

123.05



May 1995

NEWS

NEHPA COMMITTEES 1995

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Ann Umphrey

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Recreation/Social

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Safety Seminar

Ivan Jaffe - Boston Helicopters

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1994 OFFICERS & DIRECTORS

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MEMBERSHIP MEETING NOTICE

A New England Helicopter Pilots Association meeting will be held Thursday, May 4th, at the Officer's Club, Hanscom AFB, Bedford, MA. Social hour begins at 6:30 and the meeting begins at 7:30. A shuttle service will be provided from Hanscom Field at 6:00 and 7:00, courtesy of Boston Helicopter. You may call Boston Helicopter for details at (617) 274-1230. A "cash bar" will be available.

ROUTE CHARTS AVAILABLE

The 4th Edition of the New York Helicopter Route Chart will be available from the FAA Cartographic Standards Branch on May 25, 1993. The 3rd Edition of Boston's Route Chart became available in December of 1994.

ALCOHOL TESTING IS HERE

Alcohol screening (administered by an approved and certified technician) arrived on January 1, 1995 for employers of more than 50 workers; arrives on July 1, 1995 for operators with 11 to 50 employees; and on January 1, 1996 for those with ten or less employees.

Under the new rules, safety-related work is prohibited if the worker is:

currently using alcohol;

has a blood alcohol concentration (by breath test) of 0.04% or greater;

has taken alcohol within four hours (eight hours for aviation)

PRACTICE INSTRUMENT APPROACHES

Boston Tower has announced that as of February 1, 1995 and as air traffic permits, the TRACON will provide IFR separation between aircraft making Practice Instrument Approaches and other participating VFR/IFR aircraft. Aircraft requesting this service should use the following frequencies:

124.4 Hanscom, Lawrence, Beverly, Tewksbury & Minuteman.

124.1 Norwood, Marshfield, Mansfield & Weymouth NAS.

382.0 may also be used at the Naval Air Station (Weymouth)

NEHPA CORPORATE MEMBERS

Aetna/Cigna Flight Operations • Altair • Arizona Rotorcraft, Inc.
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NEW HAZARDS

HAI reports on an Australian warning regarding bulk storage tanks and oil refineries. These operations vent flammable gas in to the air which can be ignited (as in explosion!) by over-flying helicopters. Liquefied-gas vessels often vent just prior to docking. **See and Avoid.**

GPS APPROACH APPROVED

The FAA has approved a stand-alone, non-precision approach procedure for Petroleum Helicopters which operates chiefly in the Gulf of Mexico. It is the second such procedure receiving FAA endorsement, the first having been to Erlanger Medical Center in Chattanooga, Tennessee.

AIRSPACE MODIFICATIONS

Boston Tower has announced that effective February 1, 1995, that portion of the Bedford, Lawrence, Beverly and Norwood Class D Airspace at and above 2,500 feet MSL will have been released to Boston TRACON on a permanent basis and a similar release will be made of the Weymouth NAS Class D Airspace on a daily basis. aircraft should contact Boston Approach on 124.4 or 124.1 for transit approval. (See Practice Approach Frequencies Article). Class B Airspace procedures are unaffected by this Notice.

HAI 1994 HELICOPTER STATISTICS

Number of Helicopters

United States	10,291
Canada	1,492
Japan	1,074
England	715
France	859
Others	6,969

Number of U.S. Helipads

Private Use	4,473
Public Use	101

Safety Statistics

Year	Accidents per 100,000 Hours	Fatalities per 100,000 Hours
1973	23.17	2.33
1983	10.48	1.63
1993	6.14	1.29

Local AS365 N2

If you have heard a "strong" sounding and seen a "fast moving" light colored helicopter of unknown origin, you may have gotten a glimpse of Med Flight's new Eurocopter AS365 N2. The craft is equipped to carry two patients, a pilot, flight nurse and paramedic and is outfitted with a standard medical interior, liquid oxygen system and Starburst searchlight. It sleeps at the Boston Heliport.

SOME USAGE FIGURES

According to HAI, its regular members fly four thousand plus civil helicopters more than two million hours each year.

STANDARD CHANGE PROPOSED

The FAA has issued a Notice of Proposed Rule Making which would result in the rotorcraft standards of the United States being made consistent with those of Europe. The changes would affect both normal and transport-category rotor craft performance, systems, propulsion and airframes and introduce safety improvements as well as clarify existing regulations and standardize terminology.

R-22 / R-44 UPDATE

The FAA has issued a final rule which requires specialized training and experience in order to increase awareness of the potential hazards associated with certain flight operations in the Robinson helicopters. NEHPA immediately responded to the new FAA rule by sponsoring, with support from FSDO-1, an Awareness Training Seminar led by Jack Keenan. The Seminar was held at the Burlington Marriott on March 19th.

1996 OLYMPICS

Helicopters will play a major role in the Atlanta Olympics. The Georgia State Department of Transportation, the National Aeronautics and Space Administration, the FAA and private business have joined together to develop a low-altitude mass transit system utilizing more than two hundred (200) helicopters over the seventeen (17) day Olympic games. Existing heliports, runways and newly constructed public-use heliports (especially in the downtown Atlanta area) will be utilized. Georgia DOT will coordinate most flights along with a mobile traffic advisory center provided by the FAA. Global positioning systems will be installed at many heliports within one hundred and fifty (150) mile radius of the city.

AC 43.13 INPUT

An opportunity to provide comments regarding the rewriting of AC 43.13 (helicopter maintenance) can be undertaken by contacting Mr. George Torres, FAA AFS-613, at (405) 954-6923 or fax (405) 954-4104.

NEW HINGHAM ANTENNAE

A proposal to construct an antennae tower to a height of one hundred twenty-five (125) feet AGL (299 feet MSL) has been received by the FAA. The structure would be located approximately thirty-five hundred (3500) feet southeast of the Naval Air Station at Latitude 42-09-47N, Longitude 70-54-58W.

INSURANCE COVERAGE?

A recent case entitled U.S. Aviation Underwriters v. Fitchburg-Leominster Flying Club demonstrates (a) the care one needs to take to avoid liability and (b) the support or lack thereof that one might expect from their insurance carrier. In this instance the accident victim exited an airplane in order to seek help in parking it. In doing so, she walked into the propellor. The

insurance company attempted to avoid liability on the basis that she was not a "passenger" while she was out walking around. The Federal District court disagreed. It is important to understand that the insurance companies are in the business of making money, not paying claims and if there is the possibility to exclude coverage, they should be expected to do so.

ADDENDUM TO MEETING NOTICE

(See Membership Notice p. 1)

It is rumored that a special guest will be featured at the May 4th Membership Meeting. When asked, members of the Board would only say . . . "Don't miss this meeting."