



IHST Happenings May-2008

Article Links:

[From the Excom](#)
[EHEST Update](#)
[US JHSIT Update](#)
[SMS Perspective](#)
[US JHSAT Update](#)
[CIS Outreach](#)
[Regional Program Tracking](#)

From the Executive Committee

By Mark Liptak - Excom
mark.liptak@faa.gov

It's been a busy couple of months! The Excom has been hard at work on many fronts, including improving our communications to the worldwide IHST team. I've received lots of "feedback" on the need to improve how we get basic information about what's happening on the IHST out to all the people working with us. This newsletter is one way we'll improve communications. We're also working on a new web site; more on that in a future newsletter.

Please take the time to read this publication; it has news from several of the working groups on the IHST project. My goal is to publish a newsletter every other month that will highlight various aspects of our initiative. I'll be asking many of you to contribute, from the planning of our projects to the frontline folks working directly with operators; at some point I'd like each of you to have the opportunity to

brief us on your work or perspective. If you have a good idea for a hot topic to include in a future newsletter, please contact me.

Some other important announcements, we've made personnel changes. No doubt you're wondering what I'm doing writing this column. In January Rhett Flater and Somen Chowdhury coaxed me out of US JHSAT "retirement", and the FAA agreed to let me dedicate much of my time to the IHST, I'll be working program management issues for the Excom.

In other personnel news, after much soul-searching, our JHSIT co-chairs have decided that they don't have sufficient time to work the day-to-day management of JHSIT. Sikorsky has generously offered Fred Brisbois to step in for Greg Wyght, and FAA has offered Larry Buehler from FAA flight standards to take Hooper Harris' place. Both Hooper and Greg will continue to work with the Excom, Greg as Transport Canada rep (taking Don Sherrit's place), and Hooper as our resident SMS and culture change guru. We'd like to thank Hooper and Greg for taking it as far as they have and look forward to working with them in their new roles.

All that being said, please take in what we're offering here, including the regional tracking

chart on the last page and feel free to offer your comments.

European Helicopter Safety Team (EHEST) and European Helicopter Safety Analysis Team (EHSAT)

by Alastair Healey and Michel Masson

alastair.healey@easa.europa.eu
michel.masson@easa.europa.eu

(March 2008) - EHEST brings together helicopter manufacturers, operators, regulators, helicopter and pilots associations, research organisations, accident investigators and military operators from across Europe. Participants come from organisations including the following: EASA, EHA, UK CAA, EHAC, UK MoD DASC, QinetiQ, RAeS, Agusta Westland, Eurocopter, UK AAIB, Irish AAIB, BFU Germany, Bristow Group, CAA Norway, Shell Aircraft Ltd/IHST, NLR, EHO, FOCA, FAA/US JHSAT, ENAC Italy, AIB Hungary, and Air Glacier (CH). EHEST addresses the broad spectrum of helicopter operations across Europe; from commercial air transport to general aviation and flight training activities.



IHST Happenings May-2008

EHEST brings together around 130 participants, from which 70 are actively involved in EHSAT.

In 2007, the majority of EHEST's effort has been directed at the work of the EHSAT, which has the objective to determine and implement an effective method for analysis of helicopter accidents across Europe using a dedicated method adapted from the work of JHSAT. The EHSAT process is data driven: recommendations will be developed on the basis of occurrence analyses. The scope of the EHSAT analysis are accidents (definition ICAO Annex 13) reported by the accident investigation boards, with date of occurrence starting from the year 2000 onwards and State of occurrence located in Europe. EHEST and EHSAT are committed to ensuring that the analysis carried out in Europe will be compatible with the work of the JHSAT, so that results could be aggregated at worldwide level. To tackle the variety of languages used in accident reports and optimise the use of resources, EHSAT has established regional teams in France, Germany, UK, Italy, Spain, Switzerland, Norway, Sweden, Denmark and Finland, Ireland and Hungary, and is expanding. In addition, Poland, Romania, Latvia and Slovenia participate in the EHEST. So far the countries covered by the regional EHSAT teams account for more than 90% of the helicopters registered in Europe.

