

HELI-UNION UNIVERSE



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HELI-UNION SAFETY CORNER

Heli-Union does not cease to improve a safe working environment and to propose a reliable service to our clients. Constant improvement has become the main focus of our Safety Department. We encourage everyone in the company to report any possible risks. These reports are delivered directly to the Safety Department and analysed by competent team to be resolved in a timely manner.

Heli-Union Safety Department regularly updates the HSE Key Performance Indicator (KPI) report to be distributed to everyone in the company. This ensures everyone to always be well-informed of the company's safety record and to be well-aware of the importance of preserving a safe working environment together.

Having bases in all around the world does not stop our Safety Department from maintaining safety, compliance and security international standards. Our Safety Department has several systems in place to continually enhance Heli-Union safety culture. These systems such as flight data analysis, a reliable reporting system, rigorous investigation procedures and responsive action plans are all carefully managed by the Safety Department.

Everyone in Heli-Union is involved in assessing any possible risks. A risk assessment procedure is advised to help people concerned to carefully analyse what might be harmful and to decide whether they are taking reasonable steps to prevent that harm. Find below the simplified version of Heli-Union risk assessment procedure which consists of three basic elements.





H225 on static display at the AFF and SAR EUROPE 2017 Nimes

HELI UNION ATTENDED THE AERIAL FIREFIGHTING AND SEARCH AND RESCUE EUROPE 2017 IN NIMES

The AFF and SAR EUROPE 2017 took place on 16 to 20 October 2017 in Nimes, France. The two events connects the world of aerial firefighters and SAR operators to help shape the tactics of the community. They were important platforms to understand the capability gaps and stakeholder priorities in the industry.

Heli-Union has been focusing on the Oil and Gas market for many years. However, with the current market situation, Heli-Union embarks upon a strategy of diversification. Hence, comes the decision to participate in the AFF and SAR EUROPE 2017, bringing along its practically new H225 as a static display to attract

Heli-Union began to plunge in the SAR industry a few years back. With partner Priority1 Air Rescue, Heli-Union has been actively providing SAR services in Myanmar. Now, Heli-Union looks even further into the market, expanding its reach not only to the Oil and Gas companies, but also to other players who are searching for a reliable and capable SAR service provider worldwide.

H225 has been the ideal aerial firefighting choice due to its capability in conveying a significant amount of water. It can be easily equipped with different firefighting systems, such as belly tank or water bucket. Heli-Union is in contact with several reliable and valid suppliers who are ready to provide different firefighting systems in accordance with clients' requirements.



HU Commercial Team with Partner Priority1 Air and Rescue



TWO AUDITORS FROM THE COMPLIANCE DEPARTMENT PASSED THE HUET PROGRAMME

On May 2017, Veronique Milliat and Jean-Jacques Guettier from the Compliance Department successfully passed the Helicopter Underwater Escape Training (HUET). This training allows them to carry out audits of offshore flights.



Helicopter Underwater Escape Training is normally provided to helicopter flight crews and offshore oil and gas industry staff who are regularly transported by helicopters over the water. HUET is for the purpose to prepare the personnel for emergency exit in the case of a crash landing over water. With their HUET certificate, Veronique and Jean Jacques are now allowed to travel to oil and gas installations/facilities via helicopter to perform direct audits.

This was also the opportunity to conduct internal audit of Héli-Union's subcontractor, Hydro Oil and Gas Training.



FIRST EASA CERTIFICATION OF AN LPV CAPABILITY ON AS332L1 WITH DIGITAL AND ANALOGIC SYSTEMS

Héli-Union has successfully obtained the first ever EASA certification of an LPV capability on AS332L1 with both digital and analogic systems. Normally, an LPV capability on AS332L1 utilises either digital or analogic system. Many companies try to improve the method by combining both systems but none succeeded, except Héli-Union. For now, Héli-Union is the only company that has been approved by EASA to apply such LPV capability on AS332L1 type helicopter.

