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COUNSEL FOR PLAINTIFF ECN CAPITAL (AVIATION) CORP.

UNITED STATES BANKRUPTCY COURT
NORTHERN DISTRICT OF TEXAS
DALLAS DIVISION

In re: CHC GROUP LTD., *et al.* Debtors,	**Chapter 11** **Case No. 16-31854(BJH)** **(Jointly Administered)**
ECN CAPITAL (AVIATION) CORP., Plaintiff, v. AIRBUS HELICOPTERS (SAS) Defendant	**Adv. No. 16-03151-bjh** **Motion for Leave to File Plaintiff's Second Supplemental Memorandum of Law in Opposition to Defendant's Motion to Dismiss**

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Plaintiff ECN Capital (Aviation) Corp. (f/k/a Element Capital Corp.) ("ECN Capital") respectfully moves for leave to file a Second Supplemental Memorandum of Law in Opposition to Defendant Airbus Helicopters S.A.S.'s ("Airbus") Motion to Dismiss for Lack of Subject Matter and Personal Jurisdiction ("Second Supplemental Memorandum of Law").[1] ECN Capital's proposed Second Supplemental Memorandum of Law is attached as Exhibit 1. The Declaration of Martin Flumenbaum in Support of ECN Capital's proposed Second Supplemental Memorandum of Law is attached as Exhibit 2. A proposed order granting this motion for leave to file a Second Supplemental Memorandum of Law is attached as Exhibit 3.

BACKGROUND

1. On February 6, 2017, the Court held a hearing on Airbus's Motion for Withdrawal of Reference of Adversary Proceeding (the "February 6 Hearing").

2. During the February 6 Hearing, the Court ruled that ECN Capital was entitled to discovery on the jurisdictional issues that were the subject of Airbus's Motion to Dismiss for Lack of Subject Matter and Personal Jurisdiction ("Motion to Dismiss"), stating that such jurisdictional discovery would be "necessary to decide the motion to dismiss." *See* Transcript of 2/6/2017 H'r'g on Withdrawal Motion ("Tr.") 40:2-4; *see also* Tr. 41:20-22, 56:10-11, 56:24–57:3.

3. Following the February 6 Hearing, ECN Capital obtained jurisdictional discovery from Airbus, including documents and information concerning Airbus's presence in the U.S., including in Texas, and Airbus's substantial participation in the Bankruptcy Cases.

4. Specifically, Airbus voluntarily produced to ECN Capital documents and information:

[1] Capitalized terms used but not otherwise defined herein shall have the meanings ascribed to such terms in the MTD Opposition.

(a) describing Airbus's corporate structure;

(b) reflecting sales from 2011 to 2016 of Airbus-manufactured helicopters, including Super Pumas, made directly by Airbus to U.S.-based customers and to certain of the Debtors;

(c) reflecting distribution of additional Airbus-manufactured helicopters to customers based in the U.S., including Texas, by Airbus's U.S. affiliate, Airbus Helicopters, Inc., headquartered in Grand Prairie, Texas;

(d) regarding travel by Airbus executives to this district for purposes of pursuing Airbus's interests in litigation in this forum; and

(e) describing Airbus's participation in the Bankruptcy Cases.

5. During the February 6 Hearing, the Court also requested that ECN Capital provide additional case law supporting this Court's exercise of jurisdiction over an adversary proceeding between non-debtors. *See* Tr. 45:15-17; 47:16-18.

RELIEF REQUESTED

6. ECN Capital seeks an order granting leave to file a Second Supplemental Memorandum of Law in Opposition to Defendant's Motion to Dismiss.

ARGUMENT

7. In accordance with the Court's ruling at the February 6 Hearing granting ECN Capital jurisdictional discovery from Airbus that the Court deemed "necessary to decide the motion to dismiss," Tr. 40:2-4, and in accordance with the Court's request for additional authority supporting this Court's jurisdiction over an adversary proceeding between non-debtors, ECN Capital seeks to file the Second Supplemental Memorandum of Law attached hereto as Exhibit 1, with its accompanying declaration attached hereto as Exhibit 2.

8. The filing of the Second Supplemental Memorandum of Law and accompanying declaration will not prejudice Airbus and will not cause a delay in the disposition of this matter. Prior to filing this Motion, ECN Capital's counsel was contacted on February 17,

2017 by counsel for Airbus with a request that ECN Capital provide to Airbus a date by which ECN Capital would file a supplemental opposition to Airbus's Motion to Dismiss. ECN Capital replied to Airbus on February 17, 2017 that ECN Capital intended to file this supplemental opposition by February 23, 2017.

9. ECN Capital seeks leave of Court in order to provide the Court with relevant information necessary to decide the Motion to Dismiss, as requested by the Court at the February 6 Hearing.

CONCLUSION

For the foregoing reasons, ECN Capital respectfully requests that the Court grant its Motion for Leave to file its Second Supplemental Memorandum of Law and accompanying declaration.

Dated: February 23, 2017
New York, NY

Respectfully submitted,

By: /s/ *Martin Flumenbaum*
Martin Flumenbaum

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CERTIFICATE OF SERVICE

I hereby certify that, on February 23, 2017, I caused the foregoing document to be filed with the Court via CM/ECF and served on all parties requesting electronic notification, including the following counsel of record for the Defendant:

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Exhibit 1

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COUNSEL FOR PLAINTIFF ECN CAPITAL (AVIATION) CORP.

UNITED STATES BANKRUPTCY COURT
NORTHERN DISTRICT OF TEXAS
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In re:	**Chapter 11**
CHC GROUP LTD., *et al.*,	**Case No. 16-31854(BJH)**
Debtors,	**(Jointly Administered)**
ECN CAPITAL (AVIATION) CORP.,	**Adv. No. 16-03151-bjh**
Plaintiff,	**Plaintiff's Second Supplemental Memorandum of Law in Opposition To Defendant's Motion To Dismiss**
v.	
AIRBUS HELICOPTERS (SAS),	
Defendant.	

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Plaintiff ECN Capital (Aviation) Corp. (f/k/a Element Capital Corp.) ("ECN Capital"), by its undersigned attorneys, files this Second Supplemental Memorandum of Law in Opposition to Defendant Airbus Helicopters S.A.S.'s ("Airbus") Motion to Dismiss for Lack of Subject Matter and Personal Jurisdiction and *Forum non Conveniens* ("Motion to Dismiss"), to describe the results of jurisdictional discovery and to provide additional authority requested by the Court since Plaintiff filed its Opposition to the Motion to Dismiss (the "MTD Opposition").[1]

PRELIMINARY STATEMENT

ECN Capital adequately alleged in its Complaint that this Court has subject matter jurisdiction over ECN Capital's claims and personal jurisdiction over Airbus for purposes of this Adversary Proceeding. Now, with the benefit of discovery produced by Airbus on jurisdictional issues, together with argument and filings in the Bankruptcy Cases, the record bolsters the Complaint's allegations and proves that this Court has subject matter and personal jurisdiction.

This Court has subject matter jurisdiction over ECN Capital's claims because the claims could conceivably affect the Debtors' estates—as verified by testimony at the plan confirmation hearing in the Bankruptcy Cases and the discovery obtained from Airbus by ECN Capital.

This Court has personal jurisdiction over Airbus because of Airbus's substantial participation in the Bankruptcy Cases before this Court, combined with Airbus's purposeful presence in Texas regarding the very Super Puma helicopters at issue—both of which are verified by the documents and information produced and stipulated to by Airbus.

The jurisdictional discovery from Airbus, together with testimony provided by the Debtors in the Bankruptcy Cases, further demonstrates why this Court should deny Airbus's requests for dismissal on grounds of *forum non conveniens* or for abstention. Airbus's discovery

[1] Capitalized terms used but not otherwise defined herein shall have the meanings ascribed to such terms in the MTD Opposition. All references herein to "¶ __" are to the Complaint.

shows that Airbus sent executives from France to this jurisdiction and coordinated with its U.S. affiliates in order to pursue its interests in litigation in this forum, as well as for the purpose of conducting business in Texas. The Debtors' testimony and the data produced by Airbus regarding Airbus's direct sales of Super Puma helicopters to the Debtors, show that the Debtors have claims for damages against Airbus relating to the same models of Super Puma helicopters at issue in this Adversary Proceeding. Those claims of the Debtors—and thus the rights, liabilities, and value of property of the Debtors—will be directly affected by the outcome of ECN Capital's claims in this Adversary Proceeding. Based on this record, neither dismissal on grounds of *forum non conveniens* nor abstention would be appropriate, and Airbus's attempts to avoid this Court's jurisdiction should be denied.

Numerous precedents support this Court's exercise of its subject matter and personal jurisdiction in this Adversary Proceeding. In similar adversary proceedings, bankruptcy courts have exercised personal jurisdiction over a foreign non-debtor defendant in a non-core proceeding that was related to an underlying bankruptcy case. Additionally, in the analogous context of civil litigation, district courts have found that a claimant submits itself to the personal jurisdiction of the district court in which its claims were filed for all related suits and countersuits—including those pursued by entities that were not parties to the original litigation.

This Court's subject matter and personal jurisdiction is established by the facts in the record and supported by case law. Accordingly, ECN Capital respectfully submits that this Court should exercise its jurisdiction and deny Airbus's Motion to Dismiss.

BACKGROUND[2]

Pleadings and Motions

ECN Capital filed the Complaint against Airbus in this Adversary Proceeding on November 17, 2016, asserting claims against Airbus for defective design and breach of implied warranty of merchantability regarding Airbus's manufacturing, marketing, and sale of the EC225 and the AS332 L2 helicopters. *See* ¶¶ 46–111. The allegations in the Complaint sufficiently demonstrate that ECN Capital's claims "could conceivably have an effect" on the Debtors' estates, and thus are related to the Bankruptcy Cases. *See, e.g.*, ¶¶ 8, 43.[3] The Complaint also sufficiently alleges facts demonstrating this Court's personal jurisdiction over Airbus for the purpose of this Adversary Proceeding. *See, e.g.*, ¶¶ 11, 40.

On January 3, 2017, Airbus filed its Motion to Dismiss [Docket No. 24], asking this Court to hold that it lacked subject matter jurisdiction over ECN Capital's claims or personal jurisdiction over Airbus. In the alternative, the Motion to Dismiss requested that the Court abstain from exercising its jurisdiction or dismiss the Complaint on grounds of *forum non conveniens*. In support of its Motion to Dismiss, Airbus submitted a declaration from its executive, Michel Gouraud, dated December 23, 2016 [Docket No. 26] ("Gouraud Declaration"). The Gouraud Declaration stated that Airbus "does not transact its business in the United States," Gouraud Decl. ¶ 5, that Airbus "does not sell Super Puma helicopters in the United States," *id.* ¶ 9, and that Airbus does not own Airbus Helicopters, Inc. ("AHI"), *id.* ¶ 11.

Also on January 3, 2017, Airbus filed its Motion for Withdrawal of Reference of Adversary Proceeding, and Brief in Support [Docket No. 23] (the "Withdrawal Motion").

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[2] The facts underlying ECN Capital's claims are set forth in the Complaint and in ECN Capital's MTD Opposition. ECN Capital sets forth here the salient facts relating to this Second Supplemental Memorandum of Law in Opposition to the Motion to Dismiss.

[3] As this Court recognized, for purposes of deciding Airbus's Motion to Dismiss, the factual allegations in the Complaint must be taken as true. *See* Transcript of 2/6/2017 H'r'g on Withdrawal Motion ("Tr.") 56:3-7.

On January 27, 2017, ECN Capital filed its MTD Opposition, demonstrating that this Court has personal jurisdiction over Airbus and subject matter jurisdiction to hear ECN Capital's claims against Airbus in the Adversary Proceeding, which are related to the Bankruptcy Cases.

On February 6, 2017, the Court held a hearing on Airbus's Withdrawal Motion (the "February 6 Hearing"). The Court recognized that the Motion to Dismiss raised issues that were intertwined with the Bankruptcy Cases, making it appropriate for the Court to retain the reference at least through the adjudication of the Motion to Dismiss. *See* Tr. 7:5-24; 19:4-9.

Jurisdictional Discovery

On December 30, 2016, ECN Capital served Airbus with ECN Capital's First Request for Production of Documents. On January 23, 2017, ECN Capital served Airbus with notices of depositions for Airbus employees and representatives, and a notice of a subpoena for the deposition of an employee of Airbus's U.S.-based affiliate, AHI. ECN Capital's document requests and deposition notices and subpoena were aimed in part at eliciting information regarding Airbus's presence in the U.S., including in Texas, and its substantial participation in the Bankruptcy Cases. Airbus opposed ECN Capital's discovery requests, filing a motion to stay discovery and a separate motion for a protective order seeking to quash and/or limit ECN Capital's depositions of Airbus or AHI employees. At the February 6 Hearing, the Court ruled that ECN Capital was entitled to discovery on the jurisdictional issues that were the subject of Airbus's Motion to Dismiss. *See* Tr. 36:2-3, 40:2-5.

After the February 6 Hearing, Airbus agreed to produce to ECN Capital documents and information concerning Airbus's presence in the U.S., including in Texas, and its substantial participation in the Bankruptcy Cases. Airbus produced information describing its corporate structure, which revealed that French-based Airbus and its U.S.-based affiliate AHI share the

same ultimate corporate parent, Airbus Group S.E. *See* Ex. A.[4] Airbus provided information regarding sales from 2011 to 2016 of helicopters manufactured by Airbus in France to U.S.-based customers made directly by Airbus. *See* Ex. B. The data show that Airbus directly sold 30 helicopters (each costing millions of dollars) to U.S.-based customers. The majority of this business was directed at Texas—Airbus sold 28 helicopters, including six Super Pumas, to customers headquartered in Texas. *Id.* The data also show that from 2011 to 2016, Airbus indirectly sold 58 Airbus-manufactured helicopters to Texas-based customers through its U.S.-based affiliate distributor AHI. *Id.* Airbus sold another 649 helicopters for AHI to distribute to U.S.-based customers outside of Texas. *Id.* Airbus's sales data also show that Airbus sold 19 Super Pumas to CHC Leasing (Ireland) Limited, one of the Debtors in the Bankruptcy Cases.[5] According to filings in the Bankruptcy Cases, CHC Ireland's business is run by its parent company, CHC Group, Ltd., out of Irving, Texas.[6] Airbus produced discovery regarding its maintenance operations, and revealed that Airbus ships Super Pumas owned by U.S. customers to France in order to perform any necessary main gearbox overhauls. *See* Ex. C.

ECN Capital also requested information from Airbus regarding its participation in the Bankruptcy Cases. *See* Ex. D. Airbus explained that four of its executives—Laurent Tagarian, Alain Vigneau, Eric Chartier and Valerie Le-Gall—based in Marignane, France, worked with U.S. counsel to prepare Airbus's proofs of claim in the Bankruptcy Cases. *Id.* Messrs. Tagarian and Vigneau were involved, together with Airbus's representative Kevin Cabaniss, an employee of AHI, in Airbus's efforts to become a member of the Creditors' Committee. Messrs. Tagarian

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4 All references herein to "Ex. __" are to the accompanying Declaration of Martin Flumenbaum dated February 23, 2017.

5 *Id.*; *see* Motion of Debtors for Entry of an Order Waiving the Requirement to File a List of Creditors . . . [16-31854 Docket No. 4] ("First Day Motion") Exhibit A (listing CHC Leasing (Ireland) Limited as a Debtor).

6 *See* First Day Motion ¶ 6 ("CHC manages its domestic and overseas businesses from Irving, Texas."); *see id.* (defining "CHC" to include "[t]he Debtors, together with their non-debtor affiliates").

and Vigneau traveled from Marignane, France to the U.S. the week of June 27, 2016 in connection with a hearing in the Bankruptcy Cases, and Mr. Tagarian met with Mr. Cabaniss on June 28, 2016 in connection with Airbus's participation in the Bankruptcy Cases. *Id.* Airbus's discovery also revealed that Mr. Tagarian had responsibilities for Airbus "in connection with [Airbus's] participation in the [Creditors' Committee]," but Airbus withheld specific information about Mr. Tagarian's responsibilities on grounds of privilege. *Id.* Airbus noted that Messrs. Tagarian and Vigneau contributed to the preparation of key filings by Airbus in the Bankruptcy Cases, including Airbus's Objection to ECN Capital's Motion for Order Directing 2004 Examination of Debtors and the Debtors' 2017 Omnibus Restructure Agreement with Airbus.

In addition to the jurisdictional discovery produced by Airbus, publicly available sources reveal that Airbus frequently sends executives to the U.S., including to Texas, to attend and present at industry events. For example, Airbus is a Gold Level sponsor of the HAI Heli-Expo, a major helicopter industry event taking place in Dallas, Texas. *See* Ex. E. (CHC is also a Gold Level sponsor of the event. *Id.*) Airbus's logo is prominently featured on the front page of the HAI Heli-Expo website, along with a link to Airbus's webpage that directs visitors to sales and marketing materials for Airbus's helicopters, including the Super Pumas. Airbus regularly sends executives to attend and present at the HAI Heli-Expo in the U.S. For example, in 2014, Airbus's President and CEO Guillaume Faury spoke about Airbus's customer service at a breakfast during the HAI Heli-Expo in Anaheim, California. *See* Ex. F. In 2016, Airbus executive Gilles Bruniaux delivered a presentation regarding helicopter accidents on behalf of Airbus and others at the HAI Heli-Expo in Orlando, Florida. *See* Ex. G. Last year, Mr. Faury, attended the HAI Heli-Expo when it was held in Orlando, Florida. *See* Ex. H. According to a March 4, 2015 press release on Airbus's website, Airbus announced at the Heli-Expo that it had

signed a contract for the sale of helicopters to Bristow Group, a helicopter owner and operator based in Houston, Texas with a fleet of Airbus-manufactured helicopters including multiple Super Pumas. *Id.*

Plan Confirmation Hearing

Further information regarding jurisdictional issues was produced by Airbus and elicited by ECN Capital at the February 13, 2017 Plan Confirmation Hearing ("Confirmation Hearing") held before this Court in the Bankruptcy Proceedings. At the Confirmation Hearing, David W. Fowkes of Seabury Group, restructuring advisors to the Debtors, testified that the Debtors had 56 Super Pumas in their fleet at the time of the 2016 Grounding, nine of which were owned outright by the Debtors at the time and four of which remain owned outright by the Debtors. *See* Ex. I (Confirmation H'r'g Tr.) 197:21–198:7. Mr. Fowkes also testified that CHC Helicopters (Barbados) SRL—the Debtor to which ECN Capital leased the five Super Pumas it owned—owned or leased a total of 22 helicopters impacted by the 2016 Grounding, rejected its leases on all five of ECN Capital's Super Pumas, and continues to own one Super Puma. *Id.* 200:14–205:8. Robert A. Del Genio, CHC's Chief Restructuring Officer, also testified that CHC suffered injury to its business operations of approximately $34 million as a result of the 2016 Grounding, *id.* 108:5–109:17, and that CHC suffered injury to the value of the Super Pumas in its fleet as a result of the 2016 Grounding, but that CHC is unsure of the value of its claims against Airbus arising out of the 2016 Grounding, *id.* 104:11-13, 112:22–114:1.

ARGUMENT

I. This Court's Subject Matter Jurisdiction over ECN Capital's Claims Is Established by the Debtors' Testimony and the Discovery ECN Capital Obtained from Airbus.

The Debtors' testimony at the Confirmation Hearing proved what the Complaint adequately alleged: this Adversary Proceeding is "related to" the Bankruptcy Cases because the outcome of ECN Capital's claims could conceivably impact the rights, liabilities, causes of

action, and/or value of property of the Debtors. The Debtors suffered two types of injury as a result of the 2016 Grounding. *First*, the Debtors were harmed by the detrimental impact to their business, which contributed to their need to reject their leases on the five Super Pumas owned by ECN Capital. The Debtors calculated this harm to be approximately $34 million, *id.* 109:13-15, and this impact also led to a number of creditor proofs of claim filed against the Debtors in the Bankruptcy Cases. *Second*, the Debtors were harmed by the decrease in the value of the 56 helicopters in their fleet, including the four Super Pumas the Debtors continue to own outright. *Id.* 108:5–109:17. While the Debtors could not place a value on these claims, they acknowledged that each helicopter is valued at "around $20 million." *Id.* 107:19-20.

With respect to each of these harms, the outcome of ECN Capital's claims against Airbus likely would impact the Debtors' rights and/or liabilities. If ECN Capital establishes liability against Airbus for the 2016 Grounding, the reorganized Debtors would be able to rely on collateral estoppel to recover from Airbus for the injuries the Debtors incurred as a result of the 2016 Grounding, which recovery would inure to the benefit of the Debtors' creditors by virtue of the equity interests in the reorganized Debtors that such creditors are to receive under the Plan. The Debtors also potentially could offset claims by ECN Capital and other creditors arising out of lease rejections that resulted from the 2016 Grounding. Courts in the Fifth Circuit and elsewhere have found this type of potential impact on a debtor's rights or liabilities to be sufficient to establish "related to" jurisdiction over claims in an adversary proceeding brought by one non-debtor against another non-debtor. *See Passmore* v. *Baylor Health Care Sys.*, 823 F.3d 292, 296 (5th Cir. 2016) (finding "related to" subject matter jurisdiction where outcome of adversary proceeding could lead to claims by other parties impacting the estate); *8300 Newburgh Rd. Partnership* v. *Time Constr., Inc.* (*In re Time Constr., Inc.*), 43 F.3d 1041, 1045 (6th Cir.

1995) (explicitly applying same standard as Fifth Circuit and noting that third-party action was related to bankruptcy because outcome of action would affect value of debtor's property).[7]

Moreover, the discovery that Airbus produced to ECN Capital further substantiates the relatedness of the Adversary Proceeding to the Bankruptcy Cases. Airbus explained that its executives, Laurent Tagarian and Alain Vigneau, were responsible for preparing the proofs of claim Airbus filed against the Debtors in the Bankruptcy Cases—which concerned the same models of Super Pumas at issue in this Adversary Proceeding. Ex. D. Messrs. Tagarian and Vigneau also were responsible for preparing Airbus's objection to ECN Capital's requests for discovery from the Debtors in the Bankruptcy Cases regarding the Super Pumas the Debtors owned or leased, and the potential claims the Debtors might have against Airbus in connection with those Super Pumas. *Id.* Airbus's discovery now proves that Airbus sold 19 Super Pumas directly to the Debtors in the last five years, *see* Ex. B; the Debtors acknowledge that they have suffered harm in connection with those Super Pumas (and other Super Pumas the Debtors leased or owned) as a result of the 2016 Grounding, and the Debtors have claims against Airbus as a result. *See* Ex. I 104:11-13, 112:22–114:1; *see also* Ex. J 48:3-11. The outcome of ECN Capital's claims against Airbus could impact the rights, liabilities, and property value of the Debtors with respect to these Super Pumas. This Court accordingly has "related to" subject matter jurisdiction under § 1334(b) over this Adversary Proceeding.

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[7] *See also In re Canion*, 196 F.3d 579, 586–87 (5th Cir. 1999) (finding "related to" jurisdiction, since the outcome of an adversary proceeding between two non-debtors could have affected the bankruptcy estate at the time the district court referred the case to the bankruptcy court); *In re Mission Bay Ski & Bike, Inc.*, 398 B.R. 250, 253–55 (Bankr. N.D. Ill. 2010) (explaining that while "the Seventh Circuit interprets 'related to' jurisdiction more narrowly than other circuits," "related to" jurisdiction exists "when the non-debtor plaintiff is a creditor in the bankruptcy case and recovery in the action will reduce its claim against the bankruptcy estate"); *In re WorldCom, Inc. Secs. Litig.*, 293 B.R. 308, 323 (Bankr. S.D.N.Y. 2003) (finding "related to" jurisdiction over a claim against defendants connected to the debtor, because of "[t]he potential alteration of the liabilities of the estate and change in the amount available for distribution to other creditors"); *In re Edwards*, 100 B.R. 973, 982 (Bankr. E.D. Tenn. 2001) (finding "related to" jurisdiction over plaintiff's claims against a third-party lender "because of the impact a judgment against the [defendant] could have upon the bankruptcy estate").

II. This Court's Personal Jurisdiction over Airbus Is Established by Airbus's Significant Participation in the Bankruptcy Cases, Combined with Its Substantial Business in the U.S.

Airbus has submitted to this Court's personal jurisdiction through its substantial participation in the Bankruptcy Cases in this forum, where Airbus filed proofs of claim, participated as a member of the Creditors' Committee, and objected to ECN Capital's Motion for an Order Directing 2004 Examination of Debtors. *See* MTD Opp. 2–3, 25–26. The discovery shows that Airbus's actions were directed from France toward this forum, where Airbus availed itself of the benefits and protections of this Court's jurisdiction. Airbus's executives worked with U.S. counsel to prepare the filings in the Bankruptcy Cases. *See* Ex. D. The same Airbus executives traveled to this district to participate in the Bankruptcy Cases, including in connection with the Creditors' Committee meetings. *Id.* Airbus also has directed relevant business into this forum, directly selling hundreds of millions of dollars' worth of Super Pumas and other helicopters to U.S. customers based in this district, and using its U.S.-based affiliate to distribute even more helicopters in this district and to other U.S.-based customers. *See* Ex. B. This evidence—voluntarily produced and stipulated to by Airbus—directly contradicts the statements in the Gouraud Declaration submitted by Airbus in support of its attempt to avoid this Court's jurisdiction. *See* Gouraud Decl. ¶¶ 5, 9.

Courts have exercised personal jurisdiction over a creditor in an adversary proceeding in similar circumstances—where the defendant participated in the bankruptcy case and the claims in the adversary proceeding were related to the facts underlying the bankruptcy cases. *See*, *e.g.*, *In re LLS America, LLC*, 2012 WL 2564722, *7 (Bankr. E.D. Wash. 2012) (holding that by filing proof of claim and participating in motion practice, claimant submitted to bankruptcy court's jurisdiction for related claims); *Glinka* v. *Abraham and Rose Co. Ltd.*, 199 B.R. 484 (Bankr. D. Vt. 1996) (finding extensive participation in adversary proceeding, coupled with

contacts in relevant forum, sufficient for bankruptcy court to exercise personal jurisdiction over foreign non-debtor defendant); *In re Schwinn Bicycle Co.*, 182 B.R. 526, 531–32 (Bankr. N.D. Ill. 1995) (finding jurisdiction over creditor defendant for adversary proceedings and noting that "[e]stablishing jurisdiction over a party already voluntarily before a court is markedly different from doing so over a party not before it because he or she must first be hailed into court"); *In re Neese*, 12 B.R. 968, 971 (Bankr. W.D. Va. 1981) ("Having filed their proofs of claims in the underlying bankruptcy case, the defendants cannot now deny this Court's personal jurisdiction over them in a proceeding directly related to that case.").[8]

In the highly analogous district court context, courts have expressly held that filing a claim in one lawsuit subjects the claimant to the personal jurisdiction of the court in a subsequent related case, *even if the subsequent case is brought by an entity that was not a party to the first lawsuit.* For example, in *Int'l Transactions, Ltd.* v. *Embotelladora Agral Regionmontana SA de CV*, 277 F. Supp. 2d 654 (N.D. Tex. 2002), the court held that the defendant had purposefully availed itself of the forum court because it had brought two lawsuits in the same district against a third party relating to a dispute arising out of similar facts. 277 F. Supp. 2d at 667–68 ("Voluntarily filing a lawsuit in a jurisdiction is a purposeful availment of the jurisdiction's facilities and can subject a party to personal jurisdiction in another lawsuit when the lawsuits arise from the same general transaction."). That a party has previously chosen to litigate in a court eliminates any claim it has that defending a subsequent case filed in that forum—even if the subsequent case is brought by litigants who were not involved in the first case—would be "unreasonably burdensome." *See Hess* v. *Bumbo Int'l Trust*, 954 F. Supp. 2d 590, 597 (S.D.

[8] While some courts have held that submitting a proof of claim in a bankruptcy case does not subject an entity to general jurisdiction in the forum, those holdings have been limited to situations where "the bankruptcy proceeding was unrelated to" the subsequent action in which personal jurisdiction was challenged. *See Encompass Holdings, Inc.* v. *Daly*, No. C09–1816 BZ, 2010 WL 5088878, at n.9 (N.D. Cal. Dec. 8, 2010).

Tex. 2013) (holding that foreign entity purposefully availed itself of the forum court, for purposes of consumer product liability claim, when it filed litigation against its prior distributor in the federal court in Texas).

District courts outside the Fifth Circuit also have exercised personal jurisdiction over a party because it filed a related suit in the same jurisdiction against a third party. For example, in *Praetorian Specialty Ins. Co.* v. *Auguillard Const. Co.*, 829 F. Supp. 2d 456 (W.D. La. 2010), plaintiffs who filed a suit for permanent injuries suffered in a car accident moved to dismiss for lack of personal jurisdiction a separate action filed against them by a non-party insurer seeking a declaratory judgment recognizing that its insurance policies did not cover the accident. *Id.* at 460–61. The court followed the First Circuit Court of Appeals' analysis from *Gen. Contracting & Trading Co., LLC* v. *Interpole, Inc.*, 940 F.2d 20 (1st Cir. 1991), and held that the plaintiffs "waived objection to or consented to the personal jurisdiction" of the court by electing to file a lawsuit in the same forum arising from the same nucleus of operative facts. *Id.* at 465.[9]

It is well-established law that "the filing of a proof of claim" in a bankruptcy proceeding is "analogous to the filing of a complaint in a civil action." *O'Neill* v. *Cont'l Airlines* (*Matter of Cont'l Airlines*), 928 F.2d 127, 129 (5th Cir. 1991); *see also Simmons* v. *Savell,* (*In re Simmons*),

[9] Courts have continued to apply this principle after the issuance of the Supreme Court's ruling in *Daimler AG* v. *Bauman*, 134 S. Ct. 746 (2014). *Daimler* concerns *general* jurisdiction over a foreign corporation, *see* 134 S. Ct. at 754–58. When a defendant has consented to the personal jurisdiction of a court by filing a separate lawsuit arising from the same general transaction, it has not submitted itself to the court's general jurisdiction, but has rather submitted itself to jurisdiction of that court on the specific transaction at issue. *See Int'l Transactions, Ltd.*, 277 F. Supp. 2d at 667–68 (recognizing that filing a lawsuit voluntary constitutes "purposeful availment" of the jurisdiction in the context of a specific personal jurisdiction analysis). Since *Daimler*, courts have continued to recognize the principle that a defendant consents to the personal jurisdiction of a court when it has availed itself of the court's jurisdiction in a case arising out of similar facts. *See Furnari* v. *Wallpang, Inc.*, 2014 WL 1678419, at *11 (Del. Super. Ct. Apr. 16, 2014) (defendant consented to personal jurisdiction by filing suit on a related matter, since "[a] party may waive personal jurisdiction 'on the ground that the party consented to jurisdiction by submitting itself to a court's jurisdiction by instituting another, related suit'") (quoting *Foster Wheeler Energy Corp.* v. *Metallgesellschaft AG*, 1993 WL 669447, at *1 (D. Del. Jan. 4, 1993)); *New Media Holding Co., LLC* v. *Kagalovsky*, 985 N.Y.S.2d 216, 222 (2014) (finding that defendants "waived the right to challenge personal jurisdiction by freely using the protections of the New York courts when pursuing rights related to the partnership [at issue in the present case]").

765 F.2d 547, 552 (5th Cir. 1985) (stating that "the filing of a proof of claim is tantamount to the filing of a complaint in a civil action").[10]

In *In re Int'l Payment Grp., Inc.*, 2011 WL 5330783 (Bankr. D.S.C. Nov. 3, 2011), a federal bankruptcy court denied a motion to dismiss an adversary proceeding asserting "causes of action unrelated to or far beyond the scope of Defendant's claims against the estate," which was brought by the debtor's trustee against a creditor. *Id.* at *1. The court concluded that a creditor's proof of claim was akin to filing a complaint for the purposes of an adversary proceeding of a non-debtor against a creditor, even though "resolution of Defendant's claim against the estate [would] not result in a resolution of the disputes raised in this lawsuit," and the claims made in the adversary proceeding "dwarf[ed] those involved in any dispute that may arise over allowance of the proof of claim." *Id.* at *2.

District courts exercise personal jurisdiction over parties that have availed themselves of the court in related lawsuits, and claimants submit to bankruptcy courts' personal jurisdiction in the same respect as complainants in civil actions before district courts. Thus, a bankruptcy court also has personal jurisdiction over a creditor in an adversary proceeding brought by a non-debtor, when the non-debtor's claims are sufficiently related to the issues underlying the creditor-defendant's proofs of claim in the bankruptcy cases.

III. The Jurisdictional Discovery Demonstrates That the Court Should Deny Airbus's Requests for *Forum Non Conveniens* Dismissal and Abstention.

The discovery ECN Capital obtained from Airbus further shows that Airbus's attempts to avoid this Court's jurisdiction should be denied.

[10] *See also* U.S. Dep't of Justice, U.S. Attorneys' Manual § 1-188, https://www.justice.gov/usam/civil-resource-manual-188-bankruptcy-jurisdiction-personal-jurisdiction ("[A] foreigner filing a proof of claim submits to the personal jurisdiction of the bankruptcy court because a proof of claim is analogous to a complaint.").

Airbus seeks dismissal on the grounds of *forum non conveniens*, arguing in its Motion to Dismiss that it would be significant cost and burden for Airbus to bring witnesses to Texas and that this Adversary Proceeding has "no connection with Texas or the United States." Am. Br. in Supp. of Mot. to Dismiss 28. The record proves otherwise. Airbus voluntarily sent executives from France to this district for purposes of participating in the Bankruptcy Cases to which this Adversary proceeding is related. *See* Ex. D. And Airbus frequently sends executives to Texas for business purposes, including to attend industry events and to market and sell the very same models of Super Puma helicopters that are at issue here. *See* Ex. E. Further, Airbus sells helicopters to customers based in this district, and Airbus works with AHI—its U.S. affiliate based in Grand Prairie, Texas—to sell and distribute even more helicopters to customers in Texas and throughout the U.S. Along with sending its executives from France to Texas, Airbus's coordination with Mr. Cabaniss of AHI (together with U.S. counsel) for purposes of representing Airbus's interest in the Bankruptcy Cases further ties Airbus to this district and demonstrates Airbus's ability and willingness to appear in this district for legal proceedings. *See* Ex. D.

