



# *THE ROTORHEAD*

**NEWSLETTER OF THE BRITISH HELICOPTER ASSOCIATION**

**NUMBER 142**

**DECEMBER 2016**

## **FOREWORD**

I would like to wish all our readers a happy festive period and best wishes for the New Year. The owners of Fair Oaks Airport are seeking planning permission for redevelopment of the airfield into a 'garden village' of 1500 homes. While the runway would disappear, the office premises might be rebuilt or remain as is. This of course will not only have an impact on the BHA companies who operate from the airfield, but will have consequences for aviation activity to the west of London.

There are no new CAA and DfT developments on 'Brexit' but they are still asking for industry concerns. They have been taken to task as it is difficult to take a view until we know what their intentions and negotiating priorities are: are we going to remain with EASA and the regulatory set up? Is there going to be free movement of people? Of interest, one attendee at a meeting stated his company was starting to have increasing problems with French Custom authorities. The CAA and DfT both requested that such occurrences be reported to them.

The EASA Notices of Proposed Amendment (NPA) continue to be published and the few comments submitted by members have been forwarded. For ease of reference there is now in the main body of this Rotorhead a list of NPAs which are out for comment. I am pleased to report we are starting to see movement within the CAA on the BHA regulatory issues: single-pilot CAT beyond 60; CAT by a 2 CPL crew; use of London Heliport by single-engine CAT. There may not be definitive outcomes yet but at least the CAA is engaging with us. One result I can report is a means of easily reporting when passage through controlled airspace is denied. The redesigned CAA FCS 1521 – Use of UK Airspace Report now has a section which allows you to do this (link given later). This is also a good avenue for highlighting when London SVFR and the Heli lanes are shut at short notice.

On behalf of the BHA Council, I would like to thank all those members who have represented the BHA and EHA over the year and the new EASA Committee structure sees us in many important positions. You will also notice a new voice at the end of the line if you ring the BHA Office after the New Year. Cheryl Warren is retiring and we wish her all the best for the future. I am sure you will join me in acknowledging her sterling work over the years.

## MEMBER NEWS

### Starspeed Achieves Stage II IS-BAO Accreditation

*Starspeed Ltd*

Starspeed has been accredited with Stage II of the International Standard for Business Aircraft Operations (IS-BAO). The only UK commercial helicopter operating company to achieve Stage II Status.

IS-BAO is internationally recognized and respected as the global standard in safety requirements for the business aviation operator community. It is a set of performance-based standards that uses the safety management system as its cornerstone, addressing operations, maintenance, training and other related issues.

Starspeed Ltd. is the only UK commercial helicopter operating company to achieve the advanced Stage II Status. The accreditation was confirmed this month following a visit from the auditors in August. Starspeed first achieved Stage I accreditation in 2014.



Starspeed Director, Simon Mitchell said: *“Starspeed has been committed to the goals of achieving the highest possible standards in safety management and helicopter operation. So, it is with much pride that the Company’s efforts have been recognised with an elevated status to Stage II in the IS-BAO.”*

He continued: *“Our success comes down to our great team built up of well-motivated experts, working within an environment of transparency and trust; but Starspeed will not relax for a moment, and remains committed to improving standards through technology and training at every opportunity it can see.”*

Starspeed Ltd is the largest privately-owned helicopter management, charter and training company in Europe. It presently manages 16 aircraft and is one of the oldest privately owned firms within the onshore market.

## **ST ATHAN SEARCH AND RESCUE HELICOPTER SERVICE CELEBRATES ONE YEAR MILESTONE**

*Bristow Helicopters Ltd*

Bristow Helicopters Limited has reached the first anniversary of delivering search and rescue (SAR) operations on behalf of the Maritime and Coastguard Agency, from the base at St Athan Airfield.

The HM Coastguard service became operational at St Athan on 4 October 2015 and statistics for the base's first year show that the crew responded to around 200 taskings from the Aeronautical Rescue Coordination Centre (ARCC).

Chief Pilot Captain Olly Padbury said: *“I’d like to extend our thanks to the local communities for making us feel so welcome over the past 12 months. It’s a great privilege to serve this area and we are very much looking forward to the future as part of HM Coastguard’s lifesaving service.*

*“I am particularly pleased that we have been able to establish such positive relationships with emergency service teams North and South of the Bristol Channel. The year has brought an enormous variety of missions, from feeling our way through low cloud in the Black Mountains, to the beaches of North Devon, ferries, fishermen and Lundy Island. I am so proud of the team here at St Athan and of the service we provide.”*



Bristow crews are delivering the UK SAR helicopter service on behalf of HM Coastguard with state-of-the-art helicopters, equipped with the latest search and rescue technology including night vision, mission management and increased onboard medical capabilities.

Russell Torbet, director of UK SAR, said: *"It's a proud day for the SAR team at Bristow. Many years of hard work went into the preparations for taking over the service from the military, so 12 months of successful operations at St Athan is indeed a great milestone."*

In 2013 Bristow won the UK Government national contract to deliver SAR operations on behalf of the Maritime and Coastguard Agency (MCA). Seven of 10 strategically located bases have taken over the helicopter SAR responsibility from the military in a phased approach throughout 2015 and 2016. The remaining three, two of which are already operated by Bristow, are set to become part of the new contract in 2017.



## **70<sup>th</sup> Anniversary of Pioneering Helicopter Landing that Transformed Flying at Sea**

*Bristow Helicopters Ltd*

Seventy years ago, on 24 September 1946, pioneering helicopter pilot, Lieutenant Alan Bristow Royal Navy, became the first Briton to land a helicopter on the deck of a naval frigate at sea.

Few would have seen in the flimsy Sikorsky Hoverfly KK969 of those pioneering days the forerunner of the sophisticated naval helicopters of today, or foreseen the significance of that landing as the precursor to every frigate or destroyer in the Royal Navy having an embarked helicopter as an integral part of its weapon system.

*“Today is an important anniversary in the history of naval flying and of our naval aviation heritage”* said Sue Eagles, Communications Director of the charity the Fly Navy Heritage Trust. *“Alan Bristow’s landing on the River-Class frigate HMS Helmsdale off Portland was to have a far-reaching effect, transforming naval flying. Landing a helicopter on an aircraft carrier is relatively straight forward but landing on the small, pitching and rolling flight deck of a frigate, is much more hazardous.”*

*“In the seventy years since, naval helicopters have operated from frigates and destroyers in every theatre of operation around the world and although the aircraft may have changed out of all recognition from 1946, which in time is so near, yet in terms of development, so far away, the evolutionary story of the maritime helicopter is now an important part of our military heritage”* continued Sue.

The anniversary was marked by a ‘Fly-in’ of historic naval helicopters hosted by the Fly Navy Heritage Trust at RNAS Yeovilton on 23 September 2016 with guests including Alan Bristow’s widow, Heather Bristow, who presented the charity with a cheque for £5000 in memory of the pioneering helicopter pilot.

