

HELI-UNION UNIVERSE



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STRIVING TOWARDS
EXCELLENCE AND SUCCESS
TOGETHER AS A COMPANY, A TEAM AND A FAMILY



Patrick Molis
CEO and Chairman of Héli-Union

Greetings from the CEO and Chairman of Héli-Union

Our industry has been facing a difficult period for the past few years. Established in 1961, Héli-Union has stumbled upon these challenges throughout its history. Nevertheless, we always manage to emerge from this situation through the dedication, motivation and expertise of our team.

Our new premises in Toussus-le-Noble allow Héli-Union to consolidate all the skills and abilities at the same location. Our presence in the industry has also been reinforced with the new fleet introduction of 6 AW139s (in which some of them are configured to a higher gross weight kit of 7.000kg), the new clients (British Gas and Woodside), the new base in Tanzania, the new GNSS approved FTD MCC simulation system for helicopter type H135 and the latest addition to our activity list: LIMSAR (Limited Search and Rescue).

The past few years have had a significant impact on all of us, but I would like to thank the whole team for their significant support and dedication during these challenging times. This year ahead will bring its own challenges but by working together as a team and putting our clients first, I am certain that we can arise from this situation.

On behalf of Héli-Union and team, we wish you all a prosperous 2017!



NEW OFFICE INAUGURATION IN TOUSSUS-LE-NOBLE FRANCE

Mr. Patrick Charles, the Mayor of Toussus-le-Noble with Mr. Patrick Molis, the CEO and Chairman of Héli-Union

THE NEW HEADQUARTER OF HELI-UNION WAS INAUGURATED IN TOUSSUS-LE-NOBLE ON FRIDAY, JUNE 24, 2016

The inauguration of the new building was commemorated at the same day as Saint-Jean's day, the annual tradition of Héli-Union that was initially intended to celebrate Mr. Jean-Claude Roussel, the founder of Héli-Union. Today, Saint-Jean's day is celebrated to welcome summer and to reunite close to 200 workers, clients, as well as other important partners together.

Héli-Union maintenance and service activities have been active in Toussus-le-Noble since 1986. Its presence in Toussus-le-Noble was reinforced as Héli-Union Industry was officially established in 1994.

The new premises provide the team with a modern and ergonomic working environment, featuring spaces for interaction, with some areas designated for collaborative working. As mentioned by Mr. Patrick Molis, the CEO and Chairman of Héli-Union, bringing together all the

Paris-based team and Héli-Union Industry team, a total of nearly 200 people who were previously separated, will enable the company to develop further synergies among the different divisions.

The inauguration was made official as the Mr. Patrick Molis and Mr. Patrick Charles, the Mayor of Toussus-le-Noble cut the ribbon of the new office building together.

Héli-Union was founded in 1961 by Jean-Claude Roussel, whose passion towards helicopters had led him to create a company that serves the helicopter transport industry. After 55 years of service in the helicopter industry, Héli-Union has lived up to its reputation due to its long-standing experience in the industry, unbridled dedication to customer satisfaction, and a highly reliable team. Today, the company owns more than 40 helicopters with a current global presence in almost 10 countries.



Hélicoptère-Union H225 helipad landing in Myanmar

HELI-UNION RECEIVED AN APPRECIATION CERTIFICATE TO ACKNOWLEDGE ITS SAFE AND EFFICIENT SERVICE

Hélicoptère-Union received an Appreciation Certificate to acknowledge its safe and efficient services for Woodside's initial exploration campaign in Myanmar. The certificate was presented by Woodside's Company Representative to Hélicoptère-Union in February 2016, with a presence of an Airbus helicopter delegate.

The campaign marks Myanmar's first offshore operation utilising H225 (formally known as the EC225). The aircraft, operated by Hélicoptère-Union, was used for a long range crew change operation that lasted for 3 months. The main mission of the contract was for personnel transportation from Yangon Myanmar facility to Woodside's AD-7 and A-6 blocks with the furthest distance travelled up to 300Nm per trip.

Hélicoptère-Union also provided the first ever LIMSAR service in Myanmar throughout the exploration campaign with its AW139 helicopter, equipped with a capable external rescue hoist. Just last year, Hélicoptère-Union announced its partnership with Priority 1 in launching commercially based offshore helicopter Search and Rescue (SAR) services for oil and gas companies. The service focuses on critical emergency response and support high demanding operations. This enables Hélicoptère-Union to offer an improved and comprehensive service to its clients worldwide.

