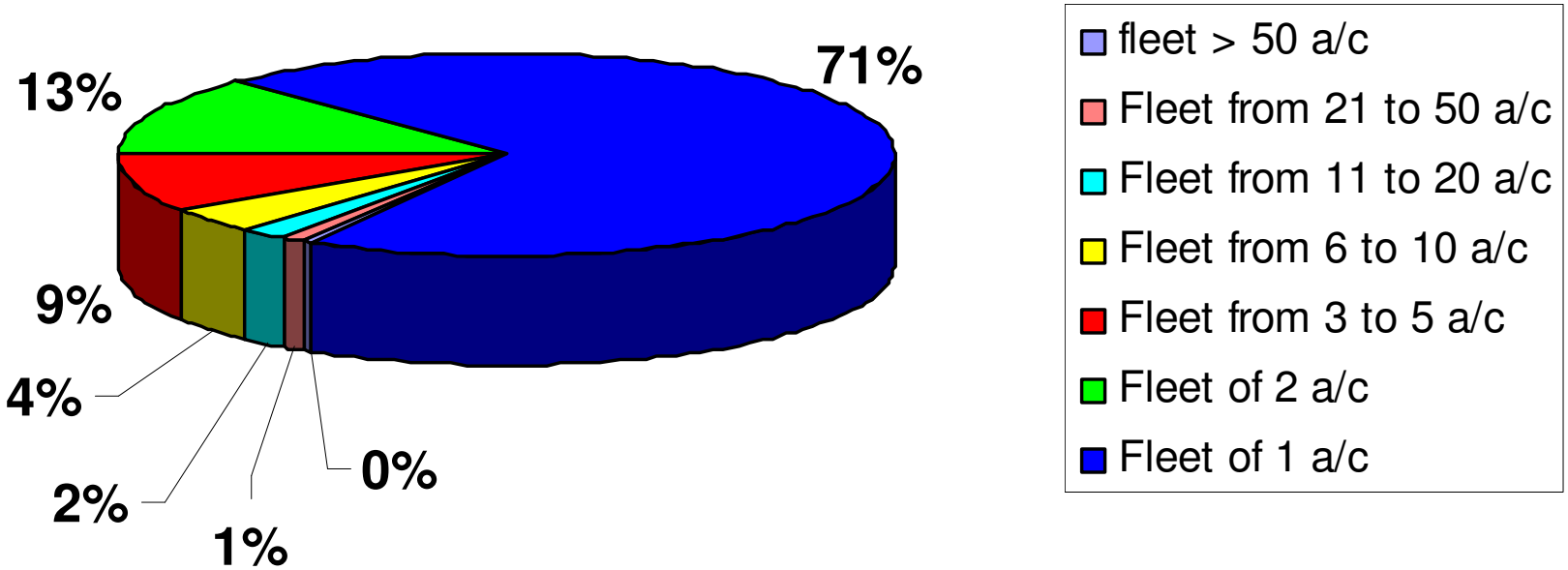
New European Helicopter Association

EASA workshop

Cologne, 2-3rd December 2009

Mr. Vittorio MORASSI

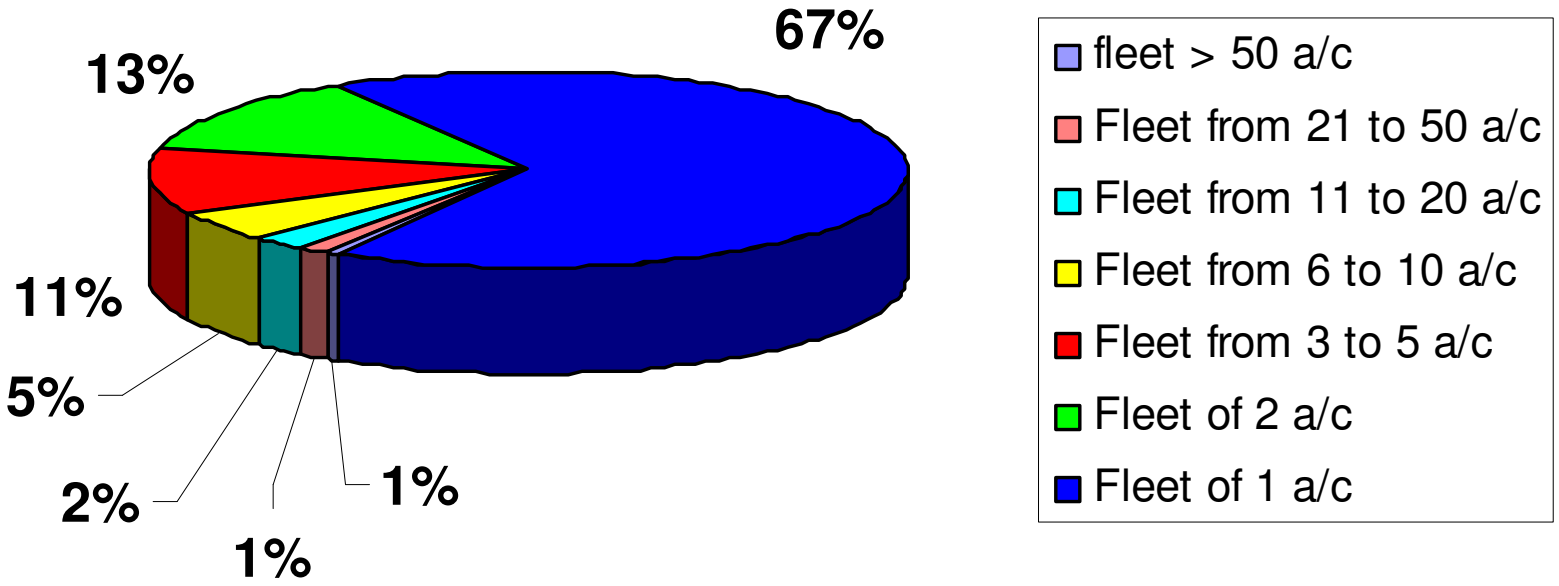