On leaving the Royal Navy, Alan became a test pilot for the helicopter manufacturer Westland Aircraft. He later founded Bristow Helicopters Limited which grew with the oil and gas industry in the North Sea to become a global company serving the offshore oil and transport industry. Bristow Helicopters enjoys a 60 year heritage as an innovator and industry leader.

Bristow Helicopters Limited is an affiliated company of the Bristow Group and was represented at the event by the President and Chief Executive Officer of the Bristow Group, Jonathan Baliff. The Westland Aircraft company, now Leonardo Helicopters, was represented by Bob Crosby, Head of Sales UK Government Business, who flew into the event in a HM Coastguard SAR AW189 (92004) one

of the latest generation high performance multi-role helicopters, to be purchased by Bristow for its UK SAR fleet.



*CEO Jonathan Baliff and Alan's widow Heather Bristow*

The event also provided an opportunity for the charity, under its umbrella brand Navy Wings, to welcome two historic naval helicopters into the Navy Wings associate collection, the historic Westland Wasp G-KAXT and Navy Sharks Gazelle XX436. Current Royal Navy helicopters attending the event included a Merlin from the Commando Helicopter Force (CHF), a Lynx from 815 Naval Air Squadron and a Wildcat from 825 Naval Air Squadron.

Speaking at the event, Jonathan Baliff said, *"Alan Bristow was a true British aviation innovator and pioneer, one of the first Royal Navy helicopter pilots and it is impressive to see Navy Wings preserving and promoting its rich rotary wing heritage for future generations. Alan Bristow's legacy lives on today in the Royal Navy and with the 5000 employees of the Bristow Group worldwide".*

## **AW169 Engineering Approval**

*Sloane Helicopters Ltd*

As a Leonardo Helicopters Authorised Service Centre, Sloane Helicopters is pleased to announce that the AW169 has been added to its Part 145 maintenance approval for both line and base maintenance.

Sloane is looking forward to supporting its first AW169 VIP helicopter in early December, utilising the extensive expertise of its engineering capability and investing further in specialist tooling, spares and ground support equipment.

Sloane prides itself in providing customers with bespoke maintenance packages including specialist field engineering and seven days a week support. The Company operates out of maintenance facilities located at Sywell Aerodrome, Northamptonshire; Enniskillen, Northern Ireland and RAF Northolt, Middlesex, the latter providing maintenance support near London.

Sloane Helicopters strongly benefits from having 21 years of experience as a Leonardo Distributor and Authorised Service Centre. The Company has continuously developed its capability over this period through the addition of new Leonardo products such as the AW109SP GrandNew, AW139, and recently the AW169 helicopter. During this time, we have seen Leonardo helicopter products become the benchmark in the corporate/VIP market and lead the field in terms of performance, safety, technology and comfort.



## **Helitech International makes a successful return to Amsterdam**

*Reed International*

Operators find inspiration, innovative solutions and unique educational value at  
Europe's leading rotorcraft event

After three days of invaluable business meetings, sourcing new solutions and services, while learning about the trends shaping the global rotorcraft industry, visitors left [Helitech International](#) with cautious optimism about future operations.

Helitech International, run in association with the European Helicopter Association (EHA), welcomed operators, pilots and engineers from across the globe, including representatives from Thales, Babcock International, CHC Helicopter and Dutch National Police.

Visitors had come to see the 180-plus international [exhibitors](#) who were showcasing their latest products and services – many of whom had never presented at the event before. The latest innovations from leading OEMs, including Airbus Helicopters, Leonardo Helicopters, Bell Helicopter, were all on display, while suppliers of MRO services, navigation systems and lifting equipment were also in demand.

Sara Cordera from Leonardo Helicopters, which demonstrated a new virtual reality (VR) SAR experience at the event, commented “It’s been a great show for us. We had a packed schedule of meetings which all went well and our new VR simulator was a huge success in helping to drive traffic to the stand, while helping us develop new contacts in the SAR sector.”

### **Operators in the spotlight**

A new feature to the 2016 event, the Operators Forum, saw dozens of business owners from across the globe join together to talk informally about issues set to shape the future of the industry. Hosted by Gretchen Haskins, the CEO of HeliOffshore, attendees discussed how they can make operations more profitable in the long term, as well as exploring how a collaborative approach can improve safety across all markets.

The offshore industry was the topic of much debate, with René van der Haring, CEO of Heli Holland Group, sharing his views on what he believed had gone wrong with the market. Importantly, he provided the operators with a detailed look at the future and how it will potentially stabilise.

### **Providing valuable education**

The seminar and workshop programme at Helitech International received widespread acclaim. Many of the sessions were full as attendees flocked to hear sessions from the Association of Air



Ambulances, EASA, Flight Ascend Consultancy, AAR Airlift Group, Waypoint Leasing, The Flying Bulls and the European HEMS & Air Ambulances Committee.

Frank Scheuch, Managing Director of Intellifast GmbH, said: “The Business Leaders Forum provided some great quality insight into the current safety regulations within the industry. It’s a big area of focus for us at the moment and it was really valuable to hear first-hand from the industry experts within the sector on what the future has in store.”

The future trends in emergency medicine were explored on day one, along with their impact on air ambulances and mission equipment. Steve Wheaton, Assistant Chief of the West Midlands Ambulance Service NHS Foundation Trust, presented a unique insight into pre-hospital care trends in the UK, while Fabio Martorana from Papa Giovanni XXIII Hospital explained how Italian HEMS operators are planning missions from a national and regional perspective.

### **Operators need to embrace UAVs**

The afternoon sessions of day two covered the ever growing UAV sector, with visitors hearing Sky-Futures and DroneSAR both stress how collaboration must be the way forward, with helicopter operators not being afraid to embrace the technology and use it as a complementary service.

Oisin McGrath, CEO of DroneSAR, said that helicopter operators should see the technology as an asset rather than a threat, highlighting how SAR missions can be assisted by UAVs to ultimately help save lives. He went on to explain how the company was working on developing devices with a much longer battery life, while terrain capturing software and operating in treacherous weather conditions were two major focuses over the coming year.

### **HEMS in focus**

Day three of Helitech International showcased how helicopters can create efficiency gains for European health services. A high profile panel, including speakers from AFHSH, the Association of Air Ambulances, the European HEMS & Air Ambulance Committee, Leonardo Helicopters and Bell Helicopter, discussed patient care as well as mission safety.

The role of doctors on-board missions was explored, with Stefan Becker from the European HEMS & Air Ambulance Committee revealing the findings of research that it can significantly assist with the care for trauma victims. He went on to deliver information that proved the benefits that new helicopter bases can have, particularly when it comes to the time advantage it delivers against ground-based EMS.

### **Deals signed on the exhibition floor**

The exhibition hall at Helitech International painted a positive picture for the rotorcraft industry with OEMs and suppliers revealing new deals throughout the event.