The discovery ECN Capital has obtained and the Debtors' testimony also support denial of Airbus's request that this Court abstain from exercising the jurisdiction it has to hear the Adversary Proceeding. In its MTD Opposition, ECN Capital set forth the criteria for the Court's consideration of Airbus's abstention request, which include "the degree of relatedness [] of the proceeding to the main bankruptcy case." MTD Opp. 22 (quoting *In re MontCrest*, 2014 WL 6982643, at *7 (Bankr. N.D. Tex. Dec. 9, 2014)). As explained in Section I above, Mr. Del Genio's testimony makes clear that the Debtors were harmed by the 2016 Grounding, which contributed to their need to cancel leases on certain helicopters, including the Super Pumas

owned by ECN Capital that are the subject of ECN Capital's proofs of claim in the Bankruptcy Cases. *See* Ex. I 108:5–109:17. And Airbus's jurisdictional discovery shows that Airbus sold 19 Super Pumas directly to certain of the Debtors, and the Debtors may have product liability or express or implied warranty claims to bring against Airbus with respect to these helicopters (along with others the Debtors owned or leased). *See* Ex. B. Thus, the testimony and discovery prove that the outcome of ECN Capital's claims in this Adversary Proceeding could significantly impact the rights, liabilities, and/or value of property of the Debtors: If ECN Capital establishes liability against Airbus, the Debtors could rely on collateral estoppel to recover significant damages from Airbus, and the Debtors potentially could offset proofs of claims from various creditors to the extent they relate to the Super Pumas. For these reasons and the reasons set forth in ECN Capital's MTD Opposition (pp. 13–16), this Court should deny Airbus's request for abstention.

CONCLUSION

For the foregoing reasons, and the reasons stated in ECN Capital's MTD Opposition and MTD Opposition Supplement, this Court should deny Defendant's Motion to Dismiss the Complaint.

Dated: February 23, 2017
Dallas, Texas

Respectfully submitted,

By: /s/ *Martin Flumenbaum*
Martin Flumenbaum

Martin Flumenbaum (*pro hac vice*)
(New York Bar No. 1143387)
Roberta A. Kaplan (*pro hac vice*)
(New York Bar. No. 2507093)

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- and -

KANE RUSSELL COLEMAN & LOGAN PC

George H. Barber (State Bar No. 01705650)
Robert N. LeMay (State Bar No. 12188750)

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rlemay@krcl.com

Counsel for Plaintiff
ECN Capital (Aviation) Corp.

CERTIFICATE OF SERVICE

I hereby certify that, on February 23, 2017, I caused the foregoing Second Supplemental Memorandum of Law in Opposition to Defendant's Motion to Dismiss to be filed with the Court via CM/ECF and served on all parties requesting electronic notification, including the following counsel of record for the Defendant:

Jason M. Katz, Esq.
Hiersche, Hayward, Drakeley & Urbach, P.C.
15303 Dallas Parkway, Suite 700
Addison, TX 75001
jkatz@hhdulaw.com

Joseph J. Ortego, Esq.
Eric C. Strain, Esq.
Robert N. H. Christmas, Esq.
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sshah@nixonpeabody.com

/s/ *Martin Flumenbaum*
Martin Flumenbaum

Exhibit 2

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COUNSEL FOR PLAINTIFF ECN CAPITAL (AVIATION) CORP.

UNITED STATES BANKRUPTCY COURT
NORTHERN DISTRICT OF TEXAS
DALLAS DIVISION

In re:	**Chapter 11**
CHC GROUP LTD., *et al.*,	**Case No. 16-31854(BJH)**
Debtors,	**(Jointly Administered)**
ECN CAPITAL (AVIATION) CORP.,	**Adv. No. 16-03151-bjh**
Plaintiff,	**Declaration of Martin Flumenbaum in Support of Plaintiff's Second Supplemental Memorandum of Law in Opposition to Defendant's Motion To Dismiss**
v.	
AIRBUS HELICOPTERS (SAS),	
Defendant.	

I, Martin Flumenbaum, declare, under penalty of perjury, pursuant to 28 U.S.C. § 1746, as follows:

1. I am a partner with the law firm of Paul, Weiss, Rifkind, Wharton & Garrison LLP, with offices at 1285 Avenue of the Americas, New York, NY 10019, (212) 373-3000, mflumenbaum@paulweiss.com. I have personal knowledge of the facts set forth herein, and could and would testify thereto if called as a witness.

2. This declaration is made in support of Plaintiff ECN Capital (Aviation) Corp.'s (f/k/a Element Capital Corp.) ("ECN Capital") Second Supplemental Memorandum of Law in Opposition to Defendant Airbus Helicopters S.A.S.'s ("Airbus") Motion to Dismiss for Lack of Subject Matter and Personal Jurisdiction and *Forum non Conveniens.*

3. Attached as **Exhibit A** is a true and correct copy of an email from Eric Strain to Pietro Signoracci, which includes information regarding Airbus's corporate structure, dated February 14, 2017.

4. Attached as **Exhibit B** is a true and correct copy of an excel spreadsheet, titled "Order Bookings – AH Group, From 01/01/2011 To 31/12/2016," sent via email from Eric Strain to Pietro Signoracci on February 14, 2017.

5. Attached as **Exhibit C** is a true and correct copy of an email from Eric Strain to Pietro Signoracci, which includes information regarding Airbus's maintenance of U.S.-based Super Puma helicopters, dated February 10, 2017.

6. Attached as **Exhibit D** is a true and correct copy of an email from Eric Strain to Pietro Signoracci, which includes information regarding the participation in the Bankruptcy Cases of individuals affiliated with Airbus, dated February 16, 2017.

7. Attached as **Exhibit E** is a true and correct copy of the website for the HAI Heli-Expo, a major helicopter industry event taking place in Dallas, Texas on March 6-9, 2017, http://heliexpo.rotor.org/ (last visited February 22, 2017).

8. Attached as **Exhibit F** is a true and correct copy of an article by Mark Huber for HAI Convention News, Airbus Helicopters CEO Promises Better Support, AIN Publications (Feb. 26, 2014).

9. Attached as **Exhibit G** is a true and correct copy of a presentation, available on the HAI Heli-Expo website, made by Gilles Bruniaux and The European Helicopter Safety Team (EHEST) at the HAI Heli-Expo in Orlando, Florida, http://www.ihst.org/portals/54/symposium/2016/HELI-EXPO%202016%20-20EHEST%20with%20Clip%20Integrated%2023%20Feb%202016.pdf (last visited February 23, 2017).

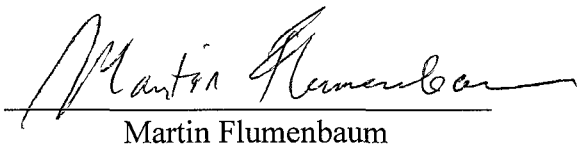
10. Attached as **Exhibit H** is a true and correct copy of Airbus Press Release, Bristow Group More Than Triples Its H175 Orders and Secures Comprehensive Support Services Agreement With Airbus Helicopters, Airbus Helicopters, http://www.airbushelicopters.com/website/en/press/Bristow-Group-more-than-triples-its-H175-orders-and-secures-comprehensive-support-services-agreement-with-Airbus-Helicopters_1717.html (last visited February 23, 2017).

11. Attached as **Exhibit I** is a true and correct copy of excerpts from the Transcript of the Confirmation Hearing for the Amended Chapter 11 Plan filed by Debtor CHC Group Ltd., held on February 13, 2017.

12. Attached as **Exhibit J** is a true and correct copy of excerpts from the Transcript of the Confirmation Hearing for the Amended Chapter 11 Plan filed by Debtor CHC Group Ltd., held on February 14, 2017.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on February 23, 2017
New York, New York



Martin Flumenbaum

Exhibit A

From: Strain, Eric <estrain@nixonpeabody.com>
Sent: Tuesday, February 14, 2017 6:17 PM
To: Signoracci, Pietro J
Cc: Flumenbaum, Martin; George Barber; Kaplan, Roberta A; Ortego, Joseph J.; 'Jason Katz'; Christmas, Robert; Shah, Shainee
Subject: RE: ECN v. Airbus Helicopters
Attachments: Bookings 2011-2016 (USA & CHC).xlsx

Pietro,

Corporate Relationship

As explained in the declaration of Michel Gouraud that was filed with Airbus Helicopters, S.A.S.'s ("AH's") motion to dismiss, AH and Airbus Helicopters, Inc. ("AHI") are separate and independent companies, each with its own separate management, employees, facilities, bank accounts and operational control. AH does not own AHI. AH is 95% owned by Airbus Helicopters Holding (France) and 5% by EADS CASA Holding (France). Airbus Helicopters Holding is owned by Airbus Group S.E. (The Netherlands). EADS CASA Holding is owned by Airbus Defence & Space S.A. (Spain), which is owned by Airbus Group S.E. AHI is a subsidiary of Airbus Group, Inc., (Virginia), which is owned by Airbus Group S.E.

AH Sales

I have attached an Excel spreadsheet from which the PDFs came from. Hopefully this takes care of the formatting issues. I am waiting to hear back on your other specific questions.

AHI Sales

"LUH" refers to the UH-72 Lakota helicopter, which is a militarized version of the EC145 sold to the US Army. "PL" refers to "Production Line" and "LAL" refers to "Light Assembly Line." The LUH is produced at the AHI facility in Columbus, Mississippi.

I am still gathering information on the bankruptcy involvement questions.

If additional questions, let me know.

Thank you, Eric

From: Signoracci, Pietro J [mailto:psignoracci@paulweiss.com]
Sent: Tuesday, February 14, 2017 11:59 AM
To: Strain, Eric
Cc: Flumenbaum, Martin; George Barber; Kaplan, Roberta A; Ortego, Joseph J.; 'Jason Katz'; Christmas, Robert; Shah, Shainee
Subject: RE: ECN v. Airbus Helicopters

Eric,

Please let us know if you've had an opportunity to review the requests in my email below regarding the discovery Airbus has provided, and please let us know if we will be receiving today additional discovery regarding AH's corporate relationship and its involvement in the CHC bankruptcy cases.

Thank you,
Pietro

Pietro J. Signoracci | Associate
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1285 Avenue of the Americas | New York, NY 10019-6064
(212) 373-3481 (Direct Phone) | (212) 492-0481 (Direct Fax)
psignoracci@paulweiss.com | www.paulweiss.com

From: Signoracci, Pietro J
Sent: Monday, February 13, 2017 12:54 PM
To: 'Strain, Eric' <estrain@nixonpeabody.com>
Cc: Flumenbaum, Martin <mflumenbaum@paulweiss.com>; 'George Barber' <gbarber@krcl.com>; Kaplan, Roberta A <rkaplan@paulweiss.com>; 'Ortego, Joseph J.' <JOrtego@nixonpeabody.com>; 'Jason Katz' <Jkatz@hhdulaw.com>; 'Christmas, Robert' <RChristmas@nixonpeabody.com>; 'Shah, Shainee' <sshah@nixonpeabody.com>
Subject: RE: ECN v. Airbus Helicopters

Eric,

We have a few questions/requests regarding the attached documents.

1. AH Sales to USA 2011-2016

   a. The attached chart appears to have cut off some rows from the original document. For example, the subtotals of 2012 sales by each category add up to 115 helicopters, but the line for TOTAL 2012 shows a total of 163 helicopters. (The same is true for 2013, which reports a total of 107 helicopters when the subtotals add up to 64 helicopters). Also, there are no rows showing TOTAL 2014, TOTAL 2015, or TOTAL 2016. Please confirm that there are missing entries and provide a full chart with all rows visible.

   b. Please define “AH-AHD” and confirm that where “AH-AHD” appears in the “FROM” column, that denotes sales to US customers directly from Airbus Helicopters (SAS) in France.

   c. Please define each entry in the REGION column: EBU, EBRG, EBE, etc.

   d. Please explain why certain rows have negative values in the QTY column.

2. AHI Sales 2011-2016

   a. Please define the following entries in the MODEL column: (i) “LUH”, (ii) “PL”, and (iii) “LAL”.

I’m available if you have any questions.

Thank you,
Pietro

Pietro J. Signoracci | Associate
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From: Signoracci, Pietro J
Sent: Friday, February 10, 2017 5:02 PM
To: 'Strain, Eric' <estrain@nixonpeabody.com>
Cc: Flumenbaum, Martin <mflumenbaum@paulweiss.com>; George Barber <gbarber@krcl.com>; Kaplan, Roberta A <rkaplan@paulweiss.com>; Ortego, Joseph J. <JOrtego@nixonpeabody.com>; 'Jason Katz' <Jkatz@hhdulaw.com>; Christmas, Robert <RChristmas@nixonpeabody.com>; Shah, Shainee <sshah@nixonpeabody.com>
Subject: RE: ECN v. Airbus Helicopters

Thank you, Eric. Received. We'll look forward to the additional documents and information Monday.

Best,
Pietro

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psignoracci@paulweiss.com | www.paulweiss.com

From: Strain, Eric [mailto:estrain@nixonpeabody.com]
Sent: Friday, February 10, 2017 4:13 PM
To: Signoracci, Pietro J <psignoracci@paulweiss.com>
Cc: Flumenbaum, Martin <mflumenbaum@paulweiss.com>; George Barber <gbarber@krcl.com>; Kaplan, Roberta A <rkaplan@paulweiss.com>; Ortego, Joseph J. <JOrtego@nixonpeabody.com>; 'Jason Katz' <Jkatz@hhdulaw.com>; Christmas, Robert <RChristmas@nixonpeabody.com>; Shah, Shainee <sshah@nixonpeabody.com>
Subject: ECN v. Airbus Helicopters

Pietro,

Aircraft Sales

Attached are:

1. A spreadsheet showing sales by Airbus Helicopters, S.A.S. ("AH") to customers having a US address on the purchase agreement for the years 2011 through 2016. The sales were made by AH to the companies listed under the "From" heading, not the "Customer" heading. Thus, you will see that the sales were made by AH to Airbus Helicopters, Inc. ("AHI"). The "Customer" heading refers to the customers to whom AHI sold and delivered the helicopters in the US.

2. A spreadsheet showing sales by AH to CHC entities.

3. Documents summarizing AHI's sales to customers having US addresses on the purchase agreements. The entries that are blacked out were sales to customers not having US addresses.

Maintenance

1. AH does not perform maintenance in the US.

2. If a Super Puma customer in the US needs a main gearbox overhaul, the overhaul would be done by AH in France (or Helibras in Brazil); AHI does not perform Super Puma main gearbox overhauls.

3. AH, not AHI, would perform retrofit work to bring Super Pumas into compliance with the EASA AD and FAA approved AMOC allowing return to service following the groundings.

Corporate Relationship

I will get this to you on Monday.

Bankruptcy Involvement

I hope to get back to on Monday.

If questions, let me know.

Thank you, Eric

Eric C. Strain
Partner
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Exhibit B

ORDER BOOKINGS - AH GROUP

FROM 01/01/2011 TO 31/12/2016

DATE of the CONTRACT in force	FROM	TO			AIRCRAFT	QTY
		REGION	COUNTRY	CUSTOMER	TYPE	
June 2011	AH-AHD	EBRG	USA	BRISTOW	EC225	1
June 2011	AH-AHD	EBRG	USA	BRISTOW	EC225	1
October 2011	AH-AHD	EBRG	USA	WELLS FARGO / OMNI (Portugal)	EC225	2
TOTAL SUPER PUMA / COUGAR						**4**
March 2011	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	4
March 2011	AHI	EBU	USA	Vulcan Flight Inc*	EC145	1
June 2011	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	14
July 2011	AHI	EBU	USA	WEST PENN ALLEGHENY*	EC145	1
August 2011	AHI	EBU	USA	Sanford Health*	EC145	1
August 2011	AHI	EBU	USA	OSF Aviation*	EC145	4
September 2011	AHI	EBU	USA	Heli Transport*	EC145	1
October 2011	AHI	EBU	USA	Duke University Health System Inc*	EC145	2
October 2011	AHI	EBU	USA	Sanford Health*	EC145	2
December 2011	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	39
December 2011	AHI	EBU	USA	University of Utah*	EC145	1
December 2011	AHI	EBU	USA	Metro Aviation INC*	EC145	1
TOTAL H145						**71**
May 2011	AHI	EBU	USA	HMA*	EC135	3
May 2011	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC135	-1
August 2011	AHI	EBU	USA	Era Helicopters LLC*	EC135	3
October 2011	AHI	EBU	USA	Massachusetts State Police*	EC135	1
November 2011	AHI	EBU	USA	Era Helicopters LLC*	EC135	4
November 2011	AHI	EBU	USA	Med-Trans Corporation*	EC135	2
December 2011	AHI	EBU	USA	REACH, dba Mediplane*	EC135	1
TOTAL H135						**13**
May 2011	AHI	EBU	USA	Air Commander International Ltd*	EC130	1
September 2011	AHI	EBU	USA	Mustang Leasing* / Maverick	H130	3
September 2011	AHI	EBU	USA	Mustang Leasing* / Maverick	H130	7
October 2011	AHI	EBU	USA	Milestone Aviation Group LLC*	EC130	5
TOTAL H130						**16**
January 2011	AHI	EBU	USA	WINCO INC*	AS350 B3	1
January 2011	AHI	EBU	USA	NS Air Leasing LLC*	AS350 B3	1
February 2011	AHI	EBU	USA	Veracity Aviation*	AS350 B2	1
February 2011	AHI	EBU	USA	Extreme Crafts LLC*	AS350 B3	-1
February 2011	AHI	EBU	USA	Helicopter Express Inc*	AS350 B3	-1
February 2011	AHI	EBU	USA	NS Air Leasing LLC*	AS350 B3	1
February 2011	AHI	EBU	USA	NS Air Leasing LLC*	AS350 B3	1
February 2011	AHI	EBU	USA	Shier Aviation Corporation*	AS350 B3	1
March 2011	AHI	EBU	USA	Air Medical Resources Group*	H125	3
March 2011	AHI	EBU	USA	Air Commander International Ltd*	H125	1
March 2011	AHI	EBU	USA	BHI Helicopters Inc* / BRAINERD	H125	1
March 2011	AHI	EBU	USA	Spiegel Aviation*	H125	1

April 2011	AHI	EBU	USA	Rotor Aviation Inc*	AS350 B2	1
April 2011	AHI	EBU	USA	Veracity Aviation*	AS350 B2	1
May 2011	AHI	EBU	USA	Air Methods Corporation (AMC)*	AS350 B3	4
May 2011	AHI	EBU	USA	DHS/CBP National Air Training Center*	AS350 B3	3
May 2011	AHI	EBU	USA	Shier Aviation Corporation*	H125	1
May 2011	AHI	EBU	USA	Shier Aviation Corporation*	AS350 B2	1
May 2011	AHI	EBU	USA	Shier Aviation Corporation*	AS350 B2	1
May 2011	AHI	EBU	USA	Shier Aviation Corporation*	H125	1
June 2011	AHI	EBU	USA	Papillon Airways Inc*	H125	1
June 2011	AHI	EBU	USA	Papillon Airways Inc*	H125	1
June 2011	AHI	EBU	USA	Papillon Airways Inc*	H125	1
June 2011	AHI	EBU	USA	Papillon Airways Inc*	H125	1
June 2011	AHI	EBU	USA	Papillon Airways Inc*	H125	1
August 2011	AHI	EBU	USA	Kenneth Lian Corp*	AS350 B2	1
August 2011	AHI	EBU	USA	Central Copters Inc*	AS350 B2	1
August 2011	AHI	EBU	USA	The Boeing Company*	AS350 B3	1
August 2011	AHI	EBU	USA	Heli LLC*	AS350 B3	1
August 2011	AHI	EBU	USA	LLOYD HELICOPTERS US INC*	AS350 B3	1
August 2011	AHI	EBU	USA	Veracity Aviation*	AS350 B2	1
August 2011	AHI	EBU	USA	Eaglemed LLC*	AS350 B3	1
August 2011	AHI	EBU	USA	Air Medical Resources Group*	H125	2
September 2011	AHI	EBU	USA	Pima Co Sheriff's Department*	AS350 B3	1
September 2011	AHI	EBU	USA	Saguaro Rentals LLC*	AS350 B2	1
November 2011	AHI	EBU	USA	Mountain West Helicopters LLC*	H125	1
December 2011	AHI	EBU	USA	Veracity Aviation*	AS350 B2	1
December 2011	AHI	EBU	USA	LA Grant Aviation Inc*	H125	1
December 2011	AHI	EBU	USA	DHS/CBP National Air Training Center*	H125	5
December 2011	AHI	EBU	USA	NS Air Leasing LLC*	H125	2
December 2011	AHI	EBU	USA	Veracity Aviation*	AS350 B2	1
December 2011	AHI	EBU	USA	RAI LLC*	AS350 B2	2
December 2011	AHI	EBU	USA	Pratte Transportation Inc*	H125	2
TOTAL ECUREUIL I / FENNEC						**54**
October 2011	AHI	EBU	USA	Baltimore Police Department*	H120	4
November 2011	AHI	EBU	USA	Icarus Copters LLC*	H120	1
TOTAL COLIBRI						**5**
TOTAL 2011						**163**
September 2012	AH-AHD	EBRG	USA	BRISTOW	EC225	1
September 2012	AH-AHD	EBRG	USA	BRISTOW	EC225	1
September 2012	AH-AHD	EBRG	USA	BRISTOW	EC225	1
TOTAL SUPER PUMA / COUGAR						**3**
February 2012	AHI	EBU	USA	Shier Aviation Corporation*	H155	1
July 2012	AHI	EBU	USA	Shands Hospital*	H155	1
November 2012	AHI	EBU	USA	Miami valley*	AS365	1
TOTAL DAUPHIN / PANTHER						**3**
April 2012	AHI	EBU	USA	Metro Aviation INC*	EC145	2
August 2012	AHI	EBU	USA	Dare County*	H145	1
September 2012	AHI	EBU	USA	Speedway Aviation*	EC145	1
September 2012	AHI	EBU	USA	University of Pennsylvania*	EC145	1

September 2012	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	2
November 2012	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	34
November 2012	AHI	EBU	USA	Geisinger Medical Center Attn: Gerald Splitt*	EC145	1
December 2012	AHI	EBU	USA	Boston Medflight*	EC145	1
December 2012	AHI	EBU	USA	Metro Aviation INC*	EC145	1
December 2012	AHI	EBU	USA	Caribbean Buzz LLC*	EC145	1
TOTAL H145						**45**
February 2012	AHI	EBU	USA	Broward County Sheriff's Deptartment*	EC135	1
June 2012	AHI	EBU	USA	CALSTAR*	EC135	2
July 2012	AHI	EBU	USA	Metro Aviation INC*	EC135	1
August 2012	AHI	EBU	USA	Med-Trans Corporation*	EC135	2
August 2012	AHI	EBU	USA	Med-Trans Corporation*	EC135	4
August 2012	AHI	EBU	USA	Med-Trans Corporation*	EC135	2
August 2012	AHI	EBU	USA	Med-Trans Corporation*	EC135	2
September 2012	AHI	EBU	USA	Massachusetts State Police*	EC135	1
November 2012	AHI	EBU	USA	Med-Trans Corporation*	EC135	1
December 2012	AHI	EBU	USA	CALSTAR*	EC135	2
December 2012	AHI	EBU	USA	HMA*	EC135	2
December 2012	AHI	EBU	USA	Med-Trans Corporation*	EC135	1
December 2012	AHI	EBU	USA	Med-Trans Corporation*	EC135	1
December 2012	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC135	3
December 2012	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC135	3
TOTAL H135						**28**
February 2012	AHI	EBU	USA	Papillon Airways Inc*	H130	6
February 2012	AHI	EBU	USA	Nevada Helicopter Leasing LLC* / Blue Hawaiian	H130	10
February 2012	AHI	EBU	USA	Second Wind LLC*	H130	1
February 2012	AHI	EBU	USA	Enloe Flightcare*	H130	1
February 2012	AHI	EBU	USA	Air Commander International Ltd*	H130	1
February 2012	AHI	EBU	USA	Laughlin Aviation Inc*	H130	2
February 2012	AHI	EBU	USA	Indiana Helicopters LLC* / N13C LLC	H130	1
March 2012	AH-AHD	EBE	USA	Highland Copter LLC / M. LAIDLAW	EC130	1
March 2012	AHI	EBU	USA	Modern Industrial Services Inc*	EC130	1
March 2012	AHI	EBU	USA	CNH LLC*	EC130	-1
April 2012	AHI	EBU	USA	EC 130 LLC*	EC130	1
May 2012	AHI	EBU	USA	Helicopter Flight Services*	H130	1
June 2012	AHI	EBU	USA	Pylon Aviation Holdings LLC*	EC130	2
June 2012	AHI	EBU	USA	Pylon Aviation Holdings LLC*	H130	2
June 2012	AHI	EBU	USA	Papillon Airways Inc*	H130	1
June 2012	AHI	EBU	USA	Papillon Airways Inc*	H130	1
June 2012	AHI	EBU	USA	Papillon Airways Inc*	H130	1
June 2012	AHI	EBU	USA	Papillon Airways Inc*	H130	1
August 2012	AHI	EBU	USA	Saguaro Rentals LLC*	H130	2
December 2012	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC130	-4
December 2012	AHI	EBU	USA	Air Methods Corporation (AMC)*	H130	3
December 2012	AHI	EBU	USA	Air Methods Corporation (AMC)*	H130	7
December 2012	AHI	EBU	USA	Memphis Medical Center*	EC130	1
TOTAL H130						**42**
February 2012	AHI	EBU	USA	Veracity Aviation*	AS350 B2	1
February 2012	AHI	EBU	USA	Cathexis Oil and Gas LLC*	H125	1

February 2012	AHI	EBU	USA	Texas DPS*	H125	1
April 2012	AHI	EBU	USA	NS Air Leasing LLC*	H125	2
April 2012	AHI	EBU	USA	Chase Farms*	H125	1
May 2012	AHI	EBU	USA	Elling Halvorson Inc*	H125	1
June 2012	AHI	EBU	USA	Elling Halvorson Inc*	H125	2
June 2012	AHI	EBU	USA	Pylon Aviation Holdings LLC*	AS350 B2	2
June 2012	AHI	EBU	USA	State of Utah*	H125	1
June 2012	AHI	EBU	USA	DHS/CBP National Air Training Center*	H125	1
June 2012	AHI	EBU	USA	NS Air Leasing LLC*	H125	2
August 2012	AHI	EBU	USA	Saguaro Rentals LLC*	AS350 B2	2
August 2012	AHI	EBU	USA	NS Air Leasing LLC*	H125	1
August 2012	AHI	EBU	USA	US Helicopters Inc*	AS350 B2	1
August 2012	AHI	EBU	USA	Eaglemed LLC*	AS350 B2	1
August 2012	AHI	EBU	USA	Saguaro Rentals LLC*	AS350 B2	2
August 2012	AHI	EBU	USA	NS Air Leasing LLC*	H125	1
August 2012	AHI	EBU	USA	Eaglemed LLC*	H125	1
August 2012	AHI	EBU	USA	AUSTIN POLICE DEPARTMENT*	H125	1
September 2012	AHI	EBU	USA	NS Air Leasing LLC*	H125	1
October 2012	AHI	EBU	USA	Alaska DPS*	H125	1
November 2012	AHI	EBU	USA	Bear Defense Services*	AS350 B2	1
November 2012	AHI	EBU	USA	Brevard County Mosquito Control*	H125	2
November 2012	AHI	EBU	USA	Happyheight Inc*	AS350 B2	1
December 2012	AHI	EBU	USA	NiSource Corporate Services Company*	AS350 B2	1
December 2012	AHI	EBU	USA	Pylon Aviation Holdings LLC*	H125	2
December 2012	AHI	EBU	USA	Reeder Flying service*	H125	1
December 2012	AHI	EBU	USA	Air Methods Corporation (AMC)*	H125	2
December 2012	AHI	EBU	USA	Air Methods Corporation (AMC)*	H125	4
December 2012	AHI	EBU	USA	Oklahoma DPS*	H125	1
TOTAL ECUREUIL I / FENNEC						**42**
TOTAL 2012						**163**
December 2013	AHI	EBU	USA	CHI Aviation*	H175	1
TOTAL H175						**1**
October 2013	AHI	EBU	USA	Helicopter Exchange Ltd*	H155	1
TOTAL DAUPHIN / PANTHER						**1**
July 2013	AHI	EBU	USA	Speedway Aviation*	EC145	-1
August 2013	AHI	EBU	USA	Boston Medflight*	EC145	1
August 2013	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	1
November 2013	AHI	EBU	USA	Air Commander International Ltd*	EC145	1
December 2013	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	6
TOTAL H145						**8**
January 2013	AHI	EBU	USA	WASHINGTON CORP*	EC135	1
February 2013	AHI	EBU	USA	Midwest Medical Transport Company*	EC135	1
February 2013	AHI	EBU	USA	Valkyrie*	EC135	1
March 2013	AHI	EBU	USA	Med-Trans Corporation*	EC135	1
April 2013	AHI	EBU	USA	Med-Trans Corporation*	EC135	1
April 2013	AHI	EBU	USA	Tentacle Corp*	EC135	2
April 2013	AHI	EBU	USA	CALSTAR*	EC135	1
June 2013	AHI	EBU	USA	Med-Trans Corporation*	EC135	1

July 2013	AHI	EBU	USA	Healthnet Aeromadical Services*	EC135	1
August 2013	AHI	EBU	USA	CALSTAR*	EC135	1
September 2013	AHI	EBU	USA	Massachusetts State Police*	EC135	1
December 2013	AHI	EBU	USA	IHL Acquisition*	EC135	2
TOTAL H135						**14**
January 2013	AHI	EBU	USA	Advantage Systems Inc*	EC130	1
August 2013	AHI	EBU	USA	Sundance Helicopters Inc*	H130	4
August 2013	AHI	EBU	USA	DBD Properties LLC*	H130	1
November 2013	AHI	EBU	USA	Elling Halvorson Inc*	H130	4
November 2013	AHI	EBU	USA	Pylon Aviation Holdings LLC*	H130	1
November 2013	AHI	EBU	USA	Sundance Helicopters Inc*	H130	16
December 2013	AHI	EBU	USA	Air Commander International Ltd*	H130	1
December 2013	AHI	EBU	USA	Air Commander International Ltd*	H130	1
TOTAL H130						**29**
January 2013	AHI	EBU	USA	DHS/CBP National Air Training Center*	H125	1
February 2013	AHI	EBU	USA	MacNeil Aviation LLC*	H125	1
February 2013	AHI	EBU	USA	Timberline Helicopters Inc*	H125	1
March 2013	AHI	EBU	USA	US Helicopters Inc*	AS350 B2	1
April 2013	AHI	EBU	USA	Air Methods Corporation (AMC)*	H125	1
April 2013	AHI	EBU	USA	Pylon Aviation Holdings LLC*	H125	2
April 2013	AHI	EBU	USA	Pylon Aviation Holdings LLC*	AS350 B2	4
April 2013	AHI	EBU	USA	Air Medical Resources Group*	H125	7
May 2013	AHI	EBU	USA	Eaglemed LLC*	AS350 B2	1
May 2013	AHI	EBU	USA	Elling Halvorson Inc*	H125	2
June 2013	AHI	EBU	USA	Alaska DPS*	H125	1
June 2013	AHI	EBU	USA	Commonwealth of Pennsylvania*	AS350 B2	1
July 2013	AHI	EBU	USA	PHI Air Medical*	H125	6
July 2013	AHI	EBU	USA	BHI Helicopters Inc*	H125	1
August 2013	AHI	EBU	USA	Saguaro Rentals LLC*	AS350 B2	-2
August 2013	AHI	EBU	USA	Meridian Consulting Company*	AS350 B2	1
August 2013	AHI	EBU	USA	Seminole County Sheriff's Office*	H125	1
September 2013	AHI	EBU	USA	Central Copters Inc*	H125	1
September 2013	AHI	EBU	USA	City of Philadelphia*	AS350 B2	1
September 2013	AHI	EBU	USA	Seminole Tribe of Florida*	H125	1
September 2013	AHI	EBU	USA	City of Tulsa*	AS350 B2	1
September 2013	AHI	EBU	USA	Meridian Consulting Company*	AS350 B2	1
October 2013	AHI	EBU	USA	Island Helicopter Kauai*	AS350 B2	1
October 2013	AHI	EBU	USA	Reeder Flying service*	H125	1
October 2013	AHI	EBU	USA	NS Air Leasing LLC*	H125	1
November 2013	AHI	EBU	USA	Elling Halvorson Inc*	H125	3
November 2013	AHI	EBU	USA	Oklahoma DPS*	H125	2
November 2013	AHI	EBU	USA	University of Miami*	H125	1
December 2013	AHI	EBU	USA	Mississippi DPS*	H125	1
December 2013	AHI	EBU	USA	LAG AVIATION*	H125	1
December 2013	AHI	EBU	USA	NS Air Leasing LLC*	H125	1
December 2013	AHI	EBU	USA	Caribbean Helicorp Inc*	H125	1
December 2013	AHI	EBU	USA	US Helicopters Inc*	AS350 B2	1
December 2013	AHI	EBU	USA	Air Medical Resources Group*	H125	3
TOTAL ECUREUIL I / FENNEC						**52**

