

# Police Aviation News

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Issue 326

June 2023

## DENMARK UPGRADE TO TWIN OTTER

*Home Guard operation seeks increased capability*



**Chile look to Airbus H145**

**Court cases and missing principles**

**Zimbabwe - the gift of nothing**

**Update on this years PAvCon Europe**



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# LAW ENFORCEMENT

## INTERNATIONAL

PAvCon EUROPE 2023: In a few days' time the doors of this year's PAvCon Europe will open at the heliport operated by the Basque Police (Ertzaintza) just outside Bilbao in north Spain.

It looks to have a very good chance of being a popular event with over forty commercial exhibitors, several companies 'walking the floor' and several police forces exhibiting. Millions of people are not expected but those that are there will find a perfect opportunity to talk through some of the latest developments in technology and to view competing systems side by side.

By chance this year's event coincides with some important announcements in the European emergency services aviation field and there may be more that can be said on that subject next month.

Times remain hard of course and there were several instances where police attendees had to cry off attending primarily over the cost of air fares. Nonetheless as this edition went to press there are delegates expected from Austria, Belgium, Denmark, France, Hungary, Ireland, Macedonia, The Netherlands, Sweden and the USA. The take up from Spain includes the Basque Police, Guardia Civil, Catalonia and representatives from the Navarra Police and the Servicio de Protección Civil y Emergencias. The event opens with a training day in the Basque Police heliport classrooms, and it looks to be a popular take up with international attendees flying in the Sunday to make sure they can get there.

Last year was fortunate in that it was held on an airport and as a result fixed wing manufacturers and operators swelled the commercial exhibits and exhibitors. Being restricted in the confines of a heliport precludes that and as a result the mix of exhibitors is slightly different. Even so the actual numbers of exhibitors remain remarkably similar.

As ever there are absences and one consistent element in this is that they tend to be operations where the chief officers are not aviators. Unfortunately, they do not understand the concept so fail to send juniors who might potentially gain from interaction with their equals in the emergency services community across Europe. As ever PAvCon Europe can provide the opportunity but others still need to embrace it.



The Basque Police still operate early EC135 helicopters  
©PAR 2011

**COVER IMAGE:** The Danish Home Guard operation currently operating Britten Norman Islander aircraft in support of police and other agencies is to acquire new aircraft from 2024. The operator is leasing two Twin Otter aircraft from Swiss company Zimex Aviation Ltd., for entry into service in 2024. The aircraft will be equipped for service by Airborne Technologies, Wiener Neustadt, Austria. The role fit includes an Airborne LINX Surveillance System incorporating a state-of-the-art operator workstation, an observer station, and a Wescam MX20i gimbal integrated into the nose.

**Police Aviation News** is published monthly by **POLICE AVIATION RESEARCH**,  
7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK.  
Contacts: **Cell:** +44 7778 296650 **Skype:** BrynElliott or +44 20 8144 1914  
**E-mail:** [editor@policeaviationnews.com](mailto:editor@policeaviationnews.com) and [policeaviation@hotmail.com](mailto:policeaviation@hotmail.com)



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## CAYMAN ISLANDS

RCIPS: One year on from the last PAN story on his progress (April 2022) RCIPS Auxiliary Constable Darren McLean has officially completed his secondment at National Helicopter Services Ltd (NHSL) in Trinidad & Tobago and is now qualified as a single-pilot captain, a major milestone in his progress to become the first Caymanian helicopter pilot in the RCIPS Air Operations Unit (AOU). In recognition of his successes thus far, Darren was presented with his pilot wings by Commissioner of Police Derek Byrne.

During his secondment, Darren accrued over 1,000 hours twin turbine flight time, and completed over 3,000 take-offs and landings. Many of these take-offs and landings were done on oil rigs, which often present particularly challenging conditions. The types of missions he flew ranged from simple personnel transports to more urgent medevacs.

“The operations that meant the most to me were always the ones where I was able to help save someone’s life,” says Darren. “At various times we were responsible for transporting victims of motor-vehicle collisions, persons with gunshot wounds, and even premature babies. It is a different experience flying with someone’s life on the line, and I was grateful to be able to help people in this way.” Now Darren is moving on to the next stage and will spend the next year flying operations as a single-pilot captain for Helicentre Aviation in the UK.



Darren McLean is heading for that pilot job in Cayman ©RCIP 2023

The successful completion of his secondment with National Helicopters Services Ltd in Trinidad is a major milestone in McLean’s progress to become the first Caymanian helicopter pilot serving with the Air Operations Unit. [RCIPS/Cayman Compass]

## CHILE

**CARABINEROS:** At a recent celebration of the 96<sup>th</sup> Anniversary of the Carabineros de Chile, Ricardo Yanez Reveco the current General Director of the Carabineros stated that there were plans to acquire Airbus Helicopter H145 helicopters to add to the fleet. No details were given.

The *Carabineros* were created in April 1927 as a military formation to maintain order and enforce the laws of Chile. They reported to the Ministry of National Defence through the Undersecretary of Carabineros until 2011 when the Ministry of the Interior and Public Security gained full control of the formation.

The Carabineros fly a mixed fleet which already includes several Airbus helicopters including the BO105, BK117 and, since 2016, the EC135. Adding the H145 to the fleet makes sense.

## DENMARK

**HOME GUARD:** The Britten Norman Islander operating police air support operation is to acquire new aircraft from 2024.



The Demark Home Guard were able to inspect the Twin Otter at last years PAVCon in Austria. The configuration of their aircraft will place the EO/IR turret on the nose ©PAR 2022

As a subcontractor of the Swiss company Zimex Aviation Ltd., Airborne Technologies will design and certify the comprehensive Surveillance Suite of two new Danish Home Guard patrol aircraft. The Home Guard supports the Danish Defence, the Police, and other authorities to accomplish their various special missions, be it Surveillance, SAR, Maritime Patrol, or ISR operations.