Leonardo signed two agreements to supply its new AW169 helicopter, with visitors witnessing LCI Helicopters and Specialist Aviation Services agree to take three and six aircraft respectively.

HeliSpeed, which provides contract pilots to support MRO services across the globe, signed a number of agreements at Helitech International that will see its customer base increase significantly. Speaking at the event Gemma Walker, Operations Manager, said: "We are delighted with the look of our stand at the show and feel it portrays our brand very accurately. We've had an excellent show and by the end of day one could already see a return on investment."

Elsewhere, Jet Support Services announced a deal with HeliAir Sweden to take a series of Airbus Helicopters onto its engine maintenance programme, including two AS350B2s, one AS350B3 and a further two H120s.

### **Looking ahead to Helitech International 2017**

Helitech International will return to ExCeL London for the event in 2017 and will run alongside MRO Europe from 3-5 October. With over 70% of space already allocated with a significant amount of exhibitors rebooking from this year's event, including Leonardo, Bell, Airbus and Waypoint Leasing among others, 2017 is set to be a success as [John Hyde](#), Exhibition Director of Helitech International, explains: "MRO Europe complements Helitech International perfectly and, as the leading event in that sector, it will help bring a bigger audience of operators, engineers and R&D professionals through our doors. We fully expect our 2017 event in London to be the most successful event in the show's history as a result."

"This year's event has shown there is a degree of confidence returning to the market. Oil and gas remains in a state of flux, but the industry itself will continue to function and over the next year or two business will return. It's important for companies to keep innovating and diversifying in these difficult times and, by attending Helitech International operators, have a clearer idea of the solutions and strategies they need in place to succeed."

Helitech International will return from 3-5 October 2017 at ExCeL London, for more information please visit <http://www.helitechinternational.com>.

## **Northern Ireland duo join Association of Air Ambulances Membership**

*Association of Air Ambulances*

The Association of Air Ambulances (AAA), which represents the majority of air ambulance operations in the UK, is delighted to announce that Air Ambulance Northern Ireland and the Northern Ireland Ambulance Service Health and Social Care Trust have both joined the Association as full members.

This means that the AAA now represents 20 air ambulance charities, 13 ambulance services and 37 of the Helicopter Emergency Medical Service (HEMS) aircraft in operation across the UK.

Full members are ambulance services and air ambulance charities that are committed to ethical fundraising, collaboration, have a unified vision of improving patient outcomes and abide by the Association's Code of Conduct. All members can access a tailor made range of benefits, services, information and resources, together with statistics and clear guidance on improved charitable, operational and clinical best practice.

Clive Dickin, National Director of the AAA, said: *"We are absolutely delighted to have both Air Ambulance Northern Ireland and the Northern Ireland Ambulance Service Health and Social Care Trust join our membership. The AAA's strategy is to improve patient treatment through shared knowledge and collaboration, so to see the Association's membership grow to reflect almost the entire UK HEMS network is a real tick in the box for patient care."*

Ian Crowe, Chairman of Air Ambulance Northern Ireland said: *"I would like to thank the AAA Board for accepting AANI as members. We very much appreciate the support that AAA have afforded us over the past two years and in particular the support in our successful application to the Chancellor for banking fine funds. We have been working diligently to establish HEMS in NI, which we had hoped to commence in September 2016, as per our application to the Chancellor. However, following questions about the launching of a Doctor led service, the project is now behind target as we await the feedback of the Chief Medical Officer who is reviewing the clinical governance, capability and resilience of that style of service. The AANI believe an initial Paramedic staffed model would allow the service to start very soon, delivering lifesaving care to medical and trauma patients. This would then allow time for the advanced critical care teams, which should include doctors, to be trained within a structured clinical governance program."*

Dr David McManus, Medical Director for Northern Ireland Ambulance Service Health and Social Care Trust concluded by saying: *"The Northern Ireland Ambulance Service is delighted to become a member of the Association of Air Ambulances and looks forward to working with AAA as we deliver a HEMS in NI together with our charitable partner Air Ambulance NI. NIAS is committed to delivering high quality, safe patient care and we welcome the opportunity to learn from the experience and expertise of the wider AAA membership and very much value their support."*

## **Winners! The nation's finest clinicians, aviators and fundraisers are celebrated at the Air Ambulance Awards of Excellence**

*Association of Air Ambulances*

Over 250 guests celebrated the best and brightest from the air ambulance community last night at the national Air Ambulance Awards of Excellence 2016.

Awards hosts, BBC News reporter and presenter Sophie Long and Helicopter Heroes presenter Rav Wilding handed out 11 Awards to outstanding individuals and teams, whose stories were inspirational, astonishing and humbling. The awards, which are independently judged, went to pilots, paramedics, doctors, fundraisers and volunteers who collected their trophies at a ceremony held in central London last night.

An enthusiastic audience listened to the remarkable stories of each shortlisted nominee, all of whom demonstrated excellence and commitment well above and beyond the call of duty. Every winner was cheered to and from the stage, not least 6 year old Isobel Pilsworth, winner of the Outstanding Young Person Award, whose incredible fundraising activities after her Dad survived a cardiac arrest captured the hearts of the audience.



*The Winners*

Chair of the Judging Panel, Jim Fitzpatrick MP, said: *"The stories we heard about the work being done by the nation's air ambulance services were truly remarkable. What a tonic these stories are in turbulent political times. I would like to congratulate every single one of the nominees and send a message to the winners of the Awards that they truly are examples of what can be achieved through teamwork, expertise, courage and determination."*



## **WINNERS LIST**

### Air Ambulance Campaign Award

**WINNER: Hampshire and Isle of Wight Air Ambulance**

Sponsor: Lottery Fundraising Services

### Charity Staff Member of the Year

**WINNER: Susie Croft**

Sponsor: Milestone Aviation Group Ltd

### Charity Volunteer of the Year

**WINNER: Jamie Edghill**

Sponsor: Tower Lotteries

### Air Ambulance Doctor of the Year

**WINNER: Dr Mark Wilson**

Sponsor: Leonardo Helicopters

### Innovation of the Year Award

**WINNER: Devon Air Ambulance Trust**

Sponsor: Sloane Helicopters

### Lifetime Achievement Award

**WINNER: Alastair Wilson**

Sponsor: Specialist Aviation Services

### Air Ambulance Paramedic of the Year

**WINNER: Erica Ley**

Sponsor: BMW Government and Authorities Division

### Air Ambulance Pilot of the Year

**WINNER: Steven Norris**

Sponsor: Safran UK

### Special Incident Award

**WINNER: Wales Air Ambulance**

Sponsor: Airbus Helicopters

### Outstanding Young Person Award

**WINNER: Isobel Pilsworth**

Sponsor: Babcock MCS Onshore

### AAA Chairman's Award

**WINNER: Bill Sivewright**

## **AIR AMBULANCE CONFERENCE DELIVERS ON QUALITY, INNOVATION, RESILIENCE AND HORIZON TOPICS**

*Association of Air Ambulances*

Expert speakers took to the stage at what has been said to be the best Pre-hospital Air Ambulance Conference yet.

