



18HEL010

02 Oct 2017

To: Member Associations  
Executive Board  
Invited Guests  
HEL Committee

## IFALPA HELICOPTER (HEL) COMMITTEE MEETING

BALPA HOUSE, HEATHROW, UNITED KINGDOM, 25-26 SEPTEMBER 2017

Please find attached the report of the 2017 IFALPA Helicopter (HEL) Committee Meeting.

The HEL Committee would like to thank again BALPA, and in particular Capt. Tony Ridley and Ms. Zoe Reeves for all their support and assistance in organizing this meeting in their headquarters office at London Heathrow Airport.

Papers for the next meeting should be sent as soon as possible, so they can be reviewed by all Committee members well in advance.

Yours sincerely,

A handwritten signature in black ink, which appears to read 'Gordon Margison'. The signature is written in a cursive style.

Gordon Margison

## ATTENDANCE LIST

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### IFALPA

Ron Abel	President	<a href="mailto:ronabel@ifalpa.org">ronabel@ifalpa.org</a>
Matthew Nielsen	HEL Committee Chair	<a href="mailto:helchair@ifalpa.org">helchair@ifalpa.org</a>
Gordon Margison	Technical Officer	<a href="mailto:gordonmargison@ifalpa.org">gordonmargison@ifalpa.org</a>

### Committee Members

Alejandro Dubois	Argentina	<a href="mailto:adubois@fibertel.com.ar">adubois@fibertel.com.ar</a>
Stephen Donoghue	Ireland	<a href="mailto:stephendonoghue@hotmail.com">stephendonoghue@hotmail.com</a>
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Thomas Rueder	VC	<a href="mailto:thomas.rueder@vcockpit.de">thomas.rueder@vcockpit.de</a>

### Observers

Zoe Reeves	BALPA	<a href="mailto:zoereeves@balpa.org">zoereeves@balpa.org</a>
Johan Glantz	ECA	<a href="mailto:jg@eurocockpit.be">jg@eurocockpit.be</a>
Paulina Marcickiewicz	ECA	<a href="mailto:pm@eurocockpit.be">pm@eurocockpit.be</a>

### Apologies

Jeff Smith	HEL Committee Vice-Chairman	<a href="mailto:Pick216@gmail.com">Pick216@gmail.com</a>
David Abad	HEL Committee Vice-Chairman	<a href="mailto:davidabad@mac.com">davidabad@mac.com</a>

## MEETING REPORT

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### 1. Introduction

The meeting was opened by the Chairman of the Committee, Matthew Nielsen, who welcomed the Committee members and expressed the gratitude of the Committee to BALPA for hosting the meeting. BALPA General Secretary, Brian Sutton welcomed the Committee to BALPA Headquarters and provided an update on developments at Heathrow airport and emphasized the importance of helicopter pilots to BALPA.

A tour du table was conducted with each one of the representatives introducing themselves. The meeting attendance list is included above.

The Chairman review the report of the 2016 Committee meeting in Melbourne (17HEL012) and the Chairman's Report to Conference (17HEL013). Both reports were accepted with no comments.

### 2. Review of External Representation (HEL Related Activity)

IFALPA representation at various external meetings was reviewed. Highlights of each meeting were discussed and the lead representatives were updated. A report of the International Helicopter Safety Team (18HEL005) was reviewed by the Committee.

The representatives for the next year are included in the table below. The Technical Officer will provide further information to the Committee Members who volunteered to contribute on external representation

ICAO Heliport Design Working Group (HDWG) <i>Note - The HDWG forms part of the Aerodromes Panel (AP)</i>	Matthew Nielsen and Alejandro Dubois
ICAO FLTOSP HSG	Jeff Smith and David Abad
ICAO PBNSG	Jeff Smith and Matthew Nielsen
International Helicopter Safety Team (IHST)	Jeff Smith
International Pilot Training Consortium Training Devices WG (IPTC)	David Abad
ICAO RPASP	Edwin Tasma and Matthew Leyden
ICAO Helicopter Fatigue Management Task Force	Matthew Nielsen