Western European Operators
Fleet size



Total fleet (units)	4.259
Number of Companies	1.600

Sept. 2009

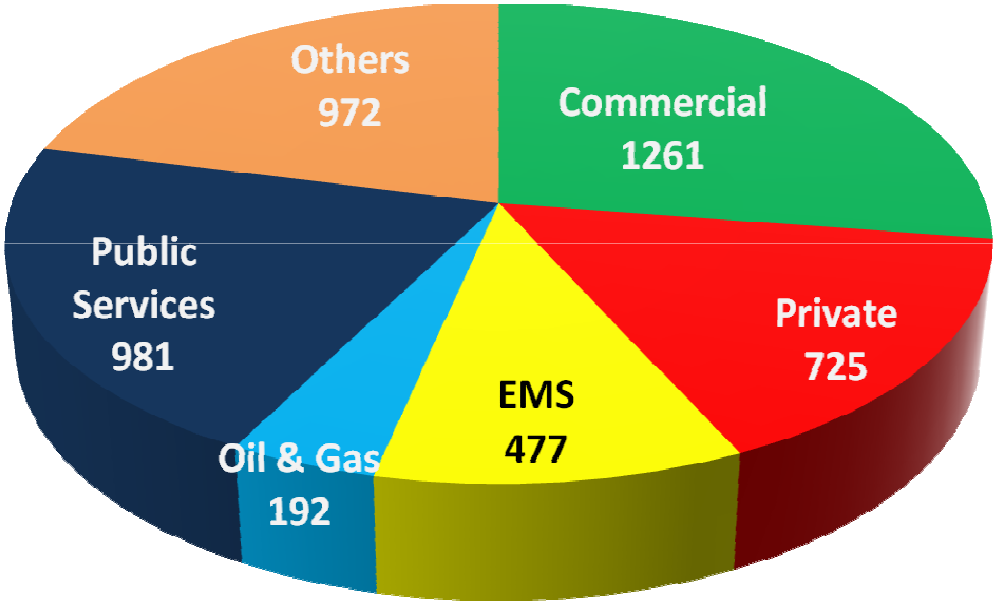
Western & Eastern European Operators Fleet size



