

Police Aviation News

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Issue 253

May 2017



DEFERENCE - the bow

PIRATES AT BAY

FILTON VISIT

AIRMED CONFERENCE

WALES ACCEPT H145

SCHIEBEL BLOW

LAW ENFORCEMENT

ARGENTINA

GENDARMERIE: Leonardo announced at the LAAD exhibition in Rio de Janeiro, Brazil, an order for an AW169 by the Argentine National Gendarmerie in support of law enforcement and border patrol operations, expanding the presence of Leonardo in the highly competitive Argentinian government sector. Delivery of the AW169 to the Argentine National Gendarmerie is expected in the second half of 2017 and follows the first commercial AW169s to enter service in Argentina and Brazil, respectively.



BRAZIL

PARA STATE: After appearing at the ALEA Annual Conference in 2015 the Brazilians of GRAESP Air Operations in Para State continue to seek information and expertise from their American neighbours. They are seen here at the Trakka booth at this years HAI Heli Expo in Dallas, Texas.

DUBAI

POLICE AIR WING: The Air Wing and the General Directorate of Transport and Rescue of the Dubai Police revealed that the division's pilots has carried out 820 tasks in 2016, including 438 patrols and 112 emergency missions to transport accident casualties and other multiple tasks.

Colonel Jamal Al-Marri, Director of the Air Wing Centre, said that its services are a humanitarian charity that the Dubai Police are keen to undertake for all residents. Besides responding to all emergency calls, the centre also transports the injured from the site of accidents, traffic or otherwise. The Air Wing's mission extends to the security services and the implementation of air patrols to monitor roads and beaches, part of strategic objective to ensure that Dubai is a safe city.

The Dubai Police are the only force in the UAE that has this capability, and has even succeeded in achieving a lower take-off time, according to the centre's statistics. [khaleej times]

FRONT COVER: The March 22 incident on Westminster Bridge and in the Palace of Westminster, London, claimed several lives, including Police Constable Keith Palmer.

During his April 10 funeral, which received global coverage, thousands of police officers from all parts of the globe lined the streets between Big Ben and Southwark Cathedral where the funeral service was held.

More relevant to this publication was the airborne element and the photos and video footage showed NPAS police helicopters from Lippitts Hill making their own gesture to the passing of a colleague.

Erroneously reported as a "Missing Man" formation [pretty much impossible with only two in the formation] it nonetheless included a "bow salute," which was captured for all time by the cameras of the media and soon went viral.

The aerial tribute was performed over the River Thames just east of Southwark Cathedral between The Shard and HMS Belfast moored on the river.

The EC145s were held over the river just short of the cathedral and the 'bow' was simply a coordinated mutual tip into forward flight for the flyover. It suited the occasion and was highly effective.

The context is that it is rare for any European police officers service funeral to include a fly past of any sort [unlike in the USA]. The manoeuvre was captured by the airborne cameras of both Sky and ITV.

The aircraft involved are still marked as Metropolitan Police and they still serve the Metropolis but they are NPAS resources with a country-wide remit. It is simply that it is uneconomic to paint out the wording until the original scheme becomes aged.

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GHANA

The Gulf of Guinea faces the highest level of maritime and homeland security threats across the world. This coupled with multifaceted domestic, regional, international threats and vulnerabilities has resulted in more than US\$2 billion in annual financial losses, significantly constrained investment, growing crime and potentially adverse political consequences. As such, government and security forces in the region are increasing spending to combat these threats.

With this in mind, IQPC have partnered with the Ghana Police and other regional and international security agencies to host the \$2,800 a seat West Africa National Security Conference scheduled to take place June 20-21 at the Kempinski Hotel in Accra, Ghana.

The speakers expected include General Ibrahim Kpotun Idris, Inspector General, Nigeria Police, Colonel Massina Yotrofei, Director General, National Guards, Togo, Patrick Darko Missah, Director General, Ghana Prison Services, Najim El Hadj, Permanent Secretary, G5 Sahel, Mauritania and Olushola Kamar Subair, Head of Interpol & Commissioner of Police, Nigeria Police. They will discuss human trafficking, drug cartels, smuggling and piracy, border security, anti-terrorism and maritime security.

Having looked through the programme it seems clear that at this stage the two days are split between Day 1 where mainly police subjects are covered and Day 2 where other issues are aired. Much of the content appears to be written as if the event will simply be a national representative standing up and reciting what their organisation does and that does not appear to suggest that much positive learning is the aim of the gathering but it will clearly serve as a good Networking opportunity. Details of the exhibition have yet to be released but it looks likely to be mainly security related rather than having a strong aviation leaning. For details contact Dennis Huet Dumali on Tel: +971 4 3694971 Mobile: +97156 5057299 Email: dennis.dumali@iqpc.com

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SOMALIA

A Spanish team are operating Insitu Scan Eagle unmanned aircraft off Somalia as part of European Union naval efforts designed to detect and deter piracy in the region.

The military operations by EU NAVFOR Somalia, also known as Operation Atalanta, utilise a UAV crew from Spain's 11th Squadron operating the Scan Eagle drone from the deck of Spanish Navy ship ESPS Galicia on flights lasting up to 18 hours long and above 15,000 feet.

To get airborne, Scan Eagle needs to be catapulted off the deck using a 'super wedge' launcher system and recovered using a maritime 'skyhook' retrieval system. It has operated for more than 500 hours in the air near Somalia, the current mission marking the third deployment with Operation Atalanta, the second on board Galicia. The operation was central to the surveillance and release of the Greek tanker vessel Aris 13 off the northern coast of Somalia in March.

Eight Sri Lankan crew members of the fuel tanker were released unharmed without a ransom payment. It was the first major hijacking in the east African nation in almost five years, and had raised fears Somali pirates were back in action. Meanwhile, experts on piracy say some in the region have let down their guard as the number of hijackings decreased in recent years. In December, NATO ended its anti-piracy mission off Somalia's waters.

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- Business Development Manager



©PAR

UNITED KINGDOM

NPAS: Potentially a bit like watching grass grow but as I was in the area yet again time to record the latest stage of the build of the NPAS fixed wing hangar at Doncaster Sheffield Airport. Pretty much complete on April 23, it looks on schedule to be ready this month.

Both the much delayed Annual Report and the latest batch of Strategic Board minutes for March 9 have now been released and can be found on the web site <http://www.npas.police.uk> There is not a great deal of substance to either—indeed the ten page minutes have two pages of circulation names and another three redacted—but it does give some idea of the direction the operator is heading.

One statement that may prove enlightening is that ... *three of the top five flying EC135 aircraft in the world belong to NPAS and three of the top ten flying EC 145 aircraft also belong to NPAS. There is a direct correlation between the aircraft's age, increased maintenance costs, fleet availability and impact on both the revenue and capital position.* That might suggest that rebuilding several ten year old aircraft has not been a wholly happy experience.

Ed: From the start many suggested that spending an estimated £1M on each elderly £1M airframe still only produces an elderly £1M airframe, albeit one with new systems.

There are similar signs of disenchantment with the new Emergency Services Network. NPAS are so unsure of it that they are investigating whether satellite phones may be a partial or complete answer.

POLICE SCOTLAND: The fiancée of the pilot of the police helicopter involved in the multiple fatality in December 2013, David Traill, is suing helicopter makers over the Glasgow pub horror that left ten dead. Lucy Thomas, 44, wants compensation from Bond Air Services after a draft report blamed faulty dials for the crash that killed David, 51, of Lochwinnoch, Renfrewshire.

The case focusses on two conflicting reports. The draft document by the Air Accidents Investigation Branch cited mechanical glitches and cleared the pilot but in a later version the AAIB deleted or replaced 12 of the 37 technical conclusions and concluded David turned off pumps and ignored low fuel warnings.

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UNITED STATES

CALIFORNIA: The Anaheim Police Department received approval from the City Council earlier this month for the purchase of a 2006 Airbus AS350 B2 helicopter. The department has two of the same helicopter model in its fleet. The helicopters are based at the Fullerton Municipal Airport and operated by the department's Air Support Division Patrol.