Hélicoptère-Union's history in Myanmar dates back to the 1980s when Hélicoptère-Union first entered the growing market for a seismic operation with a Puma helicopter. Hélicoptère-Union continued its activities in the country with an Alouette helicopter until 1992. In 2008, Hélicoptère-Union decided to return and strengthened its presence in South East Asia by establishing a dedicated office in Yangon, Myanmar.

Today, Hélicoptère-Union continues to maintain a strong business presence in Myanmar. The company deploys several aircrafts in the country from AW139, H225 to S76 C++. Years of experience has given Hélicoptère-Union the ability to operate from any bases in Myanmar, as requested by the clients.

With contracts from international oil and gas providers, Hélicoptère-Union's presence in the country grows continuously throughout the years. The company has excelled during 8 years of its full integration within the country and shall continue on providing the best, efficient and safe services for its clients.

HELI-UNION AW139 WEIGHT CONFIGURATION

Héli-Union is collaborating with Leonardo Malaysia to modify another of Héli-Union AW139 helicopter from 6.800kg to 7000kg. The 200kg increase allows the aircraft to be in the same level as other large aircraft types. This is not Héli-Union's first upgrade of its AW 139s. This soon-to-be modified AW139 will join two other Héli-Union AW139s that have been previously configured to 7t.

The modification will be performed jointly by the two companies in Leonardo Malaysia base. Héli-Union sent 3 of their dedicated engineers specialised in B1-

Mechanics and B2-Avionics to carry out the assignment in Leonardo Malaysia base. With access to the hangar and tools, the three Héli-Union engineers will be working together with several other engineers from Leonardo Malaysia. The newly modified AW139 helicopter will be mobilised for an offshore personnel transportation mission for one of Héli-Union oil and gas clients in Myanmar.



HU AW139 is being modified in Leonardo Malaysia base



HMSA Hangar and Maintenance Service

HMSA OBTAINED TURBOMECA LEVEL III PERFORMANCE APPROVAL

Helicopteros Marinos SA, or better known as HMSA, a subsidiary of Heli-Union in South America, has obtained the approval from Turbomeca (Safran Helicopter Engines) to perform level III maintenance for Arriel engine family in December 2016.

HMSA has sent two of their technicians to receive theoretical formation in Safran Canada and the auditing of practical maintenance will take place this month in HMSA's homebase.

With this approval, HMSA will be able to perform additional maintenance activities such as Arriel TU360 application. HMSA is proud to extend their client reach and enhance their services for customers operating in South America. The company has operational bases in Argentina and in Uruguay.

In Tierra de Fuego, Argentina, HMSA has been working from two bases, Río Cullen and Río Grande, where they support offshore production activities of an international oil and gas company. In Uruguay, HMSA operates as HMU SA in off-shore activities with Dauphin SA365.

HMSA's main base is located in Buenos Aires, where they have an Airbus certified maintenance center and Safran Helicopter Engines-approved Service Center. In this workshop, HMSA is able to maintain helicopters such as BK117C1/C2, Dauphin AS365, H120, H130, H125, A109 C and B407.



HELI-UNION AND TURBOMECA ANNOUNCE THE SIGNATURE OF A PARTNERSHIP CONTRACT

Héli-Union and Turbomeca (Safran) announce the signature of a partnership contract for helicopter equipment distribution within the African market dedicated to Turbomeca's engines, parts and tools.

The contract covers classic engines up to MAKILA model. The distribution area focuses mainly on African countries such as Burkina-Faso, Gabon, Cameroon, Nigeria, Angola, Ivory Coast, Ghana, Congo, Togo and Senegal. The aim of this partnership is to develop the Safran's distribution network and ensure a performant distribution service level.

Being present in the African market for almost 50 years, Héli-Union is a compatible choice for Turbomeca to expand its global reach.

Today, Héli-Union also serves international oil and gas companies for offshore personnel transportation through its bases in Gabon, Cameroon, Nigeria, Angola and Tanzania. The combination of Héli-Union's strong presence together with Turbomeca's expertise of equipment manufacturing and subsystem for helicopter engines, allows both French companies to consolidate their value-added positions in Africa and to strengthen their relationship.

Héli-Union has been operating a large fleet of Turbomeca-powered rotorcraft, including AS 332, H225 and S76C series, which are used in offshore transportation missions. The two companies has been collaborating for 50 years and has built trusts on each other over these years. Héli-Union is looking forward to the successful growth of their mutual activities in this new market.

HELI-UNION SAFETY LEVEL IS QUALIFIED AS LEVEL 3 HIGH IN DECEMBER 2016 BY PETRONAS

Petroleum Nasional Berhad (PETRONAS) performed an audit on Héli-Union to determine whether the operations provided complies with PETRONAS HSE Management System and aviation industry standards.

