

Greetings Everyone

Newsletter November 2012

As we wind into the longer days we are getting mixed reports of workloads. Some in the tourist sector are doing it hard whilst others in different sectors report strong demand.

In this issue we discuss:

- ADS-B Deployment
- New Transmission Line – updates available
- Accidents
- AIRCARE™ - What have you heard?
- HNZ wins contract - needs staff
- Southern Lakes Helicopters Ice bound

### ADS-B Deployment

As helicopter operators we may jest about operating “underneath the radar” however if you enter controlled airspace some changes are in the pipeline that will dictate what sort of avionics you need fitted. This change is called ADS-B and it will replace the air traffic control radar network in NZ over the next 8 or so years. Instead of relying on radar to interrogate transponder signals, ADS-B relies upon automated regular message transmissions from an aircraft including identity, position and altitude at a rate of twice per second. ADS-B is totally reliant on aircraft equipage.

To support ADS-B the aircraft must have a GPS receiver as the position source and a datalink transmitter to actually send the ADS-B data. This datalink transmitter is a Mode S transponder with a feature called “Extended Squitter”. The GPS must be a current generation IFR certified receiver. Many older GPS receivers that were designed before ADS-B was invented do not have the necessary smarts to deliver integrity and accuracy to ADS-B tolerances, and it is unlikely these legacy devices will be upgradeable.

If you are specifying avionics for an aircraft, it is highly advisable to ensure that the transponder is Mode S with Extended Squitter, and that the GPS has a TSO which ensures ADS-B capability. Unlike the App Store this stuff doesn’t come cheap, and despite what the brochures might say it isn’t Plug-and-Play, so it would pay to work with your avionics provider to ensure you get a compliant system as cost effectively as possible.

We’re only here to help!

### New Transmission Line

New towers continue to be erected on Transpower’s Wairakei to Whakamaru C Line Transmission Project. If you want an update of where they are and which ones are being constructed email [sinclairjg@gmail.com](mailto:sinclairjg@gmail.com)

## Accidents

It seems the Americans are having a bad run of accidents. Last month IHST reported, October 2012 is on track to become the worst month in 31 years for fatal helicopter accidents in the United States. That grisly statistic is downright frightening. As is typical of many general aviation accidents, most of the helicopter crashes that occurred this month involved qualified, experienced aviators flying properly operating machines. In cases such as this, a pilot's complacency is an important consideration.

From Oct. 10 to Oct. 17, the U.S. helicopter community experienced four accidents that started out as "routine" general aviation/private flights, but each ended with fatal results.

- On Oct. 10, a helicopter carrying three businessmen returning from a golf outing crashed into a wooded area in northeastern Pennsylvania as it struggled to land in bad weather. Two people were killed.
- On the same day, Oct. 10, a low-flying helicopter struck a guy-wire supporting a radio tower near Crowley, Louisiana, killing the pilot.
- On Oct. 12, a helicopter crashed during an evening flight in a wooded area near Fredericksburg, Texas, killing all three onboard.
- On Oct. 17, a helicopter went down and caught fire in woods in Bucks County, Penn., after taking off in early morning fog, killing the pilot.

The bigger picture beyond these eight days is not much brighter. During FY 2011, there were 131 rotorcraft accidents in the United States and 16 of them resulted in fatalities. A year later, during FY 2012, they still saw 135 accidents and 19 were fatal ones. This happened despite a renewed effort throughout the industry to utilize more safety tools and methods. And now, at the beginning of FY 2013, they already have experienced four fatal accidents.

There are lives at stake and too many at the controls are not paying attention.

The International Helicopter Safety Team (IHST) and its industry partners have created numerous safety toolkits, manuals, lists, and recommendations aimed at reinvigorating a safety culture, particularly among private pilots. The helicopter trade media has been especially supportive in getting the word out regarding all the assistance that is now available. But looking at the statistics, looking at the seven lives recently lost, a culture of safety is not developing as quickly as it needs to. The message is not getting all the way through.

The IHST will be talking to every one of its key partners to determine how to redouble its efforts. How can we speak directly to the private helicopter pilot? How can we instill the belief that safety needs to be considered before every decision and during every action in the cockpit? We, as an industry, need to help private pilots assess where their safety weaknesses are. We all need to modify attitudes and help make safety the central consideration of every pilot decision.