The City Council approval is for \$538,750 to cover the purchase a helicopter with 3,000 hours of flight time previously operated by another, as yet unidentified, law enforcement agency, and a further \$260,000 for equipping the helicopter with radios, monitors, a public address system and other hardware.

The money will come from a fund developers in the Platinum Triangle pay into as part of an agreement with the city that allows them to build inside the fast-rising community around Angel Stadium and the Honda Center.

Over in San Diego the police helicopters are now equipped with Internet capabilities. The San Diego Police Department were previously unable to access the department's computer-aided dispatch system. This system gives officers real-time information about evolving incidents.

The helicopters are now equipped with AT&T's wireless LTE network. The network uses specially designed, secure Internet connectivity that lets tactical flight officers connect their ruggedised tablets to police communications and dispatch systems while in flight.

Initial testing of the technology began 18 months ago, with full installation on the fleet of four helicopters happening in late 2016. Both the city and AT&T believe the new technology will improve efficiency.

The upgraded copters will help improve efficiency for the force in two key ways. First, once their initial mission is completed, airborne police can use the new technology to follow up on older or overdue calls. Additionally, they can handle cases that rely on visual inspection like a damaged property or vehicle report—which will free up officers on the ground to respond to other calls.

The new technology also helps officers on the ground locate and track the helicopters while airborne with the solution's integration to the helicopter's onboard GPS. Additionally, with the new capabilities, the helicopters now provide post-flight mission reporting, which includes the copter's coverage trails and flight paths. That information can help police respond to citizens' noise complaints. [21centurystate.com]



COLORADO: In March the Denver Police Department were trialling the new Churchill sensor on one of their Bell 407 helicopters N710DP. The installation was prepared by Century Helicopters/Paravion in Fort Collins.

Churchill Navigation's latest endeavour, their new gyro-stabilised imaging system, has been deployed as a replacement for an existing FLIR system. The new gimbal, which is still under development, features a continuous zoom 1280x1024 MWIR camera with a field of view ranging from 34 degrees to 1.2 degrees, a 30X EO camera, and an Ultra-High Definition broadcast-quality low light camera. There is only one connection from the camera to the mission equipment in the aircraft -- a single ethernet cable, which in the DPD aircraft is connected to a tablet computer that both acts as a monitor and provides all of the mission management capability. Traditional aviation monitors are supported using their new ATOM mission computer, and recording capability is provided by their ION DVR. [Churchill]

OHIO: MD Helicopters is to upgrade two remaining MD500E helicopters for the Columbus Division of Police, Columbus, Ohio. The two E models will be overhauled and re-certified as F-models (Type Certificate 369FF) with zero-time engines in a period of just a few weeks. The FAA-approved factory recertification takes place at MD Helicopters' manufacturing facility & completions complex in Mesa, Arizona.

As with the Columbus Police Department's four previous E-to-F conversions, the primary enhancements will increase the hot-and-high performance capability of the aircraft as well as improve the operational range and flight time. They include:

- an engine upgrade from the Rolls Royce 250-C20B to the more powerful RR250-C30,
- replacement of the blades and stabilizers,
- installation of the Garmin G500H dual-screen electronic flight display,
- addition of a Fargo Auxiliary Fuel Tank.



The Columbus Police Department converted four (4) of their MD 500E aircraft to certified F-models in 2015. With the completion of these final conversion efforts, the Helicopter Unit will operate 6 single-engine turbine MD 530F helicopters flown by 16 sworn officers and supervisors; making them the *second largest all-MD municipal law enforcement aviation unit in the United States*. The helicopters average 5,000 flight hours per year with base flight operations of 16 hours a day, 7 days a week.




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NEBRASKA: Over the past few years, Omaha police have been offering rides in a department helicopter to the highest bidders or to lucky winners in at least a half-dozen fundraisers. It is not new and air operations across the USA undertake similar charitable largesse using helicopters primarily funded by the public purse. Numerous instances of these public service aircraft offering to drop golf balls or Easter eggs without charge have been mentioned in PAN in the past. Most of these stories have arisen because the practice was being abused or at least questioned. Even so they have not always led to the practice being halted. The feel good factor usually wins over.

This latest instance was after the Omaha 'Mayor's Hotline' received a complaint and questions were raised by the City Council president, officials are reviewing the practice and have cancelled two scheduled 'ride-along with the police' prizes recently won by donors.

Two weeks ago, Police Chief Todd Schmaderer donated a two-person helicopter tour of the city to a Roncalli Catholic High School fundraiser. The prize, potentially worth around \$850 in the commercial market, raised \$5,400. That is the prize currently on-hold.

The practice that appears to have grown a life of its own stemmed from past City Law Department approvals for donating helicopter rides on a case-by-case basis. It appears that the process of actually getting the flights officially approved simply stopped happening and the approval was assumed.

The trips only took place when the helicopter was in service so no additional burden was placed on local taxes but at the same time there were no checks and balances in place. Others saw it as illegal to be offering any public equipment for a payment, even for charity, because it was a use other than it was designed for.

In the past three years the rides had been used for community outreach, at a golf tournament and a 9/11 benefit for the First Responders Foundation. Each was a good cause undertaken with the finest of motives but doubts as to their ultimate propriety were raised – as they had been over whether local firefighters could fundraise for charity while wearing their work uniform. In that case the practice was halted.

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NPAS Filton

In 1967-68 the area took part in army trials of Bell 47 helicopters that led to the eventual creation of air support in Bristol. Here Inspector Keith Sallis is alongside Army Sergeant John Balls. [PAR Collection]

If all goes to plan, in about one year from now the long established helicopter base on the north side of Filton Airfield, Bristol, will move to a new site alongside the junctions of the M4 and M5 motorway's. So far works have yet to start on the new site but the old one is pretty busy.

I had not been to Filton for about 17 years—it seemed longer—but much has already changed. When I was last there the Western Counties Air Operations Unit flew an AS355F2 Twin Squirrel G-OASP the marks denoting "Go Avon & Somerset Police" and the weather was typically English and wet. In those days the support was provided by Police Aviation Services [PAS] in nearby Staverton, fuel was in a trailer and the helicopter landed on a fairly expensive motorised landing pad that PAS supplied at the time. The AS355 carried a nose mounted Agema LEO4 EO/IR camera—still a much loved and simple to operate bit of kit that came from South Africa via FLIR—and an SX-16 searchlight. There was a downlink system and an interior integrated by Skyforce that would be considered rustic today. It did provide small screens and basic electronic mapping but it was a world away from the modern options. It was a period where everyone wore a Alpha helmet and it was inevitably purchased from Headset Services as if there were no other options available.



1999 ©PAR



2001 ©McAlpine Helicopters/ Ian Commin

In the years since, the operation has migrated to the EC135—although they did not get their wished for colour scheme of red-white-blue at a time when the Home Office were keen on their own 'Conspicuity' blue and yellow and already had their hands firmly on the financial capabilities of British police air support. The first EC135T2+ G-WCAO arrived in 2002 and eventually migrated into an NPAS fleet that no longer stays in the base of its origin.

The police operation remains in the same single storey building but now they overnight their current EC135P2 alongside the Great West Air Ambulance in a Great War vintage hangar a short distance away. The hangar that was in use seventeen years ago is in the hands of builders who are setting it up as an air



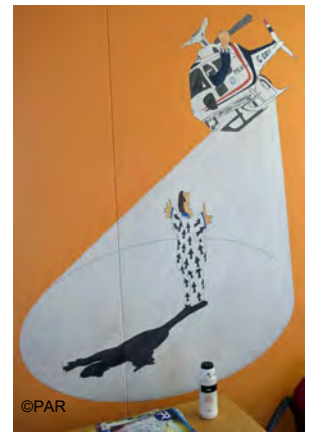
museum, Aerospace Bristol, that focusses on the history of the soon to be dug up Filton airfield. Here flew the mighty Brabazon and Concorde airliners. The former was not a success and has largely gone with very few relics remaining but already the once open site is split by a new giant grey building that holds within it Con-

corde 216. Designed, built and tested in Bristol, she was the last Concorde to be built and the last to fly. Its new home towers over the police helipad.