The audit concluded that Héli-Union is qualified as Level 3 High or HSE in the head, where it indicates that Héli-Union's system is well-functioning and has been verified. The key system procedures are documented while the results are always measured.



HELI-UNION TRAINING CENTER IMPLEMENTED THE NEW H135 GNSS APPROVED FNPT II MCC SIMULATOR

The HUTC team is proud to announce the implementation of the new FNPT II (Soon FTD) MCC simulation system for helicopter type H135. Designed by ENTROL, the simulator is equipped with a unique spherical visual system from 200°x70° at 5 different channels. The pilot's experience is totally immersed in a virtual reality. The simulator has an easy-to-use IOS, which allows the instructor to set up a lot of different scenarios, such as day or night flight, IFR, challenging weather condition among many others. The cockpit is equipped with a 3 Axes autopilot, an ACAS, a weather radar and the latest generation of GARMIN GPS: GTN 750. This equipment allows HUTC to certify the simulation tools for GNSS procedures: L-Nav and LPV. The simulator's visual areas reach Angouleme and its surroundings, oil platforms (5 repositionable sites and one fixed site), FATO (representing a hospital in

Angouleme sector) and a mountainous area.

All types of engine failures can also be simulated, making FNPT II MCC one of the most immersive flight simulators.

HUTC's FNPT II MCC for H135 allows you to carry out all the necessary trainings within your practice domains. The center offers two methods of use: Wet and Dry. Thanks to this technological breakthrough, HUTC is able to offer its expertise and know-how, while broadening its range of training courses to a more specific areas.

This GNSS approved of the latest generation simulator places HUTC among the first in France to provide simulated GNSS training. The simulator will be used for CPL (Commercial Pilot License) training while the offshore pilots will have their recurrent training with HUTC's N3 FFS.

Héli-Union Training Center or HUTC is a helicopter training center approved by EASA. Located in the Brie Champniers airport in Charente, HUTC offers a wide range of training courses, from basic pilot license (CPLH) to professional helicopter pilot license. The courses are adapted to the needs and profile of each student. Each year, the school receives more than 500 students and pilots with diverse backgrounds. HUTC operates its activities in 2300m² modern and pleasant premises.

Régis Godvin

Safety Management System and Flight Safety Director



"I am glad to be working with Hélicopter Union, the French-based offshore helicopter service provider that is globally active and constantly improving its standards."

SAFETY and SECURITY.

These are the two very familiar words to Régis Godvin, who has dedicated almost 9 years of his life to improve Hélicopter Union's safety and security measure. Régis started his journey in Hélicopter Union as a flight safety analyst and to update the operation manual part B. In 2014, his capability and experience have then earned him the position of Safety Management System Manager and Flight Safety Officer in Hélicopter Union.

As a Safety Director, Régis along with his team are responsible for several important tasks. Their main task evolves around risk management where they identify, assess and prioritise risks throughout all activities of Hélicopter Union. As a helicopter service provider that is constantly developing, the safety team has to be able to analyse any possible risks during the opening of a new base, arrival of new machines or equipment, risk reporting form, flight data, new tenders, and recently, the team has been quite busy with the new relocation of Hélicopter Union's headquarter from Paris to Toussus-le-Noble.

Other than analysing these possible risks, the safety team is also responsible in organising several risk related sessions, in order to continuously inform the employees about the importance of safety, how to proceed under any safety-related circumstances, etc.

The team collaborates simultaneously with Technical Manager, Flight and Ground Operation Manager in performing pilot and engineer recurrent trainings, as well as the personnel training according to the Safety Management System, not only in France, but also in some bases.

The team has managed to make impressive improvements this year. By collaborating with **Dux Aquilae Technologies**, a company specialises in flight data analysis and replay, Hélicopter Union has significantly improved the internal flight data analysis system. Both companies are working together in exchanging several important information which lead to more sharpened analysis on each flight performed.

The separation between the two divisions: Quality and Safety within the company a few years back allows the team to have a prominent focus on the subject they excel at. Hélicopter Union has also launched a new website dedicated to the pilots, where they can access in real time the safety reports, flight analysis and many others.

Continuous improvement is what the team is aiming for the next few years. New company policies will be produced and the team is determined to ensure that these new policies will be applied in the proper manner. They also look to develop the internal environmental awareness, to enhance the current Pilot Training Module, security manuals for the helicopters and for the establishments not only in France, but also in all the bases of Hélicopter Union (in Africa and Asia).



Photo Credit : Ines Gur



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