



Air Rescue Commission

Annual Report

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Charley Shimanski

Air Rescue Commission President

charley.shimanski@gmail.com

Renaud Guillermet

Air Rescue Commission Vice President

r_guillermet@hotmail.com

Overview

In the following pages, we report on many activities and issues facing the ICAR Air Rescue Commission, including:

- EASA (European Union Aviation Safety Authority)
- FAA (Federal Aviation Administration – USA)
- Helicopter Rescue Programs
- DiMM Alpine Helicopter Rescue Specialty Course Rescue Programs
- Annual Congress Presentations
- AirCom Strengths
- AirCom Challenges
- Additional Strategies

EASA

In November 2018, AirCom past President Pat Fauchère and Vice President Renaud Guillermet were invited by French state aircraft technical authority (DGA which is in charge of Air Force, Navy, Army, Gendarmerie, Sécurité Civile and Customs aircrafts).to make a presentation. In addition to French military forces and state services delegates, Renaud reports the presence of:

- M. Lionel Tauszig, EASA (PCDS regulation update)
- REEL (rescue winches designer)
- Airbus helicopters (2 presentations: external loads and helicopters service life limits)
- Petzl.

EASA

AirCom Vice President Renaud Guillermet leads our relationships with EASA, and has invited EASA to join ICAR at the Congress in Zakopane. Mr. Fabrice Legay, Section Manager for Medium & Light Rotorcraft, will be available to present at the World Congress.

EASA has previously expressed interest in our feedback about winch operators' safety harnesses has sought about our opinion about “front attachment” harnesses (which seems to be the direction that the USA FAA is going) or “rear attachment.”

FAA

In the USA, AirCom President Charley Shimanski will be deepening the ICAR relationship to the USA's Federal Aviation Administration (FAA). On the FAA's Helicopter Emergency Medical Society (HEMS) side, Charley has worked recently 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.

On the Human External Cargo (HEC) side, Charley is developing relationships with Mitch Soth and Rob Soluren, subject matter experts at the FAA on HEC regulations.

Helicopter Rescue Programs

Charley is also working to strengthen relationships with USA leaders of helicopter rescue programs. He briefly attended the Helicopter Association International (HAI) “HeliExpo” Conference in early March and represented ICAR AirCom at the Airborne Public Safety Association’s “Rescue Summit” to strengthen relationships. Charley delivered the opening speech at the Rescue Summit, presenting the history of ICAR and its Air Rescue Commission, while also highlighting a few key helicopter rescue accidents and incidents in the past year.

Helicopter Rescue Programs

Vice President Renaud Guillermet has developed strong relationships with Airbus Helicopters. Based on his emerging relationships with Airbus, Renaud attended the Airbus Customer Advisory Team session dedicated to the Public Services configuration of the H160 that was held on April 24-26 in Marignane France.

Charley also met with representatives from Airbus and Bell Helicopters at the HAI Conference. Airbus, Bell, and Leonardo helicopters are all presently scheduled to attend the upcoming ICAR Congress in Zakopane.

DiMM Alpine Helicopter Rescue Specialty Course Rescue Programs

The medical commissions of UIAA and ICAR, together with the ISMM established minimal 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 services (HEMS) team and to provide essential tools for post-crash or stranding situations.



DiMM Alpine Helicopter Rescue Specialty Course Rescue Programs (continued)

The ICAR Air Rescue Commission leadership has an opportunity to review the curriculum for this component, and to offer any wisdom that may inform future development of the DiMM. In particular, ICAR AirCom may propose inclusion of an ICAR AirCom leader in the further development and refinement of module curriculum.

Annual Congress Presentations

Topics at the Annual Congress will include:

Incidents/accidents, Trends and Concerns

EASA update

Presentations by Airbus, Bell and Leonardo Helicopters

Drones? Assets and Hazards - AirCom Discussion

Internal Regulations, Charter, and Goals

Teamwork in HEMS

Winch operators rating

1000 m Longline Rescue from Troll Wall

Alpine Helicopter Rescue Specialty Course Module

Future Issues facing AirCom, Group Discussion (All Delegates)

AirCom Wrap Up, Group Discussion (All Delegates)

VFR Air-to-Air Collision prevention/Limitations of "see and avoid"

AirCom Strengths

1. **Culture**: The culture of the AirCom is very strong. Aviation rescuers are part of a very unique “family.”
2. **Experience**: We have vast experience, including pilots, rescue crewmembers, medical experts and program managers.
3. **History**: Our long and successful history has established us worldwide as subject matter experts in helicopter rescue in the mountain environment.
4. **Commission Growth**: The success of ICAR has resulted in growth in the Air Rescue Commission. In 2015, we had 41 AirCom attendees at the Congress, in 2018 that number grew to 70.

AirCom Challenges

1. **Growth of the AirCom:** The AirCom has seen significant growth year-over-year. In 2015, we had 41 attendees, in 2018 that number grew to 70. This means that our Congress sessions take place in a large room with many participants. This makes individual participation difficult.
2. **Turnover of delegates:** Many delegates from ICAR member organizations may come for one or two years only and then are changed by their organization.

Additional Challenges

3. **English as the primary language:** Many of our organizations' delegates have limited proficiency with English as the primary language for ICAR meetings.
4. **Different disciplines:** We have different disciplines in the room – pilots and rescuers – each of whom may have a different perspective on challenges to our industry. We may need to consider offering Congress AirCom “breakout” sessions to allow each discipline to discuss its unique concerns.

Long Term Strategies

Establish “Internal Regulations” for AirCom

The “AirCom” is establishing “Internal Regulations” modeled after the framework established by John Ellerton and the ICAR MedCom. This document will establish key objectives for the commission, and set important requirements and guidelines

Thank you

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r_guillermet@hotmail.com