Just one fatal accident is one too many. And during this recent eight-day period, they have already seen seven fatalities. Safety needs to be a priority in the helicopter community. Life needs to be a priority. Read more at <http://verticalmag.com/news/article.php?aid=21984>

And sadly on 8<sup>th</sup> November we in NZ also experienced a fatal accident in the Cadrona Valley. Julianne Kramer was very active in the Queenstown Milford User Group being a pretty loyal supporter in regards the fight to retain landings at Milford Sound and other issues with DOC – along with other technical advice supplied to the group. I'm sure everyone joins with us in sending condolences to Julianne family and wide circle of friends.

### AIRCARE™ - What have You Heard?

Things you should know:

- AIRCARE™ is a programme developed by the aviation community to assure the sustainability of the aviation community.
- AIRCARE™ Accreditation is optional. It is a business decision whether or not aerial operators adopt the programme.
- AIRCARE™ is fundamental to good business. It provides helpful business systems and provides a way of benchmarking one organisation against others.
- More and more these days NZ is seeing risk based rules being introduced and so operators need a risk based programme to help them comply with such rules. AIRCARE™ provides a readymade solution.
- The AIRCARE™ Programme has seven standards. Let's look at one - noise abatement. The programme requires that pilots are trained in noise abatement techniques and it is up to the operators to be able to demonstrate (to themselves and an auditor) that their pilots are abiding by the standard every time they go to work. Obviously an auditor can't sit aboard the aircraft all the time so another way must be found. Rightly or wrongly the world accepts a management system as the means by which a company can demonstrate its pilots are complying. To fulfil this need the AIRCARE™ Programme requires a Safety Management System (SMS) (that is aligned with ICAO requirements.)
- For operators who already run an SMS there is NO requirement under AIRCARE™ to run another one. Time and audit costs are reduced when operators have an *integrated* SMS. i.e one that manages the risks of both flight safety, environmental safety and HSE requirements.
- For operators who currently do not run either a Safety or Quality Management System there is a whole bunch of helpful information to permit those operators to develop their own useful management systems. This material is available on the AIRCARE™ website. There's even a SMS Manual Template available free of charge. Simply Google aircare then look under Resources. They are listed there in categories for each type of operator. (NZAAA for Ag Operators, NZHA for Helicopter Operators, etc.) Alternatively there are a number of aviation consultants who can help.

- AIRCARE™ is seen by a number of regulators and customers as being the vehicle that delivers best practice to them – and they want best practice.

Following are some comments from accredited operators:

Operator One says:

“To me, compliance with AIRCARE™ was a no brainer. It cost a few dollars but we have recouped more than that by the premium rate we just got at renewal of our insurance. Our rate went up like most but we got an increased performance rebate based on the good business systems the insurers saw. AIRCARE™ allows me to measure how well we are doing in terms of safety and business success. It just makes good business sense.”

Operator Two says:

“AIRCARE™ is an ‘endorsed measure’ to our clients, that we as operators are committed to minimising the risk we impose on the people we involve and the environment in which we operate. As an industry, incorporating the system into our business is effectively ‘future proofing’ ourselves and the part we play within the industry to keep it sustainable.

Once you have your head around the requirements of AIRCARE™ and how to manage them, it’s simple to use, control and update. For our business it’s actually made compliance a whole lot easier. All compliance for CAA and the multitude of other regulators you may have can be managed from one system.

It’s giving me a lot more time to do what I love doing.”

Operator Three has CAA AOC & AAOC and says:

“Although we already operated a H&S manual in combination with our CAA manuals, going through the Aircare Accreditation has improved our management systems allowing us to incorporate SMS and environmental best practice.

While we wait for mandatory tamper proof “Time in Service Recorders” we believe Aircare adds a level of compliance that gives our clients surety of service; it is a step in the right direction to raise the operating standards across the whole industry. Having Aircare Accreditation adds a measurable level of integrity, creditability and professionalism to our company.

Aircare Accreditation is a positive step in the right direction to secure the future of Aviation in NZ.”