In the years since the police moved in the building alongside the defunct control tower has collected a few additional features including some wall paintings believed to have been the work of a long departed police observer Pat Moore. These particular relics of past hours whiled away waiting for a call to action are, unfortu-

nately, not likely to survive the departure of the unit to similar sized new accommodation being paid for by BAE just two miles to the north.



The eight years old EC135P2+ G-HEOI was originally acquired to serve with the Central Counties consortium operated by West Mercia and Staffordshire police forces in the midlands. It is equipped with a FLIR Star-Safire EO/IR turret and modern Spectrolab searchlight. [©PAR]

AIR AMBULANCE INTERNATIONAL

AIRMED CONGRESS: The European HEMS & Air Ambulance Committee (EHAC) has postponed its AIRMED World Congress conference, which was due to be held alongside the Helitech exhibition in October, citing 'significant financial risks in the colocation with Helitech'.

In a statement, EHAC explained: "The recent information by Helitech owner and organiser Reed Exhibitions to offer a potentially similar education and conference programme for free lead to a more than competitive situation rather than a cooperation between Helitech and AIRMED. A potential decrease in AIRMED participants resulting from a complimentary and likely competitive Helitech conference programme strongly endangers the necessary funds from the delegate fees to cover the expenses of the AIRMED World Congress."

EHAC added: "The non-profit approach of AIRMED seems difficult [to harmonise] with the Helitech International's commercial orientation. EHAC regrets that for 2017 no sustainable option is available under the given circumstances."

CHINA

Bell Helicopter and United Rotorcraft have delivered a Bell 429 to Reignwood Investment, Ltd. (Reignwood). The aircraft will serve as the first Bell helicopter for emergency medical service (HEMS) missions in China.

United Rotorcraft installed the medical interior which consists of a machined aluminum floor, additional medical crew seating configurations, and product improvements for patient care and access. In addition, the aircraft is equipped with a rescue hoist and other role specific support equipment.

UNITED KINGDOM

Specialist Aviation at Staverton [operating as SAS and MAS] ordered six examples of the AW169, sold them and placed a further order. By all reasonable standards the AW169 HEMS can be considered a success.

But there is a continuing problem. Firstly there was an issue with having retractable wheels on the AW169 but that has now largely passed and there is another more sticky problem associated with the carriage of oxygen. It is an old problem mainly related to perceived gas leakage of the newer 300 bar bottles but affecting the older bottles as well.

As repeated in editions of PAN over the last two years there has been a growing issue with oxygen and it appears that the intended certification of the AW169 in the UK has brought it to a head. Some EMS role fits [including the Bucher system in the H145] are certified and have apparently escaped the immediate probe – potentially thanks to 'Grandfather Rights' of the BK117 based airframe. The new system from SAS has not been so lucky.

The whole problem, now brewing into a row, is not that new but it seems to have been successfully suppressed until now. That sup-



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pression has made it all the more volatile because there are now three complete AW169s sitting at Staverton wanting to go into service and they are going nowhere soon unless some 'carry on' compromise can temporarily resolve the problem. CAA documents setting out the requirements of 'Dangerous Goods' allow carry on gas bottles. Unfortunately that does not yet extend to the permanent installations of the larger aluminium bottles incorporated into modern role fits.

There was an EMS incident in the North West a couple of years ago where a relatively small oxygen incident injured a party and that hardly hit the headlines, but as stated in these pages before the Americans seem to have got a better grip on the subject. PAN reported from Heli-Expo 2017 on how Metro Aviation are handling this 'secret' problem and now a video has emerged from the same company [Metro] that is four years old and was aimed at educating the industry. It seemed it failed to circulate too well even though - it and many other incidents are freely available on YouTube.

https://www.youtube.com/watch?v=XYOq_BtkrT8



That clip says it all. The damage to the modern EC130 airframe is nothing short of catastrophic. There is talk of instances of oxygen bottles and lines [even new ones] leaking all the time but thankfully so far I am aware of only one recorded instance of a helicopter being destroyed whilst in service. The fact that Metro Aviation carry the bottles externally and others carry them in well ventilated baggage areas away from the cabin tend to illustrate an acceptance of a danger - and one that is equally understood by such as PAS.

Current regulations do not preclude the carriage of the gas it appears to be more a case of the certification process going awry. You cannot set an alarm on such a leak when oxygen is a staple of life and not a poison like CO2 so the risk, such as it is, needs to be designed out.



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DORSET & SOMERSET: The repercussions affecting the delay in the certification of the SAS AW169 air ambulances continue to surface. At end of contract the Air Ambulance service based at Henstridge airfield exchanged the based EC135 G-DORS for a temporary MD902 G-SASR. Delivery of their AW169 G-DSAA awaits clearance of the type by EASA.

There should be a surplus of spare 902s by now but it may well be the reverse as the older type is unexpectedly having to step in to fill the gap.

EAST ANGLIA: It did not quite meet the promise of the headline..... but £594k is still a great result if not quite the £564 million one headline erroneously stated!

Three Ferraris formed the focal point for H&H Classics' auction at the Imperial War Museum Duxford last month. The auction of 121 cars generated sales of £4.4M (\$5.51M). Of note were a 1958 Ferrari 250GT PF coupe that had been rebodied as a LWB California Spider; a 2001 Ferrari 360 Spider formerly owned by soccer star David Beckham; and a 1964 Ferrari 330GT Nembo Spider from the estate of Richard Allen and being sold to benefit the East Anglian Air Ambulance Service. The latter car was expected to sell for at least £500,000 and easily exceeded that figure.



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The money will enable the building of a bespoke hangar to house Anglia 2, at Cambridge airport some 400 metres from the relatively new base building.

Ed: It seems increasingly that UK air ambulances have migrated from operating life-saving services into being builders.

ESSEX & HERTS: The new Leonardo AW169 destined to serve with the Essex and Hertfordshire Air Ambulance has flown in a striking new colour scheme for the operator. It combines the yellow colours for Essex and the red for Hertfordshire in a 'target' pattern that will presumably feature on both aircraft when delivered. The 169 flew in Italy as I-RAIM, and on April 20 arrived at Staverton via a short stopover at its future operating base at North Weald, Essex. as G-HHEM. It is now receiving its medical completion. [MJ]

KENT, SURREY & SUSSEX: Despite earlier negative stories it appears that wholesale house building on the airfield at Redhill may well be erroneous. The future basing of the air ambulance in the south-east of England has been secured after the signing of a new 25-year lease. Despite the apparent threats of house building on the Surrey airfield the Kent Surrey and Sussex Air Ambulance will remain at Redhill Aerodrome in Surrey for many years yet.

The 3Ts Redevelopment of the Royal Sussex County Hospital, in Brighton, has received its first donation - an instalment of £500,000 of its £1M pledge - from the HELP Appeal, the only charity in the UK dedicated to providing this essential funding.

The new helipad, which will be situated on the roof of the Thomas Kemp Tower, Royal Sussex County Hospital, Brighton and will allow direct and time efficient access into the hospital's Emergency Department - ensuring patients from across Brighton & Hove, Sussex, and the wider region receive emergency attention as quick as possible. The new helipad will be served by a new lift on the south face of the tower, which will give quick access from the roof of the building to emergency, resuscitation and trauma services.

As the only charity in the UK dedicated to hospital helipads, the HELP Appeal relies solely on individual and organisational donations to provide the funding required to delivering helicopter landing pads at Major Trauma Centres and key A&E hospitals across England and Scotland.

NORTHERN IRELAND: The primary helicopter of the provinces first ever Helicopter Emergency Medical Service (HEMS) will be based at Maze Long Kesh, a secondary helicopter will be based, on standby, at St. Angelo Airport, Enniskillen. The first of the Babcock EC135T2 helicopters arrived at Enniskillen at the end of last month. For the next few weeks the service will undertake training.

WALES: The first of the three H145 helicopters being introduced by the Wales Air ambulance entered service last month. The helicopter was introduced to the public at an open day re-launching the Cardiff Heliport under new management on April 9.