**Meeting Action: Technical Officer to ensure new representatives are connected to external groups.**

### 3. Hot Topics

#	TOPIC	POINT OF CONTACT	EXPERT TEAM
1	Fatigue Management and the Cockpit Environment	Matt Nielsen	David Abad, Edwin Tasma, Alejandro Dubois, Michael Hougaard.
2	Remotely Piloted Aircraft Systems	Tony Ridley	Edwin Tasma, Matthew Leyden, Jens Kuil, Thomas Rueder, Matt Nielsen
3	Cockpit Image Recorders	Jens Kuil	Torstein Sanden, Matt Nielsen
4	Wind turbine Lighting	Thomas Rueder	Matt Nielsen

The topics were reviewed to ensure that they continued to be appropriate to the work of the Committee. The Technical Officer emphasised the importance of providing a deliverable to assist the helicopter pilot community in addressing the hot topics. Michael Hougaard volunteered to assist with Fatigue Management topic. Jens Kuil and Thomas Rueder volunteered to assist with Remotely Piloted Aircraft Systems.

There was a discussion on Competency-based Training as a hot topic. It was noted that the work for Competency-based Training is advanced in many parts of the world or the development is well managed. It was proposed to remove the topic from the list of Hot Topics and maintain it as part of the normal work program.

It was proposed to include Cockpit Image Recorders to the hot topic list. These were noted to be already installed on some new helicopter types and the safety risks were believed to outweigh the benefits. The topic was added to the Hot Topic list and a work group created to develop helicopter focused material to enhance the position on cockpit image recorders developed by the AAP Committee.

**Meeting Action: Develop helicopter specific material to support position paper on cockpit image recorders in helicopters.**

It was also proposed to include concerns surrounding windmills to the Hot Topics list to address concerns with lighting, LED lighting not being visible to night vision systems and winching. It was agreed to add the topic to the Hot Topics list and a work group was created to develop a position paper on the topic.

**Meeting Action: Develop position paper on risks to helicopters from wind turbines.**

#### 4. Review of IFALPA Committees

The leads provided an update on each of the Committees that they follow.

It was highlighted that from the Legal Committee there were topics of relevance to the HEL Committee including RPAS, retirement age and need for two crew members in the cockpit.

The leads for each Committee for the following year are included in the table below.

AAP	Edwin Tasma, Mirza Kaufmann and Matt Nielsen
ADO	<i>TBD</i>
AGE	Tony Ridley and Jens Kuil
ATS	Jeff Smith and Matt Nielsen
DG	Tony Ridley and Alejandro Dubois
HUPER	Jeff Smith, David Abad, Matt Nielsen and Tony Ridley
SEC	Mirza Kaufmann
PGA	Alejandro Dubois
LEG	Tony Ridley

## 5. Review of IFALPA Annex 6, Part III (Operations) and Annex 8, Part IV (Airworthiness)

### 5.1. IFALPA Annex 6, Part III (Operations)

There were no proposals for new policy and no expiring policy requiring review.

### 5.2. IFALPA Annex 8, Part IV (Airworthiness)

There were no proposals for new policy and no expiring policy requiring review.

## 6. ICAO FLTOPSP HEL WG

Paper 18HEL004 was discussed, it summarised the debate about the use of single engine helicopters for commercial air transport. The Committee emphasised the need for operations to be conducted in multi-engine (Performance Category 1 or 2). It was noted that single engine aircraft do not have duplicated critical power units and subsequently the duplicated critical systems found in multi-engine aircraft. Failure of such a system, without the redundancy offered by more complex aircraft, presents an additional risk during CAT operations.

## 7. Performance-based Navigation for Helicopter Operations

The Committee reviewed paper 18HEL003 providing a summary of activities to date and encouraging the Committee to closely follow developments in the area of Performance-based Navigation (PBN). The Committee agreed to continue to monitor work and was briefed that ATS are drafting a position paper and HUPER are developing a supporting briefing leaflet. The Committee was encouraged to provide their insight for the documents when they are shared for comments.