June 2013	AHI	EBU	USA	City of San Antonio*	H120	2
TOTAL COLIBRI						**2**
TOTAL 2013						**107**
April 2014	AHI	EBU	USA	Macquarie Bank Limited* / PHOENIX	EC225	3
October 2014	AH-AHD	EBRG	USA	BRISTOW	EC225	1
TOTAL SUPER PUMA / COUGAR						**4**
February 2014	AHI	EBU	USA	CHI Aviation*	H175	1
TOTAL H175						**1**
February 2014	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	4
March 2014	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	6
April 2014	AHI	EBU	USA	July 10 LLC*	H145	1
May 2014	AHI	EBU	USA	AVALON CAPITAL GROUP INC*	H145	1
May 2014	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	10
May 2014	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC145	1
September 2014	AHI	EBU	USA	Vulcan Flight Inc*	H145	1
October 2014	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	17
November 2014	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	12
November 2014	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	2
November 2014	AHI	EBU	USA	Suffolk County Police Department*	EC145	1
TOTAL H145						**56**
May 2014	AHI	EBU	USA	CALSTAR*	EC135	2
June 2014	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC135	-6
November 2014	AHI	EBU	USA	Metro Aviation INC*	EC135	1
TOTAL H135						**-3**
March 2014	AHI	EBU	USA	TUDOR INVESTMENT CORPORATION*	AS355	1
TOTAL ECUREUIL II / FENNEC						**1**
January 2014	AHI	EBU	USA	Mustang Leasing* / Maverick	H130	3
March 2014	AHI	EBU	USA	Memphis Medical Center*	H130	1
April 2014	AHI	EBU	USA	Liautaud Development Group*	H130	1
June 2014	AHI	EBU	USA	Air Methods Corporation (AMC)*	H130	6
June 2014	AHI	EBU	USA	Pylon Aviation Holdings LLC*	H130	3
June 2014	AHI	EBU	USA	Air Methods Corporation (AMC)*	H130	6
December 2014	AHI	EBU	USA	Mustang Leasing*	H130	5
TOTAL H130						**25**
January 2014	AHI	EBU	USA	Petr Lukes*	H125	1
February 2014	AHI	EBU	USA	Air Commander International Ltd*	AS350 B2	1
February 2014	AHI	EBU	USA	Elling Halvorson Inc*	H125	3
February 2014	AHI	EBU	USA	Helicopter Express Inc*	H125	3
March 2014	AHI	EBU	USA	Helotex Aviation LLC*	H125	1
March 2014	AHI	EBU	USA	Valion Holdings LLC*	H125	1
March 2014	AHI	EBU	USA	Hillsborough County Sheriff's Office*	AS350 B2	1
May 2014	AHI	EBU	USA	PHI*	H125	1
May 2014	AHI	EBU	USA	Texas Parks & Wildlife*	H125	1
May 2014	AHI	EBU	USA	Eaglemed LLC*	H125	1
June 2014	AHI	EBU	USA	Pylon Aviation Holdings LLC*	AS350 B2	3
June 2014	AHI	EBU	USA	Air Methods Corporation (AMC)*	H125	-6
June 2014	AHI	EBU	USA	Pylon Aviation Holdings LLC*	H125	-2
August 2014	AHI	EBU	USA	CALIFORNIA HIGHWAY PATROL*	H125	3

August 2014	AHI	EBU	USA	Elling Halvorson Inc*	H125	1
August 2014	AHI	EBU	USA	Bear Defense Services*	H125	1
September 2014	AHI	EBU	USA	Eaglemed LLC*	H125	1
September 2014	AHI	EBU	USA	DB Projects LLC*	H125	1
September 2014	AHI	EBU	USA	JR Helicopters LLC*	H125	1
October 2014	AHI	EBU	USA	US Helicopters Inc*	AS350 B2	1
November 2014	AHI	EBU	USA	Pylon Aviation Holdings LLC*	H125	1
November 2014	AHI	EBU	USA	The Boeing Company*	H125	1
December 2014	AHI	EBU	USA	Sky High Leasing*	H125	1
December 2014	AHI	EBU	USA	Riverside County Sheriff Department*	H125	2
December 2014	AHI	EBU	USA	LAPD*	H125	1
December 2014	AHI	EBU	USA	Hillsboro Aviation*	H125	1
December 2014	AHI	EBU	USA	Indiana Helicopters LLC*	H125	1
December 2014	AHI	EBU	USA	Helicopter Express Inc*	H125	2
December 2014	AHI	EBU	USA	Eaglemed LLC*	AS350 B2	1
December 2014	AHI	EBU	USA	COASTAL HELICOPTERS*	H125	1
TOTAL ECUREUIL I / FENNEC						**30**
June 2014	AHI	EBU	USA	Tennessee Valley Authority*	H120	2
TOTAL COLIBRI						**2**
TOTAL 2014						**116**
March 2015	AH-AHD	EBRG	USA	BRISTOW	H175	17
December 2015	AHI	EBU	USA	CHI Aviation*	H175	-1
December 2015	AHI	EBU	USA	CHI Aviation*	H175	-1
TOTAL H175						**15**
February 2015	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	41
March 2015	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC145	1
April 2015	AHI	EBU	USA	Metro Aviation INC*	EC145	1
May 2015	AHI	EBU	USA	Tennessee Valley Authority*	EC145	1
June 2015	AHI	EBU	USA	Buckeye Leasing LLC*	EC145	5
July 2015	AHI	EBU	USA	FLIGHT MANAGEMENT LLC*	H145	1
August 2015	AHI	EBU	USA	Air Medical Resources Group*	EC145	2
November 2015	AHI	EBU	USA	US ARMY LUH CONTRACT*	EC145 UH	12
December 2015	AHI	EBU	USA	Air Medical Resources Group*	EC145	-2
TOTAL H145						**62**
June 2015	AHI	EBU	USA	Stat-Medevac*	H135	2
August 2015	AH-AHD	EBE	USA	AEROHEAD AVIATION	H135	1
September 2015	AHI	EBU	USA	CALSTAR*	H135	3
October 2015	AHI	EBU	USA	CALSTAR*	H135	2
October 2015	AHI	EBU	USA	Air Medical Group Holdings*	H135	6
December 2015	AHI	EBU	USA	Dartmouth Hitchcock*	H135	1
December 2015	AHI	EBU	USA	Air Medical Group Holdings*	H135	1
TOTAL H135						**16**
June 2015	AHI	EBU	USA	Nevada Helicopter Leasing LLC*	H130	1
September 2015	AHI	EBU	USA	Richardson Aviation*	H130	1
November 2015	AHI	EBU	USA	Air Methods Corporation (AMC)*	H130	-1
December 2015	AHI	EBU	USA	Air Medical Resources Group*	H130	4
December 2015	AHI	EBU	USA	Ten X Inc*	H130	1
TOTAL H130						**6**

February 2015	AHI	EBU	USA	PETER FENTON*	H125	1
May 2015	AHI	EBU	USA	CALIFORNIA HIGHWAY PATROL*	H125	2
May 2015	AHI	EBU	USA	OHIO STATE HIGHWAY PATROL*	H125	1
July 2015	AHI	EBU	USA	PHI*	H125	2
August 2015	AHI	EBU	USA	ONTARIO POLICE AIR SUPPORT UNIT*	H125	1
August 2015	AHI	EBU	USA	PHI*	H125	2
August 2015	AHI	EBU	USA	Air Medical Resources Group*	H125	3
September 2015	AHI	EBU	USA	LAPD*	H125	1
November 2015	AHI	EBU	USA	PINELLAS SHERIFF'S OFFICE*	AS350 B2	1
November 2015	AHI	EBU	USA	Lee County Sheriff's Office*	H125	1
November 2015	AHI	EBU	USA	Air Methods Corporation (AMC)*	H125	1
December 2015	AHI	EBU	USA	Raven Aviation LLC*	AS350 B2	1
December 2015	AHI	EBU	USA	Hillsboro Aviation*	H125	1
December 2015	AHI	EBU	USA	State of Utah*	H125	1
December 2015	AHI	EBU	USA	Air Medical Resources Group*	H125	4
December 2015	AHI	EBU	USA	SG Equipment Finance*	AS350 B2	1
December 2015	AHI	EBU	USA	Helicopter Express Inc*	H125	-2
TOTAL ECUREUIL I / FENNEC						**22**
August 2015	AHI	EBU	USA	City of San Antonio*	H120	1
TOTAL COLIBRI						**1**
TOTAL 2015						**122**
September 2016	AH-AHD	EBRG	USA	BRISTOW	H175	5
TOTAL H175						**5**
March 2016	AHI	EBU	USA	MacNeil Aviation LLC*	H145	1
March 2016	AHI	EBU	USA	Las Vegas Metro Police Department*	H145	1
April 2016	AHI	EBU	USA	JS Leasing* / Dallas Cowboys	H145	1
April 2016	AHI	EBU	USA	Mayo Medical Transport*	EC145	1
April 2016	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC145	1
May 2016	AHI	EBU	USA	Han-Mac Holdings International*	H145	1
June 2016	AHI	EBU	USA	Stat-Medevac*	EC145	1
September 2016	AHI	EBU	USA	Air Methods Corporation (AMC)*	EC145	2
October 2016	AHI	EBU	USA	PHI*	H145	2
December 2016	AHI	EBU	USA	Palantir Technologies*	H145	1
TOTAL H145						**12**
March 2016	AHI	EBU	USA	Air Medical Group Holdings*	H135	1
August 2016	AHI	EBU	USA	CALSTAR*	H135	-1
August 2016	AHI	EBU	USA	CALSTAR*	H135	-2
August 2016	AHI	EBU	USA	Air Medical Group Holdings*	H135	1
August 2016	AHI	EBU	USA	Air Medical Group Holdings*	H135	1
August 2016	AHI	EBU	USA	Air Medical Group Holdings*	H135	1
December 2016	AHI	EBU	USA	Stat-Medevac*	H135	3
TOTAL H135						**4**
January 2016	AHI	EBU	USA	Lightnin Production Rental*	H130	1
May 2016	AHI	EBU	USA	Air Medical Resources Group*	H130	3
June 2016	AHI	EBU	USA	H&J Aviation LLC*	H130	1
July 2016	AHI	EBU	USA	Memphis Medical Center*	H130	1
October 2016	AHI	EBU	USA	Sundance Helicopters Inc*	H130	-10
October 2016	AHI	EBU	USA	Air Methods Corporation (AMC)*	H130	-9

December 2016	AHI	EBU	USA	WFP Aviation*	H130	1
December 2016	AHI	EBU	USA	Palantir Technologies*	H130	1
TOTAL H130						**-11**
February 2016	AHI	EBU	USA	CHI Aviation*	H125	1
February 2016	AHI	EBU	USA	CHI Aviation*	H125	1
March 2016	AHI	EBU	USA	County of Orange Sheriff*	H125	1
March 2016	AHI	EBU	USA	Comanche Maverick Air*	H125	1
March 2016	AHI	EBU	USA	CALIFORNIA HIGHWAY PATROL*	H125	3
April 2016	AHI	EBU	USA	Spurr Mountain*	H125	1
June 2016	AHI	EBU	USA	Miami Dade Police*	AS350 B2	1
August 2016	AHI	EBU	USA	RW Aviation*	H125	1
August 2016	AHI	EBU	USA	LADWP*	H125	2
August 2016	AHI	EBU	USA	Pylon Aviation Holdings LLC*	AS350 B2	-1
September 2016	AHI	EBU	USA	Dement Construction Company*	H125	1
September 2016	AHI	EBU	USA	San Bernardino County Sheriff*	H125	2
October 2016	AHI	EBU	USA	Sky High Leasing*	H125	1
November 2016	AHI	EBU	USA	SG Equipment Finance*	H125	1
November 2016	AHI	EBU	USA	LAPD*	H125	2
November 2016	AHI	EBU	USA	Conrad & Bischoff*	H125	1
December 2016	AHI	EBU	USA	Air Medical Group Holdings*	H125	5
December 2016	AHI	EBU	USA	Studer Fertilizer Inc*	H125	1
December 2016	AHI	EBU	USA	Metro Aviation INC*	H125	1
TOTAL ECUREUIL I / FENNEC						**26**
November 2016	AHI	EBU	USA	Shier Aviation Corporation*	H120	2
TOTAL COLIBRI						**2**
TOTAL 2016						**38**

ORDER BOOKINGS - AH GROUP

FROM 01/01/2011 TO 31/12/2016

DATE of the CONTRACT in force	FROM	TO			AIRCRAFT	QTY
		REGION	COUNTRY	CUSTOMER	TYPE	
February 2011	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
February 2011	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
August 2011	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
November 2011	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
November 2011	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
TOTAL SUPER PUMA / COUGAR						**5**
TOTAL 2011						**5**
January 2012	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
May 2012	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
June 2012	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
June 2012	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
June 2012	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
August 2012	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
November 2012	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
TOTAL SUPER PUMA / COUGAR						**7**
TOTAL 2012						**7**
February 2013	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
May 2013	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
May 2013	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
August 2013	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
August 2013	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
TOTAL SUPER PUMA / COUGAR						**5**
TOTAL 2013						**5**
January 2014	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
January 2014	AH-AHD	EBRG	Ireland	CHC Leasing (Ireland) Limited	EC225	1
TOTAL SUPER PUMA / COUGAR						**2**
TOTAL 2014						**2**
TOTAL 2015						**0**
TOTAL 2016						**0**

Exhibit C

From: Strain, Eric <estrain@nixonpeabody.com>
Sent: Friday, February 10, 2017 4:13 PM
To: Signoracci, Pietro J
Cc: Flumenbaum, Martin; George Barber; Kaplan, Roberta A; Ortego, Joseph J.; 'Jason Katz'; Christmas, Robert; Shah, Shainee
Subject: ECN v. Airbus Helicopters
Attachments: AH Sales to USA 2011-2016.pdf; AH Sales to CHC 2011-2016.pdf; AHI Sales 2011-2016.pdf

Pietro,

Aircraft Sales

Attached are:

1. A spreadsheet showing sales by Airbus Helicopters, S.A.S. ("AH") to customers having a US address on the purchase agreement for the years 2011 through 2016. The sales were made by AH to the companies listed under the "From" heading, not the "Customer" heading. Thus, you will see that the sales were made by AH to Airbus Helicopters, Inc. ("AHI"). The "Customer" heading refers to the customers to whom AHI sold and delivered the helicopters in the US.

2. A spreadsheet showing sales by AH to CHC entities.

3. Documents summarizing AHI's sales to customers having US addresses on the purchase agreements. The entries that are blacked out were sales to customers not having US addresses.

Maintenance

1. AH does not perform maintenance in the US.

2. If a Super Puma customer in the US needs a main gearbox overhaul, the overhaul would be done by AH in France (or Helibras in Brazil); AHI does not perform Super Puma main gearbox overhauls.

3. AH, not AHI, would perform retrofit work to bring Super Pumas into compliance with the EASA AD and FAA approved AMOC allowing return to service following the groundings.

Corporate Relationship

I will get this to you on Monday.

Bankruptcy Involvement

I hope to get back to on Monday.

If questions, let me know.

Thank you, Eric



Eric C. Strain
Partner
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reproduction of this message by other than the intended recipient is strictly prohibited and may be unlawful. Thank you.

Exhibit D

From: Strain, Eric <estrain@nixonpeabody.com>
Sent: Thursday, February 16, 2017 6:36 PM
To: Signoracci, Pietro J
Cc: Flumenbaum, Martin; George Barber; Kaplan, Roberta A; Ortego, Joseph J.; 'Jason Katz'; Christmas, Robert; Shah, Shainee
Subject: RE: ECN v. Airbus Helicopters

Pietro,

Please find below answers to your questions, with the names of key people involved.

Please let us know if you have questions.

Thank you, Eric

1. The identity (name, job title, employer, location) of individuals involved in preparing and/or filing AH's proofs of claim.

   Laurent Tagarian, Alain Vigneau, Eric Chartier and Valerie Le-Gall (Airbus Helicopters, S.A.S., Marignane, France)
   Brian Hall and Steve Rossum (Smith Gambrell & Russell LLP, Atlanta, GA)

2. The identity (name, job title, employer, location) of individuals involved in AH's efforts to become a member of the UCC and/or AH's participation as a UCC member.

   Brian Hall, Ron Barab and Steve Rossum (Smith Gambrell & Russell LLP, Atlanta, GA)
   Laurent Tagarian and Alain Vigneau (Airbus Helicopters, S.A.S., Marignane, France)
   Kevin Cabaniss (Airbus Helicopters, Inc., Grand Prairie, Texas)

3. The identity (name, job title, employer, location) of individuals involved in negotiating, preparing, and/or filing the Plan Support Agreement dated as of October 11, 2016 (as amended, restated, or otherwise modified from time to time), by and among the Debtors and the Consenting Creditor Parties (as defined therein).

   Committee Counsel for the UCC and other Committee professionals negotiated and assisted in preparation of the agreement on behalf of unsecured creditors. The identities of Committee Counsel and other Committee professionals are matter of public record. Kramer Levin firm is lead Committee Counsel and Gardere Wynne firm is local counsel. Greenhill and VLC were the other Committee professionals who would have been involved in activities relating to negotiation or preparation of PSA.

4. The identity (name, job title, employer, location) of individuals involved in negotiating, preparing, and/or filing any chapter 11 plan of reorganization of the Debtors (including any appendices, exhibits, schedules, and supplements thereto).

   Same answer as on 3.

5. The identity (name, job title, employer, location) of individuals involved in preparing and/or filing AH's Objection to Element Capital Corp.'s Motion for Order Directing 2004 Examination of Debtors.

Laurent Tagarian and Alain Vigneau (Airbus Helicopters, S.A.S., Marignane, France)
Brian Hall and Jason Bell (Smith Gambrell & Russell LLP, Atlanta, GA)

6. The identity (name, job title, employer, location) of individuals involved in negotiating, preparing, and/or filing (a) the Debtors' Motion for an Order Authorizing the Debtors to Enter Into and Perform Under the 2017 Omnibus Restructure Agreement with AH Regarding Certain of the Debtors' Executory Contracts, and/or (b) the 2017 Omnibus Restructure Agreement with AH.

   Laurent Tagarian and Alain Vigneau (Airbus Helicopters, S.A.S., Marignane, France)
   Brian Hall (Smith Gambrell & Russell LLP, Atlanta, GA)

7. How AH was appointed as a member of the UCC.

   AH was selected by the U.S. Trustee.

8. How Mr. Cabaniss was selected to represent AH on the UCC.

   Mr. Cabaniss was selected based on his proximity to court in which bankruptcy filed, role in Legal department of AH's U.S. affiliate Airbus Helicopters, Inc., and litigation experience.

9. The scope of Mr. Cabaniss's responsibilities as AH's representative on the UCC.

   Attend UCC meetings, which consisted primarily of weekly conference calls, serve as AH's liaison (along with Smith Gambrell) on communications with and from the UCC and its counsel and professionals, to attend proceedings in the bankruptcy as needed, and to cast vote on behalf of AH when votes taken by UCC.

10. The scope of any other responsibilities Mr. Cabaniss has with respect to AH.

    None.

11. The scope of responsibilities of any AH personnel other than Mr. Cabaniss in connection with AH's participation in UCC.

    Laurent Tagarian had responsibilities for AH; specific information about his responsibilities is privileged.

12. The nature of communications and meetings between Mr Cabaniss and AH personnel, including:

    a. The number and dates of trips Mr. Cabaniss has made to Airbus locations in France since 2011, specifying which of those trips concerned AH's involvement in the CHC bankruptcy cases;

       None related to the bankruptcy.

    b. The number and dates of trips AH representatives made to the United States to meet with Mr. Cabaniss since 2011, specifying which of those trips concerned AH's involvement in the CHC bankruptcy cases; and

       Laurent Tagarian and Alain Vigneau came to the U.S. the week of June 27, 2016 in connection with a hearing in the bankruptcy, and Laurent Tagarian met with Mr. Cabaniss on June 28, 2016 in connection with the bankruptcy.

    c. The frequency of conference calls or other meetings between Mr. Cabaniss and AH personnel regarding the CHC bankruptcy cases.

It is estimated there have been between 5 and 6 such calls in total.

13. Whether Mr. Cabaniss recused himself from participation in UCC meetings, discussions, or other activities that related to any claims that the Debtors or other creditors may have against Airbus, and how those claims would be treated in the Plan.

    Yes.

14. Whether Mr. Cabaniss is an AH employee.

    No.

15. Whether Mr. Cabaniss is an AH agent.

    No.

16. Whether Mr. Cabaniss is an AH representative.

    No, except as defined by proxy for purposes of bankruptcy.

17. How Mr. Cabaniss is compensated in his role as AH's representative on the UCC.

    Mr. Cabaniss is not compensated by AH for that role and does not receive additional compensation from AHI for that role.

18. Whether Mr. Cabaniss receives any compensation from AH.

    No.

From: Signoracci, Pietro J [mailto:psignoracci@paulweiss.com]
Sent: Tuesday, February 14, 2017 3:33 PM
To: Strain, Eric
Cc: Flumenbaum, Martin; George Barber; Kaplan, Roberta A; Ortego, Joseph J.; 'Jason Katz'; Christmas, Robert; Shah, Shainee
Subject: RE: ECN v. Airbus Helicopters

Thanks, Eric.

Pietro J. Signoracci | Associate
Paul, Weiss, Rifkind, Wharton & Garrison LLP
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(212) 373-3481 (Direct Phone) | (212) 492-0481 (Direct Fax)
psignoracci@paulweiss.com | www.paulweiss.com

From: Strain, Eric [mailto:estrain@nixonpeabody.com]
Sent: Tuesday, February 14, 2017 6:17 PM
To: Signoracci, Pietro J <psignoracci@paulweiss.com>
Cc: Flumenbaum, Martin <mflumenbaum@paulweiss.com>; George Barber <gbarber@krcl.com>; Kaplan, Roberta A <rkaplan@paulweiss.com>; Ortego, Joseph J. <JOrtego@nixonpeabody.com>; 'Jason Katz' <Jkatz@hhdulaw.com>;

Christmas, Robert <RChristmas@nixonpeabody.com>; Shah, Shainee <sshah@nixonpeabody.com>
Subject: RE: ECN v. Airbus Helicopters

Pietro,

Corporate Relationship

As explained in the declaration of Michel Gouraud that was filed with Airbus Helicopters, S.A.S.'s ("AH's") motion to dismiss, AH and Airbus Helicopters, Inc. ("AHI") are separate and independent companies, each with its own separate management, employees, facilities, bank accounts and operational control. AH does not own AHI. AH is 95% owned by Airbus Helicopters Holding (France) and 5% by EADS CASA Holding (France). Airbus Helicopters Holding is owned by Airbus Group S.E. (The Netherlands). EADS CASA Holding is owned by Airbus Defence & Space S.A. (Spain), which is owned by Airbus Group S.E. AHI is a subsidiary of Airbus Group, Inc., (Virginia), which is owned by Airbus Group S.E.

AH Sales

I have attached an Excel spreadsheet from which the PDFs came from. Hopefully this takes care of the formatting issues. I am waiting to hear back on your other specific questions.

AHI Sales

"LUH" refers to the UH-72 Lakota helicopter, which is a militarized version of the EC145 sold to the US Army. "PL" refers to "Production Line" and "LAL" refers to "Light Assembly Line." The LUH is produced at the AHI facility in Columbus, Mississippi.

I am still gathering information on the bankruptcy involvement questions.

If additional questions, let me know.

Thank you, Eric

From: Signoracci, Pietro J [mailto:psignoracci@paulweiss.com]
Sent: Tuesday, February 14, 2017 11:59 AM
To: Strain, Eric
Cc: Flumenbaum, Martin; George Barber; Kaplan, Roberta A; Ortego, Joseph J.; 'Jason Katz'; Christmas, Robert; Shah, Shainee
Subject: RE: ECN v. Airbus Helicopters

Eric,

Please let us know if you've had an opportunity to review the requests in my email below regarding the discovery Airbus has provided, and please let us know if we will be receiving today additional discovery regarding AH's corporate relationship and its involvement in the CHC bankruptcy cases.

Thank you,
Pietro

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psignoracci@paulweiss.com | www.paulweiss.com

From: Signoracci, Pietro J
Sent: Monday, February 13, 2017 12:54 PM
To: 'Strain, Eric' <estrain@nixonpeabody.com>
Cc: Flumenbaum, Martin <mflumenbaum@paulweiss.com>; 'George Barber' <gbarber@krcl.com>; Kaplan, Roberta A <rkaplan@paulweiss.com>; 'Ortego, Joseph J.' <JOrtego@nixonpeabody.com>; 'Jason Katz' <Jkatz@hhdulaw.com>; 'Christmas, Robert' <RChristmas@nixonpeabody.com>; 'Shah, Shainee' <sshah@nixonpeabody.com>
Subject: RE: ECN v. Airbus Helicopters

Eric,

We have a few questions/requests regarding the attached documents.

1. AH Sales to USA 2011-2016

   a. The attached chart appears to have cut off some rows from the original document. For example, the subtotals of 2012 sales by each category add up to 115 helicopters, but the line for TOTAL 2012 shows a total of 163 helicopters. (The same is true for 2013, which reports a total of 107 helicopters when the subtotals add up to 64 helicopters). Also, there are no rows showing TOTAL 2014, TOTAL 2015, or TOTAL 2016. Please confirm that there are missing entries and provide a full chart with all rows visible.

   b. Please define “AH-AHD” and confirm that where “AH-AHD” appears in the “FROM” column, that denotes sales to US customers directly from Airbus Helicopters (SAS) in France.

   c. Please define each entry in the REGION column: EBU, EBRG, EBE, etc.

   d. Please explain why certain rows have negative values in the QTY column.

2. AHI Sales 2011-2016

   a. Please define the following entries in the MODEL column: (i) “LUH”, (ii) “PL”, and (iii) “LAL”.

I’m available if you have any questions.

Thank you,
Pietro

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From: Signoracci, Pietro J
Sent: Friday, February 10, 2017 5:02 PM
To: 'Strain, Eric' <estrain@nixonpeabody.com>

Cc: Flumenbaum, Martin <mflumenbaum@paulweiss.com>; George Barber <gbarber@krcl.com>; Kaplan, Roberta A <rkaplan@paulweiss.com>; Ortego, Joseph J. <JOrtego@nixonpeabody.com>; 'Jason Katz' <Jkatz@hhdulaw.com>; Christmas, Robert <RChristmas@nixonpeabody.com>; Shah, Shainee <sshah@nixonpeabody.com>
Subject: RE: ECN v. Airbus Helicopters

Thank you, Eric. Received. We'll look forward to the additional documents and information Monday.

Best,
Pietro

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From: Strain, Eric [mailto:estrain@nixonpeabody.com]
Sent: Friday, February 10, 2017 4:13 PM
To: Signoracci, Pietro J <psignoracci@paulweiss.com>
Cc: Flumenbaum, Martin <mflumenbaum@paulweiss.com>; George Barber <gbarber@krcl.com>; Kaplan, Roberta A <rkaplan@paulweiss.com>; Ortego, Joseph J. <JOrtego@nixonpeabody.com>; 'Jason Katz' <Jkatz@hhdulaw.com>; Christmas, Robert <RChristmas@nixonpeabody.com>; Shah, Shainee <sshah@nixonpeabody.com>
Subject: ECN v. Airbus Helicopters

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1. A spreadsheet showing sales by Airbus Helicopters, S.A.S. ("AH") to customers having a US address on the purchase agreement for the years 2011 through 2016. The sales were made by AH to the companies listed under the "From" heading, not the "Customer" heading. Thus, you will see that the sales were made by AH to Airbus Helicopters, Inc. ("AHI"). The "Customer" heading refers to the customers to whom AHI sold and delivered the helicopters in the US.

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3. AH, not AHI, would perform retrofit work to bring Super Pumas into compliance with the EASA AD and FAA approved AMOC allowing return to service following the groundings.

Corporate Relationship

I will get this to you on Monday.

Bankruptcy Involvement

I hope to get back to on Monday.

If questions, let me know.

Thank you, Eric



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Exhibit E

2017 HAI HELI-EXPO
BY HELICOPTER ASSOCIATION INTERNATIONAL

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HAI HELI-EXPO Facts

- 20,000 industry professionals, including 20% from international destinations
- 700+ exhibitors and 60+ aircraft on display
- 100 education courses, seminars, workshops, and

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- Produce or distribute aviation products or services
- Provide aviation training

forums
- 1 million+ square feet of meeting and exhibit space
- Helicopter fly-in March 3-4 and fly-out March 9-10

through simulation or schools
- Work for an aviation regulator or other government agency

HAI HELI-EXPO 2017 Agenda

HELI-EXPO Day 1

MARCH 6, 2017

8:30 — 17:00	Committee Meetings, Forums, Workshops, & More
8:00 — 17:00	HAI Professional Education Courses
19:00 — 19:30	HAI HELI-EXPO Welcome Reception

HELI-EXPO Day 2

MARCH 7, 2017

8:00 – 10:00	HAI Annual Membership Meeting & Breakfast
8:00 — 12:00	Committee Meetings, Forums, Workshops, & More
8:30 — 16:30	HFI Rotor Safety Challenge Sessions
10:30 — 17:00	Exhibit Hall Open

HELI-EXPO Day 3

MARCH 8, 2017

8:00 – 16:30	HFI Rotor Safety Challenge Sessions
8:00 — 17:00	Committee Meetings, Forums, Workshops, & More
10:00— 17:00	Exhibit Hall Open
19:00 — 21:30	HAI Salute to Excellence Awards Dinners

HELI-EXPO Day 4

MARCH 9, 2017

10:00 — 16:00	Exhibit Hall Open
10:00 — 16:00	Committee Meetings, Forums, Workshops, & More

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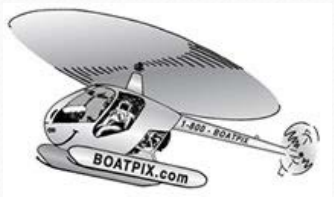

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Exhibit F

HAI Convention News®

AIN PUBLICATIONS

FEB. 26, 2014

WEDNESDAY AINONLINE.COM Anaheim



BARRY AMBROSE

In a choreographed display of lights and music, Bell Helicopter unveiled not one but three full-scale mockups of what the company had been calling its short light single helicopter and now calls the Bell 505 Jet Ranger X. Bell CEO John Garrison said that the new model will be priced at about $1 million to make it price competitive with the Robinson Helicopter R66.

Bell goes back to basics with 505 Jet Ranger X

by Mark Huber

Bell Helicopter has unveiled three refined mock-ups of its new, five-seat "short light single" (SLS) helicopter and officially named the new helicopter the "505 Jet Ranger X." Bell previewed the SLS concept with an announcement and renderings at the 2013 Paris Air Show.

Bell has begun taking orders for the new helicopter at Heli-Expo, but declined to publicly set a price. However, Chuck Evans, Bell director of marketing and sales support for commercial helicopters, said the 505 is designed to "be price competitive" with the $839,000 Robinson R66, a helicopter that has reinvigorated the light single market with nearly 500 delivered since its FAA certification in October 2010. Bell exited the light single market that same year, halting production of its iconic 206 Jet Ranger after 43 years and more than 7,500 delivered, but vowing to return to the market.

Those plans have now taken tangible form. The 505 mock-ups displayed here (Booth No. 4536) feature an unusual level of detail and are fitted in utility, executive/passenger and law-enforcement configurations complete with searchlight and FLIR (forward-looking infrared) camera.

The utility mock-up closely resembles a

Continued on page 29 ▶

LCI orders 39 helicopters valued at $925 million

by James Wynbrandt

Lease Corporation International (LCI) of Dublin, Ireland, announced signing orders for helicopters here at Heli-Expo 2014 worth almost $1 billion: the orders include a contract with AgustaWestland for as many as 18 helicopters valued at more than $280 million and a contract with Airbus Helicopters for as many as 21 new rotorcraft valued at some $645 million. Adding up the new orders and others since its launch in 2012, LCI has ordered more than $1.3 billion worth of rotorcraft.

The Airbus order is for up to 15 EC225e Super Pumas, a new model unveiled yesterday morning, making LCI a launch customer for the utility helicopter, and up to six EC175s. "These particular models will be very attractive to our expanding customer base as they continually demand the latest technology helicopters," said LCI executive chairman Crispin Maunder. "We are very happy to support them by providing quality aircraft together with innovative financing."

The EC175 was EASA certified in January and is expected to enter

Continued on page 29 ▶



BARRY AMBROSE

Guillaume Faury, Airbus Helicopters CEO; Crispin Maunder, LCI chairman; and Michael Platt, LCI CEO, celebrate LCI's mammoth Airbus Helicopters order next to the EC175.

ENSTROM UNVEILS NEW LOW-COST TRAINER

Enstrom Helicopter unveiled a mock-up of a new low-cost, two-seat, piston-powered trainer at Heli-Expo yesterday. The TH-180 promises to lower operating costs and will open up the market for training helicopters.