The H145 fleet for Wales offers the charity a type that is larger and more roomy and has more powerful engines and larger fuel tanks, enabling the option of a longer range and endurance.

The H145 cockpit is set up for night vision technology offering a weather radar, additional lights underneath and a Trakka searchlight on the front. A high speed internet connection enables the crew to communicate vital information to hospitals direct from the on-board medical equipment while en-route. The new stretcher can be wheeled out of the aircraft and directly into the hospital, and has brackets around the stretcher to fix the crews' specialist equipment to it when moving patients.



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One of the new H145 fleet for Wales AA ©Babcock International

The helicopter is to be based at Dafen, Llanelli, providing coverage for the whole of South Wales. Two more H145 helicopters will join Wales Air Ambulance in the coming months, replacing the charity's HEMS aircraft based in Caernarfon and Welshpool.

Wales Air Ambulance's fourth helicopter, dedicated to neonatal, paediatric and adult transfers across Wales, will remain an EC135 and operates from the charity's base in Cardiff.

Wales Air Ambulance is the third and largest HEMS operation in the UK to use the H145 aircraft but none of the fleets are directly interchangeable.

Babcock Mission Critical Services Onshore, the suppliers of the aircraft have developed an ergonomic storage system specifically for the Wales' airframes and has embraced the larger certified gas bottle fit that allows them to carry an extra 600 litres of oxygen on a flight. This is not directly compatible with the Bucher system fitted on the Yorkshire AA H145 fleet but is a Babcock variation.

This results in the UK H145 air ambulance fleet having a number of variations in build standards between the various customer fleets between East Anglia, Scotland, Wales and Yorkshire. All have different oxygen standards.

Babcock state that there are no current plans to change the existing 145 fit-outs, Babcock's Design and Completions teams work closely with each of their customers to ensure their aircraft have the right capabilities and bespoke mission suites to best meet their needs.

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WILTSHIRE: Rigg Construction (Southern) Limited has been chosen as the primary contractor for the building of the new Wiltshire Air Ambulance air base on land at Outmarsh Farm, Semington, near Melksham. Rigg, based in Bowerhill, Melksham, and trading for nearly 30 years, were selected by the charity's Board of Trustees after a competitive tendering process.

A few days after Rigg Construction arrived on site at Outmarsh Farm the start of the building operations was marked by Her Majesty's Lord-Lieutenant of Wiltshire, Mrs Sarah Rose Troughton, and The High Sheriff of Wiltshire, Lady Marland, joining Wiltshire Air Ambulance's Charity Ambassadors and supporters at a ground breaking ceremony on the site of the new airbase that will bring together the charity's helicopter, aircrew and charity team. Currently the helicopter and aircrew are based at a hangar at Police Headquarters in Devizes while the charity team is based at offices in Calne. Construction of the new airbase is expected to take 45 weeks and Wiltshire Air Ambulance is anticipating moving into the new airbase in Spring 2018.



At the turf cutting ceremony for Wiltshire Air Ambulance's new airbase undertaken by Lady Marland, The High Sheriff of Wiltshire [centre], were Chris Lear, WAA Chairman, HM Lord-Lieutenant of Wiltshire Mrs Sarah Rose Troughton, David Philpott, Chief Executive of WAA and Phil Rigg, Managing Director of Rigg Construction (Southern) Ltd. And a number of guests and supporters. [Image supplied by WAA]

UNITED STATES

NATIONAL: Air Medical Group Holdings, Inc. (AMGH), a leading medical transport and emergency medical service provider, has agreed to acquire Air Medical Resource Group (AMRG) of South Jordan, Utah. AMRG has operations in 15 states, including Alaska and Hawaii.

Lewisville, Texas-based AMGH already has hundreds of critical care aircraft in operation. With the acquisition of AMRG it will add 62 bases and new areas to its customer profile. AMRG companies include Eagle Air Med serving parts of Arizona, New Mexico, South Dakota, Colorado and Utah; Hawaii Life Flight in Hawaii; Guardian Flight in Alaska, Wyoming and Utah; Gallup Med Flight and MedStar in New Mexico; AeroMed in Puerto Rico; Valley Med Flight in North Dakota, Michigan, Montana, Wisconsin and Minnesota; Alaska Regional LifeFlight in Alaska; MountainStar AirCare operating in parts of Idaho, Wyoming and Utah; AeroCare Medical Transport serving the Navajo Nation in Arizona and the Four Corners region; and Wiregrass Life Flight serving Alabama.

NATIONAL: Fior Markets are marketing their *Air Ambulance Industry* market research report as a professional and in-depth study on the industry. It promises to lay out the Size, Share, Trends, Growth, Application, Consumption Volume and Value, Forecast, Supply, Production and Price projections covering 2017 to 2022. The report begins with an overview of the market, details historical data and provides a current scenario before highlighting current trends shaping the market.

The report features contributions from several key industry participants along with scientists that are leading figures in their respective fields.

Samples of the report can be accessed at: <http://www.fiormarkets.com/report-detail/44376/request-sample>

GEORGIA: Medway Air Ambulance have added a new LearJet 35 to its fleet. As one of the largest fixed wing air ambulance operators in the U.S., Medway owns and operates all their aircraft and has never had an accident in more than 14,000 flights.

The jets are equipped to provide critical air transport, paediatric transport, neo-natal transport, and air medical evacuations on a 24/7/365 basis. The fleet of LearJets are equipped with a Zoll CCT Monitor/Defibrillator, Hamilton T1 Ventilators, Pediatric ALS equipment, Advanced Airway kits, ALS Flight kits, and ACLS drugs and solutions. www.medwayair.com.

MISSOURI: Springfield, Missouri-based Cox Health has acquired a second MD Explorer.

The airframe is a previously owned MD 900 that will be upgraded to become a “zero-time” MD 902. It will then be retrofitted with the new all-glass cockpit MDHI debuted at the recent HAI Heli-Expo, making it the first EMS/Air Medical MD 902 to be fielded with the Genesys Aeroseystems’ Advanced IDU-680 integrated cockpit.

This ‘Brave new world’ new technology Explorer has been around a while. Even the MD press release states that the airframe had previously been operated by the Dutch Police and the United States Coast Guard.

This suggests that it might be c/n 0042 the base MD900 machine the KLPD had on trial as N9201U in 2002 to meet delays in the intended programme. When the purchase went sour - MD could not meet their contracted obligations on performance – the airframe was held ‘hostage’ in for some years before being released back to MD.

The 900-to-902 conversion includes a pair of new Pratt & Whitney PW207E turboshaft engines, the new Integrated Instrument Display System (IIDS), revised engine air inlets, improvements to NOTAR, a more powerful stabilizer control system, a Wire Strike Protection System, Nightscanner Plus HID Retractable searchlight, the Garmin GMX 200 multi-function display (MFD), the Technisonic TDFM 7000 multi-band radio, a GNS 430W all-in-one GPS/Nav/Comm solution, Outerlink’s Aircraft Satellite Tracking System, and an improved United Rotorcraft Air Methods EMS interior.



MONTANA: ALERT, or Advanced Life-support and Emergency Rescue Team the non-profit air ambulance serving Northwest Montana is now limited when its 17-years-old Bell 206 helicopter is grounded for maintenance months in each year.

After April 24, helicopter air ambulances are not allowed to operate without a terrain awareness and warning system [TAWS], due to new FAA rules and although the Bell meets the regulations the helicopters the hospital leases from local sources when it is down, don’t meet the new guidelines. In 2016, the Bell was not available for missions for 105 days due to maintenance or repairs but still made 496 missions.

The lack of the aircraft impacts severely on local patients. If it is not available high cost air ambulances are called in to fill in the gap and that leads to high bills in the region of \$100,000 each time. The hospital’s affiliated air ambulance needs a new helicopter — which comes with a roughly \$4M price tag. Without the new helicopter, the future of the service could be at risk. The hospital was to announce plans to replace its helicopter at the ALERT annual fundraising banquet on April 29.