Regional teams try to present a balanced range of competences,

bringing together representatives from the national aviation authority, accident investigation board, a civil operator, a helicopter OEM / TC holder, pilot association, the general aviation community and, optionally, the Military.

The EHSAT held its first 2008 meeting on 4-5 March to review analysis results and further standardise the approach among the regional EHSAT teams. By September, more than 200 accident analyses are expected from aggregating the work of the regional teams. In parallel, the EHSAT is preparing the first revision of the analysis tool and process manual, building on the team's feedback and suggestions for improvement. The EHEST (the decision making, strategy setting and planning team) held its first 2008 meeting on 6 March to approve the work and plan of the EHSAT and to prepare the 2008 Conference at HELITECH (see below).

US JHSIT Update

by Fred Brisbois
fbrisbois@sikorsky.com

Good initial progress has been made by the JHSIT to begin implementation of the recommendations of the JHSAT Year 2000 Report recommendations:

The Safety Management System (SMS) Toolkit was released in September 2007. Since its release, workshops on the SMS Toolkit were conducted in Houston during Heli-Expo and in Vancouver at CHC's Safety & Quality Summit. Feedback from these workshops will be used to refine the Toolkit and provide user's with more detailed guidance on the specifics of 'how' to implement and manage SMS. Under Keith Johnson's (see Keith's [article](#) below) leadership, the SMS work group is being expanded to include experts in developing SMS solutions for small operators.

The Infrastructure workgroup has been firmly established and is meeting regularly via monthly telecons. Under Tom Judge's leadership, there are now 9 people who have volunteered to work on this workgroup. Major areas of focus include weather availability, helipads and approaches.

Job changes, retirements and increased commitments have resulted in some changes to the membership of the JHSIT. Over the next several weeks, the JHSIT will be focusing on defining Terms of References for each of the Implementation Working Groups (IWGs) and refining processes to implement the JHSAT recommendations. The challenge we are all faced with is prioritizing the



IHST Happenings May-2008

recommendations and then implementing executable strategic plans that leverage available resources to significantly contribute to our goal of reducing the accident rate 80% by 2016. A 'push-pull' strategy will be the most effective, i.e. 'pushing' the concepts for things like SMS to some communities and creating a 'pull' among other communities, such as end users, to demand higher standards. The CAST process will serve as a guide for establishing our processes, but they will require significant tailoring. Unlike the CAST which dealt with reducing 'fatal' accidents among air carriers, we need processes and strategies that will reduce the rate for 'all' accidents for 'all' operators.

SMS – A frontline perspective

By Keith Johnson - JHSIT SMS
IWG Lead
keithjohnson@sbcglobal.net

SMS is largely human factors, and that's where we need to focus most our effort. You need to get people to sweat the little stuff, so you don't have to sweat the big stuff. It's just about how we think and work every day. Most people know about people like James Reason and his Swiss Cheese Model. But, it's what we do with this information that's important.

First, we need to make everyone

in our industry aware of what we are doing with SMS.

Second, we need to provide them with enough information so that they understand the tangible benefits of implementing a SMS. Most associations have magazines, newsletters and websites that can be used to disseminate information.

Third, we need to educate our people so they have the tools to begin the process of implementing a SMS. Simple, one step at a time.

Fourth, we need to have a pool of people to mentor operators as they move forward. There will always be questions. Our mentors should have expertise in specific kinds of operations (logging, tour, EMS, law enforcement, firefighting, training etc.) so the mentor understands the workings of the particular business he is mentoring. We will probably need to have a training session with our mentors so we are all speaking the same language, but they must have expertise in SMS. This will also give instant credibility to the mentor.