See Page 29

Milestones

Sikorsky looks back, and ahead
For the Connecticut manufacturer, "technology meets tradition" as the company reflects on its humble beginnings 75 years ago and celebrates its accomplishments–and those of the entire industry. **Page 12**

New Models

Airbus plans new variants
New models are coming, with the European manufacturer planning an extended-range variant of the 225e for the offshore market and a utility version of the Super Puma for missions in hot and high environments. **Page 3**

Safety

NTSB issues two safety alerts
Maintenance procedures and simulator training attracted the attention of the Safety Board, which called for operators to solidify efforts to ensure proper procedures and to incorporate scenario-based sim training. **Page 21**

Avionics

Scott's-Bell 47 to get Sagem glass
As it moves closer to bringing the 47GT closer to production, Scott's-Bell 47 has selected the avionics package for the helicopter, opting for the scalable Sagem ICDS-8A to allow customers to choose only the functions they need. **Page 10**

Engines

Demo diesel mill to fly this year
A modified EC130 powered by a diesel engine is expected to fly this year as part of Europe's Green Rotorcraft integrated technology demonstrator program. The goal of the program is to reduce fuel burn in light singles. **Page 16**

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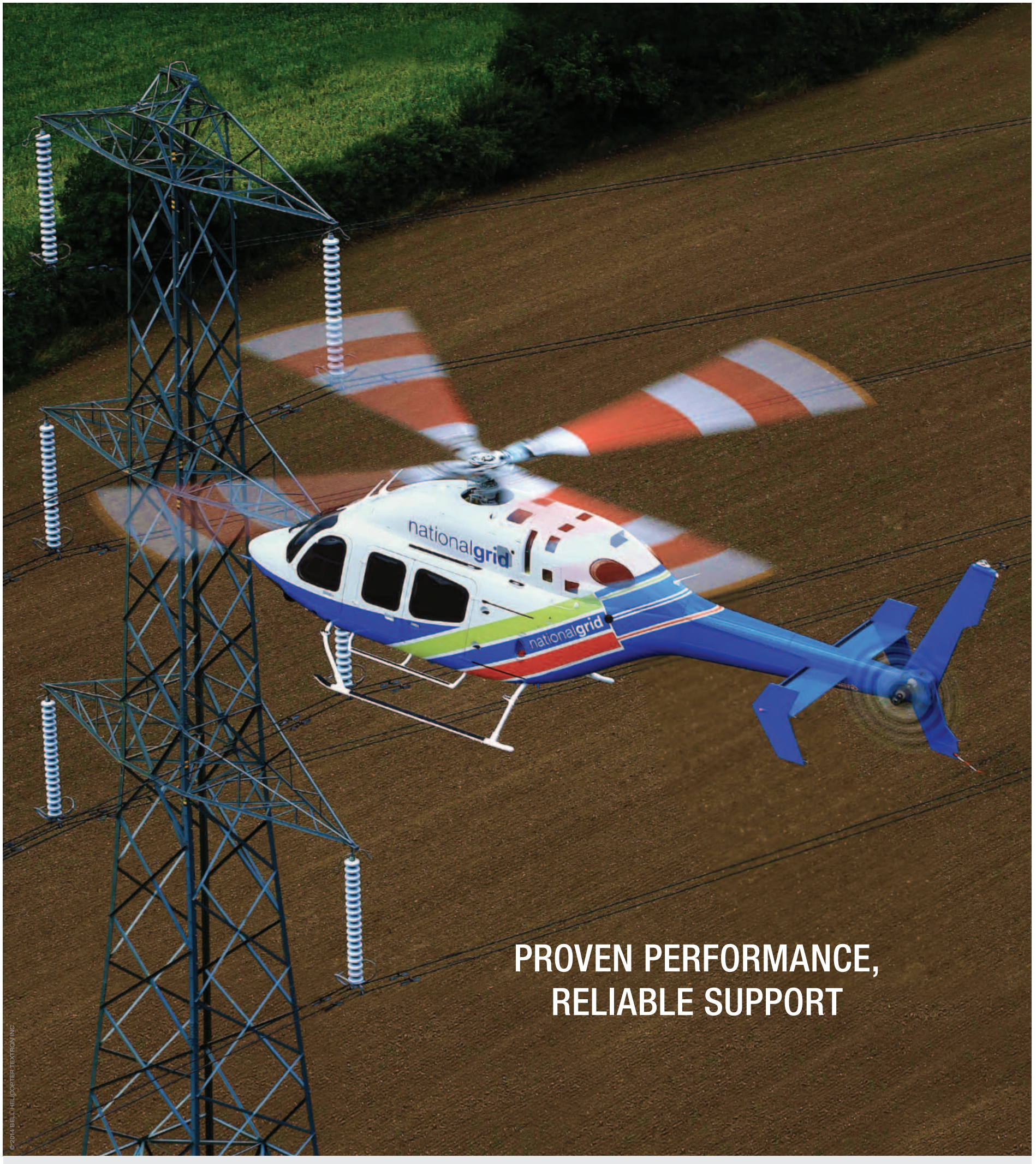

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Airbus Helicopters CEO promises better support

by Mark Huber

New Airbus Helicopters CEO Guillaume Faury and the head of its U.S. arm, Marc Paganini, were visibly penitent when discussing the company's traditionally problematic customer service at yesterday's annual company press breakfast here at Heli-Expo. Faury left no doubt that he is committed to focusing more company resources and attention on product support. "It is time for new priorities," he said. Paganini echoed that sentiment, admitting, "We need to do better."

Faury has spent most of his career at Airbus Helicopters in flight test and engineering. He rejoined the company as CEO 10 months ago after serving as



PHOTOS: BARRY AMBROSE

Guillaume Faury, Airbus Helicopters CEO

vice president of research and development at French automaker Peugeot since 2009.

While Faury declined to say specifically how much money the company plans to spend rectifying customer service and support issues, he and Paganini unveiled several broad-based initiatives aimed at solving the problem. "We decided very quickly to spend tens of millions of dollars…to increase our supply of parts" and to focus on reducing response times to customer requests, he said. Paganini said that Airbus is also focusing on making web-based customer service portals easier to use.

Faury said the renewed focus on customer service is part of a larger strategy to increase product quality and safety across the board, beginning with initiatives to install flight data and video recorders in its smaller helicopters as standard equipment and to fit cockpit voice recorders in its medium and heavy helicopters.

New Variants Planned

Faury unveiled plans for two new variants of existing products, the 225e and the AS322 C1e, and gave an update of development efforts on the X4 medium twin, now slated for first flight in 2015. The 225e is an extended-range heavy helicopter variant designed primarily for the offshore market. It features new Turbomeca Makila 2B engines, an improved passenger cabin and increased payload and fuel capacity. The 225e will have a range of 300 nm with 10 passengers. Certification is anticipated in 2015. The AS332C1e is a utility variant of the Super Puma designed for missions in high/hot environments. It features the four-axis autopilot and automatic flight control systems from the EC225.

X4 development work to date includes running the new quiet technology, increased fuel efficiency main rotor blades for 150 hours, qualifying the Pratt & Whitney Canada and Turbomeca engines–customers will have a choice as they currently do on the Model 135–and fabricating the first all-composite fuselage structure. First flight of the new X4 is expected in 2015.

While in 2013 Airbus booked orders for only five of its new EC175 medium helicopter, a model aimed primarily at the red-hot offshore energy market, Faury said he expects sales prospects for that helicopter to improve now that EASA certification has been received and with FAA approval anticipated "within the next few months." Several orders for the EC175 are expected to be announced here at Heli-Expo. Faury said Airbus has a "full support package" in place to support EC175 customer operations. That includes location of a level-D simulator proximate to Gulf of Mexico customers, anticipated in 2016.

Overall, Airbus posted revenues of $8.33 billion in 2013, delivering 497 helicopters worldwide, up slightly from 475 in 2012; however, U.S. deliveries declined slightly for the period from 147 to 145. Airbus continues to maintain a 50-percent market share in the U.S. ❑

MILESTONE AVIATION AND SIKORSKY CELEBRATE CONTRACT SIGNING AND FIRST FLIGHT

Milestone Aviation Group (Booth No. 5114) and Sikorsky Aircraft recognized two noteworthy achievements for the companies during opening day of Heli-Expo 2014.

Sikorsky's Kerry Bond joined Milestone chairman and co-founder Richard Santulli in the ceremonial signing of a contract for eight additional S-92 medium-lift helicopters. "I bought my first Sikorsky product in 1983 and developed a relationship with [the company] over many years," recalled Santulli.

Upon signing the contract, Bond quipped that Santulli could "keep the pen," in anticipation of the next order from the company.

The companies also recognized National Helicopter Services Ltd. (NHSL) of Trinidad and Tobago, the lessee of the Sikorsky S-76D that operated the first revenue flight for the model earlier this month. *–R.F.*



Richard Santulli (left), chairman and co-founder of Milestone Aviation, and Carey Bond, Sikorsky Aircraft president of commercial systems and services.

RSG Products and Heli-One team on STCs

Rotorcraft Services Group Products (Booth No. 1206) announced during Heli-Expo 2014 that it is teaming up with Heli-One (Booth No. 1804) to collaborate on, produce, support and even co-market supplemental type certified products for their customers.

Initial STCs available through the partnership include a dual pivoting litter system for the AS350 and a rappel system for Bell 412 and 212 helicopters. Both STC'd products are on display at RSG's booth at Heli-Expo.

The companies promise that quick on the heels of these two STCs will come several others, including a medical interior for the Airbus EC135; a structural medical floor for the MBB-BK117; a fold-up attendant seat for the Airbus AS350; and a Wescam MX-15 surveillance system and universal surveillance gimbal mount for the AS350. *–A.L.*

Backlog's a record, but sales decline at Sikorsky

by Curt Epstein

Last year was a mixed bag for Sikorsky Aircraft, according to company president Mick Maurer, who gave his company's year-end summary presentation yesterday morning. While Sikorsky reached a record backlog of more than $15 billion, it also recorded an 8-percent drop in sales, to $6.3 billion, the decrease driven largely by a drop-off in U.S. government orders on both the OEM side and the aftermarket segment last year.

In the commercial market, the United Technologies subsidiary saw an increase of more than a half-billion dollars year-over-year in top-line growth, with a backlog of more than $2 billion. "A new growth area for us has been China," Maurer said, noting the rotorcraft manufacturer has taken in almost $300 million in orders from Chinese operators over the past year and expects its aircraft to be in service with all three of China's major offshore oil operators. The OEM is using Chinese industry to build the airframe for the S-76D, and the tail for the S-92, and most of the parts that go into the company's light helicopters.



Mick Maurer, Sikorsky Aircraft president, said that the decrease in orders from the U.S. government was the main cause of the company's 8-percent drop in sales last year.

"We certainly believe that the industrialization that we are doing in China is helping us bring sales to China," noted Maurer, who expects the same synergy to grow in India, where Tata produces all of the company's S-92 cabins in Hyderabad.

The company also posted $1 billion in contract sales for its Total Assurance Program, which provides maintenance insurance covering the cost of parts replacement and repair on new Sikorsky aircraft. "We've been the first OEM to get FAA credit based on the lives of parts for using HUMS data to extend the replacement period on some of the parts on the aircraft. [The approval] will allow us to drive the cost of maintenance down," said Maurer.

Last month, Sikorsky's new S-76D made its long-anticipated entry into service. "The early returns are very favorable," said Maurer, noting 2014 will be the year the new medium cabin upgrade begins to make an impact. ❑

Robinson surpasses 11k helo deliveries

by Mark Huber

Kurt Robinson was generally upbeat about the prospects for his family's iconic helicopter company, during yesterday's Heli-Expo press conference. Last year the company delivered its 11,000th helicopter and it will soon deliver its 500th R66 single-engine turbine ship. Production currently stands at two to three R66s, five R44s and one R22 per week.

And that is before the company announced its optional new line of glass-panel avionics offerings earlier this month for all its helicopters. The new avionics feature Aspen and Garmin equipment, as well as the addition of a new electrical system, avionics master switch and full throttle caution light. Robinson called the availability of Garmin 600 and 700 series touchscreen GPS units in his helicopters a "great step forward" for pilot situational awareness and convenience.

Robinson said the company continues to expand its worldwide service network, from 433 last year to 461 so far in 2014 and that the number of R66 approved service centers had grown to 98 and would expand more this year. The company is currently working on certifying float and cargo hook options for the turbine R66.



Kurt Robinson, Robinson Helicopter CEO

Over the past year, Robinson continued to add to the number of certification authorities that have approved the R66, including Canada and Russia, even as the company continues to await final certification from the European Aviation Safety Agency (EASA) for the helicopter. This has proven to be a lengthy and, according to Robinson, extraordinarily expensive process. The latest impediment appears to be a controversy over how to assure fasteners used on the R66 and other helicopters are not subject to hydrogen embrittlement, Robinson said. He said he is hopeful that final certification approval would be received soon and that he "expects to see a surge in sales at that point."

Robinson said that the reentry of Bell into the light single market with its new 505 model announced here Tuesday, far from being predatory competition, would be good for the industry as a whole and the light single market in particular. "For the last five to ten years we haven't seen any R&D, except for Robinson, in this whole category. It's really nice to see. This is a great category. If you can bring on another helicopter that expands the market, that is good for the entire industry." ❑

MD goes on warpath with attack scout 530G

by Amy Laboda

New models, new orders and of course, deliveries are what the excitement is all about at Heli-Expo 2014. MD Helicopters could celebrate a little of all that this week. Company CEO Lynn Tilton unveiled not just the existence of its new MD 530G armed aerial scout helicopter, but also that it is flying and on the fast track to completion in the second quarter, with deliveries slated for the third quarter. The company is now taking orders for the $4- to $5-million single-engine helicopter. With cruise speeds in excess of 130 knots, the MD 530G features increased capacity landing gear supporting the 3,750-pound max takeoff weight. This allows the operator to use the increased useful load for additional range, endurance and weapons. The aircraft will come with Moog's weapons system platform integrated on the assembly line to facilitate lightness, according to Tilton.

Announcing new orders, Tilton estimated that the company will deliver as many as 50 helicopters this year, primarily to military customers in South America and the Middle East. The Bolivian Ministry of the Interior has ordered two MD530F helicopters for use in police and airborne security missions, such as the upcoming world security conference in Santa Cruz, Bolivia. The MD530F is equipped with the 650-shp RR250-C30 engine and longer main rotor blades fine-tuned for hot/high performance, giving the helicopter the ability to hover at altitudes as high as 16,000 feet msl.

The company has also received an order for a MD 500E helicopter from Shandong Qi Xiang General Aviation, marking its first order from mainland China. The aircraft is expected to be used for agricultural spray and utility missions.

On the deliveries front the company handed over a new MD 500E to Bering Air, one of the largest rotary-wing fleet operators in western Alaska. The aircraft, the third MD ship in Bering Air's fleet, is expected to fly more than 500 hours annually, according to the company. ❑



MD Helicopters not only unveiled the MD 530G armed aerial scout helicopter here at Heli-Expo, but also said it is already flying and will be certfied this year.

PHOTOS: MARIANO ROSALES

WAYPOINT LEASING ORDERS 37 AIRBUS HELICOPTERS

Waypoint Leasing Services announced yesterday at Heli-Expo that it is placing orders with Airbus Helicopters for 12 EC225 and 25 EC145T2 rotorcraft. Deliveries will commence this year and continue through 2017. Financial details of the order were not disclosed.

The two companies signed a framework agreement last year that enables Waypoint to coordinate its leasing proposals with Airbus Helicopters to include options such as the OEM's Parts-by-the-Hour (PBH) support services. Waypoint purchased two EC225s last year that are currently leased for offshore oil and gas operations in Australia.

The helicopter leasing space has drawn increasing interest recently, but Waypoint CEO Ed Washecka's leasing experience goes back to 2005, and his team has extensive experience in helicopter operations as well as finance, knowledge that can complement OEMs' advice when it comes to putting helicopters into operation, he said. Waypoint has $375 million in financing from two family funds and an additional $325 million in credit from Credit Suisse, CIT Bank and SunTrust, Washecka said. *–J.W.*

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CHC group goes public, will trade as HELI

by Matt Thurber



CHC's oil-and-gas, search-and-rescue and EMS sectors saw a slight increase in revenues in its FY2014, while overall revenues at the company decreased by 1 percent. The decrease was attributed to lower availability of the EC225 fleet and the higher costs needed to return those helicopters to service following imposition of operating restrictions after two of the model ditched in 2012.

CHC Group went public on January 17, with an initial public offering (IPO) of 31,00,000 of its ordinary shares priced at $10 per share. The company, parent of CHC Helicopter, made all of these shares available in the IPO, which raised $310 million. The company's symbol on the New York Stock Exchange is HELI.

Vancouver-based CHC specializes in helicopter support for oil-and-gas companies and government search-and-rescue agencies and helicopter maintenance through its Heli-One division (Booth No. 1804). CHC Helicopter operates about 250 aircraft in about 30 countries, according to the company.

CHC reported a drop in revenue and earnings in its Fiscal Year 2014 second quarter report, with revenue for the quarter at $443 million, down one percent compared to the same period in FY 2013. The company had a net loss of $49 million; net earnings were $7 million during the same period last year. Adjusted net earnings loss was $27 million, compared to adjusted net earnings of $8 million in the same period last year. The revenue drop is attributed to lower availability of the EC225 fleet and the higher costs needed to return those helicopters to service. "EBITDAR (earnings before interest, taxes, depreciation, amortization and aircraft rental costs) was $109 million, down 13 percent," according to CHC, from the previous year's $126 million.

Two EC225 ditchings in 2012 led to operating restrictions on the model, which were lifted after gearbox modifications were incorporated. "I'm proud of the leadership CHC brought to that work, and the ability of our people to minimize disruption to customer operations while those aircraft were suspended from flight during the past year," said CHC president and CEO William Amelio.

During the second fiscal quarter 2014, oil-and-gas, search-and-rescue and EMS flying revenues climbed 1 percent to $408 million. Countries where flying revenue grew include Australia, Ireland, Malaysia, Norway and the Philippines, while Brazil saw "a sales decline… attributable to customers electing to resume EC225 flights more slowly than elsewhere."

Other business highlights include the company signing a two-year extension of an agreement for services to Statoil at bases in Bergen and Florø in Norway, using a fleet of 10 heavy helicopters; the government of Nigeria has approved CHC joint venture partner Atlantic Aviation to import AW139s; in Tanzania, the company received an air operator certificate to fly AW139s and S76C+ helicopters instead of operating based on customer-held permits; CHC ordered nine additional S-92s, with options for another 15; and the company signed an agreement to buy $100 million worth of helicopters from Airbus Helicopters by the end of 2016.

On the maintenance side, Heli-One sales to third-party customers dropped 17 percent to $35 million during the quarter, with EBITDAR down 45 percent to $16 million. According to CHC, "Similar to in Q1, Heli-One's EBITDAR was negatively affected by costs incurred to prepare EC225s to return to service, as well as costs necessary to maximize availability of other CHC aircraft." ❑



Epic users choose from an array of services and surplus parts.



Heli-One's website provides access to two Epic databases, one an inventory of exchange components and the other an inventory of spare parts.

Heli-One Opens New Parts Portals

CHC Helicopters division Heli-One (Booth No. 1804), a global provider of repair and overhaul services for helicopters, now offers overhauled aircraft components and spare parts to other helicopter operators via new customer portals on its website (www.heli-one.com).

Launched in early December last year, Heli-One's Exchange Parts Inventory Channel (Epic) connects users to two searchable databases, one for the company's pool of exchange components and the other for its inventory of surplus parts, which carries nearly 1,900 items. Helicopter models covered include the AgustaWestland AW139; Airbus Helicopters AS350, AS332, AS365, EC120, EC225 and SA315; the Bell 212 and 412 and the Sikorsky S-61 and S-76. The larger exchange components include engines, gearboxes and tailrotor blade assemblies.

"Whether a customer needs an expertly overhauled engine or rapid, cost-effective delivery of minor components in volume, this Epic capability provides a convenient service from a trusted, reliable and specialized global resource," said Jeff Manion, Heli-One vice president of sales, marketing support and global networks.

When looking for an exchange component for a particular model on Epic, users can download a spec sheet on the item, which includes a photograph, its part and serial numbers, time since new and since overhaul, if it is now available or when it will be available and its condition. Contact information (phone and email) for regional sales directors in four global areas is provided.

After selecting an item in the parts sales inventory for possible purchase, users fill out a short online form to send via email to Heli-One. A dedicated representative responds to the inquiry. If the sales representative has certification papers about the component, he or she will provide price and other information immediately. If not, the goal is to obtain this information within 24 hours. For both exchange components and spare parts, as soon as Heli-One receives a purchase order or signed contract, the item is shipped.

Rick Angelo, Heli-One director of strategic marketing, said the goal of Epic is to provide better tools for the company's customers. "If Heli-One is going to be considered a leading helicopter maintenance organization, we have to start providing the tools to make our customers more successful," he said. "Customers have a plethora of choices for parts and services, and we're hoping that if we give them the right tools, then in time they're going to depend on Heli-One more and more."

He said the company's inventories of exchange components and parts are located primarily at its MRO facilities in Vancouver, Canada; Fort Collins, Colo.; Stavanger, Norway; and Rzeszow, Poland. An examination of the downloadable Parts Sales Inventory spreadsheet on the Heli-One website shows numerous parts also located in Australia and The Netherlands.

In addition to MRO services, CHC provides offshore transportation to oil-and-gas companies and flight services to search-and-rescue agencies. CHC is headquartered in Vancouver and operates about 250 aircraft in some 30 countries. *–R.R.P.*

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FAA is considering TCAS II for heli use

by Thierry Dubois

Prompted by industry demand, the FAA is considering approving the installation and use of TCAS II aboard helicopters but is concerned about certification challenges. Major operators have been successfully using TCAS II for several years in regions such as the North Sea.

"Over the past few years, we have received numerous applications for certification of TCAS II installations in rotorcraft," Stephen Barbini, flight analyst, aircraft certification at the FAA's rotorcraft directorate, told attendees at the EASA Rotorcraft Symposium in Cologne, Germany.

He noted that most, if not all, interest in installing TCAS II in rotorcraft is related to offshore operations, which must contend with reduced visibility and dense traffic. As an example, he noted that there are 2,500 flights per day in the Gulf of Mexico.

The system has proven its worth in areas such as Europe, Africa and Trinidad and Tobago, which have several documented reports of collisions avoided thanks to resolution advisories (RAs) provided by TCAS II.

However, despite all the expected and proven benefits, the FAA is wary of dangers and serious limitations stemming from the fact that TCAS II specification requirements are modeled for transport-category airplanes, according to FAA experts.

In particular, TCAS II algorithms require vertical speed of 1,500 feet per minute, which rotorcraft cannot always attain. Barbini noted that "the specification requires that the aircraft attain a rate of climb of 1,500 fpm within five seconds of an RA being annunciated." He sees this as the greatest challenge to installing TCAS II in rotorcraft. For example, an Airbus Helicopters AS365 N3+ Dauphin, at mtow in ISA conditions, has a maximum vertical speed of 1,321 fpm. A helicopter following an RA without the required rate of climb faces the risk of a midair collision.

Acknowledging Limitations

A research project that evaluates TCAS II in fixed-wing aircraft with performance characteristics similar to helicopters has recently been conducted. In this research, rate of climb is treated as variable, Barbini said. The FAA is currently reviewing the findings of the project.

Another problem is the vertical polarization of the upper directional antenna. It may prevent the system from "seeing" aircraft directly above, Barbini said. Therefore, the helicopter can be commanded, via an RA, to climb vertically into a collision.



The FAA has received numerous requests for certification of TCAS II installations in helicopters, most related to offshore operations, such as in the Gulf of Mexico. TCAS has proven successful in North Sea operations.

The traffic density of the environment in which helicopters operate also provides a significant limitation. TCAS II provides reliable surveillance up to a traffic density of 0.3 aircraft per square nautical mile, Barbini pointed out.

Numerous TCAS II-equipped aircraft operating in near vicinity of each other can saturate systems or even create unnecessary RAs for passing aircraft. In such situations, the solution–albeit less-than-ideal–is to set TCAS II to traffic alert-only. This is what Barbini suggested for news coverage of accidents and sporting events, for example.

He suggested that helicopters might be better suited for TCAS I, which only makes crews aware of nearby traffic. "It uses correct assumptions," Barbini said. The next generation of TCAS, ACAS-X, will address rotorcraft but is projected to enter service in 2025.

Finally, Barbini urged the industry to take the lead, form a working group and develop a method to safely install TCAS II in rotorcraft. ❑

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Columbia set to recycle U.S. military Chinooks

by Amy Laboda

Finding new life for military surplus helicopters is the ultimate in recycling, and Portland, Ore.-based Columbia Helicopters (Booth No. 4706) has everything it needs to recycle the three rugged Boeing CH-47D Chinooks it purchased recently from the U.S. government.

Military surplus aircraft sold to commercial services are restricted in their operations by the FAA, but Columbia Helicopters has acquired the FAA type certificates from Boeing for the 234 Chinook and Vertol 107-II, the two commercial versions of the CH-47D. The company also holds a production certificate that allows it to produce FAA-approved parts for these aircraft.

"We are uniquely positioned to operate and maintain these helicopters," said Stan Wilson, president of Columbia Helicopters. "The aircraft will come into our maintenance facility for refurbishment before [they are put] to work," he said.

Columbia Helicopters announced during Heli-Expo 2014 that it is now an authorized service center for the Honeywell T55-714 engine series used on the CH-47, with a Honeywell-certified turbine engine test cell on site at its Portland facility. ❑



Columbia Helicopters has acquired three U.S. government Boeing CH-47D Chinook helicopters to augment its fleet of six Chinooks and 14 Vertol 107-II helicopters.

NEW OFFICES, NEW WORK FOR KAMAN

At Heli-Expo 2014 Kaman Aerospace Group (Booth No. 4922) announced that it is expanding its reach. The OEM supplier of helicopters, rotor blades and rotary-wing UAVs and other aerospace components has opened new offices at Clemson University's graduate campus in Charleston, S.C. The plan is to recruit talent and put a team of Kaman engineers at the nearby Boeing facility in North Charleston. The team is part of the company's participation in the stress analysis work on Boeing 787 Dreamliner production. Kaman was named Boeing Supplier of the Year in 2013, one of 16 companies to receive the award, which is based on statistical measurements of quality, on-time delivery, post-delivery support, cost and the ability to respond to changing customer requirements.

South Carolina Governor Nikki Haley is excited to see Kaman join the expansion of the aerospace industry in the state. "It speaks volumes for our economic future," she said, commenting, "The aerospace sector is a major driver for our state's economy."

Across the Atlantic the company expects to open a Kaman Specialty Bearings and Engineered Products facility in Hochstadt, Germany, and a tooling manufacturing facility in Lancashire, England, by the end of the first quarter.

All the recruiting and new manufacturing facilities will support new contracts for the company that include a contract to deliver 40 cockpits and lower fuselages for the Bell AH-1A Zulu helicopters; more Boeing CH-47 composite engine inlet screens and tunnel covers; high-speed drive systems and high-performance helicopter bearings; and continued support for the delivery of 10 SH-2G(I) Super Seasprite helicopters, spare parts, flight simulator and logistics support to the New Zealand Ministry of Defense, which was authorized last April. *–A.L.*

Airbus to add FDMs and cockpit imaging

by Thierry Dubois

Airbus Helicopters plans to progressively equip all its models with a cockpit imaging and flight data monitoring (FDM) system, in a bid to improve safety with an affordable system. All 181 AS350 AStar/Ecureuil light singles delivered last year were equipped with the device, developed with Appareo Systems (Booth No. 329). Next in line for the FDM installation are the EC130T2 light single and the EC135 light twin.

The device, known as Vision 1000 in Appareo's product range, records cockpit sounds and images–at a rate of four frames per second–as well as roll, yaw and pitch angles. It is attached above and behind the pilots' heads so the instrument panel, controls and the outside world (through the windshield) are in the camera's field of view.

The system differs from a cockpit voice and flight data recorder (CVFDR), the conventional and expensive "black box" designed to withstand fire, shocks and immersion. A CVFDR is mandatory only for commercial passenger transport in large helicopters. In practice, for Airbus the rule applies only to the AS365/EC155 Dauphin and Super Puma series.

"Beyond the existing regulation, we want to go the extra step, be innovative and offer a new safety standard," Gilles Bruniaux, Airbus Helicopters' v-p for fleet safety, told **AIN**.

Bruniaux provided a performance/cost comparison with a CVFDR, noting, "The new device records fewer parameters and is less resistant but it is still highly informative." Images give information on weather, obstacles, pilot actions and so on, he pointed out. As for price, he maintains that users will find the price point acceptable.

The Vision 1000 can be used as a means of prevention, by monitoring flight data and analyzing the results using a proprietary software program. The idea is to detect possible pilot deviations from procedures by replaying the flight on the ground.

Recognizing that after an accident the device's memory can provide valuable information for investigators, Airbus Helicopters has decided to eventually fit such a recorder in every helicopter it produces, even those that already have CVFDR. "Images can help find or compensate a missing flight parameter," Bruniaux explained.

The Appareo device weighs .66 pound and it is integrated in a single unit and needs just a power cord and a link to the GPS antenna. Retrofit will be available for a price that is understood to be four-digits.

In parallel, Airbus Helicopters intends to expand the installation of CVFDRs to more models. ❑

Scott's-Bell 47 to get Sagem glass cockpit

Scott's-Bell 47 (SB47, Booth No. 7422) has selected the Sagem (Booth No. 2814) ICDS-8A glass cockpit suite as part of the standard avionics package for the new 47GT-6 helicopter.

The Sagem system includes the primary flight display (PFD) and engine monitoring system. Other features include split map/engine screen mode, display of an externally mounted camera, VGA inputs and custom user databases such as display points for the moving map. The system will feature dual glass displays and back-up flight instruments and will also function as an engine indication and crew alerting system (EICAS) with a multifunction display for items such as pilot checklists. A variety of options will be available, including interfaces to GPS and transponders.

SB47 CEO Scott Churchill said his company selected Sagem, in part, because it allows customers to scale the suite to their individual needs and "not burden every customer with the cost and weight of a full-up primary display and navigation system. But with minimal changes and upgrades, the cockpit can easily be converted into a full-up system suitable for operations such as IFR training."

The selection of Sagem is the latest in a series of developments geared at bringing the turbine-powered 47GT-6 closer to production. Late last year, Scott's announced that it had received orders for 38 of the Rolls-Royce RR300-powered helicopter from a diverse customer list, the majority of which are from authorized dealers for exports into Asia/Australasia.

The 47GT-6 has an initial target price of $820,000, and deliveries are anticipated to begin in 2016. Prototype first flight is scheduled for late this year.

Scott's acquired the type certificate from Bell for the Model 47 in 2009 and has taken over factory support and refurbishment, offering a variety of upgrades, for the estimated 1,100 Model 47s still in service worldwide. It recently announced a deal with Lycoming to be the exclusive distributor for that company's new Hi-Dome pistons for the discontinued VO-435 engine, which was a popular choice on the Bell 47. *–M.H.*



The cockpit of the Scott's-Bell 47 helicopter is being modernized with Sagem's ICDS-8A displays.

MARIANO ROSALES

RSG and Ruag partner on missile defense pod

by Kim Rosenlof

Civilian operators that work in combat environments now have an option to equip their helicopters with electronic warfare (EW) devices that can detect incoming missiles and launch chaff and/or flare countermeasures. Rotorcraft Services Group (RSG, Booth No. 1206) recently signed an agreement with Switzerland-based Ruag Schweiz to provide integration and qualification services for Ruag's Integrated Self-Protection System (ISSYS) Plug-on-Device (POD) for use in the civil aviation market.

Based on the Saab Compact Integrated Defensive Aids Suite (CIDAS), the ISSYS-POD consists of up to five missile-approach warning sensors, optional laser and radar warning sensors, an electronic control unit, control display panel, optional threat display and two countermeasure dispensers. Designed as a limited integration system weighing approximately 96 to 130 kilograms, all except 11 kilograms of the ISSYS-POD can be removed from the aircraft when not needed and reinstalled for specific missions by two technicians in approximately 30 minutes.

"The ISSYS-POD is the role fit version of the Saab-proven CIDAS currently in use protecting both civil and military aircraft in sophisticated threat environment around the world," said Fida Waishek, president of RSG AeroDesign. "When the system detects a MANPADS [man-portable surface-to-air missile] launch, it tracks the incoming missile, then uses mixed chaff and flares payload to jam and misdirect the missile's guidance system, causing it to miss the target aircraft. The entire process occurs in few seconds and requires no action on the part of the aircraft crew."

The basic ISSYS-POD system includes four missile-approach warning sensors to provide spatial coverage of 360 degrees azimuth; an additional fifth sensor can be added for full downward-looking coverage. Each sensor uses a dedicated digital signal processor to ensure real-time information processing, enabling the detection and handling of up to 10 threats simultaneously from up to 5 km away.

The system includes one countermeasures dispenser installed on each side of the helicopter. The dispensers can be loaded with one-by one-inch or two- by one-inch pyrotechnical payloads, with the customer determining the mix of chaff and flare. The ISSYS-POD system requires 28 volts DC power from the helicopter and consumes 350 to 500 Watts (with optional sensors) plus an additional 380 Watts while dispensing on both sides.

The ISSYS-POD has been developed to EASA standards and has been installed on several helicopters including the Super Puma, EC225, Mi17 and A109. Installation cost for the system ranges from $1.5 to $2 million depending on the aircraft platform, but unless the countermeasures are actually used, there are few other costs to the system. According to Waishek, some peacekeeping entities are even electing to install the system without the chaff and flare countermeasures.

"The POD is quickly emerging as an easy and economical way to configure aircraft that would not have this type of equipment," said Waishek.

As part of its integration services, RSG will assist customers with qualification for their specific aircraft. ISSYS-POD integrated and qualified solutions also are available for fixed-wing aircraft such as the Cessna Caravan, Twin Otter and Beechcraft King Air. ❑

Vector inks new maintenance agreements

by Curt Epstein

Vector Aerospace has announced several new maintenance agreements for its Helicopter Services-North America (HS-NA) subsidiary. The rotorcraft MRO services company has signed a two-year agreement with Brazilian MRO provider Helipark to provide repair and overhaul support for the Turbomeca Arriel 1 and Rolls-Royce M250 engines. Vector plans to open a new 29,000-sq-ft MRO facility in Jacarei, Brazil this year, as part of an initiative to grow its South American customer base.

The Canadian company also unveiled a five-year, exclusive MRO support contract with Blackcomb Aviation, covering the Vancouver-based helicopter and jet aircraft charter provider's fleet of M250 and Arriel 1 and 2 engines, along with the dynamic components for its Airbus Helicopters AS350, AS355 and EC130s.

Here at the show, Vector revealed that HS-NA now offers a full range of capabilities for those rotorcraft, including 12-year major inspection service. Services include composite, structure and tailboom repair and assembly in addition to upper, lower and vertical stabilizers. "Blackcomb Aviation entrusted Vector Aerospace as its Rolls-Royce, Turbomeca, and [Airbus Helicopters] fleet MRO provider because of the superior quality of service and fast turn-times they provide to their customers," noted Blackcomb president and CEO Jonathan Burke.