Two Bear Air Rescue is the second non-profit helicopter in Montana, it is based in Flathead with a Bell 429 but offers a rescue service rather than acting as an air ambulance. They will fly the mission only when a helicopter can’t land, that doesn’t happen very often.”

FIRE FRANCE

France is creating a national cluster for Civil Protection in Nimes, France. At the same time the nation is modernising and renewing part of its fleet based on ongoing deliberations by the Ministry of Interior on the best mix of aircraft for its future aerial firefighting fleet.

It has also almost completed the construction of its new BASC - Base Avions De La Sécurité Civile air base and Aerial Firefighting Training Centre which should have become fully operational last month.

Aerial Firefighting Europe 2017 to be held this coming October 16-17 at BASC, Nîmes–Alès–Camargue–Cévennes Airport, 30800 Saint-Gilles, Nîmes on the A9. To give it greater impact the event is being twinned with a Search & Recue event scheduled to follow immediately afterwards.

The event operated by Tangent Link will consist of a 2-day plenary conference and workshops on interoperability, simulation & training as well as hosting a trade exhibition in a series of aircraft hangars.

The aircraft expected at the fire related event include CL-415, Dash 8 Q400; Boeing 747; H225; Air Tractor; H125; S2-T; Beriev Be-200. Tangent Link can be contacted on +44 (0)1628 550047 wrumbol@tangentlink.com www.aerial-firefighting-europe.com/



SEARCH & RESCUE CANADA

AIR FORCE: In early March the troubled fleet of CH-148 Cyclone maritime helicopters used by the Royal Canadian Air Force were grounded after an incident in Nova Scotia. The manufacturer, Sikorsky, and the Air Force are searching for a mechanical fault which caused a landing incident on March 9. The Cyclone was making its landing approach following a test and evaluation flight when the aircraft dropped suddenly for a few seconds, there were no injuries or damage but a cause needs to be traced. The Air Force grounded the Cyclones on March 12 and an investigation by Sikorsky and the RCAF continues.



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MEDITERRANEAN

MALTA: On April 1 search and rescue (SAR) charity MOAS launched its 2017 Central Mediterranean mission to save lives at sea. For the first time, the operation utilising the 40-metre class Phoenix as the maritime component will have access to a manned aerial asset. Having established itself as the first civil society SAR organisation involved in this migration phenomenon, MOAS is now in its fifth mission since its launch in 2014. To date the charity has rescued over 33,000 men, women and children.

The King Air B200 maritime patrol aircraft is sponsored by The One Foundation, an Irish charity previously linked to supporting children in Ireland and Vietnam. The selected aircraft will allow for greater reach and is equipped with a full mission suite that allows enhanced detection of vessels in distress. Daily patrols will contribute to situation awareness and enable MOAS to be more effective at saving lives at sea. The King Air is normally operated by a crew of three, two pilots and systems operator with an EO/IR sensor as well as various visual aids.

In the past the Phoenix has been equipped with a Schiebel UAS but these have now gone. MOAS stated last month: *“With regards to our past use of drones, we have in effect stopped using them both for cost and effectiveness reasons. The drones were operationally limited on two fronts:*

1. *Their ability to intervene during emergencies: this has been rectified by use of an aircraft which can in emergency situations deploy a life raft;*
2. *Drones used the Phoenix as a launch platform. This meant that the Phoenix needed to be in the area of operation for them to conduct patrols. Having the aircraft separated from the Phoenix means that even if the Phoenix is inland for transfers, maintenance, crew changes etc. the aircraft can continue to operate on a daily basis and relay relevant info to MRCC Rome for use by the wider SAR community.”*



From the early hours of Saturday April 15, MOAS was involved in undertaking rescue and assistance to nine 9 boats, containing an estimated 1,500-1,800 persons. Having taken 453 of the most vulnerable people on board throughout the day, and with the Phoenix at capacity, the MOAS crew were left supervising over 1,000 people still crammed on the remaining boats into the night as they waited for assistance to arrive.

With 2,074 rescues conducted in the Central Mediterranean by various search-and-rescue (SAR) assets on Friday 14th, including 134 rescued by the Phoenix. In a 24-hours plus marathon of continuous rescue operations, that weekend was set to be the latest marker in the record-breaking escalation of this on-going humanitarian crisis at sea. As darkness fell weather conditions began to deteriorate and the situation became increasingly delicate. The Phoenix and its crew kept watch throughout the night and into the morning of Easter Sunday, making sure that all those involved in this mass rescue remain safe.

MOAS Founder, Christopher Catrambone says: *“Nobody has ever seen anything like what we are witnessing this weekend. It is a miracle that we have managed to rescue everyone with no casualties today. We are still conducting operations with a new boat contact spotted this early morning. The professional conduct and tireless efforts of our crew are to thank for many lives saved today.”*

NEW ZEALAND

A big shake-up of rescue helicopter services is being planned but details are likely to stay under wraps until after the General Election in late September.

Plans to refinance the structure face an elderly fleet – most of the national fleet is over 25 years old – and a mix of where the finance comes from. Some operations are supported by charitable giving with the government topping up any shortfall in funds each year. Rationalisation might see the amalgamation of some of the 11 trusts to make them more efficient and the standardising of medical care across the regions.

INDUSTRY

The **Night Vision Awards** selection committee are now taking nominations for the 2017 Night Vision Awards Show to be held in Reno, Nevada at the Airborne Law Enforcement Association's (ALEA) annual conference. Entries will be accepted until June 30. The awards will be presented to recipients on Thursday, July 27 at an awards reception in the Edge Night Club inside the Peppermill Resort from 4:30-5:30 p.m.

The Night Vision Awards are a biennial event with ceremonies hosted by Aviation Specialties Unlimited, Night Flight Concepts, Vertical Magazine and Rotorcraft Pro Magazine. The purpose of the awards is to promote operational leadership and excellence in the use of night vision, in North America, and around the world.

Sikorsky were demonstrating the short take-off and landing capabilities of the M28 turboprop airplane to interested military, civil and commercial operators in Rio de Janeiro during the LAAD Defence & Security trade show in early April. The aircraft arrived after demonstrations to operators in Trinidad and Tobago, and to the Brazilian Army ©Sikorsky



It's a fact of life that we often do not know what we want from industry and industry does not know what the police want. Time and time again some new product is found hiding away simply because no-one had thought outside the box. FLIR Systems acquired **Prox Dynamics** last year and are now marketing the Black Hornet micro UAS. Primarily seen as a military system the Black Hornet is being shown to law enforcement in case the concept raises interest.

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Prox Dynamics AS, is a developer and manufacturer of nano-class UAS for military and para-military intelligence, surveillance, and reconnaissance applications. Based in Oslo, Norway The system is pocket sized and hand-launched, enabling a significant advantage in situational awareness and planning. The Black Hornet utilises FLIR's Lepton micro thermal camera, visible spectrum cameras, advanced low-power rotor technology, and proprietary software for flight control, stabilisation, and communications. The Black Hornet weighs less than one ounce and can fly for up to 25 minutes at line-of-sight distances.

FLIR think the Black Hornet could be an interesting platform for niche needs within the police service especially in confined spaces. <http://www.proxdynamics.com>.



Frasca International has sold a Level 5 Flight Training Device (FTD) for the Airbus H125 AStar (AS350B3) single-engine helicopter to Aero Asahi Corporation (AAC), Japan's leading civil helicopter company. The simulator will be equipped with a Frasca TruVision™ Global visual system with a large spherical 220° horizontal and 58° vertical field of view and a Frasca Simplicity™ Instructor Operator Station (IOS). It will be delivered to Tokyo in October this year and used for pilot training as well as to provide operational training for offshore, emergency medical service (EMS), search and rescue (SAR) and electric power line patrol missions.

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Avinet, the company behind cloud-based aviation software Air Maestro, has launched their Flight and Duty app for iOS devices. The app allows users to enter their critical flight and duty information, regardless of their location or internet connectivity, making it the perfect cockpit companion.

Unlike many other flight and duty data capturing apps on the market that only have a fixed set of fields, the Air Maestro Flight and Duty app allows operators to customise and replicate their existing Flight Records and Technical Logs and later report on this data through a Reporting module. This provides operators with the flexibility to capture additional information that may be specific to their operation.