A localizer performance with vertical guidance (LPV) approach is a modern instrument approach procedure that uses wide area augmentation system (WAAS) and very precise GPS capabilities to attain an airplane's position. This approach increases position sensitivity as the aircraft approaches runways, enabling the aircraft to be flown completely by the autopilot. With the ability of incorporating the digital and analogic systems, Héli-Union's LPV capability is able to produce a more precise position, thus decrease the risks while flying in autopilot mode.



As a reliable helicopter support services company, safety is always at the forefront of Héli-Union's daily activity. Héli-Union does not cease to improve its services, with the goal of providing only the best service for its clients. This new certification allows Héli-Union to provide a much more advanced service, thus keeping the clients helicopter flying safely anywhere and everywhere.

PBN [PERFORMANCE BASED NAVIGATION] COURSE KICK OFF AT HELI-UNION TRAINING

The first PBN training course (Performance Based Navigation) was held on August 21st and 22nd 2017 at the HUTC premises.

The course is composed of eight hours of theory and two training sessions of one hour each on HUTC Flight Training Device FTD Level 2. The two synthetic flights are respectively focusing on normal and degraded procedures. HUTC FTD is composed of EC 135 T2+ equipped with two GTN GARMIN 750 which provides an ideal combination of high level training at a very affordable cost.

HUTC plans to train a hundred pilots before the end of this year and we are forecasting a significant workload until 2020, date by which all of the pilots would have to be trained. Also, the PBN is now fully integrated into HUTC CPL/IR and IR training programmes.

Will I have a PBN qualification on my licence once the course is complete?

No, you will get a certificate of attendance upon training completion. The validation of your training shall become effective at the time of your Type Rating renewal.

The synthetic device is EC135 but I am not rated. How should I proceed?

No problem, the course we propose is a generic training approved by the French National Authorities for PBN concept learning. In your case, your company (or operator) has foreseen a complementary operational training recorded in your Operations Manual.

I don't know GARMIN 750, is this an issue?

Not really because our training course provides you with all of the technical information you need for handling PBN related functions. Furthermore, the G750 is user-friendly. Please take note that Garmin provides a tutorial if you want to become familiar with G750:

http://www8.garmin.com/support/download_details.jsp?id=9256

Am I going to be trained on 2D/3D procedures?

Yes, you will be trained on all procedures including LPV.

Do I have to complete my training prior to August 25th 2018?

No, the deadline when PBN privileges are required for IR is August 25th 2020. Nevertheless, the pilots who are IR rated w/o PBN privileges may fly, until this deadline, on routes and approaches which do not require PBN privileges. No PBN mention is required for IR renewal until August 25th 2020.

The expiry date of August 25th 2018 corresponds to the entry in force of PBN privileges through the Commission Regulation N° 2016/539 for initial IR training. For information, France has decided to bring forward this date to August 25th 2017. Accordingly, our ATO is approved for IR-PBN training.

Is it possible to include PBN training during an IR renewal or extension?

Indeed, you can ask to include PBN as part of an IR extension to EC135 type rating for instance.

For more information, please directly contact HUTC. Contact information can be found on the last page of this newsletter.

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 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.



THE MONGOLIAN DELEGATES VISITED HELI UNION IN TOUSSUS LE NOBLE AND ANGOULEME

The Mongolian appointed delegation, including the Director of Security Civil visited Heli-Union in Toussus le Noble and its training center in Angouleme.

This visit is a part of their development program to improve the country's Security Civil Service Department. The cooperation between Heli-Union and the Mongolian authority will be developed mainly around potential helicopter pilot training solution and fleet management assistance.

The delegation then flew with Heli-Union Dauphin together with Jean-Baptiste OLRÉY, Heli-Union Head of Operations and Sales to visit the French Civil Security in Nîmes.

HERVE MAUGIS

The new face of HELI-UNION TRAINING CENTER

Newly appointed as the Director of HUTC, who is Hervé Maugis and what will he bring to the company?