Tsunami-damaged Puma

Through the company's Dutch partner Aerotech Holland, HS-NA has inked a four-year deal with the Netherlands Ministry of Defense to service its fleet of GE T700-701C and -701D engines, installed in AH-64D attack helicopters operated by the country's air force. "This subcontract demonstrates HS-NA's certification and capacity to provide quality repair and overhaul on GE engines and reinforces our ability to foster strong relationships through contract collaboration with companies such as Aerotech Holland," said Chris McDowell, vice president of sales and marketing at Vector HS-NA.

Late last year, the company completed the delivery of a fully refurbished Airbus Helicopters AS332L-1 Super Puma that was damaged during the tsunami that hit Japan's Fukushima region in 2011. Ranier Heli-Lift purchased the helicopter shortly after the incident, and HS-NA performed a number of repairs, including a complete airframe rewire requiring more than 62 miles of wire and main landing gear fitting changes with the help of specialists from the manufacturer. A complete 7,500-hour airframe inspection was performed (one of nine major inspections the company conducted on Super Pumas last year) and the aircraft was newly painted inside and out.

"The decision to make this MRO agreement with Vector was based on the outstanding support it has provided other operators, and the timing of this project aligned well with Vector's new AS322L-1 capabilities," said Richard Lerew, Ranier Heli International's executive vice president. "We were extremely pleased to receive the finished product in late December 2013, and the aircraft is now in full service." ❑

MULTI-MISSION MANAGEMENT SYSTEMS MEET SUPER PUMAS THROUGH HELI-ONE RETROFITS

Universal Avionics authorized dealer Heli-One Canada (Booth No. 1804) has noticed an interesting trend among its customers with search-and-rescue (SAR) missions in Airbus AS332 Super Pumas. They are requesting installation of Universal's multi-mission management system (MMMS), which incorporates capabilities included in Universal's SBAS-enabled flight management systems, as well as special interfaces including "drifting target" and "mark on target" functions for SAR operations. The MMMS system also includes NVG compatibility, a must for SAR and other special mission operations.

"These modifications were recently installed and are now operational on three CHC aircraft configured for offshore operations," said Alan Stewart, senior manager, design engineering for Heli-One. "The ability for the system to hold up to six canned search patterns frees the flight crew to concentrate on sighting the search object," he continued. "You can't have too many pairs of eyes looking outside when it comes to SAR."

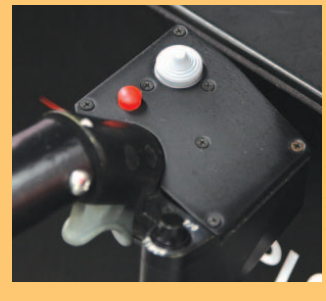
Universal's MMMS is SBAS, European P-RNAV (GNSS) and LPV capable, and includes enhanced fuel-management functions for long missions. The MMMS retrofit provided by Heli-One is also designed to address database support for certain RNAV systems and ADS-B requirements. *–A.L.*



MD 902 EXPLORER'S COLLECTIVE HOSTS UNIVERSAL AVIONICS CURSOR CONTROL

Universal Avionics (Booth No. 4702) has done it: created a way for helicopter pilots to keep their hands on the collective and still have "point and click" cursor control. The avionics manufacturer's new device is a cursor slew hat-switch mounted on the collective of the MD 902 Explorer equipped with the Universal Avionics Next Generation flight deck, which is on display at the MD Helicopters booth (No. 6922).

Grady Dees, director of technical sales for Universal Avionics, is excited about the Next Generation flight deck capabilities. "Flight decks of the future need to provide functionality and safety features while reducing pilot workload," Dees explained. "Giving cursor control to the light-twin helicopter market should revolutionize it," he said. The cursor control shown here isn't the final version, but demonstrates the devices capabilities. *–A.L.*


MARIANO ROSALES



MARIANO ROSALES

The Helicopter Association International board of directors ceremoniously opened Heli-Expo 2014's exhibit halls yesterday morning. Front row (l to r) Gale Wilson, vice chairman; Tony Burson; chairman, Matt Zuccaro, president; Max Lyons, treasurer; Torbjorn Corell, assistant treasurer. Back row: Edward DiCampli; executive v-p and corporate secretary; Christopher Erickson, director; Daniel Schwarzback, director; James Wisecup, director; Lynn Malmstrom, director; and David Bjellos, director.

HAI member meeting highlights mentoring

by Amy Laboda

With his usual straightforward, no-nonsense manner HAI president Matt Zuccaro welcomed Heli-Expo attendees and HAI members to the opening breakfast and annual member meeting on Tuesday morning at the Anaheim Convention Center. Board chairman Tony Burson started off the meeting by focusing on the organization's mentoring and future-focus.

"Our military-to-civilian transition seminar yesterday, presented by Sikorsky's Stacey Sheard, played to a packed room," said Burson. "My challenge to you is to mentor new people into helicopter aviation in 2014," he continued.

He also noted that HAI moved into a new headquarters building in 2013, which has facilities for seminars, meetings and even office space that is available at no cost to visiting HAI members.

The treasurer's report, presented by Max Lyons, HAI treasurer, showed that as of Jan. 31, 2014 the organization was operating at a $1,076,000 surplus, a number that reflects a significant reduction in expenses for the organization.

From there Zuccaro took over with his president's report, noting that the health of the organization is good, membership, standing at 3,558, is strong, and that HAI is hiring. Zuccaro also took a vote for revision of two key bylaws that changed the definition of his title to president and CEO from the current president and COO. This opens the door for HAI to hire a dedicated COO. Both revisions passed on a two-thirds vote of members present.

Zuccaro said Heli-Expo attendance is trending toward 20,000 and that the exhibit hall, with 740 exhibitors and 60 helicopters on display, features more than one million square feet of exhibit space. "This show is completely sold out," he said. He estimated that more than $2 billion in business would take place over the next three days. ❑

Technology meets tradition at Sikorsky

by Rob Finfrock

Sikorsky Aircraft highlighted its past achievements, and their influence on the company's current direction, in introducing its theme of "Technology Meets Tradition" at Heli-Expo 2014 yesterday.

"Seventy-five years ago, we celebrated the liftoff of the first Sikorsky prototype helicopter, the VS-300," said Sergei Sikorsky, son of aviation pioneer and company founder Igor Sikorsky. "I'm going to give you three short sentences, my father's first three-week impressions of the VS-300. It was a very honest evaluation: 'The vibration was fierce. The control was marginal. Stability was non-existent.'"

Sikorsky obviously resolved those issues, however, and just 25 years later the CH-53 heavy-lift helicopter took to the skies for the first time. "The technology is interesting if you compare [the two helicopters]," Sikorsky added. "The VS-300 barely lifted one pilot; 25 years later the CH-53 would lift 30 to 50 troops as a matter of routine."

Furthermore, the CH-53 offered a full 3,910 horsepower more than the VS-300's diminutive 90 horsepower, and today's CH-53E variant lifts as much as 53,000 pounds compared to its progenitor's 1,000-pound gross weight.

Carey Bond, president of commercial systems and services at Sikorsky, then directed attendees to the helicopters displayed at the company's booth, from the Korean War-era S52-3 to the advanced S-76D corporate helicopter, both sharing space with a mockup of the company's S-97 Raider concept high-speed scout and attack aircraft.

"That aircraft is getting ready at our flight assembly facility in West Palm Beach. We will fly it before the end of the year," Bond added. "Not only do we think we [the S-97] will double the speed of a useful helicopter, you can see the huge jump in technology that [the company's] investment has brought." ❑

Sikorsky Aims To Ease S-76D Transition for New Customers

Hoping to encourage more operators to add its S-76D twin-turbine commercial helicopter to their fleets, Sikorsky Aircraft (Booth No. 2822) announced a new entry into service (EIS) program at Heli-Expo 2014.

S-76 program director Leon Silva said the new EIS program will provide "a robust customer experience" with each S-76D delivery, complete with pilot and maintainer training on the type provided by FlightSafety International. A specialized S-76D fleet service representative will also be available to address customers' needs from the field, and on-site pilot support is also available.

Additionally, Sikorsky's Fleet Management Operations Center (FMOC) will identify potential opportunities for cost and availability improvements to S-76D EIS customers, by combining data from the aircraft's health and usage monitoring system with the client's own maintenance and operations information.

"Understanding how customers use their aircraft enables [the FMOC] to predict parts demand and optimize supply chain and inventory," noted Silva, adding that a similar program has been used to great effect for operators of the company's heavy-lift S-92. *–R.F.*



MARIANO ROSALES

Erickson's Jeff Stein presents the company's 2012-2013 Outstanding Supplier Award to John Koulikas of TactAir Fluid Controls at Heli-Expo 2014.

ERICKSON RECOGNIZES TACTAIR FLUID CONTROLS

Erickson (Booth No. 6422) presented its 2012-2013 Gold Supplier Award Tuesday morning at Heli-Expo 2014 to TactAir Fluid Controls for its work supporting the hydraulic systems on the S-64 Aircrane. "We look for not just the lowest cost [from our suppliers], but also the best value as well. TactAir provides that best value for us," said Jeff Stein, director of materials at Erickson. TactAir customer support manager John Koulikas added, "To be able to support this aircraft for many, many years has been a big thrill and achievement for us." *–R.F.*

COLUMBIA GOES LIVE WITH RAMCO OFFLINE DATA SOLUTION

Ramco Aviation (Booth No. 326) announced Tuesday at Heli-Expo 2014 that longtime customer Columbia Helicopters (Booth 4706) recently began the transition to Ramco's Solution 5.6 integrated suite of maintenance, finance, human resources and payroll tracking software.

The offline capabilities of V5.6 are especially important for Columbia, as the company frequently operates its fleet of twin-rotor, heavy-lift helicopters in remote theaters around the world with limited to no data connectivity. The system allows Columbia field stations to collect and retain important personnel and equipment cycle data on site, for later upload to a field headquarters as able. At zero-connectivity locales the operator can save the information on a data card for later shipment to the central office.

Columbia president Stan Wilson noted that Ramco's software has also helped to "coordinate operations within our company. We found that some people were doing things in ways we didn't know about, and this has helped get everyone operating from the same page."

Columbia is the largest operator of and type-certificate holder for the Model 234 commercial variant of the CH-46 Sea Knight and CH-47 Chinook helicopters. *–R.F.*



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Offshore operator PHI was involved in the development of Sikorsky's rig approach system.

Automated oil rig approach an option for Sikorsky S-92

by Thierry Dubois

Sikorsky S-92 operators can select an automated rig approach system on new helicopters and as a retrofit on existing aircraft. Offshore oil-and-gas specialist PHI in November 2013 began using the rig approach system in operational flights off the coast of Louisiana. The FAA had approved the optional feature on the medium twin in May. The system is designed to decrease workload when the crew is in a critical flight phase.

The S-92's autopilot already had a search-and-rescue (SAR) mode, which could fly the rotorcraft to a point, in an automated way. Sikorsky (Booth No. 2822) design engineers built on this mode to create the new functionality. In addition, the weather radar ensures that the flight path is free of obstacles. "You eliminate manual flying in intermediate stages such as the initial approach fix, final approach fix and descent to the final decision point," said Dan Hunter, director of commercial programs.

As a result, the workload is reduced from 17 pilot-initiated items to only seven. The system can build an approach in 20 seconds and can be activated to fly the approach with a single button. The pilot flying looks for visual cues while the non-flying pilot monitors the approach.

The certification is valid to half a nautical mile visibility, the distance between the target offset point and the rig. Sikorsky expects the system to be approved in weather as low as a 200-foot ceiling and a quarter mile visibility.

Inputs come from, among others, the flight management system, the GPS and the radar altimeter. Wind conditions at the rig are factored in, too. Hunter said SAR mode installation is not a prerequisite for the rig approach option. Also, if an aircraft is already equipped with the SAR mode, it may need upgraded hardware and software.

The bottom line, Sikorsky officials believe, will be safer operations under challenging weather and operating conditions. The system is hoped to add barriers to help prevent controlled flight into terrain accidents. In fact, technology was not the trickiest part of the job; certification was the most challenging. "We spent one year developing the rig approach functionality but it took us one year and a half to convince the authorities," Hunter said. Automated rig approach had never been done before so the FAA had no basis on which to compare it and no set of rules for certification. Sikorsky "wrote the book" on it, working with PHI and the FAA.

The rig approach system is available as an option and can be retrofitted to aircraft already in service. Hunter would not disclose the price, saying only that it is six digits in U.S. dollars.

What about offering rig approach on the S-76D? "We have every intention to have it on the S-76D," Hunter said. It would be available on only the latest version of the 12-seater, however. The avionics architecture on earlier variants, such as the S-76C, would make a retrofit too difficult. ❑

TIGER TUGS DEBUTS NEWEST TUG MODEL



Tiger Tugs Helicopter Transport's newest helicopter mover–the Model 12.0–can handle helicopters weighing up to 12,000 pounds. The Model 12.0 is ideal for handling aircraft such as the Bell 212 and 412 safely and easily, according to the Bend, Ore.-based company.

Tiger Tugs (Booth No. 7616) claims to have developed a new concept for moving helicopters safely and efficiently. "We took a fresh look at the tug market, interviewed users of other tugs, then set out to design a safer and easier-to-use vehicle," the company explained.

The Tiger Tugs wireless remote control system allows the operator to maneuver a helicopter in tight hangar spaces while controlling the tug from any vantage point, according to Tiger Tugs. A single operator can use the tug to move a helicopter, so no additional people are needed to assure rotor blade and airframe clearance.

Tiger Tugs says it has the first true scissor-lift transport on the market. When it is positioned under the helicopter, its cross tubes move straight up and do not translate horizontally, eliminating guesswork about where the saddles will come to rest. *–H.W.*

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Diesel demo engine to fly this year

by Thierry Dubois

The diesel engine research and development project that Airbus Helicopters (formerly Eurocopter) is conducting with racing car engine specialist Teos Powertrain Engineering and engine manufacturer Austro Engine, under Europe's Clean Sky joint technology initiative, has cleared significant milestones. The demonstration engine is now being tested on an iron bird, before the first flight planned for this year on a modified EC120. The stakeholders in the Green Rotorcraft integrated technology demonstrator program hope diesel engines will eventually offer reduced fuel burn on light singles.

The modified EC120 iron bird (which includes an airframe) is located at the Airbus Helicopters factory in Marignane, France. Testing began last November, after extensive engine trials took place on a dedicated test bench earlier last year. No particular difficulty has been encountered since the beginning of the test phase, project officer Sébastien Dubois told **AIN**.

With the iron bird, engineers are assessing the way the diesel engine interacts, in terms of vibration, with the airframe. The engine has been powered up very gradually to avoid any problem, Dubois explained. The process may appear slow but the idea is to avoid surprises such as an unexpected major failure, which could cause several weeks of delay and a serious cost increase, he pointed out. But so far the installation, tests and performance have met expectations. Iron bird testing will continue this quarter.

First Flight This Year

The engine will then be installed on the flight-test aircraft. Modifications for the installation began late last year. Ground trials are planned to begin in the third quarter and the first flight is expected to take place later in 2014. The first flight was previously scheduled for April 2014.

The 440-shp demonstrator is a tradeoff between car racing performance and aviation's safety and durability requirements. Compared to a turboshaft engine, the main benefit of a diesel is its fuel efficiency; Dubois and his partners hope for a 30-percent reduction in fuel burn. But the engine's main shortcoming is its lower power-to-weight ratio. The HIPE AE 440 engine has a total weight (including oil, accessories, etc.) of 528 pounds. For an equivalent level of performance, a turboshaft would weigh between 265 and 285 pounds. However, on a light helicopter, part of the weight penalty is hoped to be recouped thanks to an airframe adapted for that engine and the smaller amount of fuel needed for a given range.

The V8 engine that is being tested is the result of a collaboration between France's Teos and Austria's Austro Engine. The former company designed the core engine. The latter manufacturer focused on components like the Fadec and, above all, airworthiness. ❑



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Air Methods landing in Haiti

by Mark Huber

Haiti Air Ambulance is partnering with Air Methods to bring helicopter EMS service to the poverty-stricken nation on a full-time basis for the first time. Beginning next month, two Air Methods Bell 407s–a primary and a dedicated back-up–will be based at a secure industrial park near the Haitian capital of Port-au-Prince and will be gearing up to fly two missions a day or about 700 hours per year.

Air Methods will assign three pilots and two mechanics, who will rotate in and out of the country. Haiti Air Ambulance (HAA), a New York not-for-profit corporation, is supplying the based medical crews and underwriting all related expenses–estimated at just under $8 million over the first two years–for the entire operation through private donations. Sustained funding is envisioned through anticipated contract work with the United Nations and various private charities and through reimbursement from private insurance. While the Haitian government is cooperating with HAA, it is not providing funding at this time. The medical staff will consist of a medical director, flight nurses and flight paramedics who will be accredited under industry guidelines established by the Commission on Accreditation of Air Medical Transport Systems (CAMTS). When not flying, the medical staff will train Haitian EMS responders.

The helicopters will be equipped with satellite flight tracking, HF radios, and patient monitoring communications as well as a full medical suite including onboard oxygen supply, ventilator, defibrillator and intubation kit. HAA is establishing an EMS communications center, a volunteer network of weather reporters complemented by automated weather stations and online weather cameras and helipads and secured landing zones near or at rural hospitals and clinics throughout the country. This will include soccer fields and open land adjacent to police stations. It is also looking into pre-positioning jet-A fuel at strategic locations as it is currently available only at Port-au-Prince.

The need for helicopter EMS is particularly acute in Haiti due to the lack of surface roads and rural medical care and high rates of poverty and disease. The size of Maryland, Haiti has only 2,500 miles of what could be called roads and a mere 22 percent of them are paved.

Today, 80 percent of Haitians live in poverty and 40 percent are unemployed. Less than half the population has access to clean drinking water, and the average life expectancy is only 54 years. Most people don't get basic immunizations, and both the infant mortality and HIV/AIDS infection rates are the highest outside Africa. Because of the poor road conditions and the shortage of ground ambulances, the acutely ill must be transported, often via truck, to Port-au-Prince, a journey that easily can take several days through mountainous terrain, even though the distance is often less than 150 miles.

If there were ever a location ripe for based air-ambulance service, Haiti is it. That's what flight paramedic Jordan Owen thought back in 2010, when he and thousands of other Americans journeyed to Haiti to help in the wake of a 7.2-magnitude earthquake that killed 250,000, displaced 3 million and has left 400,000 Haitians still living in homeless camps today. Owen took his idea to industry veterans, and a talented team came together to found HAA. Members include established medical charity Medishare, several senior physicians, private philanthropists and a variety of aviation professionals with decades of experience in the helicopter industry and in Haiti. It's been a long journey, Owen told **AIN**. "Haitians deserve equal care and quality of care in their country," he said. "We are going to set a standard similar to that in the U.S. This is going to be a high-profile program." ❑



EUROCOPTER UNVEILS DETAILS OF X4 DESIGN

A new artist rendering of the in-development Eurocopter X4 medium-twin helicopter was released during a presentation made at the EASA Rotorcraft Symposium in Cologne in December, showing design changes made since 2011. A horizontal empennage with a two-level lifting surface is visible on the tailboom, forward of the shrouded tail-rotor. The fuselage, aft of the cabin, includes a "skirt," the role of which is still unknown.

The X4's main rotor retains five blades, which seem to draw from the Blue Edge research blades, and have a double-swept design supposed to reduce blade-vortex interaction and noise. The X4, a replacement for the AS365/EC155 Dauphin family, will compete in the 9,000- to 12,000-pound category and will feature two versions.

The first, less advanced version of the helicopter will enter service in 2017. In 2020, the second iteration of the X4 will feature a cockpit with advanced human-machine interface and fly-by-wire controls. Customers will have the choice between two 1,100-shp engine options–the Turbomeca TM800 or the Pratt & Whitney Canada PW210. Messier-Bugatti-Dowty will supply electric brakes –*T.D.*



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Backlog drives Enstrom orders

by Rob Finfrock

Enstrom Helicopters (Booth No. 8842) may not attract the attention of its higher-profile competitors in the civil rotorcraft segment, but the company has proven impressively resilient throughout its long history. Today, the Menominee, Mich.-based manufacturer has found success in overseas markets, a trend that newly named company president Tracy Biegler says began with delivery of the first of 18 turbine 480B helicopters to the Indonesian National Police in 2004.

"Enstrom had never really looked into the training market before," Biegler told **AIN**. "All the pieces were in place, but the company never pursued it. In a sense, the last 10 years have witnessed Enstrom Helicopters finding our niche in the marketplace, and more importantly, adjusting our company's perception as a major player in the industry."

The Indonesian order led to greater interest in Enstrom's product line from the Asia-Pacific region, and soon additional contracts from Japan's Ground Self Defense Force and the Royal Thai Army followed. In December 2013, Enstrom signed a 16-airframe order with Venezuela to establish a training fleet for that country's military.

Order Backlog

Today, Enstrom forecasts a production goal of 40 helicopters in 2014, a 14-ship increase over last year, and the company's order backlog extends into the third quarter of 2015. "Our growth has been pretty incremental, but we've seen some dramatic developments over the last three to four years," Biegler added. "Those orders drove our [$8 million, 70,000-sq-ft] plant expansion announced last year.

"We also have another 10 to 15 helicopters going into China through our ownership sales network," he noted, a welcome benefit from the company's acquisition in early 2013 by Chongqing Helicopter Investment Co. (CQHIC). "At this point, nothing has significantly changed in our ability to manage ourselves," he added. "They recognize they purchased a company with its own operations and expertise. In addition to learning about each other's cultures, we are also helping them understand the aviation business. This company would not be where it is today without the support of our ownership."

The infusion of capital from CQHIC also allowed Enstrom to consider expansion into new market segments, including the introduction of products to fill industry segments that Biegler believes the competition have allowed to stagnate. Enstrom also remains focused on continuing development on its storied product line, comprised of the Lycoming-powered F28F Falcon and 280FX Shark and the Rolls-Royce turbine-equipped 480B.

Biegler also expressed appreciation towards former company president Jerry Mullins, who Biegler succeeded at the beginning of February. He credited Mullins for setting the tone that drives Enstrom's ongoing efforts to expand the company's influence.

"Jerry put in place a high level of integrity and morale throughout our workforce," Biegler concluded. "That attitude continues today at Enstrom Helicopters. This isn't an atmosphere conducive to sitting back and dictating; everyone here rolls up their sleeves, and is asked to go above and beyond." ❑



DawnWolf offers 135 ops software

by Rob Finfrock

Wolf Zon, founder of software provider DawnWolf Technologies, applied lessons learned from his experiences as a charter pilot, operations director and A&P mechanic to develop 135 Air Carrier Management software. Just before Heli-Expo 2014, the software earned FAA approval for 135ACM's use by operators.

"So often companies must deploy the only thing available, unfortunately, often not designed nor developed for their purpose," said Zon, who likened that approach to using a wrecking ball to open a door, versus the custom-cut key that 135ACM offers to unlocking a company's specific needs.

135ACM tracks user-controlled parameters that can be tuned to a specific company or job position. Maintenance operations can use 135ACM to log mechanic duty time and training requirements, for example, while flight departments can track preflight planning information and mission-specific data, including flight log information.

Results are color-coded based on compliance with measured parameters, and aircraft equipped with any one of several satellite transceivers on the market can also automatically upload in-flight metrics into the program in real-time.

"The software is about simplicity, ease of use, accuracy, cost-effectiveness and doing more with less," Zon told **AIN**. "When an aircraft returns from a mission, that information is already automatically in the system, live and continually updating, and accessible through the cloud."

Zon also emphasized the system's weight-and-balance feature, which tracks user entry of weights at each station of a particular aircraft and automatically computes whether the aircraft would be within its CG envelope.

"When a pilot assigns himself to an aircraft, the program loads [the weights] and performs a weight-and-balance calculation for him," he continued. "If [the aircraft is] in CG, the program goes to the following page and an email is sent to the pilot and to operational control. So before he departs, the aircraft is confirmed to be in CG."

The company also continues to develop additional versions of 135ACM, including a 911MCM system for use by EMS providers and air medical carriers. ❑

DART & PALL DEBUT NEW BARRIER FILTER SYSTEM

Canadian helicopter accessory provider Dart Aerospace (Booth No. 6814) announced that in cooperation with Pall Aerospace it has installed and flight-tested the PA100 PureAir engine protection system developed for the Airbus Helicopters AS350 and EC130 family of rotorcraft. The system features Pall's latest PureAir technology and is self-cleaning and virtually maintenance-free, according to the manufacturers.

The system promises a 2-percent gain in engine power over conventional inlet barrier filters, and the developers are currently seeking Canadian supplemental type certificate approval including inadvertent entry into icing conditions, with FAA and EASA authorization to follow.

During testing, which included more than 20 takeoffs and landings, the test helicopter was taken up to 21,000 feet and the system exceeded performance expectations in all areas of flight. "The PureAir system had less impact on engine performance compared to a conventional inlet barrier filter and the new FOD screen also made no perceivable difference to the air flow," noted Dart Aerospace president Mike O'Reilly.

A key feature of the system is its PureAir vortex tube, which works in all weather conditions including ice, snow, heavy rain and salt spray.

"This technology brings advancements in engine protection," said Todd Barnett, Pall Aerospace v-p, global strategic marketing. *–C.E.*

NTSB ISSUES NEW ALERTS ON MAINTENANCE AND SIMULATOR TRAINING

The National Transportation Safety Board (NTSB) issued two new safety alerts at Heli-Expo 2014 covering maintenance procedures (SA-032) and simulator training (SA-031).

Citing several recent maintenance-related accidents, the NTSB called on mechanics to get proper training, use work cards to document all completed maintenance steps, get independent inspection of critical maintenance items, verify that all work is performed in accordance with manufacturer procedures, work with flight check pilots to ensure all checks are completed and review training materials regarding human performance errors triggered by items such as fatigue, pressure and company procedures that are at variance with the manufacturer's guidance.

The NTSB also called for the increased use of simulators and scenario-based training in simulators to improve pilot decision-making skills and better prepare them for various emergencies and challenging flight conditions, including autorotation, NVG missions in low-light conditions, degraded visual conditions and inadvertent IMC encounters. *–M.H.*

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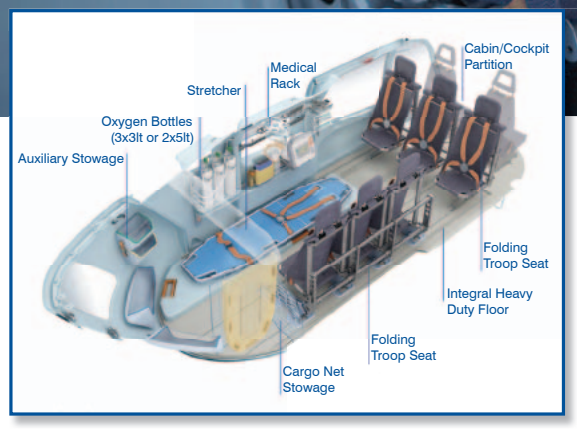

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NEWS CLIPS

MyJSSI Enters New Phase

Jet Support Services (JSSI, Booth No. 1425), which provides hourly cost maintenance programs for a variety of aircraft types, has begun a new phase of improvements to its customer portal MyJSSI. According to Joy Nebel, vice president of client services for JSSI, "Our phase-two redesign incorporates feedback we've received from our customers and should make it easier for them to report flight hours and manage their JSSI contracts."

Enhancements include simplified navigation, a cleaner submit flight hours page, better contacts integration and a new minimum flight hours calculator.

JSSI customers can access MyJSSI from their computers, or through an app on their tablets and smartphones.

Lightspeed Adds FlightLink To Sierra Active Noise Reduction Headset

Lightspeed Aviation (Booth No. 5900) announced that its entry-level Sierra ANR (active noise reduction) headset may now be paired to Lightspeed's proprietary FlightLink app, offering pilots the ability to capture radio transmissions for playback and archiving.

"Sierra has been our primary vehicle for introducing the benefits of premium ANR headsets to student pilots," said Teresa De Mers, Lightspeed executive vice president for sales, marketing and support. "The addition of FlightLink to its capabilities adds a new level of utility to its already exceptional comfort and quiet."

De Mers also noted that FlightLink makes the headset a natural training tool for students by allowing them to record their interactions with ATC. "Together with Sierra, [FlightLink] will enhance the learning experience and could improve the odds of a student's success," she added.

The free FlightLink app is available for the Apple iPad and iPhone, with the Sierra ANR retailing for $600.

Woodward Signs Repair Service Agreement

BBA subsidiary International Governor Services (Booth No. 7333) announced that it has selected Woodward as a licensed repair service facility for its fuel controls, fuel pumps and governors on the Pratt & Whitney Canada PT6 and PW100 and Honeywell TPE331 engines. These engines power a number of Bell, AgustaWestland and Sikorsky helicopters.

"This agreement complements our existing engine repair and overhaul authorizations at [BBA subsidiaries] Dallas Airmotive and H+S Aviation," said Mike McCauley, vice president for business development, BBA Aviation aftermarket services. "Collaborative partnerships are a key element of BBA's long term growth strategy," he said.

NationAir Offers Product Liability Insurance for Aftermarket Parts

Product liability insurance isn't your everyday policy. "Without experience in aviation law, regulations and coverages, generalist insurers don't understand the risks," explained Jaime Benthusen, product liability director for NationAir Aviation Insurance (Booth No. 5105). Benthusen was on hand at Heli-Expo 2014 to introduce the company's product liability coverage and risk assessments for rotor-wing aftermarket parts firms.

The company created its product liability division last year, offering clients priority access to its value-added services, including a contract review and certificate management service. Clients also benefit from preferred rates with NationAir's partners. The new division complements NationAir's diverse portfolio of aviation insurance products.



Mecaer's Bell 429 interior, available as an option on new-build models, features a Silens noise- and vibration-abatement system and hand-stitched leather upholstery.

Italy's Mecaer unveils Bell 429 VVIP interior

Mecaer Aviation Group (MAG) of Borgomanero, Italy, is unveiling at Heli-Expo its VVIP interior concept for the Bell 429, branded as the Bell 429 MAGnificent. A full-scale mockup of the four-place interior is on display at MAG's booth (No. 6438).

The interior features MAG's proprietary Silens noise- and vibration-abatement system and hand-stitched premium leather seats and is compliant with all regulatory standards. The interior will be available as an option for new Bell 429s and may be available as a retrofit in existing aircraft, according to MAG.

The cabin design represents an expansion of MAG's collaboration with Bell Helicopter, having previously created the "Oil and Gas Producers" interior for the Bell 525 Relentless.

MAG is also displaying its proprietary I-FEEL In-Flight Entertainment Enhanced Lounge system, featuring Wi-Fi connectivity, in an AW169 VIP interior mockup. The company operates six completion centers in Italy, the UK, Russia and the U.S. *–J.W.*

VECTOR SHOWS UPGRADED BELL UH-1H COCKPIT

Vector Aerospace Helicopter Services, North America, a subsidiary of Vector Aerospace (Booth No. 5906), has brought a custom-modified integrated cockpit for display at Heli-Expo 2014. The cockpit consists of two Sagem 10-inch multifunction displays (MFDs) and two Sagem 10-inch primary flight displays (PFDs) for right or left seat operations. It is part of Vector Aerospace's Bell Huey UH-1H (civilian Bell 205A) upgrade program.

The PFD and MFD are capable of displaying ship's radar and Globalstar satellite communications and critical weather data such as Nexrad and ADS-B IN text and graphics. The PFD does not offer synthetic vision; however, the MFD will display GPS graphical data from a variety of manufacturers, as well as ship's infrared camera feed, if available.

"We offer options for Stormscope, data recording capabilities, traffic awareness systems display interfaces and an improved fuel management function. Every customer requirement and configuration is different, so pricing depends on what the customer is looking to achieve," John Jongema, UH-1H program manager, Vector Aerospace Helicopter Services, North America, told **AIN**. "Vector has worked with medium Bell customers to bring them the best economical certified solution. The Vector STC integrated cockpit offers the best value for day/night VFR- or IFR-capable operators. We are happy to develop a specific solution for each customer," he said. *–A.L.*



Vector Aerospace has selected 10-inch Sagem displays for its integrated digital cockpit retrofit for the Bell Huey UH-1H.

Avpro goes all in with rotor brokerage

by James Wynbrandt

Since announcing its partnership with Europe's Heli Asset and its new rotorcraft sales and acquisition service at the NBAA Convention last October, Annapolis, Md.-based aircraft brokerage Avpro (Booth No. 1411) is here at Heli-Expo ready to help operators buy and sell VIP- and utility-configured helicopters.

"We're very excited to bring Avpro's 25 years of process, expertise and reputation to the helicopter world," Emmanuel Dupuy, the company's executive sales director, told **AIN**.

Thus far the company has brokered numerous transactions of pre-owned VIP- and utility-configured helicopters, Dupuy said. Deals include the acquisition of three EMS Airbus Helicopters EC135T+s for Avincis and a utility-configured AgustaWestland A109E Power for Turkey's Koçoglu Group. Avpro has several other helicopters under contract, he added.

As with its fixed-wing brokerage business, the company's rotor brokers specialize in aircraft by OEM and model. "Being organized this way allows us to interact with the market more accurately, and as a result provide unparalleled guidance to clients," said Dupuy. "Specializing by model enables our sales agents to track quality/price ratios of every serial number for sale, transaction history and sales pipeline."

While all transactions to date have been on pre-owned helicopters, the company anticipates it will assist clients with new aircraft purchases, as it does with many fixed-wing aircraft customers. Additionally, the rotor division's $100 million line of credit was recently expanded to $120 million, providing capital for acquisitions to facilitate transactions. "We want to tell the world that Avpro is seriously in the helicopter market," Dupuy said. ❑

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Fewer used helicopters sold last year, says JetNet

by Curt Epstein

Aviation industry data provider JetNet has released its year-end statistics for the pre-owned helicopter market, which show that retail sales for used turbine and piston rotorcraft experienced double-digit declines of 11.8 percent and 13.5 percent, respectively, in 2013 compared with the previous year. Turbine helicopters saw an 11.4-percent increase in the number listed for sale year-over-year, with the percentage of the available in-service fleet increasing from 6.1 percent to 6.4 percent, while the average number of days on market declined by 18 days over the previous year, to 414.