The Danish Ministry of Defence has signed an 8-year lease contract with Zimex for two De Havilland DHC-6-300 aircraft. These patrol platforms will be missionized with an Airborne LINX Surveillance System. This Airborne LINX Surveillance System includes, among other sensor equipment, a state-of-the-art operator workstation, an observer station, and a Wescam MX20i gimbal integrated into the nose.

The modifications will be performed at Zimex in Altenrhein, Switzerland, and the Airborne Technologies facility in Wiener Neustadt, Austria. Delivery of the two aircraft is expected in 2024.

Wolfgang Grumeth, CEO of Airborne Technologies, says, "We are proud to be part of this cross-European order. We look forward to partnering with Zimex and delivering together two modern and leading-edge equipped Surveillance aircraft perfectly tailored to the needs of the Danish Home Guard."

*Editor: This might be ascribed to the PAVCon factor. The Danish crews and the ABT Twin Otter were at last year's event in Wiener Neustadt, exactly a year ago, and the customer was able to see first-hand the aircraft and systems that they are now to acquire. Representatives of the Danish Home Guard will be in Bilbao again this year.*

*Airborne Technologies team of experts in aviation and system engineering were able to place their combination of know-how, innovative and flexible solutions before the customer in relaxed surroundings of a high-quality event nominally operated by another organisation (PAVConEurope).*



EXHIBITING AT PAVCON Europe 2023 BILBAO

# POLAND

NATIONAL: As reported earlier this year Bell signed a purchase agreement for four additional Bell 407GX<sub>i</sub> aircraft for the Polish National Police (PNP). The helicopters will be purchased as part of road safety project. The supplier is again JB Investments Limited, Bell's Independent Representative (IR) for Poland and the host of the 2018 PAVCon Europe police aviation conference.

The completion of the four helicopters is being sub-contracted to Airborne Technologies in Austria and they will fit their Airborne LINX Surveillance System including:  
Airborne LINX Operator Workstation  
Airborne Technologies Mission Management Unit  
Trakka TC-300 SDIR gimbal  
Trakka A-800 Search Light  
Trakka TM-100 Augmented Reality System and  
ECS Downlink



The role fit of the new aircraft will differ to those in service ©JBI

The four helicopters will join three other 407GX<sub>i</sub>, which are already in operation with the Polish Police and will focus on roadway traffic enforcement and monitoring. The helicopters are slated for delivery later this year.



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## UNITED KINGDOM

**NATIONAL:** Last month, without fanfare a court case took place in London that has a bearing on the ongoing Tender by NPAS to acquire a new helicopter fleet. As stated elsewhere, there no public updates on the state of this important tender process; we know that the due date for the tenders has passed but there is no further word from Wakefield.

The case before Mrs Justice Joanna Smith in Court 20 at the Royal Courts of Justice in The Strand, London was brought by Developing Assets (UK) Ltd trading as HeliOperations based at Portland, Dorset against the West Yorkshire Combined Authority (HT-2023-000047). In a process where no-one has been publicly acknowledged this is a known bidder for the NPAS helicopter replacement contract and the basic form of their bid is rumoured to include the Bell 429.



A report on the proceedings last month is not detailed but relates to difficulties in the electronic tender process, the HeliOperations tender was rejected on the grounds that it was late in submission. The Judge was asked to rule on whether the reaction of West Yorkshire was proportional.

It is said that HeliOperations, fully uploaded its final bid to the electronic portal used to conduct the competition before the submission deadline expired but did not manage to press a 'submit response' button before the portal automatically 'locked'.

The Authority excluded the bidder from further participation, on the basis that the relevant competition rules provided no power to evaluate a 'late' bid in these circumstances.

The matter was ordered for trial. After some oral submissions the matter was adjourned towards the end of the first day and the Authority conceded the proceedings and agreed that its decision to exclude HeliOperations must be set aside and that it would pay HeliOperations' costs.

[www.11kbw.com/knowledge-events/case/joseph-barrett-successful-in-300m-helicopters-legal-challenge/](http://www.11kbw.com/knowledge-events/case/joseph-barrett-successful-in-300m-helicopters-legal-challenge/)

The current NPCC Lead on Aviation is Northampton Police Chief Constable Nick Adderley. The news was known last month but for uncertain reasoning the NPCC seem to have been shy of announcing it.

In February 2023 Adderley temporarily retired from Northamptonshire Police due to return in April 2023. This was due to pension arrangements limiting the tenability of continuing in the role without the break.

Adderley joined the Royal Navy in 1981. He then joined Cheshire Constabulary as a Police Constable and worked his way up to the rank of Superintendent and left the Constabulary in 2010. He then took a break from the Police Service but continued public sector work in the Home Office for two years, joined Greater Manchester Police (GMP) in his previous police rank. Within the GMP, he was promoted to Chief superintendent in August 2011, just over a year after he returned to policing. In 2015 he was promoted to Assistant Chief Constable at Staffordshire Police and progressed to be Chief Constable of Northamptonshire Police in 2018.



*Editor: A minor tremor was felt when Police Aviation News did not write something about UK police aviation in last month's issue. Minor because I did not really matter much to most readers, but the information gap was noticed.*

*In a publication primarily about what is new in airborne emergency services aviation it is difficult to conjure up news stories about a national organisation that that has not bought one helicopter in a decade and has not even upgraded its fleet significantly in many years. They do however have a fine collection of large underutilised Rubb hangars (in Doncaster and North Weald). When the primary object is 'news' it is clear that there are far more stories about small town USA than the whole of the United Kingdom.*

*In enquiring about the 'current NPCC lead on aviation?' No one seemed to know for several days although*

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it was scarcely a secret in the wider world. In the meantime, PAN was asked for a 'top ten' of questions that I might want to ask the NPCC Lead when he/she was identified. So, on April 20, I took the bait and asked the silly questions, the answers to which are undoubtedly hidden because of commercial secrecy or (just as likely) shades of embarrassment with the then ongoing court case.