The event, which took place on Monday 14th November at the Millennium Gloucester Hotel, London, has become a firm fixture in the events calendar for the European air ambulance community and delivered on its mission to inform, incite debate and provide a platform for the industry to come together and share ideas.

A new streamlined structure to the event's agenda focused on the key subjects: Quality, Innovation, Resilience and Horizon. In addition to the popular Key Note address, experts within the key colleges of Clinical, Air Operations and Charity sector delivered presentations on the respective topics, followed by an opportunity for questions and answers.

Key note speaker Sir Stuart Etherington, Chief Executive of the National Council of Voluntary Organisations (NCVO) delivered a powerful presentation focussed on the charity sector. Sir Stuart explained how charities play a valuable part of the UK economy, but go further in providing invaluable services such as air ambulances. He highlighted how the credibility of charities had been tested over the last year and that it was the charities turn to be scrutinised; resulting in the formation of the new Fundraising Regulator which needed to be funded correctly. When Sir Stuart was questioned about quality fundraising by a delegate, his response was, *"An air ambulance charity is an air ambulance charity. If they don't have an air ambulance, I don't know how they can make that claim."*

A total of 12 other high-level speakers gave presentations on the day including Richard Stephenson, Communications Director from the Civil Aviation Authority. Richard stood in for Andrew Haines who was unfortunately taken ill and who sent his apologies. He talked on the topic of 'Resilience' and explained how the CAA does not always get things right but

they are ready to work with all their stakeholders to continue a journey of improvement and it was reassuring that Richard gave positive news on several of the AAA's Key Issues.

Professor Jonathan Benger, National Clinical Director for Urgent Care, NHS England gave an insightful presentation and spoke on the subject of 'Quality' and asked the important question, *"How do we know if we are any good at what we do?"*

Clive Dickin, National Director of the AAA said: *"I would like to thank everyone that made this year's event a success. It's wonderful to see the entire community come together and the new conference format proved an extremely good enhancement. The event has grown year on year and has become the pinnacle event to attend within the sector."*

With this in mind, next year's National Air Ambulance Conference and Awards of Excellence will take place at a new venue and is set to be even bigger and better. This will be held on 13 November 2017 at the Chelsea Harbour Hotel, London



## **Allianz UK donates further funds to UK's Air Ambulance community**

*Association of Air Ambulances*

Allianz UK has presented a cheque for £250,000 to the Association of Air Ambulances Charity (AAAC).

In February 2016, employees from Allianz UK announced the AAAC as their Charity partner for an initial three year period with an aim of raising over £1 million. Each Allianz branch has been organising fundraising activities at a local level to support their regional air ambulance service. Allianz UK is supporting its 5,000 employees and helping to raise awareness.

This recent donation was presented at the recent National Air Ambulance Conference and brings Allianz's current fundraising total to £277,116.67\*, with many more activities planned.

Jon Dye, CEO at Allianz UK commented: "Our employees have really gone the extra mile raising money for this important charity through a range of fundraising activities. We're pleased to be able to support the vital work air ambulances do in locally communities throughout the UK."

The AAAC is a legally independent body which is designed to funnel national donations into individual air ambulance charities. It allows air ambulance charities to approach national or large regional organisations who may want to make donations to the air ambulance sector as a whole.

Liz Campbell, Chairman of the AAAC said: "The Allianz relationship has flourished since they announced the AAAC as their charity partner and we thank them for their commitment and dedication to the cause. The money they are raising is supporting and improving air ambulance services throughout the UK and we look forward to a strengthening the relationship even further in 2017 and beyond."





## **AUTUMN BUDGET SEES AIR AMBULANCE CHARITIES RECEIVE FURTHER SUPPORT FROM BANKING FINES**

*Association of Air Ambulances*

The Association of Air Ambulances (AAA), which represents the majority of Air Ambulance operations in the UK, has welcomed today's announcement from UK Chancellor of the Exchequer, the Rt Hon Philip Hammond MP which sees an allocation of £10.8 million for the air ambulance community from the LIBOR (Bank Fines) Fund.

A total of 11 air ambulance charities are set to benefit from around £1 million and include: Cornwall Air Ambulance Trust, Devon Air Ambulance Trust, Great North Air Ambulance Service Charity, Great Western Air Ambulance Charity, Kent Surrey Sussex Air Ambulance Trust, Lincs and Notts Air Ambulance, MAGPAS Air Ambulance Charity, Midlands Air Ambulance Charity, The Air Ambulance Service, Wales Air Ambulance Charity and Wiltshire Air Ambulance.

This once again shows support for those who demonstrate the best values of British society from fines of those who demonstrated the worst.

Clive Dickin, AAA National Director said: *"We are delighted with the Chancellor's announcement today and thank him for giving 11 air ambulance charities significant support. These sums of money will absolutely enhance life-saving pre-hospital emergency care across the UK."*

## James Charrington joins London's Air Ambulance as Trustee

*London's Air Ambulance*

James Charrington, non- executive Chairman of BlackRock Europe has been appointed as Trustee for London's Air Ambulance, the charity that delivers an advanced trauma team to critically injured people in London.

James Charrington said: *"I am delighted to confirm my appointment as a trustee for London's Air Ambulance. I have the utmost admiration and respect for the medical crew and staff of this charity, which provides such a vital service to the people who live and work in London. It's a privilege to be asked to play a small part in helping the charity in the next chapter of its incredible journey and I am looking forward to bringing my experience to the organisation to help them grow and innovate further"*

James was appointed Executive Chairman for Europe, Middle East and Asia in July 2010 and previously served as head of BlackRock Europe's international retail business. His service with BlackRock Europe dates to 1993, including his years with Mercury Asset Management and Merrill Lynch Investment Managers, where he headed the retail platform for EMEA and Asia. Outside of his work James' interests are sailing, shooting and horseracing.



*James Charrington*

Charles Newitt, Interim Chief Executive Officer at London's Air Ambulance said: *"The charity is extremely fortunate to be guided by a group of excellent Trustees, whose passion, enthusiasm, solid governance and expert advice are hugely beneficial to the organisation. I am delighted that James has joined our Board to bring with him his years of business experience. The team and I very much look forward to working with him."*

London's Air Ambulance treats on average five critically injured people in London each day, performing medical interventions at the roadside which are normally only found in a hospital emergency department. Barts Health NHS Trust provides the doctors and some financial support and the London Ambulance Service provides the paramedics and expertise to dispatch the service. The charity relies heavily on voluntary donations and has a world class reputation for delivering clinical innovation and excellence at the roadside. Find out more about the charity and its people at [londonsairambulance.co.uk](http://londonsairambulance.co.uk).