Fifth, we need to provide feedback as the operator implements a SMS. All of these are important components. But, educating people will be our biggest task. We should also identify some organizations to use as models so we can learn what works and what does not. This can

start almost immediately, and will. This will give us the information we need as we develop our SMS program and make it the best it can be. This will clearly be a work in progress.

I believe we need to have multiple mechanisms for disseminating information so operators can choose what works best for their organization. We have numerous associations in the helicopter industry that have one or more conferences each year, and provide us with an established network to disseminate information and provide training. Perhaps a 4-hour class. Where there are no applicable associations, we need to consider having regional seminars. We should consider an interactive computer-training program. Everyone has a computer and our industry has plenty of experts that could develop this kind of training program. I do believe that the face-to-face contacts with people through teachers and mentors will pay the biggest dividend. We also need to look at developing incentives reward organizations that implement SMS. Lots of things we can do.



IHST Happenings May-2008

US JHSAT Update

By Jim Grigg – JHSAT Co-Chairperson
jim.grigg@faa.gov

The first Joint Helicopter Safety Analysis Team (US-JHSAT) completed analyzing the US CY2000 accident data and presented their findings at the 2007 International Helicopter Safety Symposium. The second JHSAT picked up where the first team left off: analyzing the CY2001 accident data. Although there has been a significant change in personnel, the team's membership still represents the helicopter industry well. The team is co-chaired by Jack Drake, Helicopter Association International (HAI), and Jim Grigg, FAA's Rotorcraft Directorate. Membership includes manufacturers (Bell Helicopter Textron, American Eurocopter, Schweitzer Helicopter, Sikorsky, Rolls Royce, and Turbomeca), operators (Era Helicopters and Petroleum Helicopters International); Government entities (FAA, NASA, Transportation Safety Institute); associations (HAI, American Helicopter Society); and a new representation this year, the Dallas Police Department.

The JHSAT's purpose this year is to analyze the CY2001 accident data and compare the results to the results from the CY2000 data. Any differences in the data will be further analyzed to determine if the difference is due to operating changes, operating tempo, regulatory changes, etc.

In order to assure our comparisons are valid, the analysis methodology remains the same, but using an analysis tool developed by the European Helicopter Safety Team (EHSAT).

The analysis tool is the result of the European team closely monitoring the US team in 2007. Their product is a spreadsheet that reduces data input error and provides a graphical representation of the data at any point during the analysis. The US JHSAT modified the tool slightly to account for the differences in operating environments and terminology.

To date the JHSAT has completed analyzing 66 of the 174 accidents. The final report will be complete by November.