What we might want to know is about the two parallel tenders [London and NPAS rest of country], such as how many tender bids were submitted, who were the submitting companies, what aircraft types did they submit and the top dollar one being "Who won?" I have no great expectation that the questions may be answered just because I asked them. Anyway, no surprise, they were not answered so would I like to repeat the request in the form of a FOI? So, some numpty thinks that will make a difference!

More importantly, with a PAvCon imminent in Bilbao, I asked when UK police aviation is likely to re-engage with the World police aviation community. At one time NPAS were involved with management cultural and training exchanges with European Police air support units either in allowing operational officers [flight crew] to visit EU units or getting involved with the annual PAvCon Europe Police Aviation Conference. That too remains unanswered, perhaps more deliberately, shunned. As attendees of this event will know, PAN does not direct it or seek to project itself through the event, it merely makes it happen.

Meanwhile, news from Doncaster Sheffield/Robin Hood airport suggests that the airport is likely to return to operations eventually, but it seems unlikely that NPAS will return there and make use of their built to order super hangar. Eyes are darting around looking for somewhere else to base the fixed wing element after it seems that someone has conceded that the current temporary base at Leeds/Bradford has its issues. Is there a renewed love affair with East Midlands Airport emerging?



ESSEX:-Incidents of hare coursing in Essex have dropped by half in the past year as word gets out that hare coursers are not welcome in the county.

In the 12 months to 31 March 2023, 180 incidents were recorded, compared with 363 for the previous 12 months – a drop of 183 or 50.4%.

The Essex Police Rural Engagement Team focus on hare coursing and poaching as they understand the damage, the cost of that damage and the fear this cruel crime can cause in our more isolated communities.

For the past 18 months, Essex have been working with forces across the Eastern Counties and in Kent on a borderless scheme, Operation Galileo, which has made it easier for police to catch offenders and bring them to justice.

When a suspect is apprehended, the team will look at the most appropriate offences for them to be charged with. This is often criminal damage but can range from trespassing in pursuit of game, possession of drugs and common assault, to possession of weapons and public order offences.

As well as co-ordinating investigations and prosecutions with neighbouring forces, the Crown Prosecution Service and NPAS, Essex rural engagement officers work closely with farmers, gamekeepers and estate staff across the county, which is 72% rural.

The seven forces of Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Kent, Norfolk and Suffolk linked up in September 2021 to remove policing borders when certain tactics are used. This has made catching and prosecuting offenders easier. The agreement, completed with the support of the Crown Prosecution Service, means the forces become one when using certain powers, such as community protection warnings & notices and criminal behaviour orders.

*Ed: Hare coursing traditionally begins in September or October - depending on the weather - when crops have been harvested and ploughed, making them the perfect ground for the illegal blood sport. Hare coursing causes damage to crops, harms animal welfare and threatens rural communities. It can result in intimidation and even violence.*

SCOTLAND: In December the Scottish Police Authority issued a tender seeking an estimated five new RPA Systems over a four-year (with option to extend) period with servicing and maintenance included. The Tender closed on January 12 with an expectation of commencement of service from December this year, but no further information has yet been disclosed.

## UNITED STATES

CALIFORNIA: Trakka Systems is providing the Pomona Police Department with a Total Missions Solutions Package consisting of the TrakkaCam TC-300 EO/IR gyro-stabilised, compact, multi-sensor surveillance camera, TrakkaBeam TLX Searchlight and TrakkaMaps TM-100 Moving Maps and Video Management System designed to integrate with TrakkaCams and TrakkaBeams.



Pomona PD MD500E (supplied)

The 2008 Pomona Police Department MD-500E helicopter N108PP, on which the package is fitted, assists ground units in performing routine patrols, surveillance missions, search and rescue, counter-terrorism patrols, searches, transports, speed enforcement, vehicle pursuits, and command and control for emergency incidents. The role fit utilises the usual right-side mounts below the cabin doors.

KANSAS: Sedgwick County Sheriff's Office in Wichita, Kansas has operated 1975 Rockwell Commander 690A N690SD c/n 11287 since it was bought as N777HE in 1997. On May 3 the County Commission approved the purchase of a replacement. The County has purchased a 2001 King Air 350 c/n FL-323 owned by the state since new and currently operated by the Kansas Highway Patrol as N350KS. The 690A will be sold, and the Sheriff noted that they had already received a couple of offers to buy that aircraft. The KHP is to receive a new King Air this year. [John M Davis]

EXHIBITING AT PAVCON *Europe* 2023 BILBAO

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**ARTEMIS**

NEW YORK:—Suffolk County legislators have approved the acquisition of an Airbus H145 in a fleet modernisation move, with the project priced at \$13.1M. Funding for the new aircraft is in three parts. \$5M was budgeted in 2021, an estimated \$600K will be realised through the sale of their oldest helicopter in the fleet, and the balance of \$7.5M from borrowing.

Suffolk County Police operate two Airbus AS350B2 AStars, which went into service in July 2005 and January 2011. Additionally, they have two early EC145s which were added to the fleet in March 2009 and February 2015. Their operational base is at Islip-MacArthur Field on Long Island.

