

# **Onshore Helicopter Review Airworthiness Update**

**Rotorcraft Seminar 2019**

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# Scale & Scope

- c.781 helicopters
- Fleet Diversity - single engine piston engines (Non-Complexed) through to a single S92 - 26 different types
- Mix of operations - HEMS, Police, SAR, Aerial Survey, SPO, NCC, VIP, Private.....
- Utilisation - 1fh per annum – 1000fh per annum for Police and some high utilisation Air Ambulances
- Varied bases, maintenance facilities and CAMO's



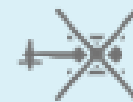
## Into perspective

In comparison to other aviation sectors, the onshore helicopter activity represents:



**4.9%**

Of the total hours flown



**5.5%**

Of the fleet of UK registered aircraft



**1.5%**

Of the MORs reported to the UK CAA

# Progress and Challenges

- It has longer than we hoped and thought.....
- Joining up the document.....
- EASA engagement.....
- Review.....

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# Engagement & Feedback

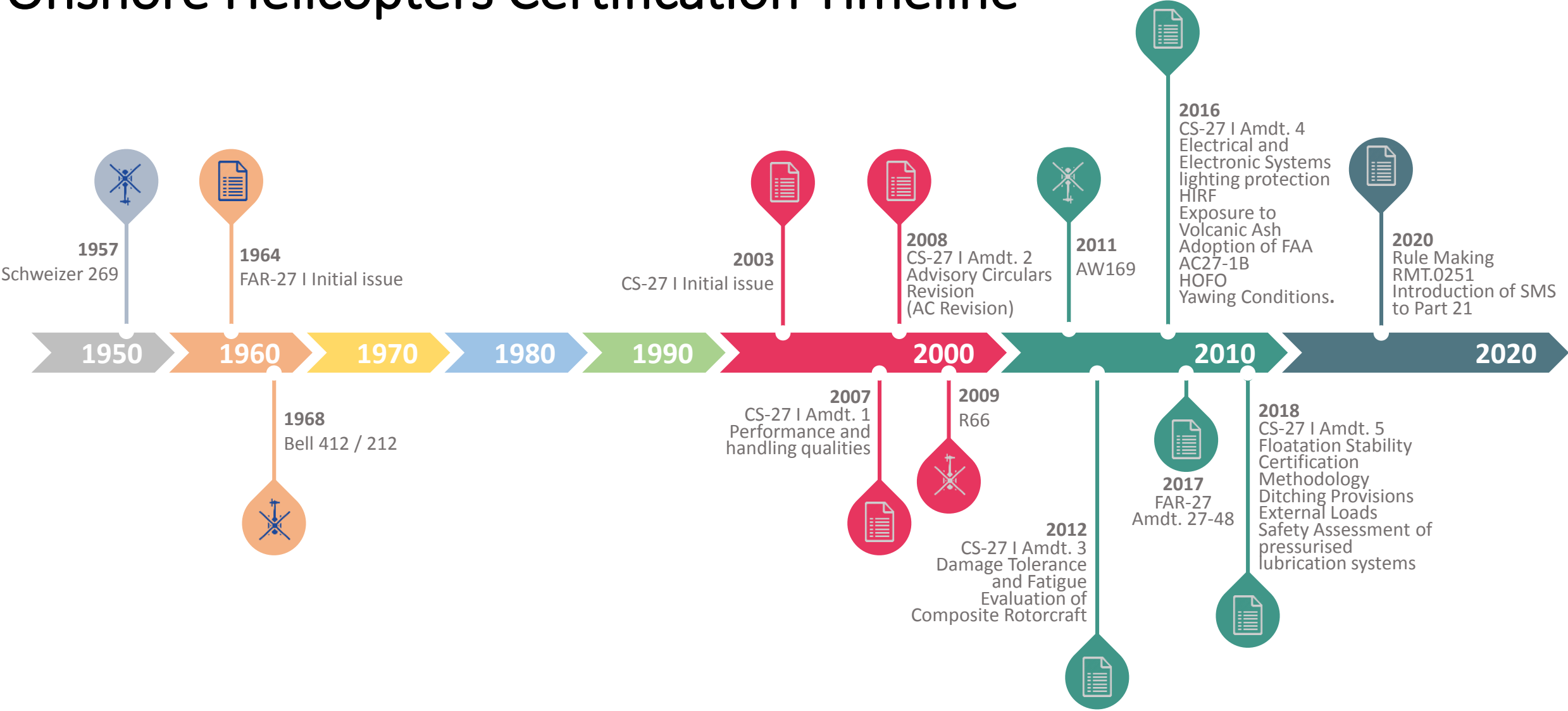
## What is the story?

