



ICAR Air Rescue Commission

Report to the Air Rescue Commission Delegates and Colleagues

By Charley Shimanski, AirCom President, and Renaud Guillermet, AirCom Vice President
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SUMMARY OF THE JANUARY BOARD MEETING PERTINENT TO AIRCOM

The ICAR Executive Board met on January 16 and 17 at the REGA Headquarters in the Zurich Airport complex for two days of discussions. Key elements of those meetings included:

- Promotion to our membership in an effort to identify strong candidates for three open Board positions. They are Vice President, Assessor, and President of the Avalanche Commission.
- Discussions about future venues for ICAR congresses

The Board will extend its meeting time in August so that it can address strategies for the growth of ICAR going forward.

SUMMARY OF EFFORTS SINCE THE 2019 CONGRESS IN ZAKOPANE, POLAND

The ICAR Air Rescue Commission (“AirCom”) submits the following update on activities and strategies pertaining to the AirCom.

In the months since the last 2019 Congress in Zakopane, Poland, the following activities have taken place:

AirCom Activity with Regulators (EASA and FAA)

The Air Rescue Commission continues to increase its efforts with the world’s top two regulators – the *European Union Aviation Safety Authority* (EASA) and the USA’s *Federal Aviation Administration* (FAA).

EASA

AirCom Vice President Renaud Guillermet continues to lead our relationships with EASA, continuing the very positive cooperation level established by former AirCom President Patrick Fauchère. Renaud was able to make an important connection to Mr. Fabrice Legay, EASA Section Manager - Medium & Light Rotorcraft. Mr. Legay attended the Congress in Zakopane, and led





the most significant presentations during the Air Rescue Commission sessions. His presentations on key areas of focus for EASA were well received by attendees. The collaboration between EASA and the ICAR AirCom is important, and our partnership was further strengthened by Mr. Legay's presence.

David Solar, Head of the EASA *Vertical Take-off and Landing ("VTOL") Department*, invited Renaud to attend the EASA Rotorcraft Symposium in Cologne Germany in early December. Unfortunately, disruptions in the French transportation systems at the time of the conference made Renaud's participation impossible. Renaud is following up with EASA leadership to gain awareness of key topics.

FAA

In the USA, AirCom President Charley Shimanski is deepening the ICAR relationship to the FAA, although attempts to further the relationships have been sidetracked by the rotorcraft leadership being engrossed in the FAA work on the Boeing 737 Max issue.



Charley has worked briefly with Matthew Rigsby, Sr. Accident Investigator at the FAA Office of Accident Investigation. Mr. Rigsby and Mr. Tom Luipersbeck are senior contacts on the HEMS side of the FAA,

Helicopter Rescue Programs

Charley continues to strengthen relationships with USA leaders of helicopter rescue programs. He attended the HAI HeliExpo Conference last week in California, and represented the ICAR AirCom at the Airborne Public Safety Association's "Rescue Summit" by delivering the opening presentation. Charley spoke at the Rescue Summit on a few key helicopter rescue accidents and incidents in the past year. He was then joined by Oliver Kreuzer of Air Zermatt in a joint presentation on trends in helicopter rescue incidents.



Presence in AirMed&Rescue Magazine

Charley has established a presence as a contributing writer in AirMed&Rescue magazine. We submitted an update on the ICAR Congress, which was published as a full-page feature in the December issue in. The article can be found at [this link](#).

The magazine leadership has expressed an interest in further partnerships with ICAR, and Charley will be pursuing additional contributions for future issues. We also hope to have a presence by the magazine at the Congress in Greece.

Drones as an Asset and Hazard in Search and Rescue

The Air Rescue Commission has identified the drones as a growing asset and hazard deserving critical focus by ICAR. *The AirCom has proposed that ICAR develop a "Drone Workgroup" consisting of two representatives from each ICAR Technical Commission.* We further propose



that the Workgroup be led by the Air Rescue Commission, and that AirCom Vice President Renaud Guillermet be the initial Chair of the Workgroup.

Charley is developing a proposal to be shared soon with the four Commission Presidents, and ultimately the Executive Board. Upon approval, the proposal will be presented to the General Assembly at the 2020 Congress in Greece.

Helicopter Manufacturers



The ICAR Air Rescue Commission leadership has further developed relationships with helicopter manufacturers that were originally established by Pat Fauchère. As a result of this continued relationship-building, the ICAR Congress included special onsite presentations of helicopters and rescue programs representing Airbus Helicopters (through EliFriulia), Bell Helicopters (through ATE Poprad, Slovakia), and Leonardo Helicopters (through Alidaunia), as well as the local Tatra Mountain Search and Rescue (Tatrzańskie Ochotnicze Pogotowie Ratunkowe (TOPR)). Air Rescue Commission delegates and pilots

experienced these helicopters first-hand, through live test flight operations and field demonstrations. The Grand Nosalowy Dwór hotel was the perfect venue, as it included a helipad and other open spaces that were suitable to host three helicopters at the same time.

Charley met with leadership of Airbus, Bell, and Leonardo helicopters while attending the HAI Heli-Expo conference.

Airbus Helicopters

Renaud continued to develop strong relationships with Christian Fanchini, head of operational Marketing at Airbus Helicopters. Renaud also attended the Airbus Customer Advisory Team session dedicated to the Public Services configuration of the H160 on April 24-26 in Marignane France.

The ICAR Air Rescue Commission is privileged to have long and productive relationship with Airbus, thanks to Renaud's great work, and to the efforts of Pat Fauchère.