*Recently Suffolk County Police Aviation Section provided a demonstration and briefing at The Stony Brook School of Healthcare Professionals based on one of their AS350B2 helicopters. The pilots and flight medic briefed the students about the operations of the unit and the medical transports it provides. ©SCSO*



## ZIMBABWE

EMERGENCY SERVICES: On May 18, amid a high-profile launch event Zimbabwe took delivery of eighteen Ansat helicopters purchased from the Russian Federation. The event at the Robert Mugabe International Airport was attended by President Emmerson Mnangagwa and the chief executive of the Russian State Corporation "Rostec".



Probably not all it seemed to be ©Zimbabwe Government

“The delivered Ansat is the first step in the establishment of medical aviation in Zimbabwe. About 50 medical helicopters will be required for the country. And it is very likely that this will be a large-scale cooperation project between Russia and Zimbabwe,” Rostec said in September. The fleet will officially reach 32 by year 2025.

The Ansat, manufactured by Russian Helicopters subsidiary Kazan, made its maiden flight in 1999. In its westernised version it features a fly-by-wire system and is powered by two Pratt & Whitney Canada PW-207K engines. It is in Russian Air Force service as a trainer but has also been sold to Mexico, Turkmenistan, Kazakhstan, China, and Eritrea. The Russian HEMS operations was highly reliant on the type. And then Russia invaded Ukraine.

The airframes featured at the launch event appeared to comprise around twelve multi-coloured HEMS configured craft registered in the Z-W\*\* series [Z-WUF, WUI, WUM, WUV, WUY and WUZ noted] and six airframes finished in

blue and white marked 'Police. The aircraft will be 'deploying for policing, wildlife protection duties and disaster management. Locally, they are seen as tools with which Zimbabwe might assist neighbours such as "Malawi" and "Mozambique" that are often struck by natural disasters.

*Editor: From nothing to eighteen in one day appears less than likely. The airframes were there, glistening in the sun and mostly new. A few of them were operating but it is unlikely that there are local pilots available to operate any sort of service utilising so many from last month. It appears likely that they will be parked up for some time—perhaps forever—while local conditions catch up. Another option would be utilising some ex-pat pilots but the whole area of Russian sanctions will preclude that.*

*The media reported the Ansat's as having PWC engines (they all have) and that may go some way towards explaining the numbers. Since sanctions hit Russia the roll out of Russian HEMS will have been affected, supporting PWC the engines should be, at best, difficult. The air ambulance aspirations in Russia will be held back and these airframes are simply the grounded Russian machines redeployed. That explains the familiarity of the mainly yellow colour scheme with its "112" call out number (the equivalent in Zimbabwe is "999") but the real story appears to be not the emergence of a new HEMS service in Africa more the death of an aircraft type in Russia and the crippling of a growing HEMS capability in the Russian air ambulance service.*

*It may be that the whole exercise is a political statement, more a misjudgement likely to put egg on the faces of both Putin and Mnangagwa. Delivering numerous lifesaving machines to Zimbabwe that cannot operate for the lack of credible support might be seen as pressure on the west to support Zimbabwe's needs. For the moment the Ansat's are simply unsellable hulks affected by sanctions against Russia and whoever thought up this solution may yet find themselves falling from a tenth floor window in Moscow.*



A perfect diversion for a troubled administration? Zimbabwe Govt.

## NEW ZEALAND

**NORTH ISLAND:** Throughout the month of March the Your Grassroots Trust Rescue Helicopter completed 20 missions within the Manawatu and Whanganui region, a region in the lower half of the North Island. The missions included missions ranging from medical transfers and rural missions to search and rescue operations. These missions included 5 inter-hospital transfers, 3 medical events, 1 motor vehicle accident, 1 search and rescue mission and 10 rural/farm related incidents, which accounted for 50% of all transported missions.

## UNITED STATES

**COLORADO:** North Suburban Medical and AirLife Denver HealthOne staff celebrated cutting the ribbon for its new Bell 407 emergency helicopter and ambulance at its base. A new ambulance and helicopter will join North Suburban Medical Center fleet, responding to medical emergencies in the northern metro communities out of its 9191 Grant St., Thornton, address.

The hospital celebrated a ribbon-cutting ceremony with AirLife Denver HealthOne medical transport service's new base on May 3. According to hospital officials, the ongoing growth along the Northern 1-25 corridor will require quality emergency and critical care service for the North Metro Communities.

**NEW YORK:** At the end of March LifeNet in New York announced a new base location that increases Statewide Air Ambulance Coverage in the Mohawk Valley, NY.

As a trusted emergency air medical provider serving the state of New York for more than 20 years, LifeNet is expanding critical care coverage by opening a new location in Oneida County. The opening of LifeNet 7-14, a subdivision of Air Methods, serves as a community resource providing comprehensive coverage to central New York's residents and visitors.

LifeNet 7-14 joins the existing aircraft bases LifeNet 7-2, 7-8, and 7-10 — in Johnstown, Sidney, and Wattertown including 7-9 Potsdam's fixed wing service — which all respond to the Mohawk Valley and beyond. The LifeNet team provides additional support to first responders, hospital systems, and non-profit emergency resources, and offers the community critical care 24/7/365, responding to emergency medical and trauma events including heart attacks and strokes, pediatric emergencies, burns, and other incidents.



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Additionally, the team provides critical interfacility transports when patients need to move between hospitals for specialized care.

LifeNet 7-14 operates an EC130 aircraft, transporting patients to their destination quickly. The aircraft coupled with the highly skilled flight team makes all the difference in saving a life. The flight team includes a pilot, nurse, and paramedic.