## **London Freemasons' £500k donation takes their total support to £2million and keeps London's Air Ambulance flying high**

*London's Air Ambulance*

London Freemasons have today presented London's Air Ambulance with a cheque for £500,000 at their Investiture Day.

The £500,000 is the final instalment of London Freemasons' £2million pledge which enabled the charity to purchase a second helicopter for London.

London's Air Ambulance is now able to fly more days, longer hours, and take its advanced trauma care to more people across the capital thanks to London Freemasons' support.

In 2015, the single emergency medical helicopter was out of action for the equivalent of 62 days for necessary maintenance. Since the second aircraft became operational in January 2016, the service has only been without helicopter cover for the equivalent of five days.

London Freemasons, which has 40,000 members in 1,350 lodges across the capital has raised the money through personal contributions from members meeting across London.



Metropolitan Grand Master, Sir Michael Snyder said: *"With London's badly needed second air ambulance now permanently in service, London is a safer place to live, work and travel. London Freemasons have responded magnificently to the challenge, totally embracing the initiative and allowing us to complete the fundraising in only 18 months rather than the expected 24! Our*

*members have undertaken all sorts of charity fundraising events from garden parties to bridge walks and running many marathons. It hasn't just been our members either, as they have been joined by their families and friends in totally supporting our pledge to support the communities of London with this very special and now completed project."*

London's Air Ambulance Pilots Capt. Neil Jeffers and Capt. Dave Rolfe and Dr Anne Weaver will accept the cheque on behalf of the charity at a gathering which will be attended by Freemasons and their families.

Capt. Neil Jeffers said: *"Operating two helicopters gives us the resilience to ensure we can deliver critical care across the city every day of the year."*

The cost of running the 24/7 trauma service is £8.5million a year. The charity's doctors are seconded from Barts Health NHS Trust, and its paramedics from London Ambulance Service, but all other costs – including running costs, pilots, fire crew, fuel and charity staff are entirely funded by donations.

Charles Newitt, interim CEO of London's Air Ambulance, said: *"The support of London Freemasons has been instrumental in allowing us to acquire a second helicopter and to keep it in the air for the next five years. As a result we will be able to reach more patients and save more lives."*

## **New Yorkshire Air Ambulance finally takes to the skies**

*Yorkshire Air Ambulance*

The first patients have been carried by Yorkshire's new, state-of-the-art air ambulance which came into service last weekend.

The £6m Airbus H145 helicopter has taken to the skies over Yorkshire following the completion of crew training and a full medical fit-out.

The first jobs for the crew of the new H145 included a fall from height near Lofthouse, and a horse rider from High Hoyland near Barnsley who required transferring to Leeds General Infirmary for treatment.

It is based at Yorkshire Air Ambulance's flagship Nostell Air Support Unit near Wakefield. A second H145 has been ordered from Airbus and will be operational by the end of the year, flying from the rapid response emergency charity's northern base at RAF Topcliffe, near Thirsk.

The new aircraft offer exceptional flight performance and will have significantly lower operational and maintenance costs. The H145 is night capable, enabling



longer flying hours, and is used by military, police and air rescue services throughout the world.

Yorkshire Air Ambulance has been planning the replacement of its two, ageing MD902 Explorer aircraft for several years. The purchase and fitting out costs have been met through planned savings, grants, careful budgeting and the amazing generosity of the people of Yorkshire.

YAA Chairman Peter Sunderland said: *“It was a hugely exciting and very proud day for us and the people of Yorkshire. As a charity we had been working towards this day for so long. Many years of careful planning, research, saving and budgeting have gone into the process to ensure we have chosen the right aircraft for the people of Yorkshire. A year after signing the contract, the first of our new H145s started operational flying at the weekend. This helicopter belongs to the people of Yorkshire and will do for the next 20 to 25 years. I am very proud to say we now have a level of service which is probably the best of any air ambulance charity in the UK.”*

Air ambulance doctors and paramedics have been involved from the start in the medical fit out of the H145s which provide a much larger cabin area to treat patients in flight, and will carry the latest medical equipment.

Paul Gowland, YAA Director of Fundraising, said: *“For the people of Yorkshire to raise the amount of money they do to enable us to buy these new aircraft is just astonishing. The H145 will enable us to fly an increase of 30 per cent more missions a year, to take an extra 30 per cent more people to major trauma centres and potentially 30 per cent more people will be alive.”*

Yorkshire Air Ambulance still needs to raise £12,000 every single day to keep its helicopters flying. The charity serves 5million people across Yorkshire, attending on average, more than 1,000 incidents a year.



## **Air Ambulance shortlisted as finalists in two Awards of Excellence**

*Dorset & Somerset Air Ambulance*

Dorset and Somerset Air Ambulance is delighted to announce that it has been shortlisted in two categories at this year's Air Ambulance Awards of Excellence. The finalists have been announced by the Association of Air Ambulances and the winners will be revealed at an awards ceremony to be held on 14 November 2016 at the Millennium Gloucester Hotel, London.

Critical Care Paramedic (CCP) Neil Bizzell is shortlisted in the Air Ambulance Paramedic of the Year category and the air ambulance crew of Dr. Jeremy Reid, CCP Leonie German, CCP Paul Owen and pilot Mario Carretta have been shortlisted in the Special Incident Award category.

Neil Bizzell became the newest member of the Dorset and Somerset Air Ambulance team when he joined on 1<sup>st</sup> September 2015. He has a passion for education and training and is enthusiastic to the core. Not set to use this for his own benefit, he thrives on giving back what he has learnt to so many others including his ambulance service colleagues, health care students and multi-disciplinary clinicians.

Neil has created immersive educational days which are aimed at informing others of the capabilities and skills that Dorset and Somerset Air Ambulance can provide, ensuring that the aircraft and crew are tasked appropriately. He has pump primed these activities with his own time; giving hundreds of hours to prepare, deliver and follow up on them. The effects on this for patients has literally been life size; in the last year, 52 patients who would not normally have benefitted from the team's care have received treatment. These cases have been specific requests from Ambulance Service clinicians at the scenes of incidents who have all personally attended education sessions that Neil has delivered.

The incident which sees Dorset and Somerset Air Ambulance become a finalist in the Special Incident Award category took place earlier this year. The crew were tasked to a serious motorcycle incident at the bottom of a deep, narrow, heavily wooded quarry. The nearest and safest landing site was a field on the rim of the quarry approximately half a mile from the incident.

Two motorcyclists had collided head on; one patient suffered serious injuries and the other had immediate life-threatening injuries due to being struck in the throat by the motorcycle handlebar. This patient was in a mortal state and without the organisation, motivation, teamwork and skills delivered by the Dorset and Somerset Air Ambulance team, he most certainly would have died.