## 8. Flight Time and Duty Time Period Limitations

The Committee reviewed the paper 18HEL002 which contained a draft of the ICAO Fatigue Management for Helicopter Operators guidance material which the Committee had been asked to provide comments on. The Chairman provided an overview of the helicopter fatigue management work being done at ICAO and encouraged any Committee members who had not been able to review the draft to do so and to provide comments to the Technical Officer.

It was noted that operational examples would be important to assist the readers to understand the concepts in the material and the group was encouraged to draw on their experiences to assist ICAO in developing relevant operational examples.

**Meeting Action: Review 18HEL002 and provide comments and operational examples to the Technical Officer.**

## 9. Annex 14 Part II and Heliport Manual

It was noted that this item was stagnant and it was proposed to remove it from the agenda. The Committee agreed to remove this item.

## 10. HEL Pilot Licensing / Maintenance of Recency and Competency

The Committee reviewed this as a topic. It was noted that it continued to be of relevance to the Committee and that Matt Nielsen would attend the next HUPER meeting to provide HEL input and bring topics back to the Committee for discussion.

## 11. Cockpit Environment and Pilot Survival Equipment

Edwin Tasma presented his draft paper, 18HEL008, on helicopter ergonomics. It provided a proposal for a position paper outlining requirements for good ergonomics. The Committee discussed the need to balance crash safety with ergonomics and noted that the two need not be mutually exclusive.

The need for good ergonomics was emphasized by experiences from Australia where it was noted that a significant number of helicopter pilots present with complex back problems linked to the ergonomic challenges of the helicopter cockpit environment.

It was agreed to adapt paper 18HEL008 into a position paper.

**Meeting Action: Draft a position paper based on 18HEL008.**

Survival suits were also discussed including the issues with how they are constructed from an ergonomics point of view. Additionally, the need to be able to easily free oneself from the harness belts in the event of an emergency egress was discussed. It was noted that pilots in the United Kingdom had reported many concerns with current survival suits. Tony Ridley offered to act a point of contact and collect information on survival suits and emergency breathing systems to assist BALPA and IFALPA in proposing improvements to the two systems.

**Meeting Action: Send information of their experiences with survival suits and emergency breathing systems to Tony Ridley.**

**Meeting Action: Draft a position on ergonomics of survival equipment.**

## 12. Civilian Use of Vision Enhancement Systems

The use of vision enhancement systems was discussed. It was noted that many operators are using the systems for night VFR operations. The Technical Officer noted that ICAO was working on potential credits for vision enhancement for fixed wing aircraft.

Mirza Kaufmann offered to follow this topic and keep the Committee updated on developments in the systems and their deployment.

## 13. Air Traffic Services for Helicopters

The Committee reviewed paper 18ATS039 which was referred to the Committee from the ATS Committee by Jeff Smith. The paper was noted and no comments were provided, the Committee was invited to review the paper and provide any comments to the Technical Officer.

Tony Ridley was added to the assignment for this agenda topic.

## 14. Remotely Piloted Aviation Systems (RPAS)

Zoe Reeves from BALPA provided an overview of the research into drone strikes with helicopters conducted in conjunction with the Ministry of Transport and the Ministry of Defense. It was noted that much of the report was deemed to be classified by the Ministry of Defense, however the information that was able to be published made it clear that there was a real risk to rotor wings and windscreens of helicopters. BALPA noted that they are advocating for registration of drones and requirements for sense and avoid technology on the drones. The need for further research was discussed, particularly research that would be made publically available and peer reviewed.

The risks to helicopter operations was emphasized. Recent experiences were shared of drones flying around vehicle accident sites restricting access for rescue helicopters. The point that many small RPAS operators do not

need a license or training and have no age minimum was raised. The need for registration and training minimums to ensure safe operations of RPAS with other aircraft was emphasized. This is particularly important near accident sites and other areas where helicopters are operating.

The Chairman highlighted the need for research to support the position of the helicopter community that there need to be protections for helicopters from RPAS, including small drones.

