

**After Action Report (AAR) from the April 2018 Meeting of the
International Civil Aviation Organization (ICAO)
Flight Operations Panel (FLTOSP) Helicopter Sub-Group (HSG)**

The 15th meeting of the HSG was held 16-19 April 2018 at the Swiss Air-Rescue Rega headquarters in Zurich, Switzerland, located adjacent to the Zurich International Airport. This AAR is provided to International Federation of Helicopter Associations (IFHA) affiliates for purposes of situational awareness relating to ICAO actions.

Our hosts for the week, Swiss Air-Rescue Rega, provided a safety brief and explanation of the facility. Swiss Air-Rescue is a private, non-profit air rescue service that provides emergency medical assistance in Switzerland and Liechtenstein. Rega acts according to medical necessity and in the service of its patients and operates independently of the State or of monetary interests.

The HSG Rapporteur began the meeting with introductions, and provided a brief explanation of outstanding ICAO Job Cards (JC) and ICAO Air Navigation Commission (ANC) processes, referencing ICAO Doc 7984. The HSG is a permanent work group of the FLTOSP, with standing under ICAO's ANC. The process for nominating advisors to the HSG is referenced in Doc 7984, paragraphs 2.5 and 3.2.1.2.

The HSG reviewed six HSG JCs that presently remain open, as well as other tasks, to include producing a Training Manual and developing a definition for "technical crew member" as related to the Fatigue Risk Management System (FRMS). The FLTOSP has indicated that there is a need to close out several JCs prior to approval of any new JCs for the HSG.

The HSG advisor representing the FAA provided a brief on drafting a Helicopter All Weather Operations (H-AWO) Manual; and suggested a Circular be drafted, as this is faster and easier to publish as compared to a new chapter and Standards and Recommended Practices (SARP) in the AWO Manual. This would lead to a new Chapter in the AWO Manual. The FAA advisor provided a brief on drafting and implementing the *Helicopter All-Weather Operations Manual* (H-AWO). HSG members were asked to provide applicable background info to enable a follow-on brief to the FLTOSP in May 2018.

In the future, the helicopter industry will be composed of an increased number of IFR-capable helicopters, following ICAO's performance-based (PB) approach to regulations. The advisor from Australia's Civil Aviation Safety Authority (CASA) expressed concern regarding heliports in Australia, with cranes being erected in proximity to point-in-space (PinS) approaches. In the US, FAR Part 139 applies to airports only, for scheduled air carriers, and does not apply to PinS. The HSG determined that there is a greater need for collaboration with other ICAO Panels so that designers can communicate directly with operators. The HSG discussion evolved into issues regarding aerodromes that are compliant with Annex 14, Vol II.

A revised JC for helicopter performance issues was introduced, as the ANC has decided to develop the *Helicopter Code of Performance Development Manual* (HCPDM), along with the existing SARP in Annex 6, Part III. The advisor representing the European Aviation Safety

Agency (EASA) introduced a draft HCPDM document, and discussion ensued regarding performance issues.

One of the IFHA advisors suggested specific text for the Performance Manual, and the WG discussed where to input this verbiage into the document. The HSG recognized that there is still a need to provide a proper introduction to the document. Discussion evolved into how States will comply with Annex 6, Part III, Section 3.1.2, and how they would satisfy requirements if required to comply with an ICAO audit.

The Chief pilot from Swiss Air-Rescue Rega provided a brief on company operations, a tour of the facility, and offered an opportunity for questions.

The advisor representing Norway introduced the JC for *Long Range Offshore Alternates*, with an accompanying WP. Some members of the HSG questioned whether the proposed changes to the existing SARP were warranted, and the HSG recommended this JC and WP be put on hold until the FLTOPSP decides whether to go forward with the revised SARP.

One of the IFHA advisors briefed recent updates to the draft *Fatigue Management Guide (FMG) for Commercial Air Transport (CAT) Helicopter Operators*. The HSG was asked to review the guide and provide feedback. The FMG will initially not specifically address other helicopter missions but could be tailored to do so in the future. One advisor explained that implementation of an FMG could be problematic for some small countries, for the contractor and the pilot.

The JC and working paper (WP) for *Dangerous Goods in CAT Helicopters* was briefed. Several questions and observations required a small amount of editing to the WP, but the HSG determined that the WP was ready to present to the FLTOPSP in May 2018.

The Rapporteur addressed the HSG as to possible frequency of future meetings, as well as potential meeting places. Quarterly teleconferences via web conference meeting was agreed upon, with milestones utilized to “keep things moving.”

A special “Thank You” was extended to Rega for their exceptional hospitality during the HSG’s stay in Zurich.

Note: Per ICAO policy, working group papers of any type (e.g., decision papers, working papers, flimsies, drafts, etc.) cannot be disseminated outside of their ICAO Panels and Working Groups. Working group papers often contain sensitive materials that reflect initial thoughts and/or immature proposals that may not evolve into approved provisions.

Many issues are discussed within ICAO Panels and Work/Study Groups where information is restricted for release. Providing a high-level overview of ICAO issues covered within a Panel or Working Group is acceptable if there are no actual copies of job cards, working papers, issue papers, etc. distributed.

IFHA organizations and representatives should keep discussions limited to the topic and the areas that are being examined, rather than presenting work which may not be complete. For example, an IFHA organization or representative can describe an issue that the ICAO's Air Navigation Commission (ANC) has specified for review via a Job Card, and what an ICAO Panel or Working Group is attempting to do that might be backed up with a manual, guide or risk analysis. This would be acceptable, but showing the proposed text for an Annex which has yet to be vetted through the ICAO review process would not be.