Total fleet (units)	6.960
Number of Companies	2.000

Sept. 2009

Western European helicopter fleet mission breakdown



Mission	Tot.
Commercial	1.261
Private	725
EMS	477
Oil & Gas	192
Public Services	981
Others	972
Total Fleet (turbine+pistons)	**4.608**

Year 2008

Current Market Status

AgustaWestland

eurocopter
an EADS Company

Global turnover (mil €)	7.535
N° Employees	22.400

EU rotorcraft Industry (Manufacturers & Operators)

26,5 billion € Gross Value Added (GVA)

Current Market Status

Off-Shore

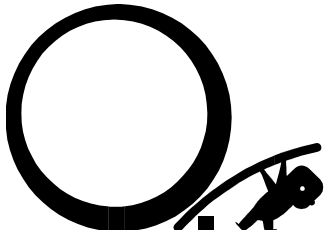
HEMS, Civil Protection, Fire Figthing etc.

Private, Air Taxi, Corporate, etc.

- 60%

Safety of Operations

Although the situation appears to be very difficult



NO impact on
Safety of Operations

Proportionate and affordable rules and regulations

Regulatory framework

1. EU Institutions (Parliament, Council and Commission)

2. European Aviation Safety Agency-EASA

3. National Aviation Authorities-NAA

Regulatory framework

1. EU Institutions

- **European Trading Scheme-ETS**

Helicopters with MTOW of less than 5.700 Kg are excluded.
Operators emitting less than 10.000 tons of CO_2 annually, can use a simplified reporting procedure (still to be confirmed).

- **Security**

Helicopters can derogate from the common basic standards for civil aviation security, thereby allowing members to adopt alternative security measures with the approval of their National Authorities, tailored to the helicopter operations needs.

Regulatory framework

2. EASA – OPS NPA

EHA request		EASA reply
To take care of the specificity of the rotorcraft.	→	Appointment of two focal points for GA and helicopters.
Reconsider the structure of the rules to take more into account the type of operations.	→	Under evaluation.
Reconsider over-restrictive rules, not justified by safety reasons, for certain type of operation.	→	EASA reconfirmed the will to be “a light regulator” and promised to consider the points of major concern for the Operators.
Single engine operations over hostile environment.	→	EASA is prepared to re-consider the matter.

Regulatory framework

2. EASA – OPS NPA

EHA request		EASA reply
To be involved in the development of a specific Flight and Duty time Limitations scheme for GA and helicopter operations because airline rules under Sub Part Q do not suit the helicopter Operator's needs.	→	EASA is in the process of transcribing EU-OPS Subpart Q FTL provisions for CAT with aeroplanes. The work on GA and helicopters will start soon.
More progressive licensing structure in Part-66 (part M).	→	EASA is already looking into the matter.