- Industry engagement has been extensive
- Cultural shift within the helicopter industry
- The sum of marginal gains – that can make a difference



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# Onshore Helicopters Certification Timeline



# Key themes and Insights

**OEM /EASA /  
Ambition to  
change design**  
Low

Maintenance and  
Cont Airw Staff  
**Recruitment**  
Challenging

**Aircraft Age**  
Some 50+ years  
but some new  
tech

**Reporting Culture**  
Could be  
improved  
Non complex

**Utilisation**  
Generally low  
with higher  
pockets for  
Emergency  
services

**VHM**  
Applicability to  
onshore operations  
(proportionality  
key)

**Role of Cert  
Holder**  
A/c designed to  
older design  
standards

**Ageing Fleet  
Issues**  
Obsolescence,  
Parts avail, etc.

**Aircraft Maint  
Programmes**  
Nos to manage,  
config, penalty  
factors

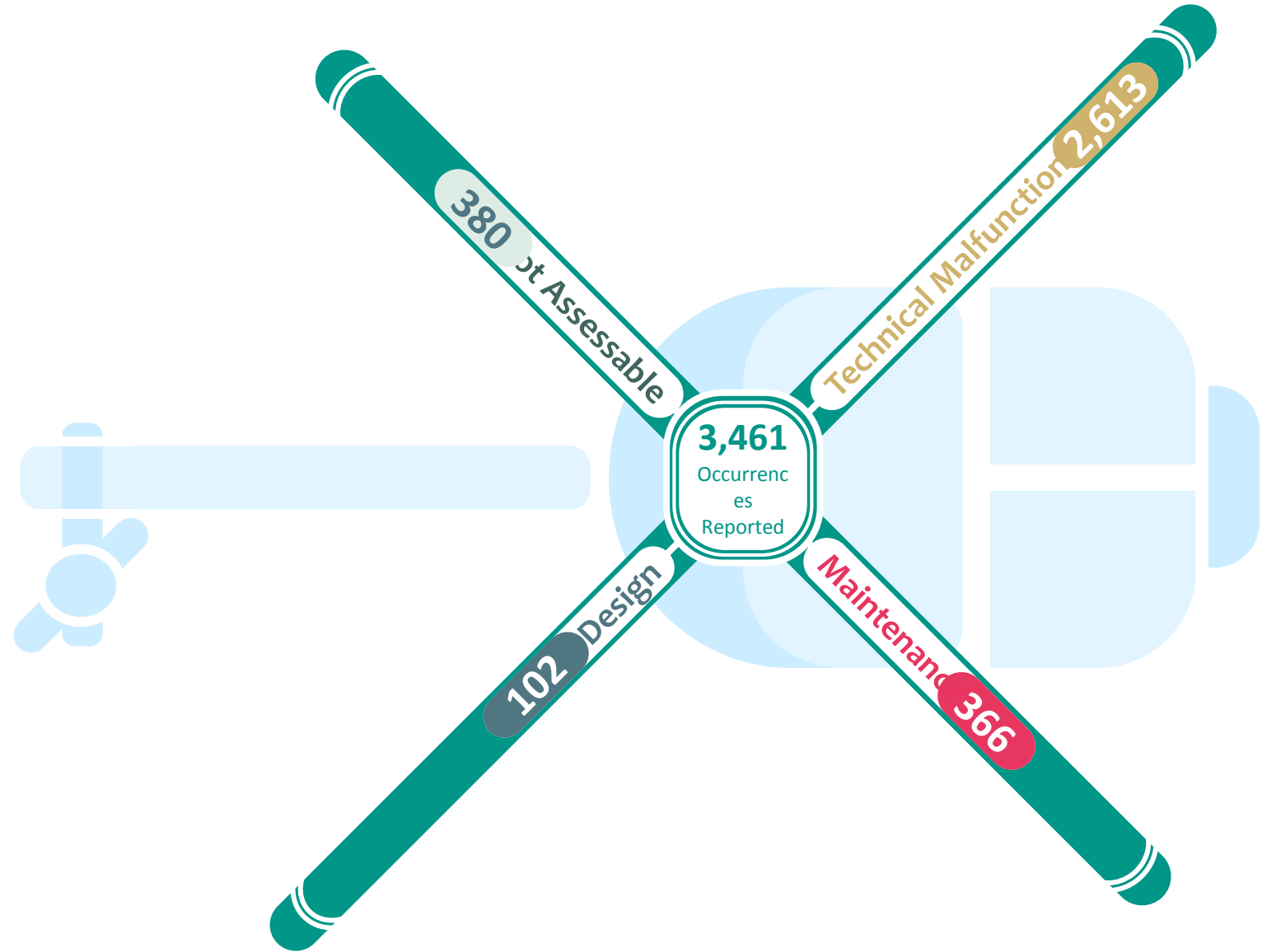
**Reliability Data**  
Later tech early  
adoption & fleet  
size  
Issues'

**Maintenance Standards**  
MOR High proportion of maint  
error, incomplete maint or break in  
task evens

**Personnel Issues**  
Experience,  
Knowledge,  
Training &  
Competency,

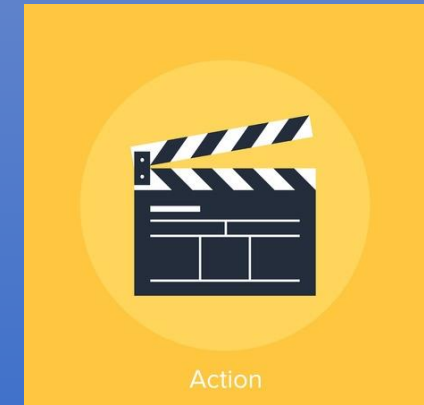
**Continued Airworthiness  
Management**  
Poor cont airworthiness  
management or maint programme  
leading to maint overflown

# MOR Breakdown



# Actions and Recommendations

- Actions and recommendations
  - Actions for the CAA 13 Airworthiness
  - 5 EASA recommendations





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Thank  
You



Questions