All Member Call
31 January 2017

Thank you for joining us
The call will start in a few moments
Welcome

Bill Chiles
HeliOffshore Board Chairman
TODAY’S AGENDA

- Gretchen: HeliOffshore Update
- Chris Solan, Michael Thompson: GE Digital
- Francois Lassale: Operational Effectiveness
- Mark Prior: HTAWS Progress
- Scott Carmichael, Rob Pendle, Alan Walling: Reliability and Resilience
- Francois Lassale: Status of FCOMs
HeliOffshore Update

Focus and Opportunity in 2017

• **Aligned Strategy** – EASA, Flight Safety Foundation and others
• **Reliability & Resilience**
  • Fleet Teams
  • HUMS Implementation and Alternate Detection Methods
• **Operational Effectiveness**
  • FCOM, Automation, Training, Obstacle Avoidance
• **Information Sharing** and Alignment (EC225, S92)
  • Safety Database – welcome GE Digital
GE Digital

HeliOffshore Safety Data Management System (SDMS)

We are here
GE Digital
HeliOffshore Long Term Vision

Safety Data Management System Dashboards

Large Operators

Full EMS Access

Small Operators

Data In Only

Other Users
(industry advisors, engineers, academia)

GE Hosted EMS (aggregated)
Customer Partition
Customer Partition
Customer Partition

HeliOffshore
Safety Through Collaboration
Work with HeliOffshore to select Phase II SDMS provider, ensuring foundation for Phase III HFDM required capabilities

Collaborate with HeliOffshore community to refine definition for Phase III, focus on desired outcomes for operators and industry

Establish role as committed and valued industry partner, bringing technology and experience to build on your progress in proactive safety risk management for rotorcraft
Operational Effectiveness

Francois Lassale

www.helioffshore.org/resources

Automation Training Videos

These videos are designed to be used by training departments to help to enhance the use of automation in new technology aircraft. They can be used alongside the HeliOffshore Automation Guidance Principles (see above) as part of instructor-led classroom training.

Download Automation Video 1 (Right Click > Save link as)

Download Automation Video 2 (Right Click > Save link as)
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<th>Occurrence</th>
<th>Current Equipment</th>
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<th>Modified Equipment (EC225)</th>
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**Best warning time (current)**

**Best warning time (new)**
HTAWS Progress

Mark Prior

Phase 1 – Improved H-TAWS Thresholds
- Meeting 2 x aircraft OEMs, 2 x equipment OEMs
- Two other aircraft OEMs committed to meeting
- Draft specification December 2016
- Feedback from most parties by 20 January

Phase 2 – Human Factor Research into Aural / Visual Warnings
- Secondary research on optimal warning systems
- Primary research using a NASA simulation tool
- Ongoing data gathering: cockpit noise levels
- Report to be issued Q1 2017
HTAWS Next Steps

Mark Prior

Phase 1
• Final HTAWS specification: February 2017
• Project plans for equipment and aircraft OEMs
• Equipment OEMs to issue revised software/ equipment as a SB
• Aircraft OEMs to integrate revised HTAWS under optional offshore only SB
• Operators to install the revised equipment under an SB

Phase 2
• To be discussed
The objective of the System Reliability group study is to:

Identify and address the most promising opportunities to enhance the reliability and resilience of the human machine system (referred to as the Total System)

These goals are dependent on an industry collaborative approach, requiring commitment from both operational and manufacturing organisations.

The commitment required, is to find new ways of coming together and creatively looking at the Total System, and to then put effort in place to achieve the identified improvement opportunities.
System Reliability & Resilience

Robert Pendle, Alan Walling and Scott Carmichael

- InfoShare event, October 2016: Operators and Manufacturer representatives created two workstreams

- Robert Pendle, Director of Global Maintenance Operations Bristow Helicopters has taken the Lead Position for the SR&R Sikorsky Workstream
Sikorsky Workstream Approach

Near Term:
• Sharing information on important features of part design and installation for:
  • Flow down to maintenance publications?
  • How do maintainers interpret the flow down?
  • Is that interpretation the same between maintainers?

Medium Term:
• With this information, selective development around these answers to create enhanced safety barriers

Long Term:
• We hope the experience of the operators and manufacturers collaborating paves the way to a future model of collaboration around building effective design and maintenance practices for future generations of aircraft.
Flight Crew Operations Manuals

Francois Lassale
Question & Answer

1. Please follow instructions from our Call Host

2. If you’re watching online, you can post questions there.

3. Email: info@helioffshore.org
HeliOffshore Space and InfoShare

- 400 IDs for members
- Access to areas is managed by HeliOffshore
- Please log-in to HeliOffshore Space today
- For help, please email info@helioffshore.org
Thank you for joining us
Our next All Member Call will be in **June 2017**
Invitations will be sent soon

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HeliOffshore
Safety Through Collaboration