Due to unpredictable weather events, LifeNet 7-14 operations will be based at its sister location in Watertown, NY, and will provide service to the Mohawk Valley Region from this location until weather conditions permit relocation to a permanent base in Oneida County. Mercy Flight central expresses concerns over planned LifeNet base

## SEARCH & RESCUE

### AUSTRALIA

QUEENSLAND: The state and Babcock International have entered a \$288M contract which is set to last 12 years. The partnership follows a 15-year relationship between the Queensland Government and Babcock in the Torres Strait and aims of bringing an uplift in capability to the region.

The Torres Strait Islands are a collection of roughly 274 tiny islands that span a region of about 48,000km<sup>2</sup>. The region is 300km broad from east to west and 150 km wide from north to south at its widest point.

Babcock has operated in the remote Torres Strait and Northern Peninsula regions for more than 27 years, ensuring the ongoing access to Emergency Medical Services for some of the hardest-to-reach communities. Operating from Horn Island, the services provided include aeromedical retrieval and search and rescue.

The operation has historically operated Bell helicopters but now Babcock will launch two multi-mission Leonardo AW139 helicopters with improved speed, range and operational capabilities under the new agreement. Queensland Ambulance Service will modify the cabin to include the newest aeromedical design, including roll-on-roll-off stretchers.

The addition of a hoist and a Wescam MX-15 Electro-Optic/Infra-Red Camera will make each aircraft a very effective search and rescue (SAR) platform.

### CARIBBEAN

REGIONAL: From June 1 this year the British Government is supporting the overseas territories with funding dedicated to constitutional and international obligations on the environment and climate.

In preparation for this year's hurricane season HMS Dauntless, a Type 45 destroyer in service since 2010, which has a helicopter on board, will provide persistent maritime presence in the Caribbean to offer humanitarian assistance and disaster response.

The tasking will focus on the security and weather challenges presented by the Turks and Caicos Islands as well as the situation in Haiti. They are providing electronic border systems for the Turks and Caicos Islands, along with maritime surveillance aircraft, which will be a real help.



Type 45 destroyer © Crown Copyright

### EUROPE

FRONTEX: In one of the first reports by the new Frontex chief, Hans Leijtens, on crossings of the central Mediterranean in the first four months of this year he reports an increase of 300% over the same period last year with 42,200 entries detected so far. Frontex said the level of crossings across the central Mediterranean is the highest since the agency began collecting data in 2009.



Frontex supply a variety of aircraft drawn from across the EU to operate over the migrant routes ©FRONTEX

He notes new, quick-build metal boats are making an appearance although there's no mention of their carrying capacity. The small metal boats can be produced at the beach within one day, 24 hours and cost around 1,000 euros (\$1,090). The lower prices mean they need to have larger volumes. So there's a reason for them to push more. So that may also be an explanation for the numbers right now.

Smugglers were becoming more organised and competing with each other and sinking competitor boats.  
[New Arab]

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## UNITED KINGDOM

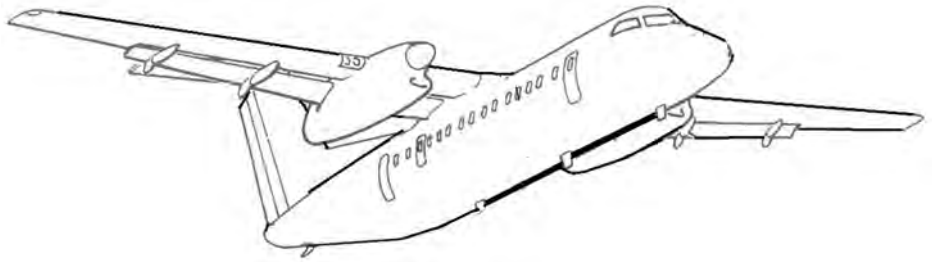
**ILLEGAL MIGRANTS:** Following the British Prime Minister's New Year pledge to, "Stop the boats", together with the appointment of retired, from the British Army, Major General Duncan Capps CBE as the Director of the new, Home Office 'Small Boats Operational Command' (SBOC), there have been some significant operational changes. However, to date, there would seem to be little change in the numbers of migrants crossing the English Channel, although with fewer, much bigger inflatable boats the average is now between 40-50 migrants per boat; the current record is 67 migrants in one boat!

With regard to air support, the coast of northern France, between the Baie de Somme and Dunkirk, continues to be patrolled by the European Border and Coastguard Agency (Frontex), currently with a Dornier 328 based at Lille. On the English side of the Channel median line there are regular air patrols by HM Coastguard with a King Air, based at Humberside Airport, also a Diamond DA62 MPP using Lydd Airport in Kent as a forward operating base. Also based at Lydd is the Tekever AR5 drone which is used for occasional Channel patrols.


Whereas the UK flight profiles are aimed at detecting boats at sea, those carrying migrants, to ensure the safety of life, the Frontex ISR aircraft, together with smaller 'spotter planes', chartered by the Police Aux Frontiere and flown by French police officers, are used to detect migrants, together with their inflatable boats, before the boats are launched and in time to be intercepted by ground based security patrols. Unfortunately, whilst the UK government publishes daily statistics with the number of boats intercepted and migrants 'rescued', the French do not release their figures for the number of migrants turned back on, or close to a French beach, or the number of inflatable boats destroyed each day. Once the boats, those carrying migrants, are at sea, they refuse to be 'rescued' by the French. An enforced 'rescue' at sea is regarded to be too dangerous.

Despite the view that illegal entry into the UK can only be stopped in France, a view which is supported by the increasing number of migrants who have crossed the Channel in small boats, 45,755 in 2022, the newest arrival to the fleet of UK based ISR aircraft is a de Havilland Dash 8 P-4, on contract

from the Canada based company PAL Aerospace. Reported by Air-Britain, this aircraft, C-GFMX was flown to Lydd via Shannon on the 12 May. The Dash 8 aircraft features a toned down grey colour scheme with a distinctive livery that includes the badge of the UK Home Office (Department of the Interior), the words 'Home Office' and a large Union Flag on the tail of the aircraft.