Initial development of the app came from a need in the market for an app that would allow pilots and crew to enter their flight and duty data in remote areas with no or very little internet connectivity.

The app's offline capabilities make it possible for pilots and crew who operate in these areas to complete their data on the app and submit the information to their company's Air Maestro site when internet connectivity is regained.

The app is available for download at no additional charge for existing Air Maestro customers via the Apple App Store. www.avinet.com.au/software/flight-duty-app/

SAFE Structure Designs, a designer and manufacturer of safety first aircraft maintenance stands, fall protection platforms, hangar equipment, portable field equipment and specialty tooling, has produced and delivered replacement hangar equipment outfitting USCG Clearwater, Florida in support of a fleet of Sikorsky MH-60 Jayhawks.

The S.A.F.E. Structure equipment replaced existing hangar equipment which was delivered by another manufacture, All Metal MS and cut costs and increase available hangar space for the USCG.

Air BP, the international aviation fuel products and service supplier, in collaboration with aviation services company **RocketRoute**, has announced an agreement with WingsOverAsia (WOA). WOA is a Fixed Base Operator (FBO) and licenced ground handling agent based at Singapore Seletar Airport.

The agreement, effective immediately, offers benefits for the customers of all three companies. WOA will champion RocketRoute's services including the recently launched RocketRoute Fuel App developed in conjunction with Air BP. Air BP in turn will provide technical knowledge sharing sessions on the importance of fuel quality and refuelling procedures for the benefit of WOA members.

RocketRoute will provide its dynamic flight planning solution to WOA who will endorse it for the benefit of its members and operators in the Asia Pacific region. Additionally, RocketRoute will name WOA as a Preferred Ground Handler at Singapore Seletar Airport on its digital platform. In turn, WOA's state of the art FBO facilities will provide RocketRoute users with a trusted Ground Handling option at Singapore Seletar Airport.



According to a report in the UK's **Sunday Telegraph** newspaper, Britain's airports and nuclear power stations have been told to tighten their defences against terrorist attacks in the face of increased threats to electronic security systems.

This comes as no surprise to those charged with securing critical infrastructure. Airports are constantly under threat but a successful attack on a nuclear power station is a threat of a whole new order. And targeting nuclear power is not just a threat, because we already have an example in last years foiled attempt to infiltrate Belgium's Doel nuclear power plant.

Terrorists have the time, the resources and the element of surprise, when it comes to choosing a potential target. And when it comes to nuclear power, they only have to be successful once and they could devastate half of Europe for generations.

This month [May 9-11] some of the leading voices in critical infrastructure will gather again in The Hague to discuss the emerging and future threats and how to counter them.



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Airborne Technologies based in Weiner Neustadt, Austria continue to develop their Airborne LINX integration solution.

The certification of a TRAKKA A800 searchlight on an EC145 of the Norsk Luftambulans AS was the final step of a new Airborne LINX solution for a Large Helicopter. The mounting solution of the box on the outside of the helicopter provides additional room inside the cabin and protects the control unit of the searchlight from harsh weather conditions.



©Airborne Technologies

Just prior this project, Airborne Technologies upgraded a Kazakhstan MOI SAR EC145, with a state-of-the-art tactical workstation including a foldable full HD screen, Euronav RN5, the Airborne LINX Mission Management Unit (MMU) and a Video Stabilizing Unit (VMU). The helicopter provides ECS downlink, tactical radio and carbon fibre brackets for a Wescam MX-10 gimbal and a SX16 searchlight.

In addition to integrating large helicopters like the EC145, Airborne Technologies has provided several certified solutions for EC135 police helicopters.

Meanwhile across the runway at Weiner Neustadt the **Diamond Aircraft** factory remains busy producing new airframes.

The DA50-V prototype, with a striking colour design, made its public debut at the AERO Friedrichshafen 2017 just two weeks after its maiden flight. It is said to be the most modern, most efficient single-engine piston aircraft with the widest body and highest payload in its class.

The all carbon fibre DA50-V is powered by a 260hp jet fuel engine from SAFRAN/SMA burning just 6.8 US gal (25.8 litre) per hour at 50% and has a maximum operating altitude of 20,000 ft (6,096 m). During test flights, the aircraft reached a maximum speed of 173 kts TAS (320 km/h TAS) and a maximum range of 1,020 nm (1,890 km). Maximum take-off weight of the DA50-V prototype is 3,968 lbs (1,800 kg) offering a payload of 1,256 lbs (570 kg). The luxurious cabin has a standard installed Garmin G1000 NXi with GFC700 autopilot.

Certification and start of serial production for the four and five seat model is expected in 2018 and the seven seat version soon thereafter.

Austro Engine, part of the Diamond operation at Weiner Neustadt, have announced that the 180hp AE330's TBO (Time between Overhaul) has been increased to 1,800 hours just after two years of its introduction to the market.

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The 180hp jet fuel engine AE330 is based on the successful and reliable 170 PS AE300. It provides more power than the AE300 at the same weight. Great fuel efficiency, reliability and easy operation make the AE330/AE300 the best aviation engines of today and the future.

At equal power the Austro's jet fuel engines have a 45 % lower fuel burn than conventional piston aircraft engines running on AvGas. They produce significantly less exhaust emissions and are quiet in operation.

More than 1,500 Austro jet fuel piston engines are in operation worldwide and have accumulated more than one million flight hours

Austro Engine, Diamond Aircraft Austria and **Liqui Moly** announced the joint development of a special engine oil at AERO Friedrichshafen 2016 and after a further year of intensive testing the "AUSTRO ENGINE AERO 5W-40 produced by LIQUI MOLY" has received EASA approval and is the manufacturer recommended engine oil for Austro Engine's AE300 and AE330 series. Austro Engine will provide this product for the initial filling of all new and overhauled engines of the AE300 and AE330 series. Diamond Aircraft's DA40, DA42 and the new DA62 models are powered by these engines.

The new oil will be distributed worldwide by MM aeronautical & automotive affairs GmbH/Austria.



Sikorsky plans to expand its S-92® and S-76™ helicopter support services in the Asia-Pacific region. Thai Aviation Services is scheduled to become the first Sikorsky Customer Support facility in Thailand by the end of 2017. The announcement was made at the inaugural 2017 Rotorcraft Asia show.

Customer Support Centers enable quick access to Sikorsky logistics and spare parts inventory for operators while providing advanced service capabilities. This support facility is Sikorsky's seventh in the Asia-Pacific region and add to the growing network of twenty world-wide.

ACCIDENTS & INCIDENTS

14 February 2017 Beechcraft C90A N1551C. Air ambulance of AirMed Regional-McAlester based in McAlester, Oklahoma and operated by EagleMed. Aircraft operating in IFR conditions was substantially damaged during a forced landing following a loss of engine power during cruise flight near Rattan, Oklahoma. There were no injuries to the pilot and two medical crew members on board. The flight originated from the McAlester Regional Airport (MLC), McAlester, Oklahoma, at 0806. The intended destination was the McCurtain County Regional Airport, Idabel, Oklahoma for an inter-facility patient transport. Shortly after takeoff, while established in cruise flight, the airplane experienced two "quick" electrical power fluctuations and subsequently lost all electrical power. There was an associated loss of communications & navigation capability in addition to operating in IMC. The crew declared an emergency at the time of the initial power loss, notifying the communications centre via cell phone. During the effort to find a suitable hole in the clouds to descend through under visual conditions, the left engine lost power. The pilot located a field through the cloud cover and executed a single engine precautionary landing. The nose landing gear collapsed and the radome separated during the landing. The airplane sustained substantial damage to the right engine mount and firewall. Four days later the aircraft was recovered. [Concern]

12 April 2017 Airbus Helicopters EC135 N615LF. Air ambulance based out of Trinity Regional Medical Center in Fort Dodge Iowa and operated by Air Methods. They were returning in the early hours to Fort Dodge after transferring a patient to Iowa City when they struck a bird that broke the screen and entered the cabin. It made an emergency landing in a field by Stagecoach Road north of Stratford Iowa.

