arenas Alvarino	RMO	Pilot and Regulatory SME
E Bennett	RMO	Pilot and Regulatory SME
R Canis	EASA Safety Specialist	Accident Analysis SME
N Ilieva	EASA Safety Information Specialist	Survey and Data Analysis SME
T Rolfe	Helicopter Sub-WG Chair	Pilot training SME
B Baldwin	Helicopter Sub-WG vice-chair	Pilot training and regulatory SME
O Lien	Helicopter Sub-WG member	Pilot training and regulatory SME
O Rodriguez	Helicopter Sub-WG member	Regulatory SME
D Abad Alarcon	Helicopter Sub-WG member	Pilot training SME
P Bakke	Helicopter Sub-WG member	Pilot training SME
R Carvell-Shepherd	Helicopter Sub-WG member	Pilot training SME
D Groeneweld	Helicopter Sub-WG member	Pilot training SME



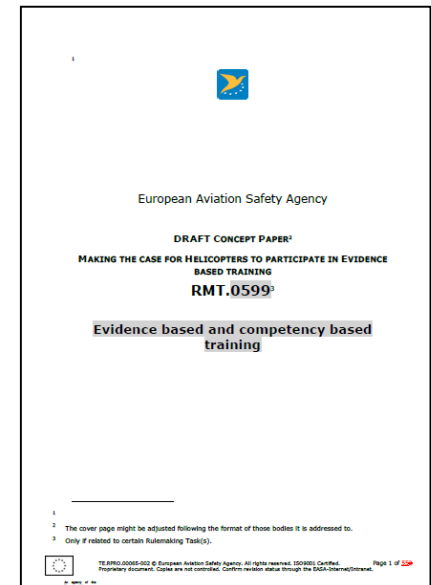
Key principles for helicopter EBT development

- Demonstrate parity with IATA EBT methodology
- Utilise same/similar data sources for Data Report
- Ensure validity through comparable Data Analysis process
- Compare and contrast helicopter vs aeroplane data
- Publish Helicopter Data Report (HDR) through supporting body acceptable to EASA and RMT0599 members
- Development of ICAO Doc 9995 Appendix 2 material to include helicopters



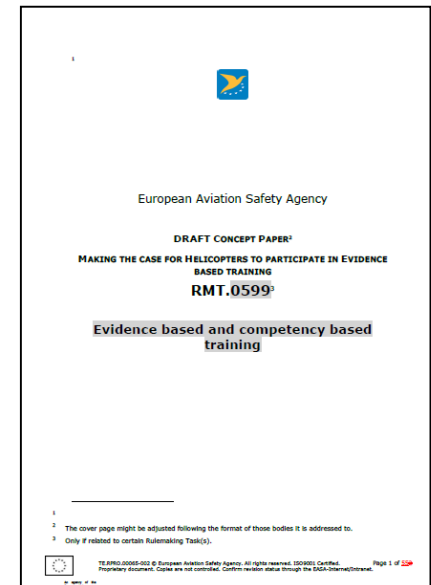
Concept Paper – Making the case for helicopters to participate in EBT

- Concept Paper published this week
- Makes case for helicopters to have access to EBT in regulation
- Proposes 3 Options:
 - Option 1 - Do nothing
 - Option 2 - Apply EBT Data Report and FW regulation
 - Option 3 - Publish Data Report and regulatory pathway for helicopters
- Contains Impact Assessment for each option
- **Option 3 - Recommended option**



Concept Paper – Making the case for helicopters to participate in EBT (2)

- Outlines roadmap for Data Report and Regulatory development
 - Data Report to be published by EASA (c. end 2017)
 - Regulatory pathway to follow FW development
- Indicates requirement for development of ICAO Doc 9995 Appendix 2 equivalent
- Defines Helicopter ‘generations’
- Defines Accident Analysis methodology
- Outlines initial analysis of selected data sources



Regulatory development required

The following regulation requires review and possible amendment:

- Appendix 9 to Annex I (Part-FCL) to Regulation (EU) No 1178/2011,
- ORO.FC.230 and ORO.FC.145 of Subpart FC
- Annex V (Part-SPA — Specific Approvals) to Regulation (EU) No 965/2012,
- Subpart E — LOW VISIBILITY OPERATIONS (LVO) (SPA.LVO.120 — Flight crew training and qualifications),
- ORO.FC.235 — Pilot qualification to operate in either pilot's seat
- ORO.FC.220 — Operator conversion and checking of Subpart FC
- ORO.FC.205 — Command course of Subpart FC
- ORO.FC.240 — Operation on more than one type or variant of Subpart FC
- FCL.725 — Requirements for the issue of class and type ratings of Subpart H
- Subpart J — INSTRUCTORS
- Subpart K — EXAMINERS
- Annex III (Part-ORO) to Regulation (EU) No 965/2012
- Annex VI (Part ARA) to Regulation (EU) No 1178/2011



Use of ICAO Doc 9995 competencies



Key Data Sources for IATA DR

- LOSA
- FDM
- Accident/Incident Analysis
- Training Criticality Study
- Pilot Survey
- Existing research analysis



- Broad range of different types of data
- Allows for robust validation across and between data sources (including between helicopters and aeroplanes)

Priority and validation of supporting data

Data Source	IATA incl	Priority for HDR	Validation criteria	Time scale for subset activity
Accident / Incident Analysis	Y	1	Validated by J Scully (IATA/EBTF)	6 months
LOSA	Y	2	Validated by LOSA Collaborative	6 - 9 months
Training Criticality Survey	Y	3	Validated by J Scully (IATA/EBTF) Align with FW EBT group	6 months*
Existing research	Y	4	Validated in line with IATA Data Report analysis	3 months
Pilot Survey	Y	5	EASA Survey Safety Analysis	3 - 6 months
FDM	Y	6	†Secondary data source – to be validated by industry	6 - 12 months



Helicopter EBT support



CHC



Questions



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