It was proposed to form a helicopter working group on the subject. Tony Ridley offered to lead the group working with Paulina Marcickiewicz and Hans Ivar Kubberod. IFALPA President Ron Abel encouraged the group to work closely with the current IFALPA RPAS working group to ensure that the work was complementary.

**Meeting Action: Helicopter RPAS working group to liaise with IFALPA RPAS group to develop complementary material focusing on risks to the helicopter community.**

## 15. Continuing Airworthiness of Helicopters

The Committee discussed the use and potential abuse airborne image recorders. This is covered in detail in section 18.1.

## 16. Industrial Matters

Torstein and Michael agreed to act as the points of contact for Industrial Matters.

## 17. National Updates

### 17.1. Argentina

It was reported that there are four helicopter companies in Argentina, three of which were part of the union. Companies were noted to be moving into offshore activities without proper experience. It was reported that low-cost fixed-wing operators were increasing their presence in Argentina and were actively recruiting pilots, this has resulted in a price war for wages.

FTLs were discussed, noting that the same regulations as fixed wing operators were being used.

### 17.2. Australia and South East Asia

Oil and gas has been the main driver for the industry in the area. As a consequence, the drop in the oil prices has resulted in a major downturn in the offshore industry, resulting in many layoffs of pilots. On top of that there are new operators who have entered the market. This has resulted in a lot of industrial issues many of which have had to be taken to court.

It was noted that even with many pilots made redundant, helicopter pilot has been made a skill eligible for operators to bring in ex-pat pilots. It was also noted that fatigue regulations are delayed.

### 17.3. Germany

It was reported that Germany was not impacted as much by the downturn in oil and gas however, conditions were still not good for German helicopter pilots. It was noted that the largest market in Germany for helicopter pilots was HEMS. Recent new operators were disrupting the industry as well as regulation changes allowing the new entrants to operate HEMS flights.

Complications with the loss of license insurance were highlighted. This reflected an increase in companies working to reduce their social responsibilities.

Issues with windmills being built without proper lighting were emphasized. Difficulties in coordinating information about windmills and harmonization of obstacle lighting standards across borders were noted as a serious concern.

#### 17.4. Norway

It was reported that helicopters in Norway were used in four main areas: offshore, onshore, HEMS and SAR. It was noted that the offshore industry was in decline similar to experiences around the world. Efforts to enable operators to operate anywhere in Europe under one AOC were underway. It was noted that there was some optimism in the industry for growth in the offshore area. Currently the industry is dominated by the S92 as the H225 aircraft was still grounded in Norway. Any impact to the S92's airworthiness would have a serious impact on operations in Norway.

It was reported that the military was in the process of replacing the Sea King and in the interim a contract had been awarded to a civilian company to provide SAR coverage.

Onshore, the majority of operations were sling-load operations with poor contracts being taken by low time pilots. It was reported that efforts were underway to try and improve these conditions. Major concerns were noted to be age of retirement, flight time limitations and fatigue risk management.

#### 17.5. Netherlands

The unionized sector of the industry in the Netherlands is in the offshore oil and gas industry. There are also HEMS and police operations. Operators were reported to be asking pilots for more flexibility without actually specifying the demands for what flexibility they want. There were issues with the use of aircraft from both the Netherlands and the United Kingdom with different FTLs and different manuals being required to be used for the different aircraft or different operations. It was noted that there was a need for clarity of the legal situation for pilots working with aircraft from the two countries, particularly in light of examples of the operators appearing to take advantage of the uncertainty.

#### 17.6. Ireland

Helicopter pilots in Ireland operate SAR, HEMS and air work. Duty is done on a 24-hour duty cycle and pilots operate a dual role as SAR and HEMS. Since the Rescue 116 accident it was discovered that the companies were not conducting operations by the book which resulted in changes. Working conditions were reported to be okay.

It was reported that night vision goggles were expected to be brought in over the next year.

As the final report for the Rescue 116 accident was not available, comment on the event was reserved.