According to JetNet, Airbus Helicopters and Bell had the most pre-owned transactions of all the rotorcraft manufacturers but showed the largest decreases as well. While Airbus's rotorcraft products showed 871 pre-owned sales in 2012, that number decreased to 782 in 2013, while the sale of used Bell helicopters declined from 665 to 596 year-over-year.

While starting from a much lower base level of 163 full helicopter (as opposed to fractional) sales in 2012, AgustaWestland demonstrated a significant increase, to 178 pre-owned full sale transactions last year.

Here at the show, JetNet will be demonstrating the latest improvements to its flagship Evolution software suite, which gives users an up-to-the-minute depiction of the entire rotorcraft market. At the close of 2013, the Utica, N.Y. based-company reported nearly 30,000 helicopters in service worldwide, roughly two-thirds of which are turbine powered. The company now tracks 134 civil helicopter models in 184 countries. Visitors to its booth (No. 4500) will have the opportunity to win a bottle of Finger Lakes Ice Wine. ❑

USAIG ENHANCES BENEFITS FOR HELICOPTER OPERATORS

Aviation insurance provider USAIG (Booth No. 4907) has recently enhanced the benefits for its rotorcraft customers. Operators that insure through the company are now eligible for Performance Vector, a safety program that offers a range of programs to helicopter operators. Complimentary training includes human factors for pilots and maintenance technicians, Z-Coach sleep-enhancing strategies and tools as well as reimbursement for line service training. Flight departments can also choose from various training options that help maintain safety management system standards or prepare for advanced safety audits.

Among the options available are Safety Bucks, which offers rebates to operators that train with selected training centers. According to USAIG president and CEO David McKay, the company has distributed more than $5 million in Safety Bucks to help operators lower costs for annual simulator or in-aircraft flight-training proficiency. "In the end, for them and us, safety is the bottom line," he noted. *–C.E.*

EC135 T3/P3 DELIVERIES DELAYED TO 4TH QUARTER THIS YEAR

Deliveries of the Airbus Helicopters EC135T3/P3, an upgraded variant of the EC135 light twin, will begin in the fourth quarter of this year, instead of early 2014 as announced last year, according to an Airbus Helicopters spokesperson.

The new helicopter offers several improvements over the current EC135T2i/P2i, yielding a 66-pound increase in mtow and improved hot/high performance–an additional 440 pounds of payload at about 5,000 feet, ISA+20.

The "P" versions are powered by a pair of Pratt & Whitney Canada PW206B2 turboshafts, while the "T" versions have two Turbomeca Arrius 2B2 engines. *–T.D.*

Annual HFI auction now taking bids online

by Amy Laboda

"It's a great feeling giving away 19 scholarships worth nearly $55,000 to deserving men and women who want to be part of the helicopter industry," said Marty Pociask, who for four years has been vice president and curator of the Helicopter Foundation International (HFI), the non-profit foundation supported by HAI. Pociask is here at Heli-Expo both to run the silent auction, raising funds for next year's scholarships, and to organize the Heritage Display of Helicopters in the exhibit hall.

"There are 60 items in this year's auction, varying in value from $100 to more than $5,000," said Pociask. The bidding is completely online this year at bidding site BiddingforGood.com/HFI. Bidders register a credit card and then are allowed to place their bids. "The online format has allowed us to start the bidding early, on February 17, and run it straight to the end of the show, 4 p.m. PST, on Thursday, February 27. It's a 24/7 auction, too. That really maximizes our ability to raise funds," he continued.

Pociask spoke to us from his post in the main reception hall of the Anaheim Convention Center, where the auction items are posted on a long wall, with several computers ready for bidders to log on and set their bid. Winners will be notified at the auction's closing, and the items will be shipped to them directly from HAI headquarters.

"The format has saved us so many man-hours in labor shipping the items here to California, and, if a bidder is not present at the end of the auction, tracking him down and shipping the item to him, or packing it and taking it back to headquarters," explained Pociask.

Stop by Pociask's HFI desk and check out the donations, then place your bid before you enter the exhibit hall. Then be sure to check your bid on the way out, too. ❑



BARRY AMBROSE

RAIDER IN SEARCH OF A MISSION

While Sikorsky Aircraft is showing a full-scale mockup of its S-97 Raider at Heli-Expo 2014, the first prototype of the compound helicopter is under assembly and expected to fly by the end of this year. The S-97 is based on Sikorsky's X2 demonstrator, which achieved 250 knots in level flight. The company offered the S-97 for the U.S. Army's Armed Aerial Scout replacement program (now ended) and is now viewing the Raider as a contender for the Future Vertical Lift program. ■

FSF expands safety audits to offshore helicopter operators

by Chad Trautvetter

The Flight Safety Foundation (FSF) is highlighting its Basic Aviation Risk Standard (BARS) audit program to rotorcraft operators here at Heli-Expo 2014. It was developed to establish a common safety audit standard that could be applied to "onshore resource sector aviation support activities."

In response to feedback during last year's Heli-Expo, the foundation is looking to include offshore operators. According to FSF managing director Greg Marshall, the BARS audit and training program, initially created for use in the natural resource sector, can enhance additional categories of rotorcraft operations, especially emergency medical service, industrial, charter and sightseeing.

The standard was developed from a risk-based model framed against the actual threats posed. Key components of BARS include courses for onshore and offshore personnel, as well as one about helicopter external load operations for ground personnel. Overall, BARS provides a consistent audit model that allows member companies to share in the audits of participating operators. Findings from BARS audits, especially for aviation operations in remote areas, are already benefitting a much wider community of fixed- and rotary-wing operators, FSF said. Operators interested in the program can contact Marshall at marshall@flightsafety.org.

To date, 25 organizations–including Bristow Helicopters, PHI and EcoCopter–are BARS-registered operators. Marshall said three more operators will be added to these ranks soon. ❑

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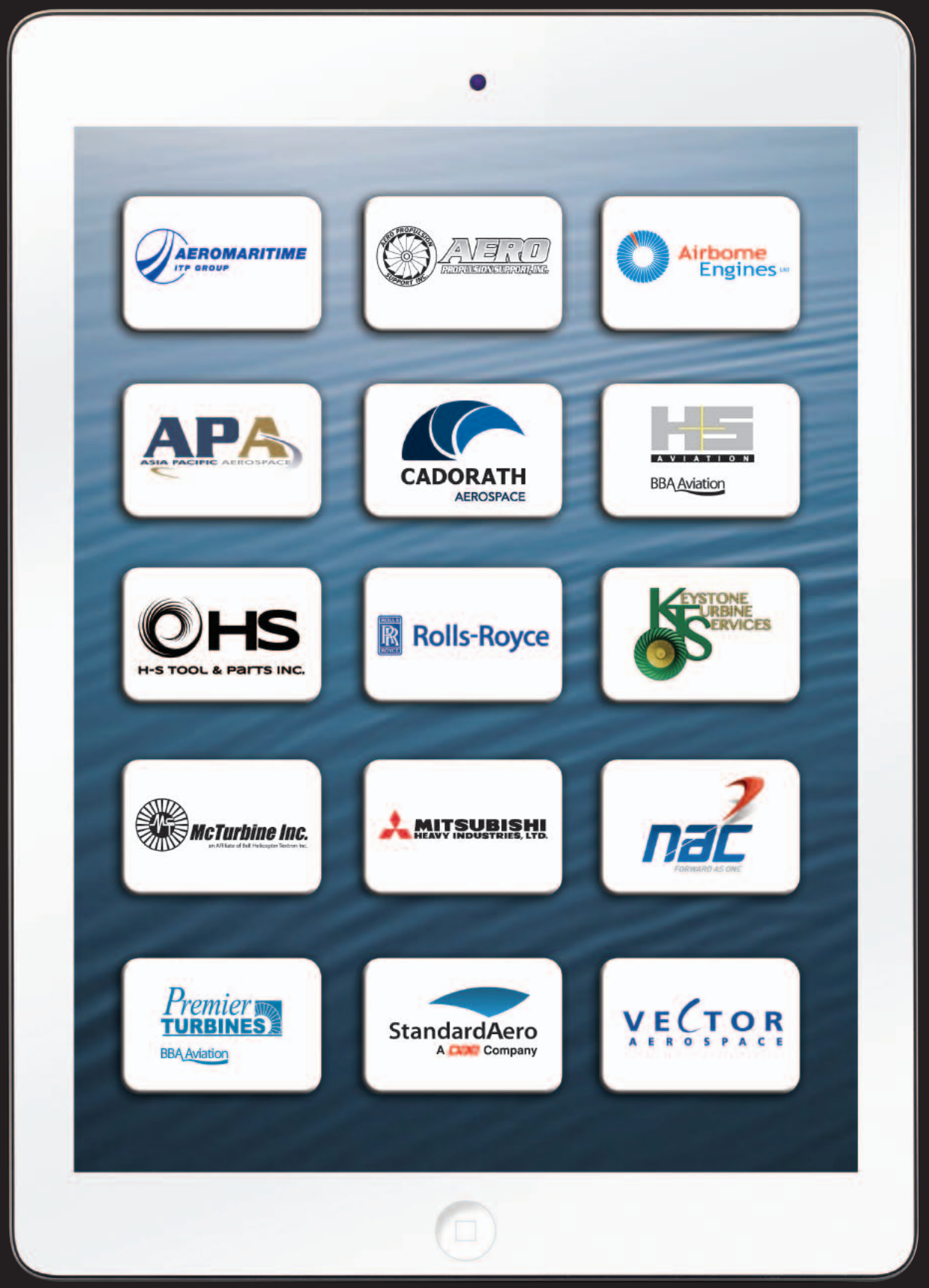

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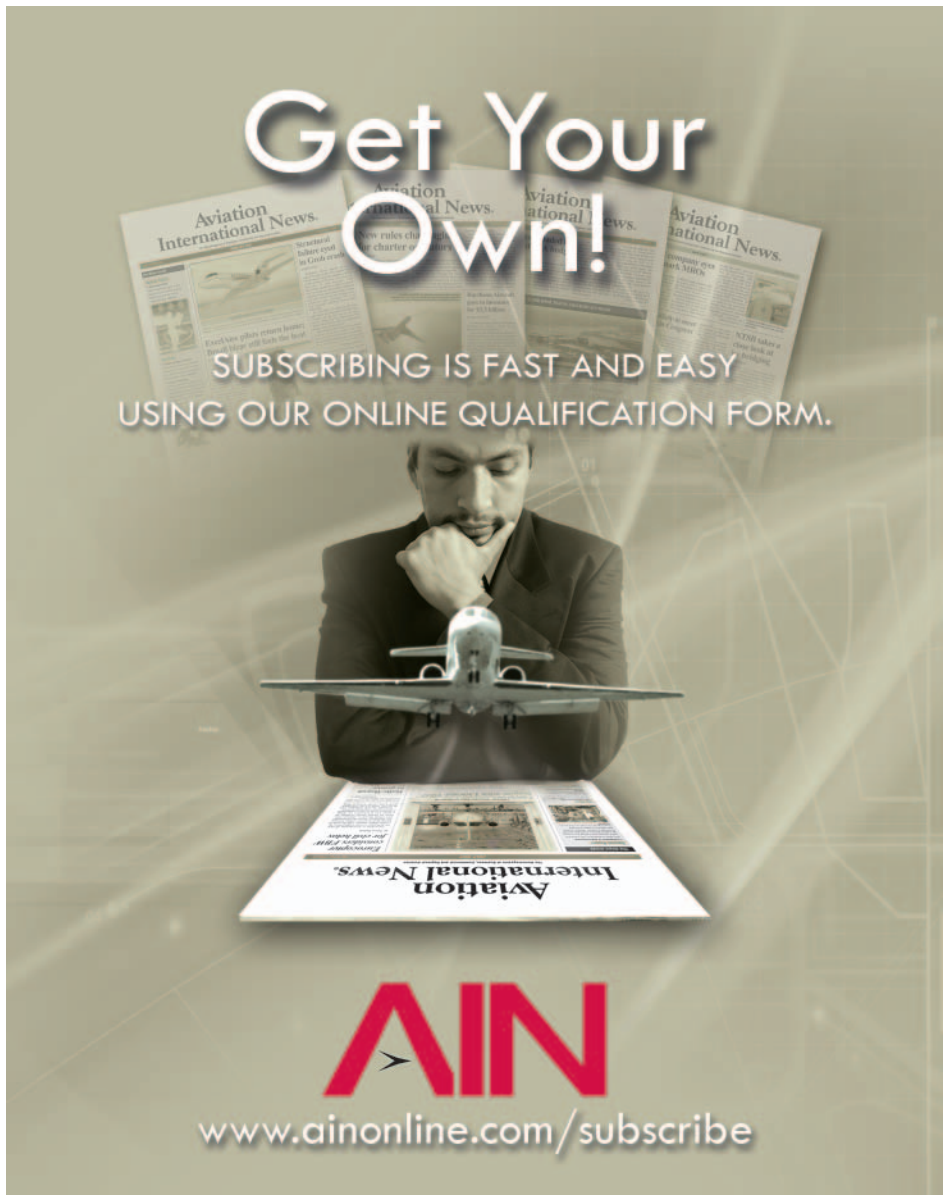

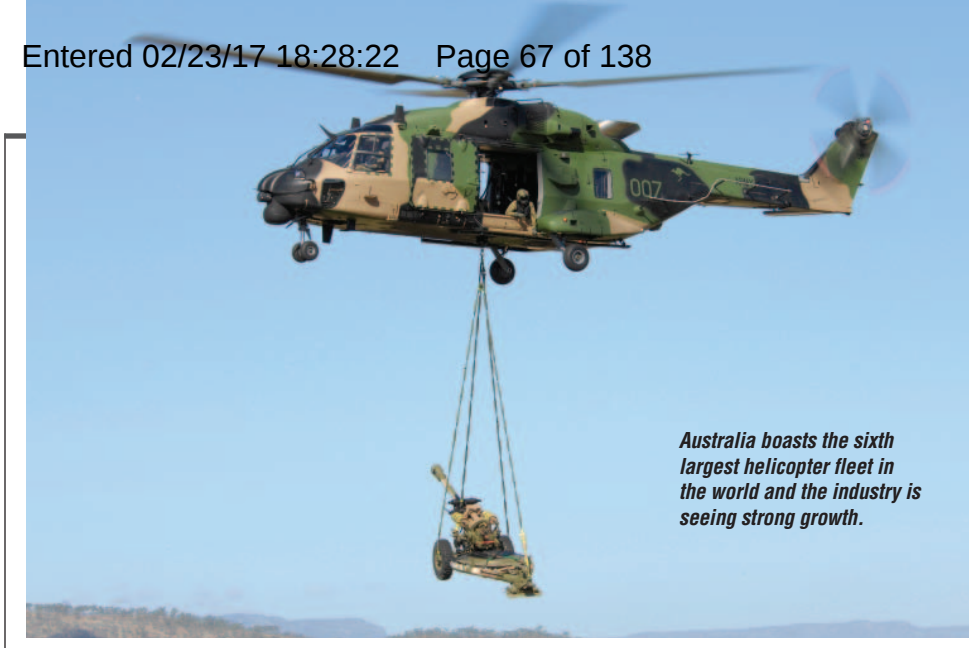

Australia boasts the sixth largest helicopter fleet in the world and the industry is seeing strong growth.

Helicopters on center stage at Rotortech in Australia

by Matt Thurber

The Australia Helicopter Industry Association (AHIA) has announced that the new Rotortech 2014 show will be held from May 24 to 25 at the Novotel Twin Waters Resort in Sunshine Coast in Queensland, Australia. Space is available for 20 small helicopters or 15 medium helicopters at the show site, according to the organizers, and there are 25 display booths for exhibitors in the main conference area, many of which have already been booked. The Rotortech 2014 show is AHIA's first big show since the organization was founded in November 2012. More information is available at www.bladeslapper.com *(see the AHIA thread)*.

Australia currently has about 2,077 helicopters on its register, the sixth largest fleet in the world, according to the AHIA. Since 2008, the fleet has grown an average of 6 percent per year. The current numbers (which likely have changed by the time this issue is published) include 1,301 piston singles, 544 single-engine turbines and 228 multiengine helicopters, for a total of 13.7 percent of the Australian aircraft fleet.

Growth in the helicopter industry is strongest in the northern territories, according to the AHIA, which boast about two-thirds of the 2,077 helicopters in the country. These regions also have more than half of the air operators certificates (AOCs) issued by Australia's Civil Aviation Safety Authority (CASA). Growth of the ranks of helicopter pilots has been strong over the past five years, with helicopter ATPs up 22 percent, to 750, commercial pilots up 11 percent, to 1,678 and private helicopter pilots up significantly, by 46 percent, to 822. "The latter reflects the rapid growth of private helicopter owners; many conduct mustering operations on their properties or use them in business activities," the AHIA noted in the January edition of *Helicopters Australia*, AHIA's e-newsletter.

"Unfortunately, we provide 25 percent of all accidents. This is the result from half our flying involves low-level aerial work, coupled with the high accident rate of the private owners–a problem noted in both [airplane] and helicopter operations."

Some of the issues that the AHIA is addressing this year include CASA's transition to EASA rules. One key area of this effort is CASR Part 61 (flight crew licensing). While that was supposed to take effect last December, CASA has moved the date to Sept. 1, 2014. AHIA is working closely with CASA on the transition. "It has a transition process of three years," according to the AHIA, "requiring a restructure of the training industry. The AHIA is working with CASA to help the Manual of Standards (MoS) line up with CASR Part 61. It is a large project that will not be completed until well into 2014."

Notices of proposed rulemaking are due this year for two key areas, CASR Part 133 (Australian Air Operations–Rotorcraft) and CASR Part 138 (Aerial Work Operations–Rotorcraft). The AHIA is concerned about carriage of aeromedical patients being moved from aerial work, which is the current regulatory structure, to charter. "This triggers a lot of additional compliance requirements. Aerial work operations will also be reclassified in some areas, with a new system of Operation Certificates replacing current AOCs…most requiring CASA's approval." Of more pressing concern, the AHIA added, "[are] the proposed performance standards and their impact on flying operations and various categories of helicopters. CASA's need to seek 'harmonization' with EASA's rules is not understood and the need to have forced landing areas during some flight regimes, especially during takeoff and landing, is now subject to an AHIA working group to educate operators on the intent of the proposed legislation."

Rotortech 2014 promises to be a significant event on the worldwide airshow circuit and a kickoff for growing opportunities in the Australia helicopter market, which is expected to continue growing as energy and mineral resource development firms expand. [Rotortech 2014] "reflects the determination of the executive and growing membership to provide a strong and capable representative service on behalf of the helicopter industry during a period of strong growth," the AHIA said. ❑

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New heliport arrives in Texas

by Curt Epstein

Set to open this month in the Dallas suburb of DeSoto, Texas, is the nation's newest helicopter facility, DeSoto Heliport, located in the Eagle Business & Industrial Park.

The $5 million, 19-acre facility is jointly owned by the Texas Department of Transportation, the City of DeSoto and the DeSoto Economic Development Corporation.

Sky Helicopters, which also operates the FBO at the Garland/DFW heliport approximately 30 miles away, was awarded a 60-year lease to manage the facility and the company spent approximately 70 percent of the cost of the heliport in building the terminal, hangars and ramp.



DeSoto Heliport in the Dallas suburb of DeSoto features more than an acre of concrete ramp, hangar space and FBO services. It was expected to open this month.

The facility includes more than an acre of concrete ramp The 25,000 sq ft of heated hangar space consists of a 10,000-sq-ft hangar, which is sub-divideable in terms of separate hangar and personnel access doors, and a 15,000-sq-ft hangar attached to the 12,000-sq-ft terminal and office complex.

The FBO has a staff of six and is open Monday through Saturday from 8 a.m. to 6 p.m., with Sunday hours to be determined by demand.

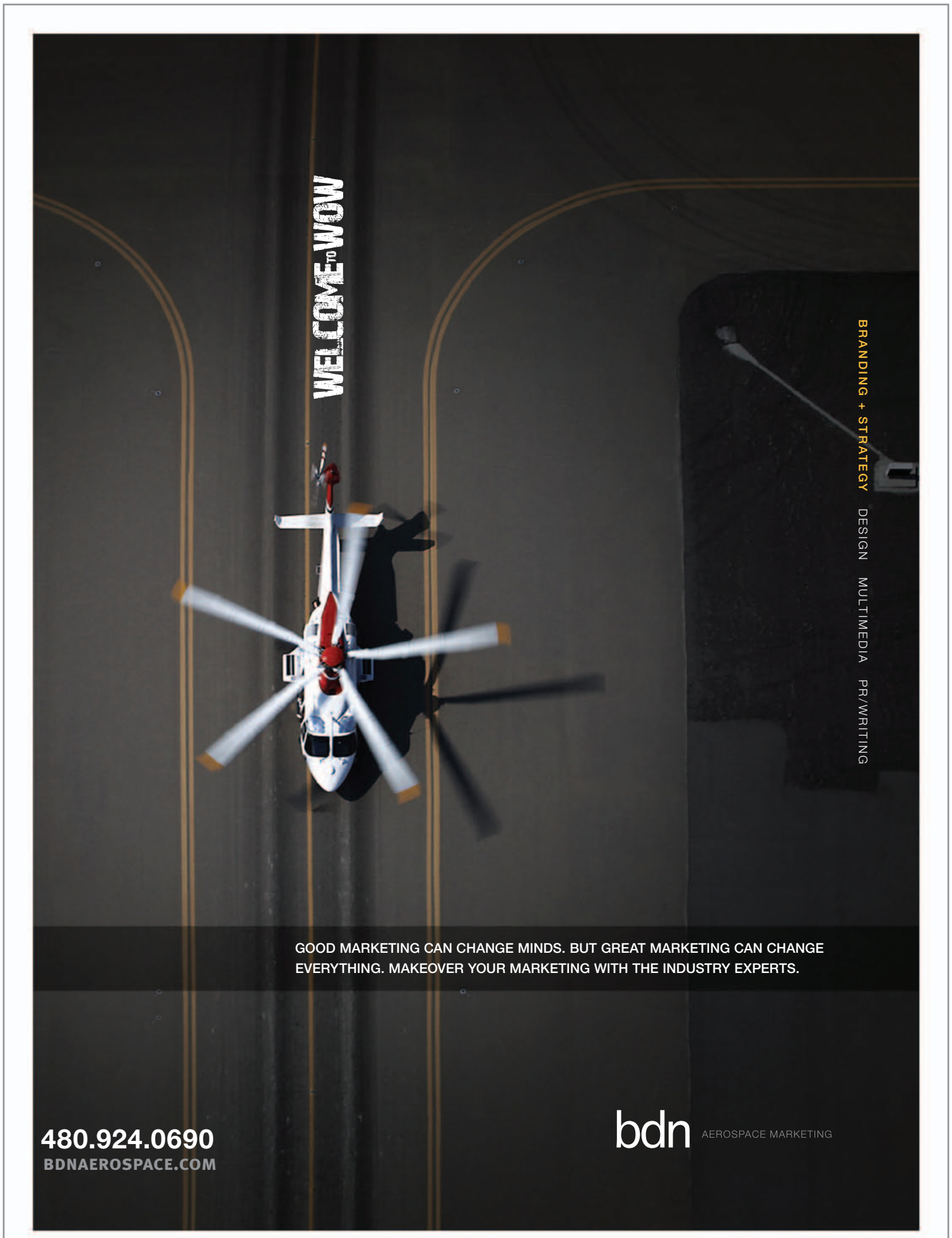
Among its amenities are passenger and pilot lounges, a coffee bar/Internet café, three a/v-equipped conference rooms and 10 offices.

A private keypad entrance will allow tenants after-hours access to the lounges and restrooms. Independent in terms of fuel brand, the facility will offer jet-A and avgas 24 hours a day from a pair of 12,000-gallon self-serve fuel tanks.

Sky Helicopters is a dealer for Robinson Helicopters and will use the facility as another store-front to conduct sales operations and is working to expand its Garland Part 145 maintenance certificate to cover the new location.

Sky Helicopters president Ken Pyatt said his company will operate its Part 141 flight school to provide ab initio and recurrent training at DeSoto, along with its existing contract flying for three of the four news network news organizations in the Dallas-Fort Worth metroplex and for oil and gas surveys.

Pyatt said the continued growth of the DFW area played a role in the establishment of the new facility. "That part of town isn't served at all with heliport traffic; this new place is going to be on the southwest part of it, which puts us between downtown Fort Worth and downtown Dallas," he told **AIN**. "We saw it as having excellent road access for customers that might not necessarily venture to the east side of Dallas." ❑



ENSTROM UNVEILS ITS NEW LOW-COST TRAINER, THE TH-180

Enstrom Helicopter unveiled a mock-up of a new, low-cost, two-seat, piston-powered trainer at Heli-Expo yesterday. The TH-180 is a scaled-down version of the company's popular FX-280 three-seat model. Company officials said the TH-180 should post direct operating costs of $175 per hour and an hourly fuel burn of less than 12 gph. The launch price is $365,000. It will be powered by the 210-hp Lycoming HIO-390 and feature an engine governor and electric clutch switch. First flight is anticipated this summer and certification is targeted for 2015.

Compared with the 280, the TH-180 has more robust landing gear and weighs 500 pounds less, about 2,250 pounds maximum gross weight, said Enstrom CEO Tracy Biegler. "We basically scaled an F model," he said. He called the market for the TH-180 "huge."

Biegler said the that Enstrom's new expanded production plant in Menominee, Mich., has the capacity to build 100 TH-180s per year. The company's new owner, the Chongqing Helicopter Investment Co., (CQHIC) contributed engineering assistance on the pylon and tailcone modeling, he said, adding that setting up an Enstrom production line in China for the Chinese market is a long-term goal of CQHIC and that any such arrangement would involve reassembling Enstrom components there into completed helicopters, provided the process could be done efficiently and safety.

Biegler said that Enstrom (Booth No. 8422) is focused on bringing the TH-180 to market as opposed to a follow-on product for the Model 480, the company's turbine helicopter, at this time. –M.H.



MARIANO ROSALES

Tracy Biegler, Enstrom Helicopter CEO, said the TH-180, a scaled-down two-seat version of the three-seat Enstrom FX-280, would have a launch price of $365,000 and direct operating costs of $175 per hour. He called the market for the TH-180 "huge."

LCI

▶ *Continued from page 1*

service by year-end. Certification of the EC225e is targeted for late 2015, with deliveries anticipated to begin in mid-2016. No delivery schedule for LCI's helicopters was announced.

"LCI's order validates our high expectations for the future of the EC175, and we couldn't be happier having LCI as a launch customer for the EC225e," said Airbus Helicopters president Guillaume Faury.

The AgustaWestland order includes up to 14 AW139 intermediate helicopters and up to four AW189 twin-engine models. The helicopters will be delivered from 2014 through 2018 if all options are exercised. LCI already has a contract with AgustaWestland placed in early 2012 worth $400 million that also includes AW169s.

"[AgustaWestland] helicopters are particularly well-suited to the market and are proving to be very popular with our lessees for a variety of roles," said Maunder. "In particular we are pleased about the new super-medium category of helicopters, and our endorsement of the AW189 with the follow-on order underscores our intention to be a major player in this space."

The AW139, AW169 and AW189 represent a new generation of helicopters spanning the four- to eight-ton weight category and share a common cockpit layout, design philosophy and maintenance concept.

"LCI's order for more AW139 and AW189 helicopters highlights both its and the market's recognition that AgustaWestland products offer the best combination of performance and operating costs, whilst providing the very latest safety features," said AgustaWestland CEO Daniele Romiti.

LCI sources indicated that another large helicopter order is imminent, but details were not available yesterday. ❑

Bell 505 Jet Ranger X

▶ *Continued from page 1*

prototype aircraft and is fitted with real main rotor blades, transmission, working flight controls and a Turbomeca Arrius 2R engine (457 shp continuous) with dual-channel Fadec. The 505 also will feature the Garmin G1000H flight deck. Preliminary data calls for the 505 to have a 61-cu-ft flat floor cabin, a cruising speed of 125 knots, a maximum range of 360 nm and a useful load of 1,500 pounds. Bell plans first flight before the end of the year and starting production in 2015 at a new assembly facility being built at the Lafayette, La. regional airport. "We will get this aircraft certified as fast as we can," Evans said, without committing to a specific deadline.

Evans said the utility-configured 505 show mock-up "very closely represents the basic aircraft as it is designed today." From looking at it, Evans said, "people may think we already have a flying aircraft constructed.

"Much like the 525 [super-medium Relentless twin], the 505 has been a very collaborative design with our customer advisory council," Evans said. "They have been involved in this aircraft from the start. They set a pretty high bar for us. They asked for the fully integrated glass cockpit as standard on this model. They also wanted a Fadec-controlled engine for this ship, and that is why we chose the Arrius 2R, it has a dual-channel Fadec with backup. Turbomeca had that and the right shaft horsepower for this helicopter. Our customers also wanted a large cabin with all fully forward-facing seats."

Evans said customers wanted an affordable aircraft, both in terms of acquisition and full life-cycle costs. To that end, Bell will be offering a new mission-critical support package–an hourly maintenance plan–for the 505 and its other products. Details of the plan "are still coming together," Evans said.

The 505 and the larger, 19,300 pound (max gross weight) 525 begin a new series of civil sector product offerings from Bell. While the 525 was primarily developed to take advantage of the burgeoning deepwater oil and gas market, Bell envisions many other uses for the helicopter. At Heli-Expo 2014, the 525 mockup is painted in a generic international coast guard livery and outfitted with search-and-rescue equipment including hoists and an EMS interior Bell developed in cooperation with Air Methods. Bell is continuing to test all the 525 flight instrumentation, fly-by-wire system, flight controls and surfaces and cockpit in its systems integration lab.

"We are flying simulator missions that feed pilot inputs into the fly-by-wire controls and moving the control systems of the aircraft," Evans said. When the pilots are flying in the sim, in the room next to it, the swashplates and all the control surfaces are moving." He said the process matures systems before they are installed in the first flying prototype and also helps build the training syllabus.

Bell still has not begun to take formal orders for the 525 but does "have a lot of interested customers," Evans said. Nor is Bell prepared to set an official price for the 525, but it is widely assumed to be in the $18 to $25 million range.

Bell is also displaying a 429 light twin with wheeled landing gear, a variant that was recently certified by the FAA. "We are seeing growing interest in that aircraft, mainly from international markets," Evans said.

Bell is continuing to appeal the FAA's denial of its request for a Part 27 exemption to increase the 429's maximum allowable gross weight by 500 pounds to 7,500 pounds. Transport Canada granted initial certification on the 429 and it has approved a gross weight exemption for the aircraft as have a list of certification authorities in other countries. The FAA initially refused, citing the 7,000-pound weight limit under Part 27 and the desire to keep design standards harmonized with EASA. Competing manufacturers have repeatedly and persistently objected to the exemption. ❑



BARRY AMBROSE

Bell began taking orders for the 505 Ranger X this week at Heli-Expo 2014, but has not yet announced the new model's price. The 505 mock-ups feature an unusual level of detail and are fitted in utility, executive/passenger and law-enforcement configurations. Bell plans first flight of the 505 before the end of this year.

Turbomeca Takes Bell Commitment Seriously on 505 Jet Ranger X

Olivier Andriès, chairman and CEO of French engine maker Turbomeca, said his company is "honored and delighted" to have its upcoming Arrius 2R turboshaft powerplant selected by Bell Helicopter to power the company's upcoming five-seat short light single, the 505 JetRanger X.

"This is a great moment for Turbomeca and we are proud that the newest member of our Arrius family will power the Bell 505 Jet Ranger X," Andriès said following the unveiling of the SLS mockup and its new model name. "We believe the 2R provides the right combination of power, performance and value, and I pledge our commitment to earning the confidence of both Bell and its worldwide customer base."

The Jet Ranger X marks Turbomeca's first partnership with Bell. Andriès noted that development of the Arrius 2R remains on track, with its first test-stand run of the dual-channel Fadec powerplant scheduled in April. Turbomeca has sold more than 3,000 Arrius engines, with the total fleet accumulating more than 6.6 million flight hours. –R.F.

Dallas Avionics showcases TDFM-9000 transceivers

Dallas Avionics (Booth No. 6706) announced the completion of training for Tampa General Hospital pilots and crew on the medical center's Bell 407 equipped with the Technisonic Industries TDFM-7000 transceiver.

TDFM-7000 series transceivers have now been superseded by the TDFM-9000 series, and Dallas Avionics is displaying the TDFM-9000 and -9300 here at Heli-Expo. Both the 7000 and 9000 series transceivers offer modern communication technology including Project 25 common air interface (CAI), P25 trunking and AEDS with P25 over-the-air rekeying. The P25 CAI allows digital communications with backward compatibility to both narrow- and wide-band analog operation, flash upgradeable architecture and built-in audio switching capability that allows operation of multiple RF modules in either "combined" or "separate" transceiver configuration. The TDFM-7000 and -9000 series transceivers feature up to four customized bands and are capable of simultaneous operation on all available bands.

The 9000 series units can store up to 2,000 channels per module versus the 1,050 channels of the -7000 series and feature Motorola's new APX platform rather than its XTS platform as on the 7000 series. Prices for the TDFM-9000 and the TDFM-9300 transceivers range from about $30,000 to $80,000 depending on the modules and options selected. *–J. W.*



Tampa General Hospital pilots have completed training on the Technisonic Industries TDFM-7000 transceiver installed in the hospital's Bell 407.

New STCs for North Flight CVR/FDR

North Flight Data Systems (Booth No. 413) of Shreveport, La. announced here at Heli-Expo that it has received a supplemental type certificate (STC) that adds the Bell 407GX to the list of model 407 series helicopters certified for its CVR/FDR (cockpit voice recorder/flight data recorder) system. It also received STC approval for installation in the Airbus Helicopters AS350B3 and the EC130B4 models.