BACKGROUND

I started my helicopter pilot career in the French Army Aviation in 1988. Along this time, I participated to several overseas operations and involved in the operational development of warfare systems, such as Horizon (AS 332 equipped with a surveillance radar). Climbing my way up to FL150 with oxygen was an interesting experience even though this concept has been given-up since. In the meanwhile, I privately attended a CPL/IR course to enlarge my fixed-wing knowledges.

I completed my military career as flight instructor at the Franco-German training school for EC 665 Tiger crews at Le Luc. Willing to extend my knowledge of international project management, I joined a European organisation for Defence programme acquisition (OCCAR, Bonn) in 2005 where I was in charge to manage the IHM and operational design of the Tiger on behalf of France, Germany and Spain and then the Tiger aircrew training means (courses & synthetic training devices).

After having completed these duties, my desire to fly built up and led to my decision to fly with Heli-Union as AS332 L1 pilot at Tripoli. Stating that the contrast between Bonn and Tripoli was huge! This is a kind of a smart euphemism! Anyhow, I really enjoyed this period and really appreciated to work with the Libyans. Afterwards, Heli-Union offered me this new position of HUTC Director. Leading a training organisation was one of my goal and I therefore accepted this proposal with a great enthusiasm.

Obviously, I am delighted to be given the responsibility of managing this training organisation which is the leading helicopter training center in France and one of the biggest in Europe.

The first forthcoming challenge will be to maintain the high degree of satisfaction of our customers while tracking the remaining room for improvement we have. The downturn of Oil & Gas revenues has entailed the training volume of our key customers, pushing us away from securing our current clients and finding new segments. For instance we have invested in a brand new FTD representative of H135 T2+ which has already demonstrated its added-value. Thank to this very powerful training device, we are able to propose a PBN training at a very affordable cost, certainly one of the lowest in Europe. We are confident that its level of fidelity with the real helicopter should enable us to get additional credits in the future.

WHAT ARE THE MAIN ISSUES THAT YOU ARE PLANNING TO ADDRESS?

We have other issues at stake like updating our training courses in the purpose of fulfilling the EASA and ESPN-R recommendations. In this perspective we intend to wash-up the content of the theoretical knowledge by introducing more evidence-based training (EBT) and competency-based training (CBT) inputs, in promoting pilot decisions and risk analysis. Our students are invited and encouraged to share our internal flight safety meetings so that they feel considered as pilots and not only students. Additionally we consider that this involvement should enable them to understand the safety standards which are the main priority for any companies or operators in the world. We also intend to prepare our students to the new cockpit design, HMI and equipment. Finally we would also grab this opportunity to review our courses and introduce innovative training solutions.

These are ambitious objectives which should be achieved by the end-of 2018 thanks to the highly professional and motivated team of HUTC.



JONATHAN COSSON

Incorporating 56 years of legacy and innovative thinking

In this edition, we will have a closer look on Jonathan Cosson, Heli-Union Deputy Managing Director. He shares his personal stories and how they led him to reach the position he holds today, together with his vision of what is behind Heli-Union's strong heritage and future.

BACKGROUND

I started to work for Heli-Union for a 6 month internship, during my final year of engineering degree in 2006. Aviation has always been my passion, hence the decision to pursue the engineering degree. During my internship in Heli-Union, I was assigned to design and develop the part 21, Certification of aircraft and related product, parts and appliances, and of design and production organisation. I managed to finish this task within 4 months. The Technical Director at the time, took me and delegated me to design the CRT software. It was a success and I even managed to get a copyright on this software. By the end of the internship, I was offered a full time employment in the Technical Quality Department and I gladly accepted it. I participated in technical audits, new procedure set ups and safety standards improvement. Not long after, Heli-Union decided to purchase 8 new S76C++ to be added on its list of helicopters. I was then appointed as the project leader of this assignment, ensuring a complete project management until their arrival to the delivery sites, such as Myanmar, Nigeria, etc. In 2010, I was promoted as the Deputy Technical Director and in charge in worldwide operations. I was one of the key managers who were responsible for the AW139 implementation project in Malaysia for Weststar Aviation. The project aimed to help Weststar implement the use of AW139 in their fleet, and to improve their aviation standards. Obviously, it was a successful project. In 2013, following the appointment of the new CEO, I was then promoted as the Technical Director until last year, where I become the Deputy Managing Director of the company. I am very grateful to be able to get involved in various projects as part of my journey with Heli-Union. The people around me have been very supportive and I cannot ask for a better experience.