14 April 2017 Airbus Helicopter EC135 N913ET. Air ambulance of Air One based in Tyler, Texas. Operated by Metro Aviation. While re-positioning the aircraft from Tyler medical Center to Athens TX, a large bird impacted the pilot windscreen. No abnormal indications were noted. The pilot diverted and landed at a local airfield. No damage found. [Concern]

18 April 2017 Sikorsky S-70 Turkish Polis. The helicopter carrying seven officers, a judge and a soldier crashed into snow covered ground due to bad weather in a mountainous region of southeastern Turkey killing all 12 people on board. The helicopter disappeared 10 minutes after taking off from the town of Pulumur, in Tunceli province and was flying in adverse weather conditions.

29 April 2017 Pilatus PC-12 N933DC. Air ambulance of locally based Rico Aviation LLC crashed south of Amarillo- Rich Husband International Airport, Texas killing three persons on-board. The pilot was Robin Shaw and the nurses were Misty Nicholson and Scott Riola. The aircraft came down on open grass by Pullman Road and Southeast Third Avenue near railway tracks about two miles from the airport. The aircraft had just left for Clovis, New Mexico in darkness and weather said to be poor with significant wind. [ASN Media]

FLIGHT SAFETY

It is becoming increasingly clear that the Irish Coast Guard S-92 Rescue 116 based in Dublin and being flown by a CHC crew impacted with terrain that was not stored in its Honeywell mapping system. The initial report on the accident states that the helicopter was in stable, level flight at 200 feet radio altitude, flying at 75 kt indicated on an approximate heading of 120 degrees magnetic when the cockpit voice recorder captured a crewmember in the rear cabin reporting "an island ... directly ahead of us ... come right."

The aircraft commander asked to confirm the sighting and the crewmember repeated the need for a right turn. About five seconds later, the CVR captures the crewmember saying, "Come right now come right COME RIGHT," but the S-92 impacted the western end of Black Rock, leading to the deaths of all four on board.

The S-92 was heading towards a refuelling spot on the coast at Blacksod, County Mayo and the route was apparently correct but the helicopter was possibly lower than normal because of bad weather and it may be that the light from the lighthouse on top of Blackrock was shielded by low cloud.

The impact was glancing and the wreck came down clear of the island but the enquiry is now looking at why it took so long to find the crew. There are thoughts that the emergency beacons they wore failed to work. One pilot went down in the wreck but the two still-missing crewmen and the co-pilot were outside and might have been found earlier if the equipment had worked. We await the final report from the AAIU.

UNMANNED

Up to ten crimes involving drones are reported to UK police every day. The incidents range from rows between neighbours, prison smuggling, surveillance of properties before burglaries, mid-air misses and just plain snooping.

Crimes involving unmanned craft logged by UK police leapt between 2014 and 2016 so that last year around ten events were happening daily, some 3,456 incidents in the year. [Daily Mail]

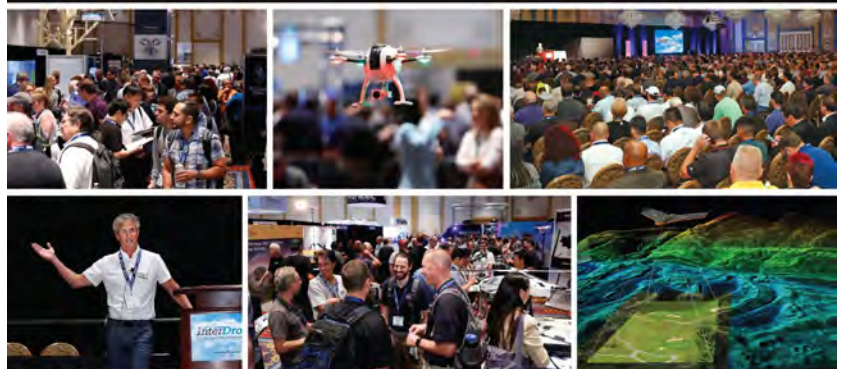
The Federal Aviation Administration (FAA) is using its existing authority under Title 14 of the Code of Federal Regulations (14 CFR) § 99.7 – "Special Security Instructions" – to address national security concerns about unauthorized drone operations over 133 military facilities.

This is the first time the agency has instituted airspace restrictions that specifically apply only to unmanned aircraft, popularly known as "drones." The authority under § 99.7 is limited to requests based on national security interests from the Department of Defense and U.S. federal security and intelligence agencies.

U.S. military facilities are vital to the nation's security. The FAA and the Department of Defense have agreed to restrict drone flights up to 400 feet within the lateral boundaries of

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—George Gorrill, Structural Engineer, Thomas Engineering Group

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Las Vegas
www.InterDrone.com



these 133 facilities. The restrictions will be effective April 14, 2017. There are only a few exceptions that permit drone flights within these restrictions, and they must be coordinated with the individual facility and/or the FAA.

Operators who violate the airspace restrictions may be subject to enforcement action, including potential civil penalties and criminal charges.

PEOPLE

CNC Technologies, an aviation technology and wireless communications company serving the law enforcement, military and government markets, has enhanced its expertise with the addition of **Joakim Lundmark** and **Ed Van Winkle** to the company's team. Both will be using their considerable experience and skills to give CNC clients the very best in prompt customer service and support.

Joakim Lundmark served 18 years in the Swedish Royal Navy as a Technical Officer and helicopter crew member; rising to the rank of Captain during his military career. He holds an EASA B1/B2 maintenance license with ratings on several aircraft, including the Bell 429.

In 1999, Lundmark joined the Swedish National Police (SNP), assuming responsibility for the technical coordination of the police force's helicopters. He led and managed the SNP's procurement of various fuel and maintenance contracts and seven brand new EC135P2s in 2001. He also successfully developed a new quality system that was implemented into the SNP's Air Support Unit.

Some years later, Joakim Lundmark served as the SNP's Project Manager for procuring a new fleet of seven Bell 429s equipped with advanced multimedia mission suites. The seven Bell 429s were delivered in 2015 and are now in full operation all over Sweden. Lundmark will be serving as CNC's International Technical Director.

Ed Van Winkle is a retired Captain with the Gainesville (FL) Police Department. He has a wide range of law enforcement experience in missions such as aviation, investigations, patrol, special operations, SWAT, and training. He spent the last nine years with Airbus Helicopters as Law Enforcement Sales Manager.

Van Winkle is an active helicopter pilot and flight instructor, as well as a fixed-wing pilot. He has taken on the position of CNC's Director of Law Enforcement and OEM Projects.

One of the architects of the National Police Air Service Chief Constable **Alex Marshall** has retired from the College of Policing. Shortly after launching NPAS at a press event at Redhill Marshall took up the post with the College and closed the Bramshill facility.

National Police Chiefs' Council Chair Sara Thornton said :

"Under the leadership of Chief Constable Alex Marshall for the past four years, the College of Policing has made great strides in developing policing as a profession. The College plays a crucial role in giving officers and staff knowledge and skills to meet the complex challenges of policing today and in the future.

"On behalf of my chief officer colleagues, I want to thank Alex for his contribution to policing in leading the College and as a chief officer for many years. We look forward to working closely with his successor to continue this important work."

EVENTS

The inaugural Rotorcraft Asia, the region's first-ever dedicated event for civil helicopter industry, an event focused on offering an effective strategic platform for industry leaders, potential partners and experts to forge partnerships, engage in dialogues and showcase new innovative technologies, to unlock the region's growing industry.

Top executives, regulators, industry experts, academics and leading industry players from more than 45 countries across 4 continents got together at Rotorcraft Asia 2017 to drive discussions on industry challenges, emerging needs and new innovative solutions.

The event was held from 18 to 20 April 2017 at the Changi Exhibition Centre in Singapore, and brought together over 80 companies from close to 20 countries.

www.policeaviationnews.com



POLICE AVIATION CONFERENCE

**Best Western Premier Mount Pleasant Hotel,
Great North Road, Doncaster DN11 0HW**

Day 1 Monday 5 June 2017

A showcase of the talents of Jack Schonely on aviation tactics for air crews and officers on the ground.