Operator Four says:

“We think that Aircare is very beneficial to our business because it provides us with a system to measure and prevent risks/hazards in the workplace and it also guides us to minimise

noise pollution where possible in our daily operations. Aircare is a very worthwhile programme that we believe should be mandatory as it promotes safe operation and maintains a high standard and professionalism in the aviation industry.”

#### HNZ wins contract - needs staff

Nelson-based Helicopters New Zealand has snared a US\$40 million contract to provide offshore helicopter services to Shell in the Philippines. The lucrative four-year contract will see HNZ ferry crews to and from Shell's offshore petroleum platforms in the Philippines from September next year. From the second quarter of 2014, HNZ will also provide transport to support Shell's oil and gas exploration and development work in the area.

Keith Mullett, international executive vice-president at HNZ, said the contract would create jobs in Nelson and the Philippines. The company would be hiring "high-quality, high-paying" staff in Nelson to support the contract, to add to its 30 to 35 staff already there.

"In the Philippines, we'll hire in excess of two dozen people. People currently working for us will have the opportunity to transfer, and we'll also be looking to the New Zealand market to see what it can supply in terms of helicopter pilots and engineers."

HNZ's successful bid was testament to the work it had done over the years building the business, Mr Mullett said. "Shell is probably the most demanding oil company in the world when it comes to safety and quality. There are very few companies worldwide that could have been successful in this tender."

Learn more at <http://www.hnzglobal.com/company/careers.aspx>

In another initiative HNZ is investing \$1 million in setting up what will be an internationally recognised advanced pilot training school in Nelson. The announcement was made recently by the company's international board at the HNZ Group Nelson headquarters before a delegation that included Prime Minister John Key and Canadian high commissioner Caroline Chretien.

The Nelson school, to be set up at the HNZ base at Nelson Airport, will be HNZ's second Topflight School in the world. It would work in partnership with its sister school in Canada and would be the only one of its kind in the southern hemisphere, said Nelson-based HNZ Group executive vice president international Keith Mullett.

HNZ Group chief executive Don Wall said the company was committed to growing its New Zealand operations, and as part of that commitment it would establish the school in Nelson by the end of this year.

#### Southern Lakes Helicopters Ice bound

Southern Lakes Helicopters Ltd has recently been awarded a 3 year contract to support Antarctica New Zealand based at Scott Base, Antarctica. The aircraft and crew commenced duties down there last week. Chief Pilot's first weekly report is as follows:

“It's 35 -40 knots out the window at the minute and visibility down under a mile with blowing snow a bit of a change from when we arrived on the 5<sup>th</sup> of November to Scott Base, Antarctica being clear blue sky a the sun never dimming, just doing a circle above you 24

hours a day, for the first season of our new contract with Antarctica New Zealand to supply Helicopter support for their work down here.

Richard Hayes(CEO), Dave Gregory(Oceania engineer) and Chris Green (Pilot) flew with our B3 Squirrel IDE in the USAF C-17 to the Ice and after a very seamless loading and unloading the blades were put back on and ferried from the Ice runway to McMurdo where the aircraft will operate from.

Survival training and familiarisation flight were carried out over the first few days before becoming operational on the 9<sup>th</sup> of November.

Richard returned home to NZ on the 9<sup>th</sup> and will return on the 27<sup>th</sup> of December to replace Chris to spread the season.

The sea ice is still stable at this stage so it's not so busy for the helicopter but starting very soon scientists will be moving into the Dry valleys to the West of McMurdo sound and will require full helicopter support to lift their equipment including Skidoos and sledges into site.

Temperatures with the wind chill has been down to -28c with ambient being about -15c."

Both HNZ and Southern Lakes Helicopters need to be congratulated on their innovation and achievements. NZHA understands in both cases contracts were awarded in part because of the robust safety management systems both companies have developed. Go the Kiwis!

NZHA Committee next meets in Wellington 11<sup>th</sup> December. Please let us know if there are any issues you want to see addressed.

Until next month keep it safe out there and as usual, send any feedback to [sinclairjg@gmail.com](mailto:sinclairjg@gmail.com) and please support our sponsors.



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