Based at Lydd Airport, from where the Tekever AR5 drone also operates from, it may be that those in charge of the UK Border Force, especially the SBOC, now wish to trial new tactics with larger aircraft. According to the notice of procurement the Dash 8, carrying an EO camera turret under the nose and a search radar in an under-belly pod, will be used to, 'collect high quality footage of criminality to support potential prosecutions, this includes the detection of people, vehicles and vessels.' The new aircraft will be, 'tasked with ending the viability of the small boats route [across the English Channel] as a means of entering the UK.' Whether the de Havilland Dash 8 P-4 will provide any greater capability than the recently introduced, smaller, but very cost effective, Diamond DA62 MPP remains to be seen. Nevertheless, the final arbiter will be the numbers of migrants who successfully cross the English Channel in small boats in 2023. It may yet be agreed that this 'battle' can only be won on the beaches of northern France with light aircraft, with 'spotter planes' supporting the proposed battalion of 800 gendarmes who will patrol these beaches on foot, and with all-terrain vehicles, in the third and fourth quartiles of 2023. [Tony Cowan]



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# INDUSTRY

The global fleet of more than 1,900 **Pilatus** PC-12s cruises past the ten million flight hours milestone since delivery of the first model. Pilatus leadership sees even greater future sales opportunities for the "World's Greatest Single".

Pilatus is proud to announce that with almost 2,000 PC-12s delivered, the global fleet of the popular single-engine turboprop has officially accumulated more than ten million flight hours. The fleet leader, based in Canada, has flown more than 35,000 hours, while 71 PC-12s have logged over 20,000 hours of flight time. As a whole, the PC-12 fleet has recorded more than 9.3 million landings, with four aircraft reporting over 50,000 landings.

Pilatus delivered 80 new PC-12s in 2022, and plans to increase production to meet demand in 2023. The current model, the PC-12 NGX, is the third major variant of the type and differs significantly from the original PC-12. Over the history of PC-12 deliveries, engine power and speed have been increased, new executive cabin interiors have been introduced, gross weight and payload capacity were increased, and in 2019 it became the first business turboprop to incorporate Pratt & Whitney's innovative Electronic Propeller and Engine Control System (EPECS) for its steadfastly reliable PT6 powerplant.

On May 12 **Honeywell** announced that it had successfully flown its new integrated Anthem flight deck for the first time using the company's Pilatus PC-12 testbed. While the integrated flight deck has accumulated more than 120 hours' of flight time during testing over the last year, this was the first time that a flight was entirely managed by the Anthem system.

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The Anthem flight deck is a cloud-connected cockpit system with touchscreen displays that have built-in processors, eliminating the need for bulky external computers and processing modules. According to Honeywell, this architectural system reduces the size, weight, and power requirements of an aircraft's avionics system by about 50 percent.

**Pratt & Whitney Canada** announced a \$10M investment to expand its Wichita Falls, Texas engine component repair facility, which is expected to create 30 new jobs. As part of the investment, the company will modify its existing coatings line using an innovative application process.

The facility repairs the combustion sections of a variety of Pratt & Whitney Canada engines. As part of the repair process, certain engine parts, such as turbine blades, are given a special coating that protects against the high temperatures needed for these high-performance engines. The investment is to create a line that uses a newly developed coating technique.

## ACCIDENTS AND INCIDENTS

**2 April 2023 Airbus Helicopters H130 (EC130T2) N231SH** Air ambulance operated by Air Methods. Was damaged in an accident near Chelsea, Alabama. The pilot and flight nurse Marc Gann, 63, of Sylacauga, and Samuel Russell, 43, of Goodwater, were killed after the helicopter went down on Bear Creek Road near Mountain Oaks Drive. Gann was the pilot, and Russell was a registered nurse. The flight paramedic was seriously injured. Witnesses saw the helicopter off to the side of the road about 3 to 4 ft above the ground. The helicopter was hovering, facing south, and parallel to the road. The helicopter then rapidly ascended and turned towards the road, turned 180° back toward a field, and immediately the helicopter pitched nose down and impacted the road. Video from a local deputy sheriff's dash camera captured the helicopter coming over the trees, going out of view for about one second, then reappearing in a nose down attitude before impacting the road, sliding about 20 ft before coming to rest in the grass. The forward fuselage and left windshield were breached, and the instrument panel was generally intact, but separated from the panel mount. Heavy post-impact fire damage was observed to the engine compartment area, and partially to the transmission housing area. Both left side doors exhibited impact damage and were separated from the cabin. Both right side doors remained attached to the fuselage and closed. The tail boom was structurally separated at the aft bulkhead to tail boom connection, but remained attached by the Fenestron control flex-ball cable and electrical wiring. The flex ball cable was cut by recovery personnel for retrieval. When the push-pull arm was actuated by hand, all the Fenestron blades moved appropriately. All three main rotor blades remained intact at the rotor head, two of the star-flex star-arms were broken with 45° breaks. The outboard sections for each rotor blade exhibited broom-straw signatures consistent with impact damage and trailing edge separation. Fuel was observed leaking from the fuel tank vent while the helicopter was being recovered. The Airbus Crash Resistant Fuel System (CRFS) remained generally intact, and the fuel tank was not breached. Damage was observed to the tank from the transmission bilateral suspension bar. There was thermal damage from the post-impact fire. An Appareo Vision 1000 video/data recorder was recovered and forwarded to the National Transportation Safety Board's Recorders Laboratory for data download.