At the Congress in Zakopane, Airbus treated more than 20 AirCom pilots to test flights of the Airbus H-145T2 through EliFriulia, an Italian rescue service.

Bell Helicopters

Charley and Renaud also connected with representatives from Bell Helicopters, and Charley is further developing relationships with leadership from Bell at its USA headquarters.

Bell Helicopters also participated at the Zakopane Congress with an EMS-configured Bell 429 through ATE Poprad, Slovakia.



Leonardo Helicopters

We are excited to renew our relationship with Leonardo Helicopters. Leonardo (through Alidaunia) also provided several test flights at the Congress, and performed a rescue demonstration during the plenary field day as well.

Congress in Zakopane

This year, more than 95 representatives from 27 countries and 67 rescue agencies participated in ICAR Air Rescue Commission sessions. Presentations by an assortment of rescue experts worldwide included reports on:

- Accidents and incidents in 2018 and 2019
- VFR air-to-air collision prevention/Limitations of 'see and avoid'
- A 1,000-meter longline recovery in Norway
- Drones as assets and hazards
- Teamwork in HEMS
- Critical incident support – psychological first aid.
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Establishing a Structure for AirCom Annual Congress sessions

We have created a more formal structure for AirCom meetings at the Annual Congress. These include:

1. A pre-conference AirCom social “meet and greet” meeting at a local location to help with federating AirCom members. This took place on 8 October alongside the Airbus helicopter at the hotel in Zakopane.
2. “Table Tents” with each participant’s name and agency at their seat so that participants can identify each other throughout the Congress
3. Host Team begin our AirCom meetings with a “welcome” and short presentation on their program and capabilities. We are grateful to Andrzej Górka of TOPR for his presentation in Zakopane.
4. We include presentations by high-level representatives from our regulatory agencies such as EASA and Mr. Legay in 2019
5. We engage delegates in reporting accidents/incidents at our Congress, and hope to conclude those reports with a group discussion about key trends in incidents and accidents, and what can ICAR AirCom be doing about these.
6. We conduct live demonstrations/test flights of new helicopter models, and are grateful to Airbus, Bell, and Leonardo Helicopters for their participation in Zakopane.
7. We offered all ICAR AirCom members to give a short (2-3) minute presentation so that everybody can easily identify members and learn capabilities of programs worldwide. Approximately 12 agencies gave presentations; however, this model is under consideration for next year, as several presentations ran well beyond the prescribed 2-3 minutes, causing scheduling concerns.

Integration of AirCom into Future Congress Practical Days

In the past few years, the AirCom has provided an opportunity to its pilots to fly in new helicopters presented by manufactures such as Airbus, Bell, and Leonardo. In some cases, these flights took place during the Practical Day, which means that as many as 25 AirCom delegates (mostly pilots) did not attend the Practical Day. In Zakopane, AirCom leadership coordinated a demonstration of one of those helicopters during the practical day.



The AirCom leadership looks forward to determining a way in which we can engage the helicopter pilots in a meaningful exercise during that Practical Day.

AirCom Engagement in the DiMM Alpine Helicopter Rescue Specialty Course Module (AHEMS & Alpine Flight Crew Emergency Survival Training AFCEST)

As mentioned in our last report, the medical commissions (MedCom) of UIAA and ICAR, together with the International Society for Mountain Medicine (ISMM) established requirements for a formal Diploma course in August 1997. Many course organizers adopted these standards and the resulting *Diploma in Mountain Medicine* (DiMM) has become a widely respected qualification.



The DiMM includes a specialty “Alpine Helicopter Rescue Specialty Course Module (AHEMS & Alpine Flight Crew Emergency Survival Training AFCEST)” The module is intended to support the work of health care professionals who are part of an alpine helicopter emergency medical system (HEMS) team and to provide essential tools for post-crash or stranding situations.

Several leaders of the DiMM program gave an enlightening presentation on the DiMM and its specialty helicopter module at the Congress in Zakopane. Jason Williams, Chair of the DiMM Regulation and Assessment Committee, led the presentation. Jason has offered the ICAR AirCom leadership a chance to work with the DiMM leadership to review the curriculum for this component, and offer wisdom that may inform future development of the helicopter-specific programming. In particular, ICAR AirCom hopes to include AirCom representatives in the further development and refinement of module curriculum.

Establishing “Internal Regulations” for AirCom

The AirCom established draft Internal Regulations modeled after the framework established by John Ellerton and the ICAR MedCom. This document establishes key objectives for the commission, and set important requirements and guidelines. We presented a draft of these Internal Regulations to the AirCom delegates for discussion in Zakopane in October, and the delegates agreed to the regulations after a few important adjustments. We will present the latest Internal Regulations at the 2020 Congress in Thessaloniki Greece.

Solicitation of New Sponsors to ICAR

We are aggressively soliciting corporate “sponsors” to ICAR so that we can offset the costs of our liaisons attending important events worldwide. These include

- Airbus Helicopters
- Bell Helicopters
- Leonardo Helicopters



2019 Financial Expenditures

In 2019, we exceeded the 3000€ AirCom budget to support our representatives' travel to EASA, FAA, and industry conference events. We were not able to attend all possible events (for example the Airborne Public Safety Association's Conference in July). We further limited our length of stay at the 2019 HAI conference due to budget constraints. Our need for more travel will grow in the coming years, and Charley is working with the Executive Board to address this need.

Conclusion

If you have any questions, comments or concerns about the contents of this report, please contact ICAR AirCom President Charley Shimanski at charley.shimanski@gmail.com

Thank you.