Getting a Toehold in the CIS

By Mark Liptak - Excom
mark.liptak@faa.gov

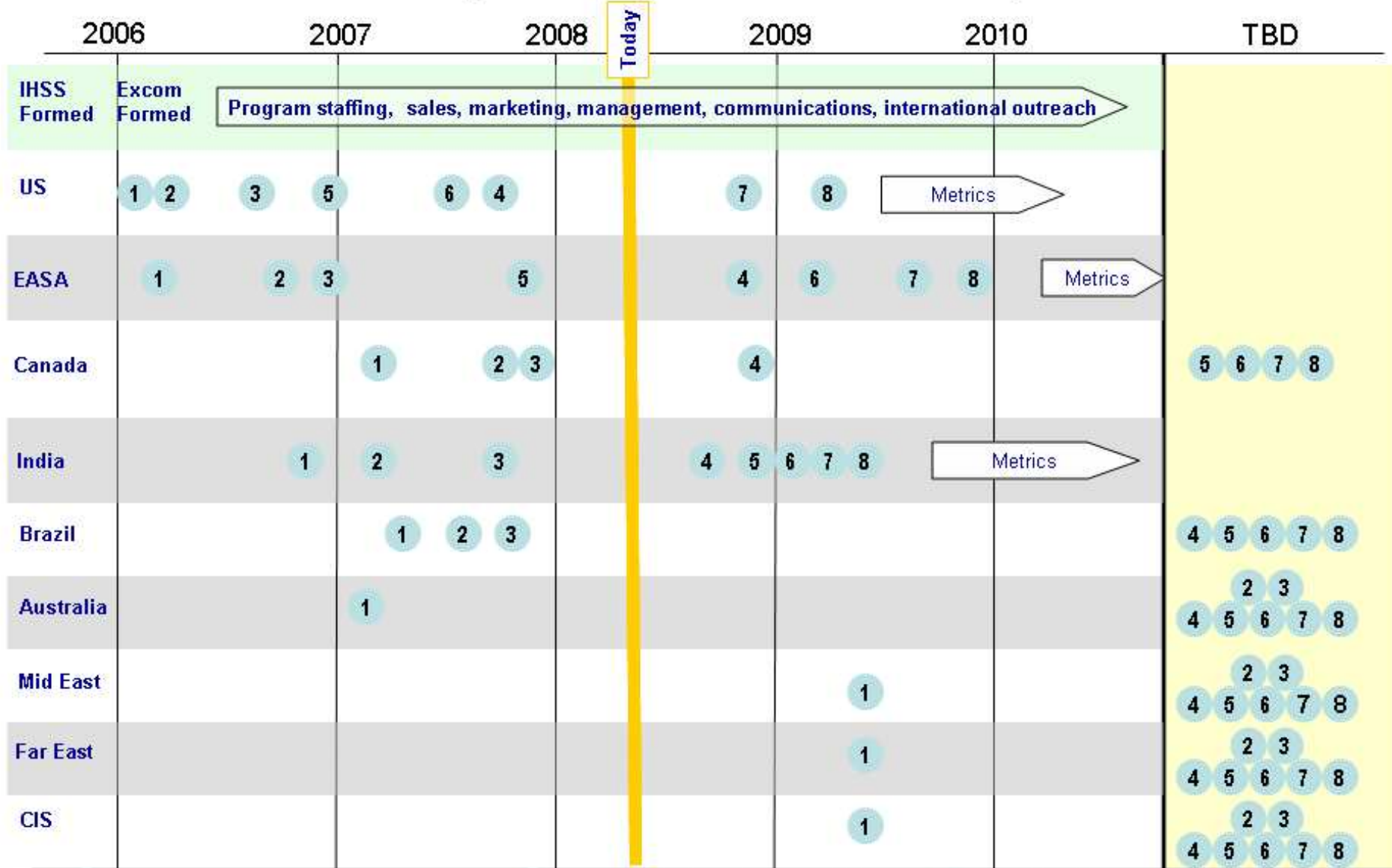
We've long advertised that our accident trends are unacceptable on a worldwide basis, therefore much of the effort currently underway by the Excom relates to reaching out to regions in the world that fly large numbers of helicopters and have a supply of well developed accident reports that can be analyzed. Last month we discovered that ICAO's Cooperative Development of Operational Safety and Continuing

Airworthiness Project (COSCAP) was sponsoring a helicopter maintenance meeting in Moscow in fall 2008. This appears to be a ready-made group to acquaint with our initiative. The meeting agenda is still shaping up but it appears that several Western manufacturers will be participating, i.e., Rolls Royce, Bell, MD and others. Jim Grigg and I will be traveling to Moscow to present an overview of the IHST in an effort to identify interested parties to assist us in setting up a full kick-off meeting in the CIS in 2009.

Regional Process Tracking

The Excom is using the chart on the following page to track the progress of our regional partners. Key process steps are noted in the green circles, the approximate implementation date for each program element is noted by region in the chart. The US JHSAT and JHSATs will be developing tracking tools this summer.

IHST Program - Regional Process Tracking



- Key:**
- 1 Regional Kickoff Meeting
 - 2 JHSAT Team Formed
 - 3 Accident Dataset Established
 - 4 JHSAT Report Complete
 - 5 JHSIT Formed
 - 6 JHSIT Process Refined
 - 7 JHSIT SEs complete
 - 8 JHSIT DIPs complete