Regulatory framework

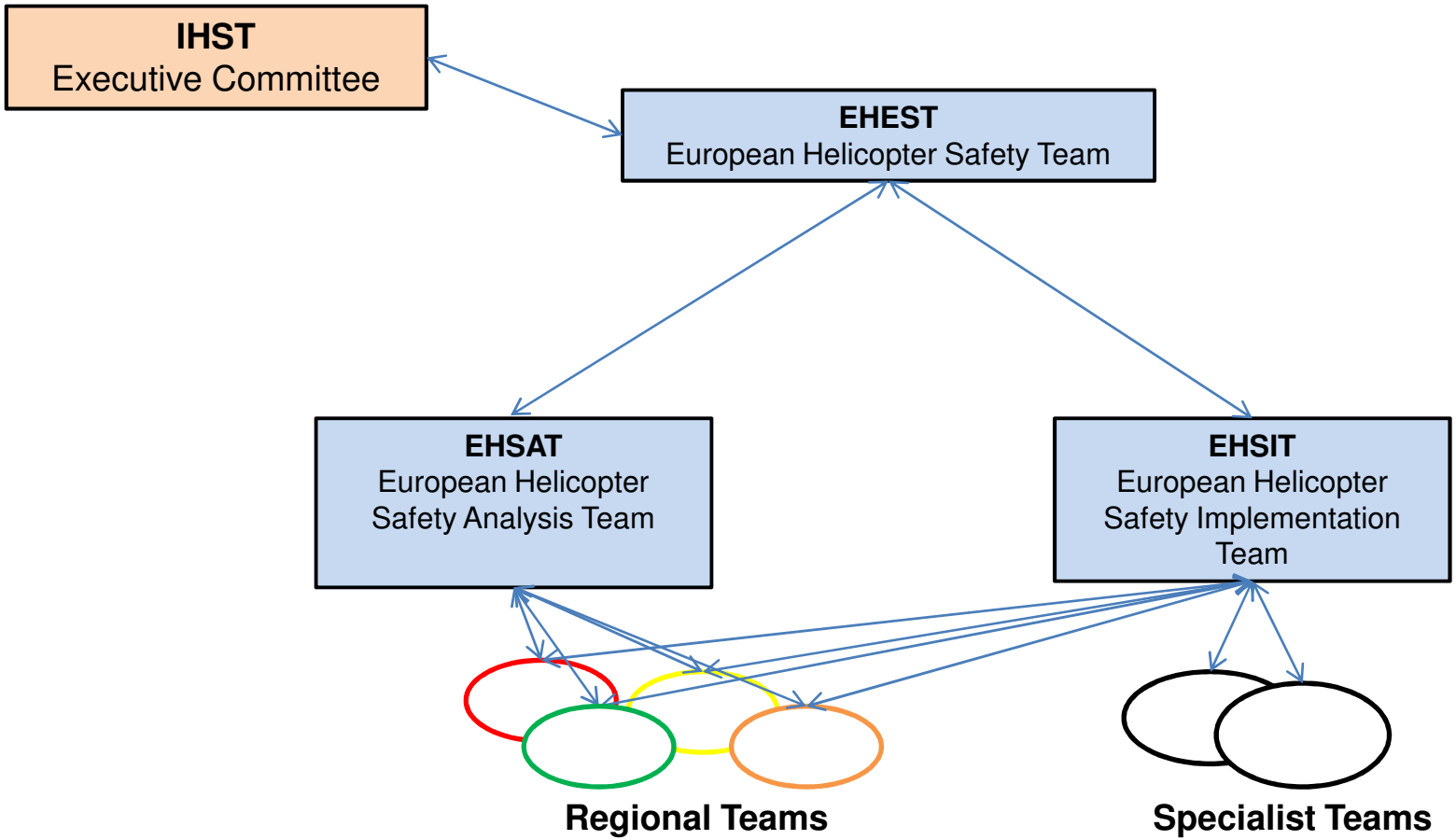
2. EASA – OPS NPA

New EHA proposed to EASA to provide specialists acting as "Consultants" (free of Charge), during the drafting process and participate to the review groups.

EASA has actively encouraged Industry participation in the Review Groups.
(Activity will start December 2009).

Regulatory framework

2. EASA - Safety Initiative



Regulatory framework

3. National Aviation Authorities-(NAA)

- Different rules applied in different EU Countries.
- Different interpretation of the same rule in different Countries.

EASA has, for the time being, no competence to impose a legal interpretation of rules to Member States however EASA agreed to play an active role for a more harmonized interpretation of the helicopter related rules across Europe (part M, part 66, etc.).

Thank you
for
your kind attention