Every aspect of the mission demonstrates the benefits of a helicopter borne Critical Care Team; the rapid deployment of a regional specialised clinical capability to a remote

location, landing as near to the incident as possible by an experienced HEMS pilot, flexible deployment of a full critical care capability well beyond the aircraft's vicinity (due to the fitness and motivation of the aircrew), rapid assessment and decisive life-saving interventions carried out when a patient needs them and onward safe medical transport to the hospital best suited to the patient's needs.



Bill Sivewright, Dorset and Somerset Air Ambulance Chief Executive Officer said: *"We are extremely proud that our Critical Care Team have once again been recognised nationally for their outstanding work. Knowing how modest Neil Bizzell is, this is likely to come as a surprise to him but not to the rest of us. His commitment to patients and to the team is absolute and I believe that he is an example to us all. With regards to the Special Incident Award, we could have put forward a number of incidents for consideration, but in the end we selected an incident that demonstrated clinical excellence and outstanding teamwork. It is without doubt the team who were on duty that day saved this patient's life and the mission is an exemplar of air ambulance activity."*

Jim Fitzpatrick MP, Chair of the Judging Panel commented further and said: *"The judging panel for this year's Awards were full of praise for all nominees. There are clearly some remarkable people operating in the air ambulance community, where everyone plays their part, from volunteers to doctors, pilots to paramedics, fundraisers to marketers. These awards recognise all those people and more. I know the judges found it a very difficult task to choose between some outstanding nominees but what is clear is that each and every nominee is an exceptional individual or team, and I would like to thank all of them for their hard work, courage, determination and vision. With great difficulty, the judges narrowed down the field and we can all now look forward to the winners being announced in November."*

A full list of categories and all those shortlisted as finalists in the 2016 Air Ambulance Awards of Excellence can be found by visiting: <http://www.associationofairambulances.co.uk/news/70/>

## **Sikorsky S76 – Design Classic**

*David Warren*

Every walk of life boasts its own design classics, items which never seem to show their age and which can be referred to as timeless. Aviation is no exception, over the years technology and inspiration have combined to produce some truly beautiful aircraft. In the fixed wing world the Schneider trophy prompted technological progress at a startling rate encouraging amazing improvements in streamlining and power leading on to aircraft such as the de Havilland DH 88 Comet and also the Spitfire, both of which still win admiring glances to this day. In the helicopter world beauty has not often been the first word to spring to mind. At best one could praise the rugged good looks of the Bell Huey series, developed for the Viet Nam conflict which has lead on to the Bell 212 and 412. A strong case could be made for the Sikorsky S61, but in the looks department that would have to be included in the workhorse category along with the Douglas DC3 for long service and dependability.

In 1979 Sikorsky launched the S76A Spirit on the market and immediately it had to be recognised that here was a helicopter that was going to last a very long time because of its innovative capabilities but above all else its styling and appearance. The use of new generation materials such as Kevlar and fibreglass permitted rounded flowing lines and, not common in medium sized helicopters, a retractable undercarriage allowed a purely aerodynamic shape to improve speed and manoeuvrability. Much of the basic aircraft was derived from the military S70 or Black Hawk as it has become known but instead of civilianising the military product, Sikorsky went specifically for the civil version and called it the S76.

It was introduced to the market at a time when the offshore operators were gearing up to cope with the change of emphasis within the oil and gas world from exploration to production. There was a demand for more seats and the demographic of the workforce was changing in line with the redefined tasks offshore. To the untutored eye, the S76 only appeared to fulfil the requirements of the Gulf of Mexico ie limited numbers of passengers with minimal baggage going offshore a relatively short distance in the morning and returning in the evening. It was not ideal for the Northern North Sea which was looking for a stretched S61 with higher cruising speed and greater range. Sikorsky were adamant that the S61's days were numbered and that there would be no S65, the civilian version of the CH53.

Bristow Helicopters decided that they had no choice but to make the square peg fit the round hole and invested in the new aircraft. They were followed by other North Sea operators such as British Airways Helicopters as was and perhaps, the most enthusiastic of S76 operators, North Scottish soon to become Bond Helicopters.



Air Hanson, the major onshore operator at the time, invested in a VIP version which could also be transformed into a people carrier for special events such as Cheltenham and Epsom and so began a lucrative niche for the type in the corporate world.

As with any aircraft, experience in service would lead to the identification of improvements and modifications to enhance the performance of the aircraft. It had become obvious, particularly from aircraft operating in hot and high conditions, that the Allison C30 engine tended to disappoint when faced with tasks at high all up weight. Reliability was also a consideration and engine changes were being called for on a too frequent basis. So it was decided to try out the Turbomeca Arriel engine, hitherto fitted in the Aerospatiale 365 series aircraft. This proved to be an instant success and many A models were retrofitted with the Arriel and renamed the S76A+.

A new era of cooperation between Turbomeca dawned and has blossomed to this day, along with the S76. The A+ heralded a whole new direction for development as it was felt that the engine had far more growth potential than the Allison C30. Sikorsky's initial efforts to improve the A model fell somewhat short of the mark with the S76 Mark II and a modified C30. It should be noted that during these changes in powerplant, the overall look of the aircraft remained the same. There were some modifications to the exhaust outlets and engine cowlings but, aesthetically, the airframe retained its sleek futuristic shape.

In 1987, a new venture by Sikorsky, prompted initially by a military requirement for a gunship, brought about the S76B, known by some as the Eagle. The solution to the engine question was resolved by fitting two Pratt and Whitney PT6 engines, a design classic of the engine world, and as a result of the increased power output, a new transmission. This made the airframe significantly heavier and with a new slimmer tail pylon an even sleeker look than before. Whilst proving popular with pilots as a result of its increased performance, it was something of a 'gas guzzler' and would struggle to make sectors hitherto regarded as bread and butter for the A and A+. After only about 100 were built production was ceased in 1989, although there are still some very tidy examples operating both offshore and onshore today.

Development of the S76 continued in parallel with the improvement of the Arriel engine and the S76C powered by the Arriel 1S1 and incorporating the uprated transmission adopted by the B model proved to be a step too far for the Arriel 1 series. The Arriel 1S1 had been fitted to the A model and even some A+'s to improve range and fuel efficiency at the lower weight dictated by the earlier transmission to great effect. This variant known as the A++ was the pinnacle of the old look S76 and still commands a place in the operators' line up although spares are becoming more difficult to come by.