**4 May 2023 Eurocopter AS350B Ecureuil C-FAVX** Fire fighting helicopter operated by Range Helicopters Inc, was returning to the Edson Airport (YET/CYET), Alberta, from a staging area supporting fire-fighting operations to the east of Edson, AB. On approach the pilot elected to expedite his arrival routing due to incoming fixed wing air traffic. On the final approach to landing, the helicopter entered a descent that resulted in a hard landing and roll-over. The pilot survived with minor injuries; the helicopter was written off. Post impact, the engine continued to run and was subsequently shut down. The ELT activated; there was no post-impact fire.

**11 May 2023 Bell 206B JetRanger III C-07** A Prefectura Aérea de Carabineros de Chile (Chilean Police) Bell 206B JetRanger III was undertaking a local training flight when it crashed at Los Cuatro Diablos Airport (SCME), Melipilla. Aircraft ended up on its left side with tail boom detached, skids and rotors damaged. No fire.

Both occupants were injured and taken to hospital and the helicopter received substantial damage.

**23 May 2023 Sikorsky MH-60 Jayhawk 5014** US Coast Guard. The helicopter on a hoist training sortie had to make an emergency landing due to an hydraulics leak in Michigan. The hard landing took place onto farmland near the junction of Kesner Road and US-31, close to the LochenHeath Golf Club in Williamsburg.

**24 May 2023 Bell 412** Air Ambulance. It is reported that an Ambulance Tasmania aero-medical retrieval helicopter was forced to make an emergency landing at Hobart Airport whilst en-route to a call-out at St Helens when it was forced to turn back 10 minutes into its journey.

# SAFETY

A pilot returning home after assisting with flood recovery efforts in South Australia died after a helicopter broke up mid-flight after hitting a wedge-tailed eagle in northwest Sydney, a report has found.

The eagle collided with the Bell 206L-1 LongRanger helicopter below its front left windscreen about nine minutes into a planned flight from Cattai to St Albans on July 9 last year flight, the Australian Safety Transport Bureau reports.

The collision happened about 152 metres above ground, as the helicopter crossed the Dargle Ridge. The pilot was likely unable to see the bird due to glare from the sun, and may have been changing radio frequencies at the time it hit the aircraft. Subsequent severe control inputs appear to have led to the MRB striking the tail boom and the helicopter breaking up in flight.

Witnesses saw the helicopter enter a rapid banking turn to the right as it pitched upwards. They also heard the rotor beats change tone, before the helicopter rolled as it descended.

The pilot was fatally injured after the main fuselage hit the ground in open farmland below the ridge. The helicopter was destroyed in a fire after impact.

The weather conditions were fair at the time of the crash. [Kalkin]

# UNMANNED

Phenix Solutions has announced the successful completion of company flight test with their Multi-Capable Distribution Platform – Demonstrator known as the “Half-Pint”, last month. The Half Pint was showcased alongside the Company’s larger Heavy Lift UAS Aircraft the Ultra 2XL in Atlanta at the HAI Heli-Expo in March 2023. Since Heli Expo, Phenix Solutions prepared the Half Pint for a Medium Utility Lift System Flight Tests at our FAA UAS Flight Test Range.

The Half-Pint is a turbine powered aircraft and has a useful payload of roughly 250 lbs. Combined with a low operating cost, the Half Pint is an ideal aircraft for customer entry into the Medium Cargo UAS marketplace. Next up for the Half Pint, Phenix will conduct a



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Distribution Platform Cargo Demonstration for one of our customers, as well as participation in an AAM Flight Demonstration in conjunction with our Teammates at the University of Alaska later this summer.

## PEOPLE

Tyrone Joyce has gone. Retired in the face of apparently new allegations about bullying.

Self styled as Britain's most senior black police officer, and undertaking the role of the person responsible for tackling police racism across all forces in England and Wales, he has left his job amid fresh bullying allegations disclosed by Michael Gillard in the *Daily Telegraph* and repeated across the UK media.

Deputy Chief Constable Tyrone Joyce was the head of NPAS 2017-20 but more recently was head of the Police Race Action Plan – an initiative to combat discrimination against the public and within the police. He retired following a complaint by his second in command, senior civil servant Liz Unwin. An informal complaint was originally aired at the start of this year with the National Police Chiefs Council but that was later upgraded to a formal complaint sent to the Independent Office of Police Conduct (IOPC) they deferred to it being investigated by local police. The basis of the allegation is that Liz Unwin, who previously worked as the action plan's programme lead, accused Mr Joyce of undermining her professional role in front of colleagues.



Until his retirement, it appears that most accepted his claim to be the current highest ranking officer of black heritage in the police across England and Wales. Before his appointment at the council to lead the race plan, he held the position of Asst Chief Constable at West Yorkshire Police having been promoted in the wake of bullying allegations against him at NPAS. The internal investigation by West Yorkshire Police in 2019 was based on concerns by several members of staff about bullying and discrimination. *Police Aviation News* covered the public domain elements of the story at the time. In the wake of being found wanting over the bullying he received a warning regarding his behaviour, but that caused no apparent damage to his future career, he simply side-stepped into another role before being promoted and promoted again within West Yorkshire Police. It was noticeable that his replacement in the NPAS post, Scott Blissett, was promoted at much the same rate as Joyce, despite the latter having the supposed blight on his character. As a direct result some of those who complained felt the response was inadequate.