#### 17.7. Spain

It was reported that a royal decree would declare all helicopters over 4000kg as multi-crew. It was noted that contracts were up for bid in the coming years. Problem areas were identified as contract bidding process where only bid amount is used to determine an awardee

#### 17.8. Sweden

The companies were reported to be involved in air ambulance work and HEMS, it was noted that there were two new operators. There were concerns with single pilot operations and operations with night vision goggles which were not able to see obstacle lights. There was also a concern noted with wind turbines being erected without notification to airmen and/or improperly lit.

SAR operations were noted to be facing serious challenges. New operators were not felt to be sufficiently prepared and there were accusations of contract rigging being reported in the awarding of the contract for SAR



services. This led to a conflict with the release of flight safety data when a television crew were filming and were injured by debris from the downwash, leading to accusations of assault against the crew by the journalists.

### 17.9. United Kingdom

It was noted that a major operator went through a bankruptcy restructure which saw the number of employees drop from 5000 to 2000. Operators are trying to get more flexibility and more work days out of pilots. They were offering the new conditions on a take it or leave it basis which was successfully resisted through efforts by BALPA.

A number of pilots were reported to have left rotary wing for fixed wing. It was noted that these were typically the more experienced pilots and trainers. Operators were reported to be trying to get their pilots to take pay cuts and are also removing permanent staff in favor of contractors.

## 18. Any Other Business

### 18.1. Airborne Image Recorders

The Committee discussed that this concern came out of a Clutha bar police helicopter accident in Glasgow where the investigation noted the potential benefit of having a camera installed. Subsequently manufacturers began installing cameras in the new helicopters.

It was reported that an operator is using the systems and was pulling the information at their own discretion with the information potentially being used for disciplinary actions. It was noted that this action did not appear to be in line with the laws of the State in which the operator was based.

The Committee reviewed IFALPA document 15POS016 and concluded that the principles applied to the challenges faced by the helicopter community. The use of the FDM agreement was noted as a potential method to restrict the use of images strictly to accident and serious incident investigation by an Accident Investigation Board.

### 18.2. Resumption of H225 Operations

It was noted that the grounding of the H225 was continuing to impact flight crews. Some crews were reported to have been offered type ratings on other types while some had been made redundant. Further it was expressed that there was no clear cause for the accident or fix for the problems identified.

This has resulted in the S92 being the only heavy civil helicopter left in operations which exposed the industry to risk if there were any concerns with the S92 restricting its ability to fly.

### 18.3. Peer Support for Helicopter Operations

The Technical Officer briefed the Committee on the work being completed by the HUPER Committee to develop guidance material for Member Associations to establish or enhance a Pilot Assistance Program. He encouraged the Committee to closely follow the developments and to provide their insights when they are asked for comment.

### 18.4. Venue for 2018

It was reported that an informal invite had been received from ASPA Mexico to host the 2018 Helicopter Committee meeting in Mexico City. Additionally, there are opportunities to meet within the USA at a location to be determined by the PHPA. The Committee plans to meet in the last two weeks of September at a time that will be determined in conjunction with the host MA.

Expressions of interest were received from Norway for 2019 and Australia for 2020. ECA offered to host meetings at their offices in Brussels and an offer from Thailand was noted.



## CHECKLIST OF ACTIONS

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Agenda Item	Action	Responsible	Due Date
2	Technical Officer to ensure new representatives are connected to ICAO groups.	Technical Officer	31 October 2018
3	Develop helicopter specific material to support position paper on cockpit image recorders in helicopters.	Jens Kuil	
3	Develop position paper on risks to helicopters from wind turbines.	Technical Officer, Matt Nielsen	
8	Review 18HEL002 and provide comments and operational examples to the Technical Officer.	Committee	
11	Draft a position paper based on 18HEL008.	Technical Officer, Matt Nielsen, Mirza Kaufmann	
11	Committee Members to send information of their experiences with survival suits and emergency breathing systems to Tony Ridley	Committee	
11	Draft a position on ergonomics of survival equipment.	Tony Ridley	
14	Helicopter RPAS working group to liaise with IFALPA RPAS group to develop complementary material focusing on risks to the helicopter community.	HEL RPAS Working Group	