The North Flight system provides a crash-resistant CVR/FDR that far exceeds the recent ED155 data capture guidelines and enables an operator to record more than 100 engine and airframe parameters as well as six individual audio channels with video recording. The system can record the complete Cobham HeliSas autopilot data stream as well as either analog or digital radar altimeters. An internal attitude heading reference system (AHRS) data stream supplements recorded airframe and engine data. The addition of hook load or other accessory equipment data is easily accommodated.

"Our goal has always been to provide helicopter operators with affordable voice, video and flight data recording equipment that provides the detailed data that was available only on larger aircraft in the past," said company president Jeff Warner. "We have surpassed the level of detail obtained in the large and expensive CVR/FDRs."

Tampa General Hospital has begun using the system on its four new Bell 407GXs, operated by Metro Aviation. Metro Aviation managing director Milton Geltz said the installation of the systems "solidifies our commitment to install a comprehensive system and never compromise safety with partial data solutions." *–J. W.*

NORTHROP GRUMMAN TO SUPPLY NAVIGATION SYSTEMS FOR AW609 TILTROTOR

Northrop Grumman (Booth No. 502) will supply its latest flight information equipment for the AgustaWestland AW609 civil tiltrotor, the company announced at Heli-Expo 2014.

Developed by Northrop Grumman Litef in Germany, the LCR-110 inertial reference system and LCR-300A air data attitude heading reference system will be standard equipment on the AW609, which is now undergoing FAA certification testing. The combined avionics suite will allow AW609 pilots to perform precision required navigation performance (RNP) flight operations.

"This suite of combined equipment provides critical flight control and navigation data to help the aircraft achieve required availability, precision and the highest levels of integrity," said Eckehardt Keip, managing director of Northrop Grumman Litef. "Our products enhance precision navigation operations, improve safety margins, save weight and volume and provide attractive commercial advantages."

In a separate announcement, the company also celebrated the five-year extension of a 2008 contract to supply its LCR-100 AHRS for the Bell 412. Keip described Northrop Grumman Litef's agreement with Bell on the 412 as "one of the cornerstones of our success." *–R.F.*

Conklin & de Decker marks 30 years with data discounts

by Curt Epstein

Aviation industry data provider Conklin & de Decker Associates is celebrating its 30th year in business, and in honor of that milestone is offering discounts on its products here at Heli-Expo. During the three days of the show, attendees visiting the company's booth (No. 3002) can see live demonstrations of the company's family of helicopter operating cost programs and life cycle budgeting tools.

Buyers will receive a 10-percent discount off the price of the company's most popular data products, including the Aircraft Cost Evaluator, the Life Cycle Cost, the Aircraft Performance Comparator, and its recently released Tax Guide for General Aviation. The last contains the latest taxes and fees imposed on general aviation in all 50 states, and it also addresses the sales and use taxes applicable to aircraft sales, ownership, leases, parts and labor. As many states continue to find ways to "enhance their revenues," the guide will provide subscribers with continuous downloadable updates throughout the year through the Conklin & de Decker website.

The company also recently announced that it has acquired the Aircraft Cost Analysis program and software, a user-friendly management tool that helps aviation professionals with the pricing of managed, fractional share, rental, charter and agricultural airplanes and helicopters. Aircraft Cost Analysis was originally developed and supported by Samuel Miller, who will continue to provide support for current program subscribers during the transition.

Here at Heli-Expo 2014, Conklin & de Decker announced that registration for its annual Exploring Aircraft Operating Costs seminar (to be held this year on May 14-15 in Texas) has opened. The company is offering discounts to customers who register early to attend multiple seminars. Attendees who register for all three of the education conferences will receive a 20-percent discount; those who register for two events will receive a 15-percent discount. Show attendees can also register at the booth for a chance to win either an iPad mini or a Google Nexus 7 tablet. ❑



MARIANO ROSALES

HELO TECH FIRM PUTS A FOCUS ON ROTOR BLADES

Los Angeles-headquartered Helicopter Technology Company, manufacturer of main and tailrotor blades for the MD 500 and MD 600 and more is here at Heli-Expo, where representative Yale Pincus holds a portion of a 500D rotor blade that shows the interior aluminum honeycomb structure. The multi-faceted company also is an FAA-certified repair station. ■

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Exhibit G

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The European Helicopter Safety Team (EHEST)

Michel Masson, EASA, EHEST Secretary
Gilles Bruniaux, Airbus Helicopters, EHEST co-Chair
Stefan Becker, EHAC and REGA, EHEST Communication Leader

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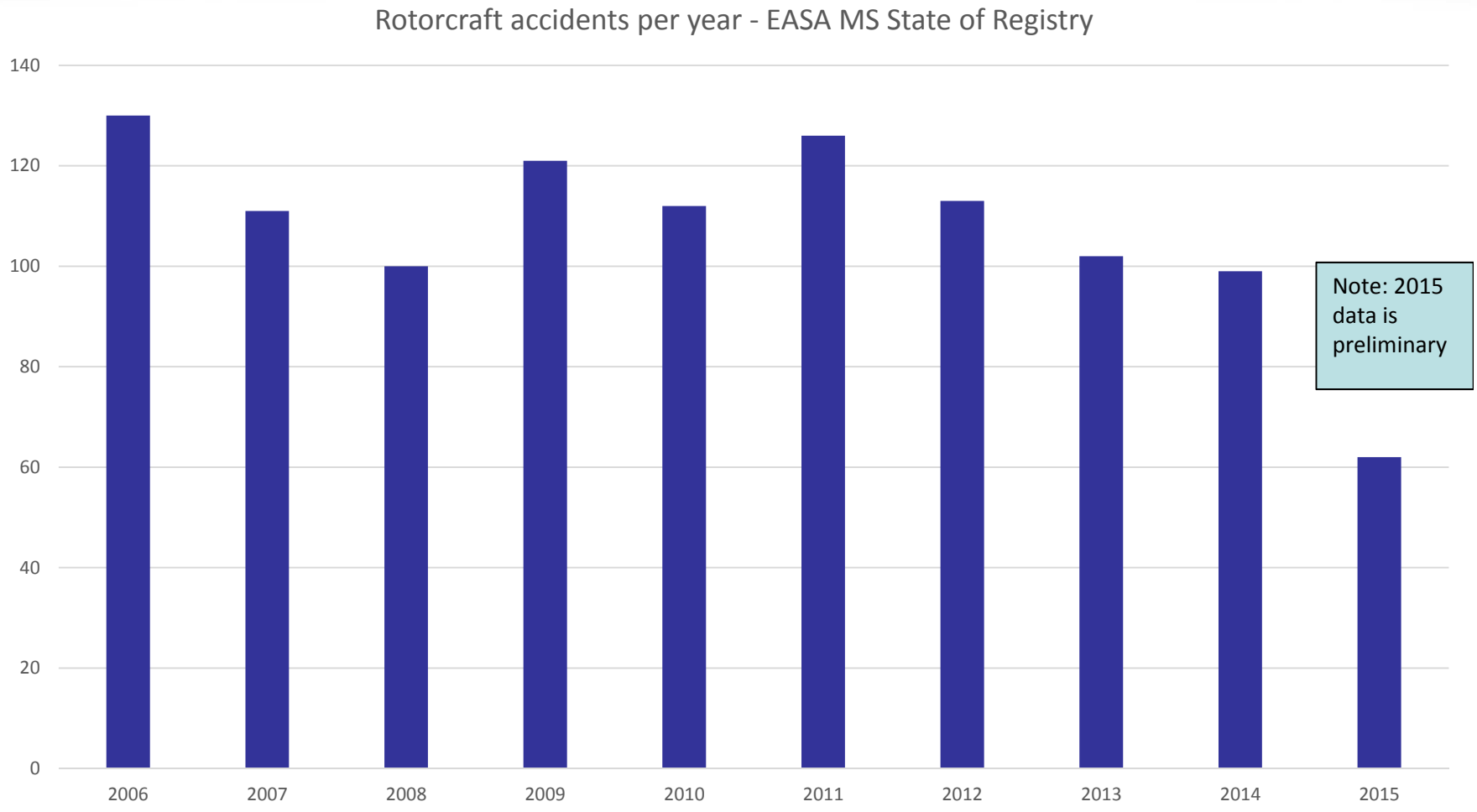
2006-2015 European accident statistics
All rotorcraft, all operations

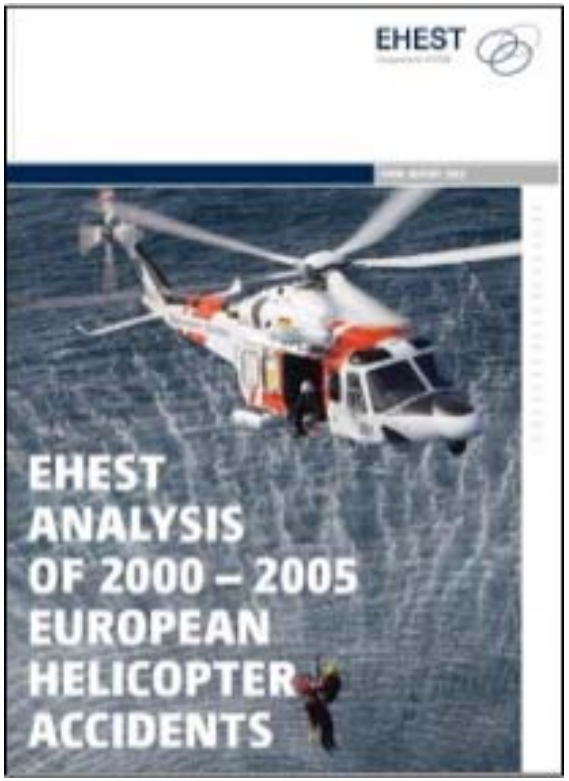


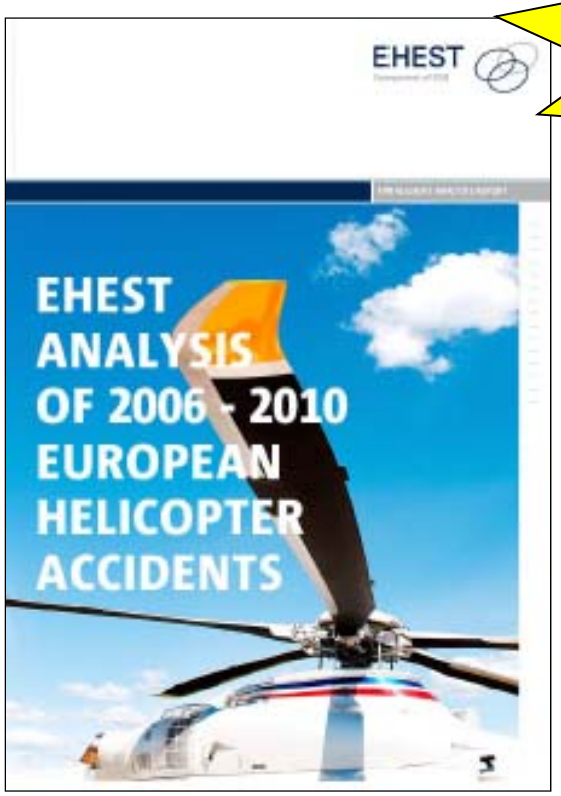
Source: EASA Occurrence Database

EHEST Analysis Reports

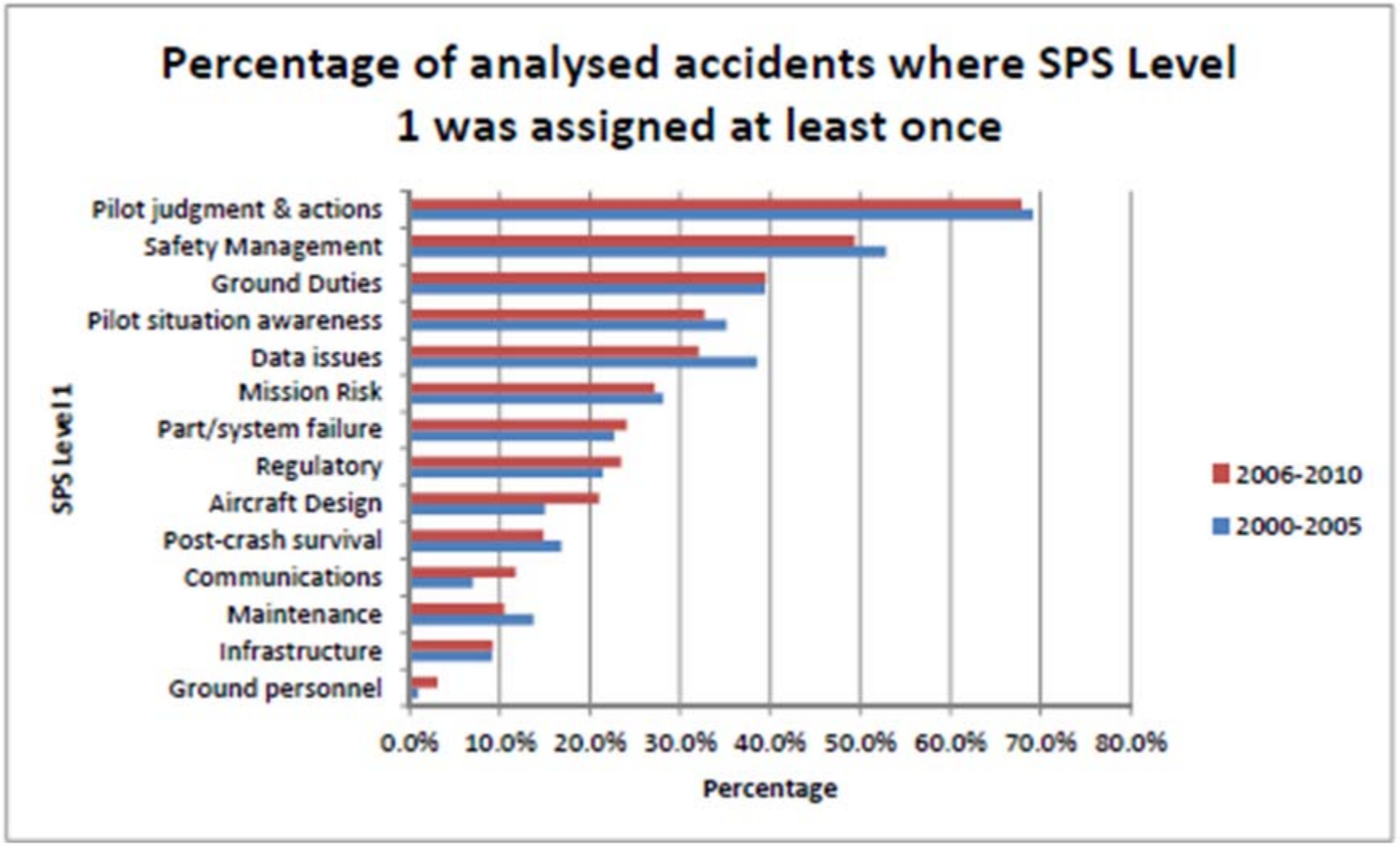
- 2000-2005: 327 accidents analysed
- 2006-2010: 162 accidents analysed

Published Aug 2015

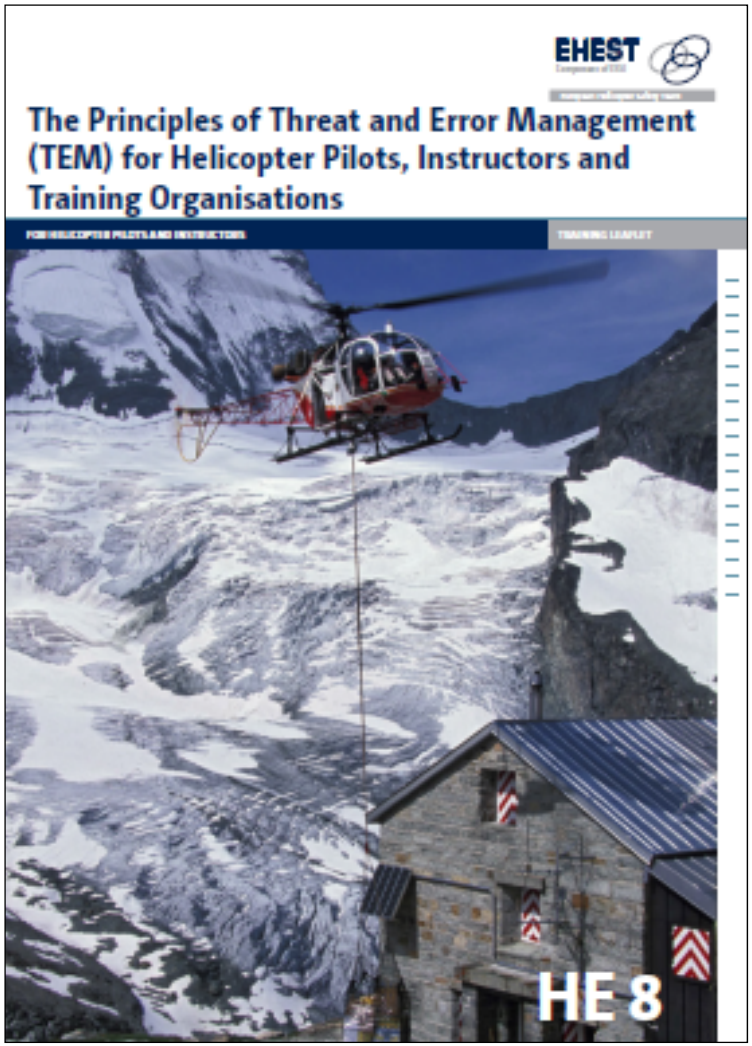




EHEST Analysis Reports



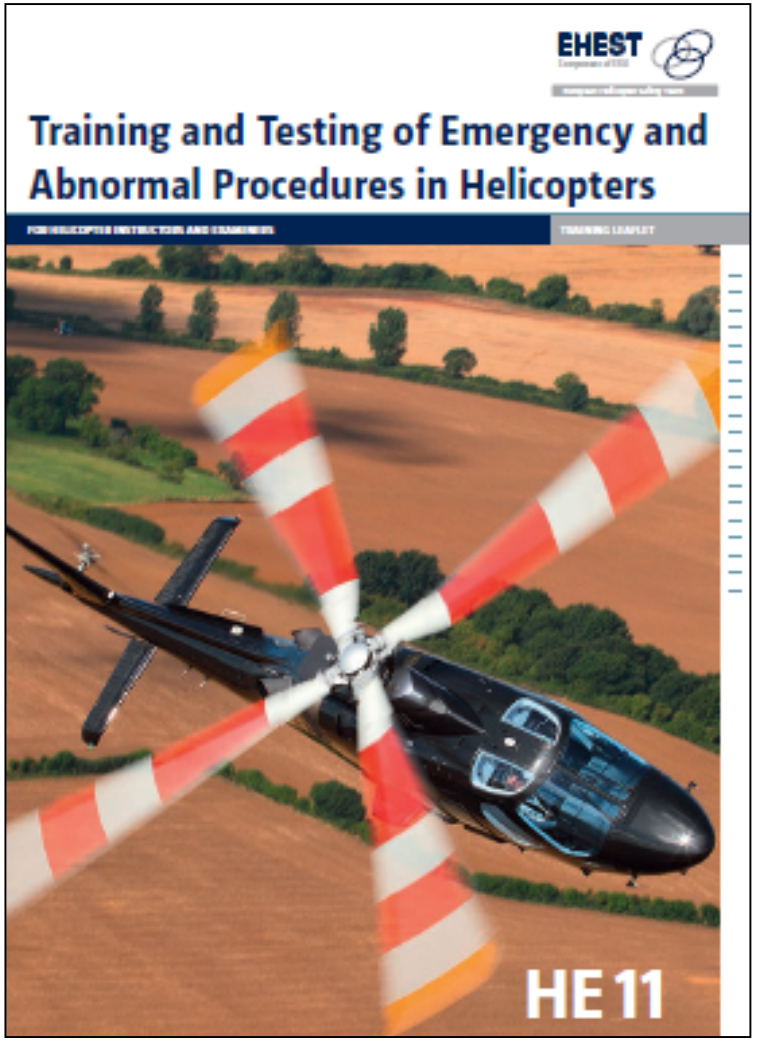
Most Recent Leaflets



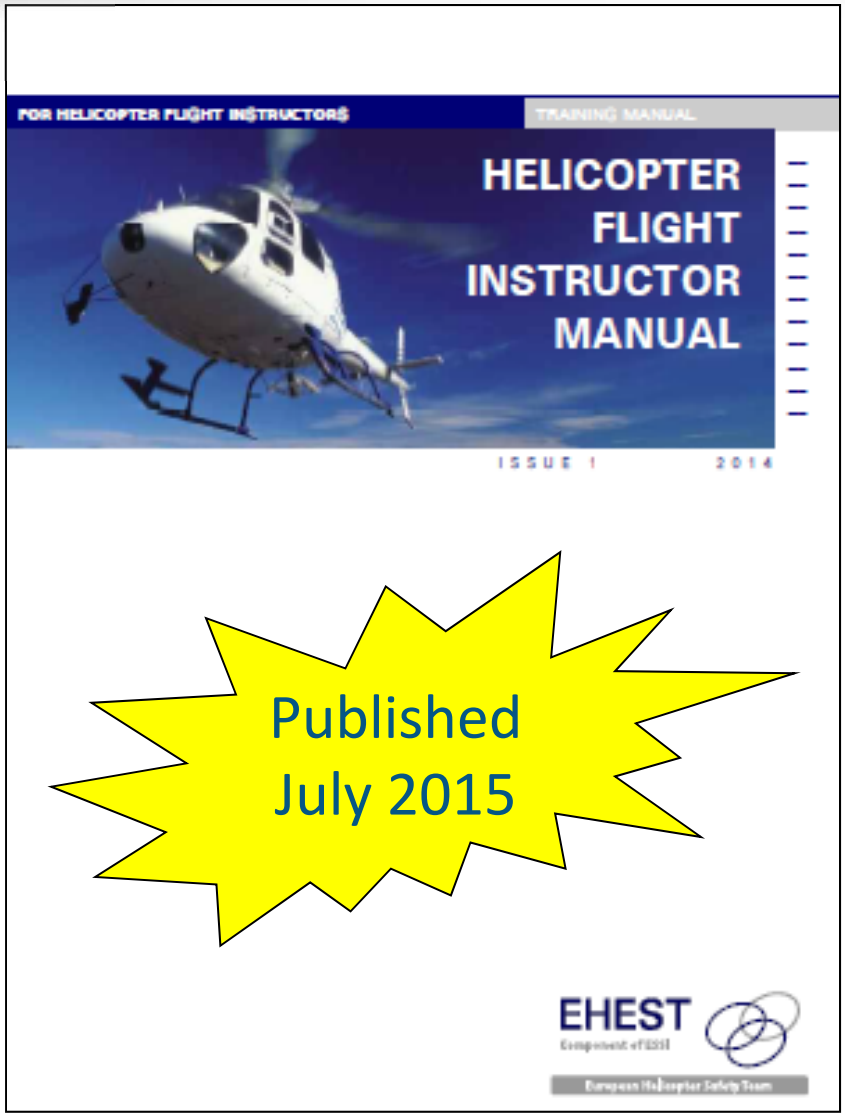


Most Recent Leaflets





EHEST Flight Instructor Manual



Published
July 2015

Comprehensive,

138 page document

Offshore Safety, a priority for Europe

- EASA Annual Safety Review 2014
- European Aviation Safety Plan (EPAS) 2016-2020
- EASA research study Helicopter North Sea Operations Management Current Practices Safety Review
- EASA Rulemaking Programmes 2016-2020
- UK CAA CAP 1145 Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas
- http://helioffshore.org/priorities/

Actions addressing the prevention of fatal accidents and fatalities

- Safety actions usually address both fatal and non fatal accidents

- Specific actions, which mainly concern:
  - Localisation and Flight Data Recording
  - Crashworthiness
  - Survivability

EASA Rulemaking Tasks

Not an exhaustive list:

- RMT.0271 Recorders for small aircraft
- RMT.0274 ELT installation, location and activation
- RMT.0120 Helicopter ditching and water impact occupant survivability
- RMT.0608 Helicopter gearbox lubrication

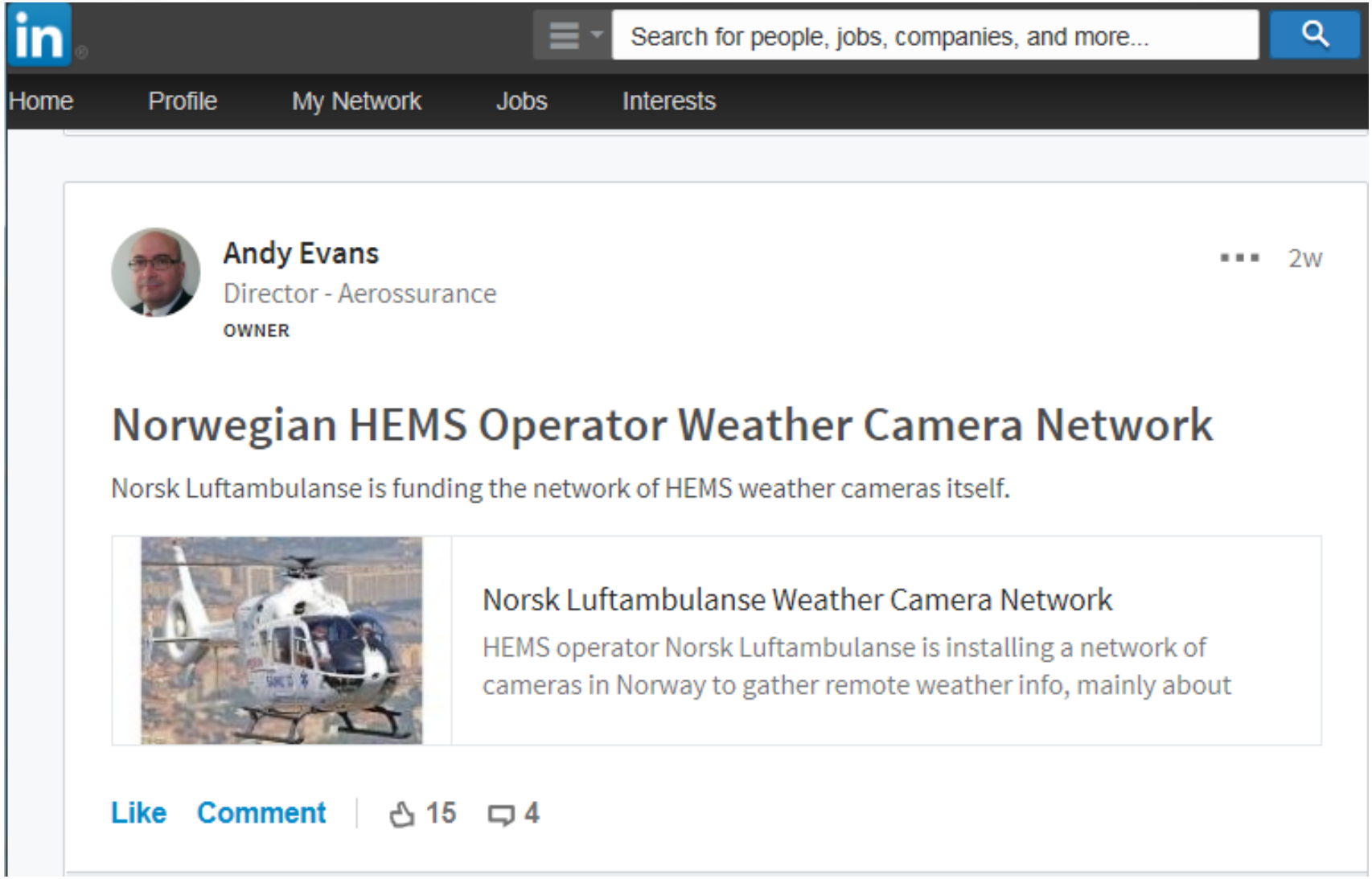
EASA Rulemaking Tasks

- RMT.0496 FTL requirements for non-commercial operations of complex motor-powered aircraft
- RMT.0318 Single-engined helicopter operations over hostile environment
- RMT.0325 HEMS performance and public interest sites

Complemented by:

- SPT.028 In cooperation with the IHST, promote safety by developing risk awareness and training material

EHEST European Helicopter Safety forum on LinkedIn



Helicopter Safety Day
Dutch example, 16 Oct 2015

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4e Nederlandse Helikopter Veiligheidsdag



(ON)BEMANDE HELIKOPTEROPERATIES EN VEILIGHEID IN NEDERLAND

In navolging op drie eerdere succesvolle Helikopter Veiligheidsdagen organiseert het Nederlands Lucht- en Ruimtevaartcentrum (NLR) op vrijdag 16 oktober de 4e editie. Dit jaar zal, naast bemande helikopters, aandacht worden besteed aan de zeer snel groeiende markt en operaties van Remotely Piloted Aircraft Systems (RPAS, ook wel drones genoemd). Meer specifiek zal in een interactief deel worden ingegaan op wat er gedaan wordt, en gedaan kan worden, om RPAS en bemande helikopters op een veilige manier het luchtruim in Nederland te laten delen. Daaraan voorafgaand presenteren operators van bemande helikopters en RPAS hun specifieke manier van opereren en wordt ingegaan op incidenten.

Door het organiseren van deze veiligheidsdag brengt het NLR de verschillende belanghebbenden bij elkaar om kennis en ervaringen uit te wisselen en zodoende samen de (onbemande) helikopter veiligheid te versterken. Iedereen die beroepsmatig te maken heeft met helikopters of RPAS wordt van harte uitgenodigd. Specifiek wordt gericht op de doelgroep van RPAS en helikopter operators en vliegers, piloot- en brancheverenigingen, luchtverkeersleiding en overheid.

EASA
European Aviation Safety Agency

EHEST
Component of ESSI
European Helicopter Safety Team

IHST
International Helicopter Safety Team

Thank you!

Questions?

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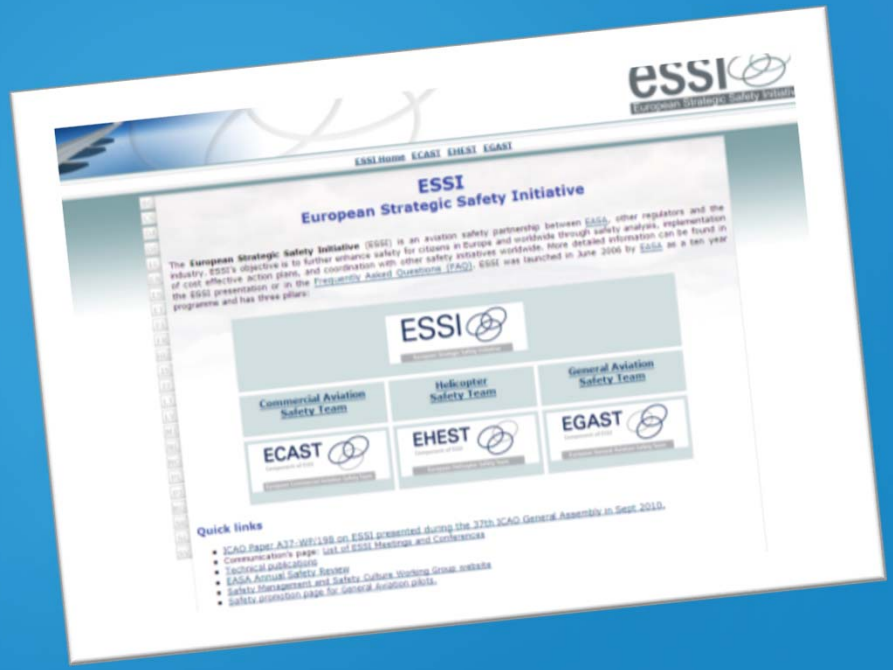

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EHEST 2015 events

- CHC Safety & Quality Summit
- Icelandic GA Seminar
- HeliExpo AERO and Heli-Expo UK
- 37 Safety Roadshows by Airbus Helicopters with customers and authorities around the world
- AgustaWestland Oil & Gas Safety Seminar
- Bell Safety Symposium
- EHAC Symposium
- HELITECH Intl. Safety Workshop
- European Rotorcraft Forum (ERF)
- United Nations WFP 7th Global Humanitarian Aviation Conference & Exhibition
- EASA Ninth Rotorcraft Symposium

Exhibit H

Press Release

Heli-Expo 2015

Bristow Group more than triples its H175 orders and secures comprehensive support services agreement with Airbus Helicopters

- Bristow to receive 17 H175 helicopters
- Comprehensive support services agreement also is signed to secure successful operation of rotorcraft
- This is the largest major endorsement for Airbus Helicopters' new super medium-sized rotorcraft

Orlando, Florida, 4 March, 2015 – Bristow Group today raised its total firm orders for Airbus Helicopters' H175 to 17, and also signed a comprehensive support services agreement for its new seven-metric-ton-category rotorcraft.

H175 is the new name of the twin-engine EC175. Airbus Helicopters announced at the Heli-Expo 2015 helicopter industry trade show in Orlando, Florida, the renaming of its products to be aligned with the naming of Airbus products overall.

This significant H175 endorsement was formalized during a signing ceremony on the company's booth. It expands upon Bristow's initial order agreement, announced two years ago.

"I issued a challenge to the industry at Helitech a few months ago," said Jonathan Baliff, president and CEO of Bristow Group. "As Bristow purchases helicopters in larger volumes, we look to partner with aircraft manufacturers who will step up to more comprehensive airline-style purchase and support agreements. We commend Airbus Helicopters for being the first partner to proactively share risk and responsibilities and commit to work closely with Bristow throughout the entire lifecycle of aircraft ownership."

Based in Houston, Texas, Bristow is a leading provider of helicopter services to the worldwide offshore energy industry. Its current inventory of Airbus Helicopters-built rotorcraft includes the lightweight H125 (formerly the AS350), H135 (EC135) and BK117, along with the medium H155 (EC155) and heavy AS332 and H225 (EC225) Super Puma versions.

