European Helicopter Safety Analysis Team EHSAT

Terms of Reference

Object and Status

The European Helicopter Safety Analysis Team (EHSAT) is the **analysis component of the European Helicopter Safety Team (EHEST)**.

Launched on 14 November 2006, EHEST is a voluntary partnership bringing together manufacturers, operators, research organisations, regulators, pilots' associations, accident investigators and other aviation groups from across Europe aimed at improving helicopter safety It is also open to European military operators.

EHEST is the helicopter component of the European Strategic Safety Initiative (ESSI). The two other ESSI teams are the European Commercial Aviation Safety Team (ECAST) and the European General Aviation Safety Team (EGAST). EHEST is also the European part of the International Helicopter Safety Team (IHST).

Reference Period and Objective

The ESSI & IHST are ten year programmes spanning from 2006 to 2016. **EHEST and its EHSAT component is committed to the IHST goal of reducing the helicopter accident rate by 80 percent by 2016 worldwide; with emphasis on improving European helicopter safety.**

Organisation

EHSAT is organised in two layers:

EHSAT Core Team (CT): Deals with definition, objectives, terms of reference, methodology, organisation and work programme aspects. The CT conducts execution, monitoring and evaluation of the work programme and of its efficacy to achieve the EHSAT objectives. Composition shall reflect members from the different national teams, the co-chairs and others necessary for methodology development and standardisation as agreed by the co-chairs.

EHSAT Regional Teams (RTs): To tackle the variety of languages used in accident reports and to optimise the use of resources, EHSAT will set up a series of national / regional analysis teams across Europe. To get the best possible set of perspectives, these teams should present a balanced range of competences, bringing together representatives from the national aviation authority, national accident investigation board, civil commercial s operator, helicopter manufacturers, pilot associations, the general aviation community and, optionally, the military.

Method

EHSAT will provide a prioritised, data driven, assessment of the most safety critical hazards to commercial, private and military rotorcraft in European operations, using an accident analysis methodology adapted from IHST.

EHSAT is committed to ensuring that the analysis carried out in Europe will be compatible with the work of other IHST teams, whilst making any necessary adjustments or improvements to the analysis process.

In order to ensure standardisation between Regional Teams, EHSAT will develop, maintain and apply a process Manual and tool.

This analysis is to identify Intervention Recommendations (IRs) to allow the European Helicopter Safety Implementation Team (EHSIT) to develop data driven Safety Enhancements.

Deliverables

The first deliverable to EHEST will be an analysis of past accident reports from a suitable time range, identifying Intervention Recommendations.

The EHSAT will subsequently track and report the effectiveness of the Safety Enhancements during the reference period.

The EHSAT can also conduct other analyses as requested by EHEST.

Scope

EHSAT will consider all helicopter operations, including those aircraft addressed by Annex II of the Basic Regulation (EC 216/2008), within Europe.

Working languages

To best deal with the accident investigation reports languages, address national/regional aspects and facilitate teamwork, the EHSAT RTs may freely choose their working language(s). Final analyses and reports will be produced in English.
The working language of the EHSAT CT is English.

Governance

EHSAT shall have co-chairs from an Authority (EASA or NAA) and from Industry. The co-chairs will be suggested by the EHSAT CT and approved by the EHEST.

The co-chairs will provide leadership and direction to the EHSAT and:

- Control the agenda for EHSAT CT meetings,
- Co-Chair EHSAT CT meetings,
- Promote consensus among the team members,
- Keep the CT & RTs focused on high-priority items,
- Identify and manage the required administrative support,
- Liaise with the EHEST Co-Chairs and other ESSI/IHST teams as appropriate,
- Make operational decisions in between EHSAT CT meetings.

EASA will provide a Secretary for the EHSAT CT.

Meetings

Location and Frequency

- **EHSAT CT** will meet at least once per year, though during the more intense period of methodology development and analysis this may more typically be up to four times per year. The CT meetings will usually take place in the Cologne area but may differ, to suit circumstances. Meetings should be avoided during the summer and Christmas holidays. Meetings can be added or cancelled if so decided by the EHSAT CT.
- **EHSAT RTs** will meet as necessary to perform analysis in locations agreed within each team.

Agendas

- **EHSAT CT** draft meeting agendas will be sent out one month in advance. **EHSAT RTs** may organise their meetings as they determine best.

Minutes of Meetings

- **EHSAT CT** Minutes are drafted by a nominated person for circulation. Corrections and suggestions for improvements are made directly on the text, and sent back to that person and a final draft will be placed on CIRCA. Minutes are reviewed at next meeting for approval and placed on CIRCA. **EHSAT RTs** may record their meetings as they determine best.

Funding, Resources and Support

The EHEST and its EHSAT component is an unfunded partnership: participants cover their own expenses. Members commit to participate on an equal basis in the initiative, and to dedicate enough human and material resources to ensure success.

Travel and accommodation costs will be minimised (see Meetings Location and Frequency).

EASA will provide coordination support, analysis support, secretariat, and meeting rooms when meetings are held in Cologne.

Communication

The **CIRCA website** will be used for internal communication and document storage.

The analysis data will be stored in a separate, password protected, web location (see Data Protection).

The **ESSI/EHEST/IHST websites**, press releases, publications, presentations in safety conferences or seminars, communication events and dedicated workshops are means to promote the EHSAT and the EHEST. The ESSI/EHEST/IHST websites will be progressively enriched and links will be added.

Terms of References will be public.

Members will promote the initiative in particular within their sector.

Data Protection and Confidentiality

The EHSAT will develop and use different protection measures:

- **EHSAT Disclaimer:** Shall mention that the analyses and recommendations produced by EHSAT are based on expert judgement, are solely aimed at improving helicopter safety, are not binding, and under no circumstances should be considered to take precedence over the official AIB reports.
- **EHSAT Database General Terms and Conditions:** Will govern the use of the EHSAT Database. Shall combine different types of legal protections: Intellectual property rights, User Licence to use the EHSAT Database, Limitations of Liability, Restricted Access and Confidentiality. The EHSAT General Terms and Conditions provide protection at a global level; national teams could develop similar protection at national level if felt appropriate.
- **Personal Confidentiality Statement:** To be signed by all EHSAT and all those (for instance from EHEST or EHSIT) who intend to access the EHSAT database.
- In addition, EASA will set up a process of **password-based authorisation** for accessing the EHSAT database.

Dismantlement

The EHSAT will be dismantled when its work program is completed, or if so decided by the EHEST.

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