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HAI Heads to Germany for EUROPEAN ROTORS

HAI is heading to Europe next week to attend EUROPEAN ROTORS 2022, The VTOL Show and Safety Conference, in Cologne, Germany, Nov. 8–10. Organized by the European Union Aviation Safety Agency (EASA) and the European Helicopter Association (EHA), the event truly presents a unique opportunity for government officials, industry leaders, operators, pilots, and researchers to share and exchange ideas about the latest VTOL and safety developments.

During the symposium, EASA will present its developments regarding VTOL special conditions, emergency air medical service operations, and flight simulation training devices. They will also discuss urban air mobility, uncrewed aircraft systems, and certification changes for small and large rotorcraft. HAI will participate on a panel with EASA and EHA representatives to discuss developments and upcoming challenges in the vertical aviation industry. HAI is excited to attend this event and looks forward to working with EHA and EASA to further the future of the rotorcraft industry.

HAI Attends Helicopter Noise Meeting at FAA Headquarters

Earlier this week, HAI Chairman Jeff Smith and the HAI Government Affairs team participated in a discussion on helicopter noise in the Washington, D.C., region. The meeting, hosted by FAA Eastern Region Administrator Marie Kennington-Gardiner at FAA headquarters, was a scheduled follow-up to the D.C. helicopter meeting that occurred this spring.

During the spring meeting, HAI and the Eastern Region Helicopter Council (ERHC) announced plans to launch a six-month helicopter noise complaint initiative for the Washington, D.C., area. In this week's meeting, Smith gave an update on the data that has been collected thus far. Participants analyzed trends in the data and discussed potential solutions to alleviate complaints.

The six-month initiative concludes at the end of this year, at which point the group will meet again to review the final report from the noise complaint system and determine what mitigations can be put in place.

For more information on the initiative, go to rotormedia.com.

Sens. Heinrich, Boozman Respond to VA Air Ambulance Cuts

In a recent letter to the US Department of Veterans Affairs (VA), Sens. Martin Heinrich (D-N.Mex.) and John Boozman (R-Ark.) raised concerns about a proposed rule that would reduce the reimbursement rates for air ambulances at the VA. Their joint letter addressed the serious impact the proposed rule could have on health-care delivery to veterans living in rural areas of the country.

A study conducted by the Association of Air Medical Services shows that patients who are transported by air to VA hospitals have a higher percentage of survival. Not only would this rule threaten the stability of air ambulance providers; it would also threaten veterans' access to emergency services.

The VA's proposed rule suggests a new payment method based on the Centers for Medicare & Medicaid Services' ambulance fee schedule. According to the letter, this payment method would reduce the reimbursement rate for air ambulance transportation from \$10,199 to \$5,998 per transport. This method fails to account for the actual cost of transporting veterans via air ambulance. Air ambulance providers are already experiencing financial challenges in providing medical transportation services as they continue to navigate the ongoing effects of the pandemic, inflation, and staff shortages. If enacted, this rule could lead to the closure of 40 air ambulance bases throughout the nation, putting extra pressure on existing providers.

HAI recognizes the importance of the senators' joint letter to VA secretary Denis McDonough. Preserving access to a robust system of air ambulance services in rural areas is critical for the health and well-being of veterans

and the viability of air ambulance providers.

Industry Statement at EPA's Public Hearing

On Oct. 17, 2022, the US Environmental Protection Agency (EPA) administrator proposed a finding that engine emissions of lead from certain aircraft cause or contribute to lead air pollution that may endanger public welfare. To address its finding, the EPA held a virtual public hearing this week. During the hearing, a statement was released that represented the general aviation industry's view on the EPA's proposed finding with respect to lead emissions from aviation gasoline.

The statement reiterated the industry's firm support for removing lead from aviation gasoline and reminded the EPA that any transition in pursuing this goal should be done safely and smartly. The industry has been working on this transition with the FAA for many years, and Congress has already allocated millions of dollars to test and evaluate candidate fuels through the Piston Aviation Fuels Initiative (PAFI).

Due to this shared vision, the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative was established to ensure that all stakeholders are focused on the safe transition to a lead-free avgas future. The statement highlighted the fact that there has already been considerable progress made in identifying unleaded fuel solutions that will work for the entire aviation fleet.

HAI and the general aviation community remain committed to removing lead from aviation gasoline by the end of 2030. As a matter of safety, the EPA cannot compromise the safe and efficient operation of the fleet or economically harm the nation's general aviation transportation infrastructure by prematurely removing an essential fuel. To successfully transition, we recognize that the FAA needs to expedite testing and supplemental type certificate authorizations. As an industry, we look forward to collaborating with the FAA and the EPA to resolve this issue.

View the joint industry statement [here](#).

FAA Advisory Circular

The FAA recently released an advisory circular (AC) to address a pilot's role in collision avoidance. It alerts pilots to human contributors to midair collisions and recommends improvements to pilot education, operating practices, procedures, and scanning techniques to reduce midair conflicts.

As stated by the FAA, this advisory is not mandatory and does not constitute a regulation. The document, instead, is intended to provide guidance to certificated pilots, flight instructors, student pilots, training providers, and pilot examiners to mitigate the risk of a midair collision, reminding them of their responsibility to see and avoid other aircraft.

The FAA states that the No. 1 cause of midair collisions is the failure to

adhere to the see-and-avoid concept. Therefore, the AC recommends the efficient use of visual techniques and knowledge of the eye's limitations to help pilots avoid collisions. The AC also provides safety recommendations surrounding weather conditions, daytime and nighttime flight, airport ground operations, and air tour flights.

For air tour flights, the US National Transportation Safety Board recommends that operators install and use an ADS-B traffic advisory system (ATAS) during flights. Doing so could increase the safety of low-altitude operations and routes that fly through congested areas below 2,500 ft. Because air tour aircraft tend to fly around high-traffic landmarks, such recommendations could be beneficial.

To become fluent in the FAA's current recommendations, be sure to review [AC 90-48E](#).

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