GOING BEYOND THE ORDINARY...

After 11 years of experience working in this company, I have come to a conclusion on what makes a successful company. The core of success, in my point of view, is to have a team that is innovative, trustworthy, competent, reliable, and led to a right direction. I do not cease on learning to be a good manager from people around me. Having the right team for the right job is a challenge, but once the right team is assembled, I believe that we will be able to overcome any difficulties. To top on that, we constantly bring in innovative inputs from the young minds and practical wisdom from the experienced people.

Heli-Union has more than 56 years of experience in the helicopter industry. We have great arrangements with our helicopter manufacturers (known as OEM) and are able to maintain good relationships. Heli-Union has a strong service culture and all of us is committed to a high level of service performance. I believe this devotion reflects on the positive feedbacks we have been receiving from our clients.

WHAT IS NEXT FOR HELI-UNION?

The current market has been difficult, our operations decrease since the last 3 years due to the low clients' demand. We have built a new commercial strategy to stay competitive in the market. This requires a qualified, creative and innovative team that can propose cost-effective solutions to the clients while maintaining the international standards.



"During our time, we have gone through various phases, the current market difficulty is just another rock on the road. It is assured that Heli-Union will still be able to accommodate with the market expectation by offering a cost effective, flexible and well adapted world class service without compromising our quality and safety standards."

Jonathan COSSON
Deputy Managing Director

To support this new strategy, we are also planning to add in new tools, software, and of course, new fleet to ensure a full development of Heli-Union. We are planning to add in super medium helicopters, which we believe will be one of the new upcoming trends for offshore transport. We are not considering any heavy types, due to its cost model, and instead, we focus on multirole helicopters with a good range and reliability program.

We have competent people in Heli-Union and internal communication is very important to ensure everyone's involvement in all ongoing projects. Being able to communicate freely from one to another will cultivate relationships of trust which are essential to any team working toward a collective goal. Thus, we vitally address this as an important topic and ensure a well-planned communication plan. We invest in team building activities and encourage employees to contribute towards this development. Alternative markets such as aerial firefighting, SAR and humanitarian aid operations have also become part of our development strategy. We would like to employ several of our helicopters for these new markets. These markets are not new for Heli-Union. We used to be involved in these types of operations before Heli-Union decided to concentrate on the Oil and Gas market in the year 2000. We are ready to take the step to invest in this new strategy. Thus, I believe we would be able to achieve the same recognition as we did.

I believe that the future of Heli-Union will be bright. We have built a new business model that is much appreciated by our customers. We shall continue to come up with innovative solutions and to increase internal efficiency. I visualise a future of Heli-Union where we optimise the number of helicopter types in service, with newer generations and better performance. I believe that in the future some helicopter operators will disappear. These operators try so hard to reduce their price that they are willing to reduce the safety and quality levels of their service. I am afraid by implementing this strategy, these companies are digging their own grave. Safety is one thing that we absolutely cannot disregard in this industry. Offering a fiercely competitive price without considering what they are leaving behind is a big mistake. This is not the right way to set a long term sustainability vision and we do not want to be trapped in this kind of unsustainable development strategy.

During our time, we have gone through various phases, the current market difficulty is just another rock on the road. A lot of companies are being pushed to cut costs to remain competitive. But it is assured that Heli-Union will still be able to accommodate with the market expectation by offering a cost effective, flexible and well adapted world class service without compromising our quality and safety standards. We believe in our clients and their trust in us to deliver a healthy sustainability vision and not only to focus on short term benefit.



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