Day 2 and 3 Tuesday, Wednesday 6-7 June 2017

Presentations from the National Police Air Service will be interspersed with the talents of police officers, pilots, engineers and sales teams from across the world to bring new and interesting aviation and policing subjects to East Yorkshire.

There will be presentation by NPAS on how to handle CTAC (Combined Tactical Air Cell) where air assets assigned to a major incident come under the operational direction of a single command cell sitting alongside strategic command, Flight Safety, High Rise Rescue, and for the wider audience a range of search subjects and the use of unmanned aircraft.

PAvCon prides itself on its ability to call upon field experienced experts to convey to others the knowledge gained by having the Number two of the NYPD ASU during the 9/11 attacks, an award winning safety management officer and pilot Bryan Smith who has been flown around the world to speak to the police air unit in Botswana, Africa as a direct result of PAVCon.

This year Day 2 is facing up to the 'threat and promise' of the unmanned aircraft in police aviation in a big way. There may be some flying but if not there are plenty of opportunities to Network with those who have experience in flying UAS of all types. Award Winning Dave Morton the recipient of the 2016 ALEA Award for Meritorious Contributions in the field of UAV certification spent years formulating the basics of how the USA set up their laws. He is backed up by an RMCP officer, who was responsible for more UAV's than the total current UK police possesses, and he is able to provide the comment on the options facing those still thinking about such craft. His knowledge is based on many years of operation of a variety of craft from different manufacturers.

With one month to go we can expect a number of detail changes to take place – and next month something near to the exact programme will appear in PAN – but a provisional programme can be accessed on the websites for the event www.pavcon.org and www.pavcon.info If you are going I suggest you whet your appetite by checking out the hotel website and its many images. The owners are rightly proud of this place. It seems every room is different and you may have to go back quite a few times before you get anywhere near a duplicate. A good job it is business so you know you are not there to enjoy the event.... So far it appears that the the EC135 normally based at Carr Gate, Wakefield will be temporarily based on site alongside a Bell 429 and an autogyro. Bell has regularly sent an example of the 429 to PAVCon events and we do not yet know what to expect this year. The gyro will come with the Civil Air Patrol volunteers. The Belgian police are bringing their unmanned craft to display and there may well be others turn up.

Right: PAVCon 2013 took place in Austria and attracted a local 429



8-9 June 2017 4th China Civil Helicopter Operation & Development Forum. Grand Mercure, Beijing, Dongcheng, China.

The Greater China civil helicopter fleet continued to grow strongly in 2016 at a rate of 18% - the highest growth rate in all of the Asia Pacific region—rising from 764 to 900 in 2016. In addition the China Government will develop new aviation operation services and carry out the policy measures to develop Chinese general aviation market. In 2016 23 accidents occurred, 26 people were killed.

China Civil Helicopter Operation & Development Forum has attracted more than 1,000 industry professionals to the conference in the past 3 years. This year the topics cover Chinese General Aviation; Policy and Regulation; Safety; Police Helicopter Development Status and Constraints; EMS Capability Development and Fleet Management Plan; Construction and Operation of Chinese General Aviation Airport; the Airbus Final Assembly Line Project in Qingdao etc. Michael Gao is the Event Director and you can contact him on +86 21 5058 9600 8008 Fax:+86 21 5058 5987 Mobile:+86 185 0215 2978 Email:

michaelg@opplandcorp.com Event Website: www.opplandcorp.com/heli2017

THIS MONTH

2-4 May 2017 ALEA Northeast Regional Safety Seminar Annapolis Maryland. An excellent [education and social agenda](#) planned. Take part in workshops and classes, as well as experience the latest aviation products and services displayed in ALEA's corporate member exhibit area. The Pilot/TFO, Unit Commander and Safety Officer Roundtables on Tuesday are open to all attendees, regardless of their assignment. Call Dave McVey ALEA Northeast Region Director dmcvey@alea.org +1 443-520-3690 www.alea.org

6-7 May 2017 'Exercise Northumberland - O'Donnell Revisited', During the morning of 6 May half of the total area will be searched by a team from the Northumberland National Park MRT whilst the other half will be searched by an air scenting search dog and 3x small unmanned aircraft (SUA), 2x rotorcraft and one fixed-wing. The manned aircraft, total 5, two aeroplanes, a light helicopter (R22), an autogyro and a flex-wing will take turns to search the whole area.

9-11 May 2017 Critical Infrastructure and Resilience Europe in The Hague, Netherlands. Details of the preliminary conference programme are now available on the website www.cipre-expo.com, where you can discover more details of the programme, sessions, topics and speakers. The event offers an exciting line up of international experts sharing their experiences and knowledge.

11-13 May 2017 The Elite. London Biggin Hill Airport. The Elite Luxury Events Ltd. AvBuyer House, 34A High Street, Thames Ditton, Surrey KT7 0RY United www.theeliteevents.com

23-24 May 2017 Maritime Search and Rescue, Radisson Blue, Helsinki, Finland. Now in its second year, supported by the Finnish Border Guard and chaired by Andrew Winbow, Former Assistant Secretary - General and Director of Maritime Safety Division, IMO. The event's key focus for this year is Innovative Technology and Tactics for Maritime SAR. Maritime Search and Rescue 2017 brings together communities who deliver an effective and streamlined response. www.maritime-sar.com

23-24 May 2017 GEO Business 2017 Business Design Centre, Islington London N1. The geospatial event for everyone involved in the gathering, storing, processing and delivery of geospatial information. Incorporating an international trade exhibition, a cutting-edge conference, associated meetings and a programme of live commercial workshops sessions. For more information contact info@GeoBusinessShow.com +44(0)1453 836363 Website: www.GeoBusinessShow.com

30 May – 1 June 2017 5th Annual Search and Rescue 2017 Summit Copenhagen This high-level meeting provides a unique opportunity to meet and engage with senior SAR operators and key decision-makers, as well as industry colleagues working in this important field. SAR experts who will address strategic elements of search and rescue, including planning, technology, procurement and budget prioritisation, include: Rear Admiral Georg Larússon, Commander - Icelandic Coast Guard, Mr. Richard Parkes, Director of Maritime Operations - UK Maritime and Coast Guard Agency, Mr. Leendert Bal, Head of Operations - European Maritime Administration, Ms. Mirjana Cizmarov, Director General - Serbian Civil Aviation Directorate, Captain Jori Nordstrom, Head of Operations - Finnish Lifeboat Institution, Mr. David Jones, Chief Executive Officer - Rescue Global, Mr. Bjørn Bay, Chief of Police - Greenland Police, Mr. Karel Nemeč, Head of RCC Slovakia - LPS SR, Group Captain Shabbir Ahmad, SAR Coordinator Karachi Airport - Pakistan Civil Aviation Authority. Call +44 (0) 207 036 1300 E: enquire@defenceiq.com for details.



Not seen in the open for some time is the former Wiltshire Police MD902 Explorer. The first UK police Explorer this 20-year old airframe still carries police role equipment but now sports floatation gear [Lloyds]

31May-02June 2017 IDET Czech International Defence and Security Technologies Fair held in Brno bi-annually in odd years.

1-3 June 2017 AeroExpo and Heli-UK. High Wycombe Booker Airfield -Thursday to Saturday; Astrid Ayling astrid@avbuyer.com

6-9 June 2017 Electronic Warfare EW Europe conference and exhibition in London. Operated by Clari-on Events, Bedford House Fulham Green 69-79 Fulham High Street London SW6 3JW, Tel: +44-20-7384 7700 <http://www.clarionevents.com/>



Notice of sale of Aircraft

Available for sale:

Aircraft 1: MD902 Explorer G-SASH

Aircraft 2: MD902 Explorer G-CEMS

Consideration given to selling as whole units or as individual components for use as spare parts

All enquiries to be addressed to: Mr Peter Sunderland, Chairman.

Contact via: Mrs Jill Pukacz (Executive PA): 01422 237900 or j.pukacz@yaa.org.uk

Prices and details on application



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