Thus it was that the Arriel 2S1 engine came about and was duly fitted to the S76C+. This was, once again, a major leap forward in prolonging the life of the S76, although how Sikorsky managed to dream up such a convoluted engine management system when the same engine in the Eurocopter EC155 effectively has a helicopter on/off switch,

remains a mystery. With the rapid advances in digital technology, the engine management system used in the Pratt and Whitney PT6's of the S76B was upgraded and applied to the Arriel 2S1 in the form of a DECU ( Digital Engine Control Unit) essentially a computer which transmitted the requirements of the pilot to the engine to ensure accurate and timely response. The S76C+ was very efficient, retaining and often improving on previous range and endurance figures whilst also delivering reliability and ease of operation. Yet more changes were made with the introduction of the S76C++, chief amongst them being the Arriel 2S2 engine. With power output increased from the 2S1, two DECU's per engine for redundancy and a more practical fly by wire system for engine management, one would be forgiven for thinking that this was as good as it could get. Indeed, there are many S76C++'s operating around the world in both offshore and onshore roles most successfully.

Sikorsky, in their wisdom however, have produced the S76D model. Much of the C++ is retained but power is now delivered by the truly remarkable Pratt and Whitney PW210 engine with more power but a similar fuel burn to the C++. Various other improvements have also been incorporated such as rotor blade de-icing, anti vibration system and a Thales flight instrumentation system which would not look out of place in a modern jetliner. One big advantage is the helicopter still retains the overall look of the 1979 S76, which says a lot for the team that designed the airframe over 40 years ago. The fuselage is still beautifully smooth, with no need for the ugly strakes and aerodynamic bolt-ons which mar the AW 139. The S76 still stands out among a line up of modern generation helicopters as the best looking, thereby thoroughly deserving the design classic epithet.

Sadly, there is, as yet, no happy ending to the S76's story. After its first flight in February 2009 its progress has been marred, not so much by technical delays but rather by changing financial moods, confused corporate strategy and, seemingly, a loss of focus on the part of the manufacturer. Failure to anticipate the effect of new regulations introduced to cater for easier passenger egress in emergency, has led to the type being dropped from the North Sea inventory and it can only be a matter of time before oil companies apply these standards world wide.

The onshore market will still benefit from the availability of the S76 where the advantage of the VIP cabin, which is undoubtedly the best on offer at the moment, will still be one of its main selling points. It is to be hoped that sales can be generated in the European market to ensure the survival of this remarkable helicopter.

## NOTICES

### Drone Safety targeted by new initiative

*Civil Aviation Authority*

New DroneSafe.uk website launched in partnership with UK air traffic control body NATS.

With one month to go to Christmas, the Civil Aviation Authority (CAA) has today issued a revised *Dronecode* to help millions getting a drone this year to fly safely and responsibly.

The Dronecode, a simple set of rules and guidelines established in legislation which outline how to fly drones safely and within the law in the UK, is hosted on a new dedicated Dronesafe.uk website. All backed by wide range of leading aviation players, drone retailers and manufacturers and the Department for Transport.

The launch of the new Dronecode, follows an industry-first report into user behaviour, attitudes towards, and responsible use of drones; findings led to the new website and the revised and updated Dronecode.

Key findings of the report are:

- The public agree that drones can be used for 'worthy' causes:
  - 61% state that drones would be useful for traffic monitoring and power line inspection
  - 58% agree that drones would be useful for agriculture
  - 56% state that drones would be useful for emergency health services
  - 40% say that drones would be useful for donor organ transport
- 62% of drone owners state that 'fun' is the main reason for having a drone
- 69% of owners thought retailers were responsible for drone safety education at point of sale. 36% were made aware of the Dronecode when buying a drone.

To demonstrate the need for a unified approach, the research, which was carried out in collaboration with strategic insight agency Opinium, identified that 91% of the public agreed that adherence to the Dronecode is important. 39% of drone users had so far heard of it since its launch in 2015.

Drone owners and those looking to purchase one should familiarise themselves with the CAA's revised Dronecode, a simple set of rules around safe and responsible use:

- Don't fly near airports or airfields
- Remember to stay below 400ft (120m) and at least 150ft (50m) away from buildings and people
- Observe your drone at all times
- Never fly near aircraft
- Enjoy responsibly

Adherence to the Dronecode will address initial public concern identified in the research and help the wider industries that can harness the power of drones for

good to grow. These are certainly front of mind with high expectations among the public for agriculture, medical and healthcare use.

Tim Johnson, Policy Director at the CAA said, “Consumer research on this scale into drone use has never been done before and there was a real need from the aviation and drone industries to find out more about this growing sector. The research shows that the public have understandable concerns about reported drone misuse to date, and demonstrate clearly why the current education programme is underway, backed by legal action when appropriate.

“Drones have significant potential and the new Dronecode, which forms the basis of establishing a responsible attitude toward drone flight amongst consumers, will help to protect the safety of the wider aviation industry. It will also help those expected to use drones to improve current operations, from farming to traffic, from healthcare to logistics. Ultimately, people must use their drones safely, and responsibly.”

The new Dronecode and the consumer research is available to download at [www.dronesafe.uk](http://www.dronesafe.uk), a new website created by the CAA and air traffic control body NATS, and supported by a range of key players in the drone and aviation industries and the Department for Transport.

Andrew Sage, at the air traffic control provider NATS, said: “Drones are an incredible, inspiring technology but it's vital that people are using them safely. With the number of reported drone incidents on the rise, it's important that people understand their legal obligations and fly safe, having fun whilst ensuring other users of the UK's airspace aren't put at risk. We hope that [dronesafe.uk](http://dronesafe.uk) will help to achieve this.”

Oliver Meakin, CEO at Maplin added, “During the lead up to Christmas, a key time for drone purchases, we are working with the CAA and NATS to make sure that all of our drone buying customers are made aware of the new Dronecode and Drone Safe website, along with the importance of using their drone safely.” The launch of the new Dronecode, report and Drone Safe website forms part of a wider initiative looking at establishing a safe and responsible attitude toward drone flight and usage to protect the safety of the wider aviation industry and the wider sector opportunities.

This initiative saw the launch of [400ft Britain](http://400ft Britain) last month, a drone photography and videography competition that aims to creatively bring the Dronecode to life, held in partnership with VisitEngland and offering drone-flying holidays from Phantom Flight School to the winning entries.

The new Dronecode is for consumer drone use and those using a drone commercially must be licensed and undergo an approved course. Drone users must also remember that if they don't follow the simple rules they could be prosecuted and go to prison.

## EASA / CAA Regulatory Issues

### **CAA FCS 1521 – Use of UK Airspace Report**

The link below takes you to the re-designed 'CAA Form 1521 – Use of UK Airspace Report' which allows you to register the occasions when you are denied crossing of controlled airspace. I would suggest the Form is used in conjunction with a MOR should the denial create a flight safety hazard.

