

**After Action Report (AAR) from the 25 September 2017 Meeting of the  
International Civil Aviation Organization (ICAO Flight Operations Panel (FLTOSP)  
Helicopter Sub-Group (HSG)**

The 14<sup>th</sup> meeting of the HSG was held 25-28 September 2017 at ICAO Headquarters in Montreal, Canada. This AAR is provided to International Federation of Helicopter Associations (IFHA) affiliates for purposes of situational awareness relating to ICAO actions.

During this meeting the HSG addressed the following active Air Navigation Commission (ANC)-issued Job Cards (JC):

- Dangerous Goods
- Helicopter All-Weather Operations
- Fatigue Risk Management
- Helicopter Performance
- Long-Range Offshore Alternates
- Helicopter General Aviation

The group was reminded by the Rapporteur that Standards and Recommended Practices (SARP) would only be developed for commercial air transport (CAT) helicopters and not for aerial work helicopters. Also, CAT cargo is defined as cargo carried inside the aircraft, as opposed to cargo carried externally, which would subsequently be termed aerial work.

A problem now being addressed by ICAO is undeclared hazardous goods carried on unmanned aerial systems (UAS). The HSG looked at ICAO Technical Instructions for clarification of the issue of dangerous goods carried in a CAT helicopter.

Results from a previous HSG meeting in Cologne, Germany were discussed, to include offshore alternates over hostile environment, and possible need for additional requirements. The HSG addressed concerns from customers and pilots, and the subsequent level of risk involved.

The HSG addressed the issues involved in helicopter performance class (PC) 2 and 3 issues, and possible amendments to Annex 6, Part III, Section II, Chapter 3.1. The ANC requested the HSG develop a Helicopter Code of Performance Development Manual that will supplement State regulators with a performance-based approach to addressing prescriptive SARPs presently implemented in Annex 6, Part III, Section II, Chapter 3.1.

***Note:** Per ICAO policy, working group papers of any type (e.g., decision papers, working papers, flimsies, drafts, etc.) cannot be disseminated outside of their ICAO Panels and Working Groups. Working group papers often contain sensitive materials that reflect initial thoughts and/or immature proposals that may not evolve into approved provisions.*

*Many issues are discussed within ICAO Panels and Work/Study Groups where information is restricted for release. Providing a high-level overview of ICAO issues covered within a Panel is*

*acceptable if there are no actual copies of job cards, working papers, issue papers, etc. distributed.*

*IFHA organizations and representatives should keep discussions limited to the topic and the areas that are being examined, rather than presenting work which may not be complete. For example, an IFHA organization or representative can describe an issue that the ICAO's Air Navigation Commission (ANC) has specified for review via a Job Card, and what an ICAO Panel or working group is attempting to do that might be backed up with a manual, guide or risk analysis. This would be acceptable, but showing the proposed text for an Annex which has yet to be vetted through the ICAO review process would not be.*