The NPCC's race action plan was launched in 2020 after the murder of George Floyd in the USA. Three years on the plan remains plagued by problems but the NPCC has insisted that the programme will continue despite Joyce's departure. [Telegraph/Yahoo/Guardian]

*Editor: Superintendent Tyrone Joyce was parachuted into the head of NPAS role after the previous Chief Operating Officer, Chief Superintendent Ian Whitehouse was obliged to retire over his steamy connections to Chief Inspector Elizabeth Belton of West Yorkshire Police.*

*Prior to leaving his Wakefield office under a cloud Ian Whitehouse had set up a deal for NPAS to host the 2017 PAVCon Police Aviation Conference in Doncaster. Planning for the international police aviation networking event was well underway, but it was clear it did not fit in with Tyrone Joyce's vision of public engagement and he was against it from the start – despite being second in command at NPAS for three years. Although seemingly unable to halt the event he placed many stumbling blocks in its path the main one being a directed corporate negative attitude to all aspects relating to it. In face-to-face planning meetings he was dismissive if not aggressive. Staff were dissuaded from taking part and even when the event was underway in June 2017 NPAS decided that the previously agreed nominal figure of 35 Euros per person was too high a price to pay for a slice of a world class trainer who cost thousands to bring to the event. This attitude contrasted sharply with the police in the Netherlands who flew officers in from Amsterdam, put them in a hotel and paid the nominal fee. NPAS sent just 10% of their reported 300 staff to the event, putting up speakers wholly from middle management. They promised to turn up on the day of their speaking slot and 'maybe both days.' In the event not all bothered to even arrive. Some key figures never made an appearance on any day. Even Tyrone arrived late for his opening address, so late that the second presentation was substituted in its place, relegating him to second in the programme. He was clearly not well pleased that the event was not suspended awaiting his presence and shortly left, never to return. At an event where they were the host agency some were less than impressed. The European Police Aviation event that the British police could apparently not get to partly for financial reasons was attended by police officers from Australia, Canada, Mainland Europe and the USA—often at significant cost to the indi-*

vidual or agency. They saw the need for the diverse training opportunities and networking the event offered but the Chief Operating Officer thought differently. NPAS never recovered the damage that hosting debacle caused to its credibility while the British run and conceived PAvCon thrived, albeit in mainland Europe.

The National Police Chiefs Council and its predecessor the Association of Chief Police Officers of England, Wales and Northern Ireland (ACPO) (1948-2015) are as much to blame for the inaction on successive instances of complaint about senior officers bullying as any. ACPO and the NPCC provide a forum for chief police officers to share ideas and coordinate their strategic operational responses, and advised government but they patently cannot keep their own house in order. That was the effective conclusion of the Parker Report that saw ACPO become NPCC and it might be seen that nothing has really changed. If only Tyrone Joyce was the only instance of bullying by senior ranks not only being set aside but in many instances actively rewarded with further promotion of the people involved.

There is an age old practice of the bad and the useless being promoted out of harms way but often that simply does not work effectively and it puts financial strains on the public purse. They make the wrong decisions which cost money, often disable the organisation – in this case NPAS - and then get rewarded by higher salaries and status.

Time and time again NPCC have failed to act on critical reports on failing UK police aviation – including the November 2017 HMICFRS report Planes, drones and helicopters: an independent study of police air support that laid out many of the faults with NPAS. That too was in Tyrone Joyce's time.

There is currently a tender process for new helicopters for NPAS that seems to be steeped in the same turmoil that was highlighted in the HMICFRS report, the NPCC seem wholly unable to take a grip on the process.

A subterranean gossip blog claims that the scandal has further widened the credibility gap in the Race Action Plan - an attempt to win back public trust after decades of handling errors that culminated in the global Black Lives Matters movement.

The same source states that it is Joyce that self describes himself as the "highest ranking officer of black heritage", claiming ed his "lived experience" gave him insight into the over-policing and under-protection of black communities and ethnic minority officers. That explains a great deal, when I first heard the term I was a little confused because he does not immediately present himself to have black heritage. It is therefore a mantle he has saddled himself with. Clearly the wrong person in that role as well as the aviation post.

The staff at Scotland's Charity Air Ambulance (SCAA) were saddened to learn of the sudden passing of their Chairman, John Bullough MBE's. Vice chair Mike Beale said Mr Bullough had been involved with SCAA from inception and, together with his fellow co-founders, saw the charity grow into a major and integral part of the country's emergency services network.

## MOVE ALONG THERE

KEEP YOUR HEADS DOWN

Rightly or wrongly the world at large is 'concerned' about the proliferation on privately held arms in the USA. For most a visit to the USA now includes plans to stay away from schools and malls in case you encounter a mass shooting!

It is difficult to decide whether it is a good thing or a bad thing to hear that 37 years old bank robber Charles Rock from Phoenix managed to fire off 26 rounds of an AR-15 combat rifle at a Phoenix Police helicopter and miss each time!

OK his aiming was apparently as bad as his bank robbery skills – he cleared just \$1,000 from the bank – but the worry is that those 26 bullets came down somewhere!

A local police officer shot Rock several times, but it is disconcerting to think that he simply got back in his car and drove off. Fortunately, he was arrested nearby on charges including armed robbery, kidnapping, aggravated assault, and terrorism. Rock is now being held on a \$1M cash-only bail so that \$1,000 he earned that morning will not be enough!



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## LATE NEWS

As this edition closed it was announced from Dublin that Bristow Ireland Ltd., a subsidiary of Bristow Group Inc. has been announced by the Irish Department of Transport as the preferred bidder for the next Irish Coast Guard (IRCG) search & rescue aviation (SAR) contract.

The contract will provide for the day and night-time operation of four helicopter bases in Sligo, Shannon, Waterford and Dublin. In addition to the helicopter service, the new Coast Guard aviation service will, for the first time, also include a fixed wing aircraft element.

[www.bristowgroup.com](http://www.bristowgroup.com).

*Editor: The announcement marks the end of the helicopter only CHC Coast Guard contract already in place and tends to suggest that the future form of the service will in many ways mirror that of the United Kingdom Coast Guard service.*



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