<https://apply.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=qau2>

### **EASA Notice of Proposed Amendment (NPA)**

The following table provided a list of the EASA NPAs which are open for comment:

<b><u>NPA</u></b>	<b><u>Date of Closure</u></b>
NPA 2016-12 'Transposition of provisions on electronic flight bags from ICAO Annex 6'	6 Jan 2017
NPA 2016-14 'Easier access for general aviation pilots to instrument flight rules flying'	31 Jan 2017
NPA 2016-09(B) 'Requirements for air traffic services'	21 Feb 2017
NPA 2016-16 'Regular update of Part-FCL regarding pilot training and licensing'	17 Mar 2017
NPA 2016-13 'Technical requirements and operating procedures for airspace design, including flight procedure '	31 Mar 2017

Please inform the BHA Office of any comments you may have



## **MEMBER SERVICES**

### **FLIGHT OPERATIONS POSTHOLDER COURSE**

The next course is scheduled for 29<sup>th</sup> and 30<sup>th</sup> March 2017.

Courses are free of charge to BHA members but non-members are welcome to attend on payment of the course fee. The course runs over a two-day period and is aimed at current and aspiring Chief Pilots. The first day will be held in the BHA offices at Fair Oaks, the second day at the CAA at Gatwick.

To reserve a place on the next course please contact Jo Noble on 01276 856100 or at [info@britishhelicopteassociation.org](mailto:info@britishhelicopteassociation.org)

### **SITUATIONS WANTED**

BHA members may submit advertisements to the Secretariat for inclusion here free of charge.

### **SITUATIONS VACANT**

BHA members may submit advertisements to the Secretariat for inclusion here free of charge.

## **BHA COMMITTEE NOTES**

### **FROM THE COMMITTEES**

The minutes of all BHA Committee meetings are available in the members' area of the BHA website. Your company administration will provide you with your unique company password if required.

## **MEMBERSHIP CHANGES**

### **New Members**

The following had applied for Association membership and all were approved by Council on 5<sup>th</sup> October 2016:

- FEDS Engineering W.L.L. – Class C(ii)
- Cornwall Air Ambulance Trust – Class A(viii)

New members to be approved by Council on 1<sup>st</sup> February 2017:

- CTC Private Jet – Class A(v)
- Siemens Wind Power Ltd – Class C(ii)
- Inspire Aviation Charter – Class C(ii)

## MEMBER BENEFITS

### PILOT INCOME PROTECTION

The BHA on your behalf has been evaluating various forms of insurance available in the market place for professional aircrew. We are now pleased to make recommendation of an Income Protection Scheme which has been active in both the Asia Pacific region and the Middle East but has only very recently been made available in both the U.K. & European markets.

The traditional method of protection for professional air crew is a Loss of Licence (LoL) scheme however there is now a clear alternative which we feel is worthy of your consideration. Pilot Income Protection is not new and in fact has been available for over 10 years, many Airlines and Pilots Associations currently subscribe to such a scheme and it is hoped to be able to offer this through the Association shortly.

Pilot Income Protection (or PIP) is triggered by the fact that the pilot has suffered a serious accident or is long term sick and is unable to work. It comes into force following a 180 day waiting period. This is in contrast to a traditional LOL scheme where the trigger for payment is the actual cancellation rather than the initial suspension by the CAA of the licence. At this point PIP will pay out an agreed sum on a monthly basis for a maximum of 60 months (5 years) or until such time as the crew member returns to work. An important additional feature of the PIP scheme is that once a "Group Scheme" is in place it is then possible for each and every member of the group to purchase additional and voluntary benefits (i.e. they can Top Up their benefits) but at Group Scheme and age banded rates at significantly lower cost than on a "stand alone" basis.

Whilst the heart of any PIP scheme is the Income Protection element it will also be possible to include Personal Accident (PA) cover, for both the member and his immediate family members. The product is underwritten by Catlin Insurance Company (UK) Ltd and is rated "A" for claims settlement ability by the rating agency Standard & Poors. The specialist Broker for the scheme is Lumley St Aubyn Insurance Services, based in Cirencester, Gloucestershire and is regulated by the Financial Services Authority (FSA). Please contact the BHA office for further details.

### HEALTH INSURANCE

We are pleased to announce that we are in process of negotiating BHA member discounts with Aviva in two group schemes:

#### PMI

Healthier Solutions from Aviva is a flexible annual private health insurance product, giving you the ability to choose your benefits from a range of options - so you can shape your cover to suit your needs and budget. Healthier Solutions also includes added value benefits, such as 24 hour GP and Stress Helplines and MyHealthCounts - an on-line wellness tool to help you manage your health and wellbeing. And, as part of the British Helicopter Association you will also receive up to 21% discount as a valued member.

#### Cash Plan

My Health Cash Plan from Aviva is the affordable way to cover your health, with between 60 - 100 % cash-back to pay for those everyday health costs, such as prescription, dental and optical bills and health screens. It also lets you choose how much cover you have and how you spend your bills - plus you get extras like 24 hour GP and Stress Helplines and gym members

**Please contact the BHA office for further information.**

## BHA INFORMATION

### The Eric Brown Award 2016

The 2016 Eric Brown Award was presented to Rick Cawley at the BHA Annual Dinner in November. Rick provided technical support for the Eurocopter / Airbus Helicopters and has continually represented UK interests with the parent company and actively supported UK operations.



## **New BHA Secretary**

As from January 2017, Jo Noble will be taking over from me as BHA Secretary. Jo has worked with me for the last two weeks to get used to things and can't wait to get started in January!

I would like to say a very big thank you to everyone for their help, support and friendship over the past eight years. I will miss the BHA but I am looking forward to making a start on my retirement list of 'things to do' in the New Year!

Wishing you a Merry Christmas and a Happy, Healthy and Prosperous New Year

Cheryl

## **BHA MEETINGS and EVENTS 2017**

18 January -	Offshore Committee, Bristow Helicopters, Aberdeen
01 February -	Council of Management, Fairoaks
08 February -	Emergency Services Committee, Fairoaks
01 March -	Technical Committee, Fairoaks
29/30 March -	Chief Pilots Course, Fairoaks and Gatwick
26 April -	Council of Management, Fairoaks
19 July -	Council of Management, Fairoaks
21 September -	BHA Golf Day, Temple Golf Club, Henley
04 October -	Council of Management, Helitech (TBC)



## **BHA ANNUAL DINNER SPONSORSHIP**

The BHA would like to thank the following companies for their kind sponsorship of the BHA Annual Dinner 2016:

- **Airbus Helicopters UK Ltd**
- **Helitech International**
- **HQ Aviation Ltd**
- **Sloane Helicopters Ltd**
- **Starspeed Ltd**

## **BHA OFFICE CLOSURE**

The BHA office will close on Thursday 22 December and reopen on Tuesday 3 January 2017. Should you wish to contact the Secretariat during this period, details of how to do so will be available on a pre-recorded message on the office answering service.

### **ADVERTISE ON THE BHA WEBSITE**

Space is now available on the BHA website for your advert at a cost of £300 for 3 months, £600 for 6 months or £1200 for 12 months. If you would like to take advantage please contact:

Please contact the BHA  
Telephone: 01276 856100  
Facsimile: 01276 856126

Email: [info@britishhelicopterassociation.org](mailto:info@britishhelicopterassociation.org)