Deliveries of the H175s will be from October 2016, with these helicopters to be deployed by Bristow on oil and gas airlift duties.

"Airbus Helicopters and Bristow share a long history together, and I am very grateful to open this new chapter in our partnership. Their order underscores the H175's position as a rotorcraft of choice for oil and gas operations, which offers a cost-effective solution with excellent operational performance, passenger comfort and safety," said Airbus Helicopters President Guillaume Faury. "Additionally, the new support services agreement with Bristow further underscores our customer support focus for the highest levels of fleet serviceability, backed by the full resources of Airbus Helicopters across the globe."

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Press Release

The H175 is the world's newest super-medium, twin-engine helicopter, bringing new levels of operational flexibility, performance and safety to a full range of mission applications. Since its entry into service for North Sea offshore operations only one week following the first delivery of this helicopter in December 2014, the fleet has performed more than 400 flight hours with availability rates of nearly 90 percent.

The H175 has been certified to the latest airworthiness standards, covering both the rotorcraft and the new Airbus Helicopters-developed Helionix® avionics suite – providing increased safety through reduced pilot workload, enhanced situational awareness, improved flight envelope protection and system redundancy.

The H175 is well suited to a full range of missions, including airlift duties in oil and gas operators, search and rescue, emergency medical services, public services, VIP and executive transport. Its range enables 16 passengers in an oil and gas-configured H175 to be transported up to distances of 140 naut. mi., with the range approaching 200 naut. mi. when 12 passengers are carried. Contributing to the H175's competitive edge is its recommended cruise speed of 150 kts., while the maximum cruise speed exceeds 165 kts. – all achieved at extremely low vibration levels.

About Bristow Group Inc.

Bristow Group Inc. is a leading provider of helicopter services to the worldwide offshore energy industry based on the number of aircraft operated. Through its subsidiaries, affiliates and joint ventures, the company has major transportation operations in the U.S. Gulf of Mexico and the North Sea, and in most of the other major offshore oil and gas producing regions of the world, including Australia, Brazil, Nigeria, Russia and Trinidad. For more information visit the company's website at www.bristowgroup.com.

About Airbus Helicopters

Airbus Helicopters is a division of Airbus Group, a global pioneer in aerospace and defense related services. Airbus Helicopters is the world's No. 1 helicopter manufacturer and employs more than 23,000 people worldwide. With 44 percent market share in civil and parapublic sectors, the company's fleet in service includes some 12,000 helicopters operated by more than 3,000 customers in more than 150 countries. Airbus Helicopters' international presence is marked by its 29 customer centers and participations and its worldwide network of service centers, training facilities, distributors and certified agents. Airbus Helicopters' range of civil and military helicopters is the world's largest; its aircraft account for one third of the worldwide civil and parapublic fleet. The company's chief priority is to ensure the safe operation of its aircraft for the thousands of people who fly more than 3 million hours per year.

Press Release

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Exhibit I

IN THE UNITED STATES BANKRUPTCY COURT
NORTHERN DISTRICT OF TEXAS (DALLAS)

In Re:	Case No. 16-31854-bjh-11
CHC GROUP LTD., et al.,	Dallas, Texas
Debtors.	February 13, 2017
	9:02 a.m.

TRANSCRIPT OF HEARING ON:

[#1633] CONFIRMATION HEARING RE: AMENDED CHAPTER 11 PLAN FILED BY DEBTOR CHC GROUP LTD.

[#1090] DEBTORS' FIFTH OMNIBUS MOTION FOR ENTRY OF AN ORDER AUTHORIZING THE DEBTORS TO REJECT CERTAIN EQUIPMENT LEASES AND SUBLEASES PURSUANT TO SECTION 365 OF THE BANKRUPTCY CODE

[#1314] DEBTORS' SIXTH OMNIBUS MOTION FOR ENTRY OF AN ORDER AUTHORIZING THE DEBTORS TO REJECT CERTAIN EQUIPMENT LEASES AND SUBLEASES PURSUANT TO SECTION 365 OF THE BANKRUPTCY CODE

[#1406] DEBTORS' SEVENTH OMNIBUS MOTION FOR ENTRY OF AN ORDER AUTHORIZING THE DEBTORS TO REJECT CERTAIN EQUIPMENT LEASES AND SUBLEASES PURSUANT TO SECTION 365 OF THE BANKRUPTCY CODE

[#1477] DEBTORS' THIRD MOTION FOR ENTRY OF AN ORDER PURSUANT TO 11 U.S.C. SECTION 1121(D) AND LOCAL RULE 3016-1 EXTENDING THE EXCLUSIVE PERIOD FOR THE FILING OF A CHAPTER 11 PLAN

[#1479] MOTION OF DEBTORS FOR ENTRY OF ORDER PURSUANT TO 11 U.S.C. SECTION 365(A) AND FED. R. BANKR. P. 6006(A) AND 9019(A) (I) APPROVING SETTLEMENT AGREEMENT AMONG CERTAIN DEBTORS, CHC HELICOPTER SUPPORT SERVICES (US) INC., AND SIKORSKY AIRCRAFT CORPORATION AND CERTAIN OF ITS AFFILIATES, AND (II) AUTHORIZING DEBTORS TO ASSUME CERTAIN EXECUTORY CONTRACTS WITH SIKORSKY AIRCRAFT CORPORATION AND CERTAIN OF ITS AFFILIATES

[#1480] MOTION OF DEBTORS FOR ENTRY OF AN ORDER PURSUANT TO 11 U.S.C. SECTIONS 105(A) AND 107(B) AND FED. R. BANKR. P. 9018 AUTHORIZING THE FILING OF CERTAIN INFORMATION UNDER SEAL IN CONNECTION WITH MOTION OF DEBTORS FOR ENTRY OF ORDER PURSUANT TO 11 U.S.C. SECTION 365(A) AND FED. R. BANKR. P. 6006(A) AND 9019(A) (I) APPROVING SETTLEMENT AGREEMENT AMONG CERTAIN DEBTORS, CHC HELICOPTER SUPPORT SERVICES (US) INC., AND SIKORSKY AIRCRAFT CORPORATION AND CERTAIN OF ITS AFFILIATES,

AND (II) AUTHORIZING DEBTORS TO ASSUME CERTAIN EXECUTORY CONTRACTS WITH SIKORSKY AIRCRAFT CORPORATION AND CERTAIN OF ITS AFFILIATES

[#1481] MOTION OF DEBTORS FOR ENTRY OF ORDER PURSUANT TO 11 U.S.C. SECTION 365(A) AND FED. R. BANKR. P. 6006(A) AND 9019(A) (I) APPROVING SETTLEMENT AGREEMENT AMONG CERTAIN DEBTORS AND LEONARDO S.P.A. AND (II) AUTHORIZING DEBTORS TO ASSUME CERTAIN EXECUTORY CONTRACTS WITH LEONARDO S.P.A.

[#1482] MOTION OF DEBTORS FOR ENTRY OF AN ORDER PURSUANT TO 11 U.S.C SECTIONS 105(A) AND 107(B) AND FED. R. BANKR. P. 9018 AUTHORIZING THE FILING OF CERTAIN INFORMATION UNDER SEAL IN CONNECTION WITH MOTION OF DEBTORS FOR ENTRY OF ORDER PURSUANT TO 11 U.S.C. SECTION 365(A) AND FED. R. BANKR. P. 6006(A) AND 9019(A) (I) APPROVING SETTLEMENT AGREEMENT AMONG CERTAIN DEBTORS AND LEONARDO S.P.A., AND (II) AUTHORIZING DEBTORS TO ASSUME CERTAIN EXECUTORY CONTRACTS WITH LEONARDO S.P.A.

[#1500] DEBTORS' MOTION FOR AN ORDER PURSUANT TO SECTIONS 105 AND 363 OF THE BANKRUPTCY CODE AND FEDERAL RULES OF BANKRUPTCY PROCEDURE 6004(H) AND 9019 AUTHORIZING THE DEBTORS TO (I) ENTER INTO AND PERFORM UNDER RESTRUCTURING LEASE TERM SHEETS WITH LOMBARD NORTH CENTRAL PLC WITH RESPECT TO AIRCRAFT WITH MANUFACTURER'S SERIAL NUMBERS 31155, 920034, AND 920127 AND (II) ENTER INTO AND PERFORM UNDER SETTLEMENT AGREEMENTS WITH LOMBARD NORTH CENTRAL PLC WITH RESPECT TO AIRCRAFT WITH MANUFACTURER'S SERIAL NUMBERS 2707 AND 760720

[#1531] DEBTORS' MOTION FOR AN ORDER PURSUANT TO SECTIONS 105, 363 AND 365 OF THE BANKRUPTCY CODE AND FEDERAL RULES OF BANKRUPTCY PROCEDURE 6004(H), 6006 AND 9019 AUTHORIZING THE DEBTORS TO (I) ENTER INTO AND PERFORM UNDER A RESTRUCTURING LEASE TERM SHEET WITH WAYPOINT LEASING (IRELAND) LIMITED AND (II) ASSUME CERTAIN UNEXPIRED LEASES AND EXECUTORY CONTRACTS WITH WAYPOINT LEASING (IRELAND) LIMITED AND CERTAIN OF ITS AFFILIATES

[#1536] DEBTORS' MOTION FOR AN ORDER PURSUANT TO SECTIONS 105, 363, AND 365 OF THE BANKRUPTCY CODE AND FEDERAL RULES OF BANKRUPTCY PROCEDURE 6004(H), 6006, AND 9019 AUTHORIZING THE DEBTORS TO ENTER INTO AND PERFORM UNDER THE 2017 OMNIBUS RESTRUCTURE AGREEMENT WITH AIRBUS HELICOPTERS (SAS) REGARDING CERTAIN OF THE DEBTORS' EXECUTORY CONTRACTS

[#1538] DEBTORS' MOTION FOR AN ORDER PURSUANT TO 11 U.S.C. SECTIONS 105(A) AND 107(B) AND FED. R. BANKR. P. 9018 AUTHORIZING THE FILING OF CERTAIN INFORMATION UNDER SEAL IN CONNECTION WITH THE DEBTORS' MOTION FOR AN ORDER PURSUANT TO

SECTIONS 105, 363, AND 365 OF THE BANKRUPTCY CODE AND FEDERAL RULES OF BANKRUPTCY PROCEDURE 6004(H), 6006, AND 9019 AUTHORIZING THE DEBTORS TO ENTER INTO AND PERFORM UNDER THE 2017 OMNIBUS RESTRUCTURE AGREEMENT WITH AIRBUS HELICOPTERS (SAS) REGARDING CERTAIN OF THE DEBTORS' EXECUTORY CONTRACTS

[#1543] DEBTORS' MOTION FOR AN ORDER PURSUANT TO SECTIONS 105, 362, 363 AND 364 OF THE BANKRUPTCY CODE AND FEDERAL RULES OF BANKRUPTCY PROCEDURE 6004(H) AND 9019 AUTHORIZING THE DEBTORS TO (I) ENTER INTO AND PERFORM UNDER FRAMEWORK AGREEMENTS WITH EXPORT DEVELOPMENT CANADA, LOMBARD NORTH CENTRAL PLC, AND THE ROYAL BANK OF SCOTLAND PLC WITH RESPECT TO AIRCRAFT WITH MANUFACTURER'S SERIAL NUMBERS 2053, 2067, 2139, 31209, 920051, 920052, AND 920097, (II) OBTAIN POST-PETITION FINANCING IN ACCORDANCE WITH THE LOAN AGREEMENTS ATTACHED TO THE FRAMEWORK AGREEMENTS, AND (III) ENTER INTO AND PERFORM UNDER SETTLEMENT AGREEMENTS WITH EXPORT DEVELOPMENT CANADA, LOMBARD NORTH CENTRAL PLC, AND THE ROYAL BANK OF SCOTLAND PLC WITH RESPECT TO AIRCRAFT WITH MANUFACTURER'S SERIAL NUMBERS 2395, 2567, 760687, 760711, 760743 AND 760697

EXPEDITED MOTION TO EXTEND TIME TO / MOTION TO DEEM LATE FILED BALLOT AS TIMELY FILED, FILED BY CREDITOR ECN CAPITAL (AVIATION) CORP. (1626)

BEFORE THE HONORABLE BARBARA J. HOUSER
CHIEF UNITED STATES BANKRUPTCY COURT

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ALSO PRESENT:

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For The Wall Street Journal:	LILLIAN RIZZO (TELEPHONIC)
For Waypoint Leasing:	TODD KEVIN WOLYNSKI (TELEPHONIC)

MR. FINK: Thank you, Your Honor.
THE COURT: Mr. Fink, I was going to say if you now tell me you have no cross.
MR. FINK: I might be in trouble at that point, Your Honor?
THE COURT: No. No trouble but it would note -- I would be noting some amusement. All right.
CROSS-EXAMINATION
BY MR. FINK:
Q. Morning, Mr. Del Genio.
A. Good morning.
Q. I'm sure you heard already, but let me introduce myself. My name is Steve Fink and I'm with the Orrick, Herrington firm in New York representing ECN.
A. Thank you.
Q. Sir, the plan reserves causes of action for the reorganized debtors; does it not?
A. It does.
Q. And that includes claims that the debtors have, and potential claims, against Airbus arising out of a helicopter crash in Norway in April 2016?
A. Yes.
Q. Also includes what are sometimes referred to as Chapter 5 claims, preference claims, and fraudulent transfer claims?
A. Possibly.

Q. And why do you say possibly, sir?
A. Until they are proven, it's hard for me to say.
Q. Let me phrase it slightly differently than maybe the word "claims." To the extent that the debtors' have Chapter 5 claims, those claims are riding through under the plan to the reorganized debtors; isn't that right?
A. That is correct.
Q. And have you done any evaluation of the extent to which the debtors, in fact, do have Chapter 5 claims?
A. No.
Q. Have you done any valuation of the extent to which the debtors have claims against Airbus?
A. No.
Q. Have you been involved in conversations about claims that the debtors may have against Airbus?
A. Yes.
Q. And what conversations are those?
A. In conversations that I've had with the company's general counsel about potential claims which, obviously, are confidential.
MR. GENENDER: And Your Honor, I'm going to assert a privilege objection to that conversation and any like that, and ask if the Court -- Mr. Del Genio can flag -- give the conversation to both counsel so that I can have an opportunity to object.

THE COURT: Mr. Del Genio, Mr. Genender is concerned that he wants to preserve the attorney-client privilege. So, before you go into the substances of any conversation, if you would identify the participants of the conversation so that if he has an objection he can state that objection.

THE WITNESS: Okay.

Q. Have you --

THE COURT: And you did fine there, because you said with general counsel. So --

Q. Have you been involved in conversations with anybody other than the debtors' general counsel about Airbus claims?

A. No.

Q. And just to make sure, you haven't been present for conversations that other people have had on that topic?

A. No, I have not.

Q. Have you reviewed any writings that discuss potential claims against Airbus?

A. No.

Q. And what about Chapter 5 claims? Have you discussed Chapter 5 claims with anybody?

A. No.

Q. Reviewed any writings?

A. No.

Q. Been present for conversations?

A. No.

Q. And the -- and why don't we have your declaration in front of you just because some of the things that I might ask you about are there and it would be a shortcut.

Your declaration is Exhibit 3.

MR. GENENDER: I think there's a notebook in front of the witness but it doesn't have --

MR. FINK: Oh.

MR. GENENDER: -- the markings.

THE COURT: That's fine.

MR. FINK: We can navigate that, I think. Thank you, Mr. Genender.

Q. Sir, if you were to turn, please, to paragraph 76 of your declaration?

A. Yes, I'm there.

Q. All right. On the carryover part on page 29, at the top it says, "The proceeds of any such causes of action, if litigated or settled will benefit the debtors and their stakeholders as a whole, including their new equity owners." Do you see that?

A. I do.

Q. And just to be really clear, when you say the debtors there, you're talking about the reorganized debtors, correct?

A. That is correct.

Q. Have you formed any view as to what the debtors' claims and potential claims against Airbus are worth?

A. I have not.
Q. Do you know the helicopter that crashed, I think, that was called a Super Puma; is that right?
A. That is correct.
Q. Okay. And the debtors had, I think, fifty-six Super Pumas either that they owned or leased as of the petition date; is that right?
A. Yeah, I know it was around fifty. I don't have the exact number, but yes.
Q. Okay.
A. Somewhere in that neighborhood.
Q. I think Mr. Fowkes has more details --
A. Um-hum.
Q. -- so, that's fine.
Do you have an understanding of what each one of these helicopters cost?
A. New?
Q. Yes.
A. A new helicopter is probably around twenty million dollars.
Q. And after the accident in Norway, that entire fleet of fifty-ish Super Pumas were grounded, right?
A. That's correct.
Q. By regulators?
A. That's correct.

Q. And same question about Chapter 5 claims, do you have any view as to the value of Chapter 5 claims that the debtors have?
A. I do not.
Q. Okay. Take a look, for a moment, at paragraph 42 of your declaration, please? Do you see, starting on the third line, you talk about adequate protection dispute that involved complicated questions about asset value diminution including the impact of the grounding of the debtor's EC225 helicopter's?
A. Yes.
Q. The EC225s, that's one of two model numbers of Airbus helicopters which collectively are referred to as Super Pumas, right?
A. That's correct.
Q. So, what's the adequate protection dispute you're talking about?
A. The adequate protection dispute would be as the helicopters are grounded, how does that affect the value of the business, respective collateral. You had to change the fleet as it related to the aircraft being grounded to provide to the customers, and there was an impact on that.
Q. And what was that impact?
A. It really depends on what aspect you look at, whether it's the value of those aircraft, or the costs that are

incurred in terms of swapping out the aircraft, and the additional time and effort the company had to spend to get that business -- really, to service the customers there.

Q. Okay. So, let's take each of those. What was the value of the aircraft?

A. Well, the aircraft, right now, I think those values are challenged from what I've seen in terms of appraisals, because they're not flying. So, the market's trying to determine what the value is, and it can be anywhere from parts value to if there's a use for those aircraft in something else besides the oil and gas market, and I think that's a pretty fluid number right now.

In terms of the impact on the company, what we said in the business plan is that number from a cash standpoint was about thirty-four million dollars, and its impact on -- we really need a dollar in cash from the EC -- what we call the EC225 impact on the company's business line.

Q. And you said that the value of these helicopters is currently -- I don't remember the word that you used -- distress but --

A. I said from parts value to a value that if it could be used in another form except for oil and gas because they are grounded for -- in most regions, now, from what I understand.

Q. Right. So, the current value of these helicopters is less than it was prior to the crash?

A. Yes.
Q. Significantly less?
A. I would -- based on just appraisal information I've seen, but I would caution you to say that I think that's a pretty fluid market right now until people figure out how they're going to use these helicopters because if they're sitting on the ground they don't have a lot of value.
Q. And right now, they're sitting on the ground?
A. In most cases, yes.
Q. And that's because the regulatory action that was taken in reaction to the crash?
A. That's correct.
Q. Later in that same paragraph, sir -- we were looking at paragraph 42 -- there's a sentence that carries over, and at the end of that, you talk about "the precise recoverable unencumbered value at each debtor." Do you see that?
A. Yes.
Q. And what you're talking about there by unencumbered value, you're talking about the value of unencumbered assets; is that right?
A. Yes.
Q. And that includes these Airbus terms?
A. Unencumbered value? There's a big debate in terms of what's encumbered and unencumbered. This plan has to resolve that through a settlement. So, there's lots of different

asset categories that people had strong views on which, quite frankly, were never really agreed to, but the settlement of the plan brought them to agreement. So, I can't tell you everyone in this room would agree with me if what I said was encumbered and unencumbered, but I can tell you they agree with the plan is correct.

Q. Right. So -- but as of the effective date they'll proceed with a plan, right?

A. As of according to the plan.

Q. Right.

A. Yes.

Q. Right, if the plan's confirmed by then.

A. Yes.

Q. Right. Okay. The unsecured-creditors' committee filed a statement in support of plan confirmation. Is that something that you've seen?

A. Yes.

Q. Okay.

MR. FINK: Your Honor, I'd like to show the document to the witness if I may --

THE COURT: You may.

MR. FINK: -- and if you'd like a copy, I've got one for you.

THE COURT: Please.

THE WITNESS: Thank you.

THE COURT: Thank you, Mr. Fink.

MR. FINK: Your Honor, I don't plan to offer this document into evidence. It's in the court file, and I think the Court can take judicial notice of it, but I do have a couple questions for the witness.

THE COURT: Of course.

MR. FINK: Let me just find my copy while I've got my notes.

THE COURT: No problem.

Q. So, if you look at paragraph 7 which begins on page 3, do you see that the creditors' committee statement says that "Contrary to ECN's contentions, both the committee and the debtors spent significant time analyzing all potential unencumbered assets available through unsecured creditors, including various pre-petition causes of action that can be asserted by the debtors against Airbus relating to certain of their aircraft, as well as the risks and costs pertaining to the litigation of bringing such claims." Do you see that?

A. I do.

Q. You agree with that statement?

A. I do.

Q. Were there discussions as between the debtors and the creditors' committee?

A. Discussions on what?

Q. About -- I'm sorry; I hadn't finished the

question -- about those unencumbered assets and in particular, the Airbus claims?

A. I remember there were discussions between the company's litigation counsel, basically, on the Airbus claims general counsel talked to the Weil litigation team.

Weil litigation team, I believe, had conversations -- at least what I was told -- had conversations with the unsecured creditors, but I wasn't involved in those because they were trying to maintain privilege.

Q. Well, to the extent -- and I'm going to go very slowly and ask you to go slowly because there's going to be an objection and the Court -- I don't know what the Court will do --

A. Fine.

Q. -- but were you -- just yes or no -- was there a report given to you on the substance of the communications that were had between counsel for the debtors and counsel for the creditors?

A. No.

Q. So, you have no information about the substance of those conversations?

A. I do not.

Q. Okay. So, we avoided the objection.

You were not a party to any conversations with the creditors' committee about what those claims were worth?

A. I was not.
Q. All right. We're going to move on, then, to a different topic.
You're familiar with what sometimes is referred to as the good faith requirement for plan confirmation?
A. Yes.
Q. And I'm not going to ask you about any of your opinions on it; I ask the Court to exclude them, but I just use that as a point of reference to what we're going to be talking about, and I'm going to ask you to look at paragraph 95.
A. In my declaration?
Q. In your declaration, yes, sir. You there with me, sir?
A. I am.
Q. Okay. The first sentence talks about my clients' objection, right?
A. That's correct.
Q. And in particular the fact that we've objected to what you've described here as the preservation certain causes of action for the reorganized debtors?
A. That's correct. That's what it says?
Q. Right? Yes. That's what it says.
And then the introduction to the next sentence you say that "This is a component of the global, integrated settlement underlying the plan," right?
A. Yes.

Q. Okay. So, that's just to orient us for what my questions are.

If you then go to the last sentence of this paragraph, you say that, "Without the settlement, particularly the waiver of the senior secured notes deficiency claim, the recovery available to the general unsecured claims would be substantially smaller than what is provided for under the plan." You see there?

A. Yes.

Q. So, was this -- was there an express condition in negotiations with creditors' committee or others, we, debtors are going to retain these claims; in exchange, you, creditors' committee, or whoever the counterparty was is going to give us something in return?

A. It was a fairly exhaustive negotiation on a variety of points. This was one of the points that were on the table in terms of claims staying in, claims staying out. So, that's why I referred to it as a global resolution. I don't remember this being traded for one specific point that we traded this, and we received that. This was clearly one of the numerous topics that were discussed during the plan negotiations.

Q. Do you remember any details of discussions around the retention of these claims as part of those discussions?

A. The only thing that I -- one of the things that we did is provide the liquidation value, and PJT provided the valuation.

MR. FINK: Let me ask -- Mr. Genender, is there a --
MR. GENENDER: Third folder?
MR. FINK: -- third binder?
MR. GENENDER: There is. There is.
MR. FINK: Okay, great.
MR. GENENDER: And it should be tab 3 in that binder.
THE COURT: No, 3 was --
MR. GENENDER: Tab 3.
THE WITNESS: Yep. I have it.
MR. GENENDER: Not Exhibit --
THE COURT: What debtor exhibit?
MR. FINK: 5. 5.
THE COURT: Thank you.
MR. GENENDER: He's got a different notebook, Your Honor, so.
THE COURT: Okay. But I want to refer to it by the --
MR. GENENDER: Yes.
THE COURT: -- exhibit number.
Q. You're the helicopters guy?
A. Yes, sir.
Q. All right. Great. So, on the petition date, the debtors had a fleet of fifty-six Super Pumas; is that right?
A. Technically, no.
Q. Why is that?

A. Super Puma is a general description of a number of airbus aircraft, both military and commercial. So, the ones that are covered in here are all Super Pumas, both EC225 and AS332 L2 starts with the Pumas. In addition to that, the company also had AS332s and AS332 Ls in their fleet.
Q. I see. So, actually the debtors had more than fifty-six Super Pumas in their fleet, but not all of them were affected --
A. Correct.
Q. -- by the regulatory shutdown --
A. Correct.
Q. -- after the crash?
A. Correct.
Q. And the reason I made you do that again is you have to wait until I finish talking, just so the court reporter can get your answer.
Okay. So, focusing, then, on the EC225s and the AS332 L2s -- those are the two models that were affected by the regulatory shutdown after the crash, correct?
A. Yes.
Q. The debtors had fifty-six of those two models in their fleet as of the petition date, either that they owned or that they leased, correct?
A. Yes.
Q. And both of those models were grounded by regulators

after the crash that occurred in Norway in April 2016?
A. Yes.
Q. Nine of those fifty-six helicopters were owned by one or -- by the debtors on the petition date, right?
A. Yes.
Q. And the debtors now own five of them?
A. Yes.
Q. So, if you can turn your declaration, please, to the chart that appears on page 5 of 10, that number that's in the upper right-hand corner, and I don't want to spend too much time on this, but I'd like you to just explain to me quickly, if you would, what this chart represents by telling us what each of the columns is.
A. Sure. It's -- the columns are aircraft type; the MSN, which is the manufacturer's serial number; YOM, which is the year of manufacture; a leased/own column, which describes the type of financing that was on it or the fact that it was owned; who the third-party lessor was; who -- which entity within CHC owned it; the current status of that aircraft; and the effective date of any rejection or abandonment.
Q. Okay. And which of these aircraft was the one that was involved in the accident?
A. I don't know.
Q. Wasn't 2721 the third one here on your chart?
A. Oh. Hm.

Q. Let me show you something to try to refresh your recollection.

MR. FINK: Excuse me one moment, Your Honor.

THE COURT: Of course.

MR. FINK: Let's see.

(Pause)

MR. FINK: May I approach both the witness and Your Honor?

THE COURT: You may. Thank you.

Q. Sir, I've placed in front of you a preliminary report on accident -- I'm not going to read the rest of it because I can't pronounce the name of the place -- from the Accident Investigation Board of Norway. Do you see that there's information there about the serial number?

A. Yes.

Q. Does that refresh your recollection as to --

A. Yes, it does.

Q. -- which aircraft? And looking back at your chart, sir, which aircraft was it?

A. It was manufacturer's serial number 2721.

Q. Okay. And as reflected in the chart in your declaration, that was an aircraft that was on lease by Parilease SAS to CHC Helicopters (Barbados) SRL, correct, sir?

A. Correct.

Q. And the pilots of the aircraft, where they CHC employees?

MR. GENENDER: Your Honor, I'm going to object. This is outside of the scope of his declaration.

MR. FINK: Your Honor, I'm trying to --

THE COURT: It seems like it is, but --

MR. FINK: Yeah.

THE COURT: Sustained.

MR. FINK: I don't think it's too far. I guess I -- I guess I wasn't persuasive on that one.

THE COURT: Well, show me where in his declaration that he talks about who the pilots were.

MR. FINK: Fair enough, Your Honor.

I'm not sure that it's in here, Your Honor. All right, I'll move on.

Q. So, looking at the chart, my question to you, and I apologize for having you go through a counting exercise, but I'd like to know how many of these helicopters -- these airbus helicopters that we're looking at were owned or leased by the Barbados SRL entity as of the petition date.

A. I think I count twenty-seven.

Q. Okay. And I'll just represent for the record, because I know it's hard to do this on the fly, that I counted twenty-two, and that there are a few that are under a Barbados Limited entity, which may be causing a little bit of confusion. But your answer will stand. So --

THE COURT: Well, I'd like us to figure out --

MR. FINK: You want us to figure it out, Your Honor?
THE COURT: -- which one is correct. Yes, I would.
MR. FINK: But let me do this -- maybe it's quicker.
Q. Aircraft 2708, sir, is the first one on the chart. That's Barbados SRL?
A. Um-hum.
Q. 2715, also?
A. Yes.
Q. And 2721?
A. Yes.
Q. 2725?
A. Yes.
Q. 2739?
A. Yes.
Q. 2744?
A. Yes,
Q. 2745?
A. Yes.
Q. 2722?
A. Yes.
Q. 2729?
A. Yes.
Q. 2740?
A. Yes.
Q. And 2747?

A. Yes.
Q. All right. So, on this page, we have one, two, three --
THE COURT: Eleven.
MR. FINK: Thank you, Your Honor.
Q. Eleven on this page. On the next page, 2878?
A. Yes.
Q. 2902?
A. Yes.
Q. 2702?
A. Yes.
Q. And 2890?
A. Yes. I'm sorry that I counted the one above the 2 that didn't have the SRL.
Q. Yeah, no, I had the same problem the first time I did. So, all right. So, that's four on this page; do you agree?
A. Yes.
Q. Okay. On the next page, we've got 2911?
A. Yes.
Q. 2675?
A. Yes.
Q. 2395?
A. Yes.
Q. 2467?
A. Yes.
Q. That's another one, two, three four on this page; do you

agree?
A. Yes.
Q. And on the final page, we've got 2474?
A. Yes.
Q. 2477?
A. Yes.
Q. 2504?
A. Yes.
Q. So, that's three on that page?
A. Yes.
Q. So, we've got eleven plus four plus four plus three. And you agree with me, that's twenty-two?
A. Yes.
Q. Thank you, sir. And all of the EC225s and AS332 L2s were grounded in the aftermath of the accident, right?
A. Yes.
Q. And they're still not flying today?
A. They're still not flying an oil and gas service, yes.
Q. Now, sir, my client, I mentioned earlier, is ECN Capital. Are you familiar with the fact that ECN Capital previously was named Element Capital Corporation?
A. Yes.
Q. Element Capital Corporation was a lessor of airbus helicopters to certain CHC debtors, correct?
A. Yes.

Q. And that includes, in particular, the Barbados SRL entity that we've been talking about?
A. Yes.
Q. Okay. So, if you look on second page of the chart -- it's page 6 of 10 of your declaration -- do you see that aircraft 2878 was on lease from Element Capital to Barbados SRL?
A. Yes.
Q. Okay. And if you look on -- hold on one second because I'm missing it here. If you look on the next page, aircraft 2467 --
A. Yes.
Q. -- was also on lease from Element Capital Corp. to Barbados SRL?
A. Yes.
Q. And on the next page, there are three more: 2474, 2477, and 2504, all of which were on lease from my client to Barbados SRL, correct, sir?
A. Yes.
Q. And Barbados SRL also continues to own one EC225 outright, correct, sir? And if it makes things easier, if you look at aircraft 2675 on page 7 of 10?
A. Yes.
THE COURT: I'm sorry. Which one?
MR. FINK: 2675. It's on page 7 of 10, a little more

than halfway down.

THE COURT: Okay.

Q. And Mr. Fowkes, what we see there is that in that second to last column, that shows that as being owned?

A. Yes.

Q. Incidentally, those that were on lease from my client to Barbados SRL, all of those leases were rejected, right?

A. Yes.

Q. What was the impact on the debtors at the grounding of its fleet of EC225s and AS332 L2s?

MR. GENENDER: Your Honor, I'm going to object. Your Honor, it's outside the declaration.

MR. FINK: I'm not sure that's right, Your Honor, but please give me a moment.

THE COURT: Okay.

(Pause)

MR. FINK: Well, Your Honor, what I will say is that in our exhibit list, I believe that we reserve the right to call as witnesses anybody who was called by anybody else, and so I call Mr. Fowkes for the limited purposes of these couple of questions.

MR. GENENDER: Your Honor, it's our case and his cross is limited to the direct testimony.

THE COURT: Well, it is, but do you want to have him call --

MR. GENENDER: Well --

THE COURT: Mr. Fowkes later? Do you disagree that he listed him as a witness on his exhibit list?

MR. GENENDER: I'd have to look at his exhibit list.

THE COURT: And certainly, we can do that, but it seems like he's here, and if he did list him --

MR. GENENDER: We're talking about one question?

THE COURT: I don't know.

MR. FINK: I was going to back to the question in the beginning with the two pilots, and then I'm going to ask a few questions about the impact of the grounding of the fleet.

THE COURT: I assume you have his witness and exhibit list.

MR. GENENDER: Objection. Relevance, number one. And number two, they did not provide a witness list, I'm being told. It's just an exhibit list.

MR. FINK: All right. That may be right, Your Honor, in which case, I guess I'm done.

THE COURT: Seems like you are.

MR. FINK: Seems like I am. All right. I pass the witness, Your Honor.

THE COURT: Very well.

Anyone else have questions for Mr. Fowkes?

Any further redirect?

MR. GENENDER: No, Your Honor.

Exhibit J

IN THE UNITED STATES BANKRUPTCY COURT
NORTHERN DISTRICT OF TEXAS (DALLAS)

In Re:	)	Case No. 16-31854-bjh-11
	)	Dallas, Texas
CHC GROUP LTD., et al.,	)	
	)	
Debtors.	)	February 14, 2017
	)	9:05 a.m.
_____	)	

TRANSCRIPT OF HEARING ON:

[#1633] CONFIRMATION HEARING RE: AMENDED CHAPTER 11 PLAN FILED BY DEBTOR CHC GROUP LTD.

BEFORE THE HONORABLE BARBARA J. HOUSER
CHIEF UNITED STATES BANKRUPTCY COURT

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TRANSCRIPT PRODUCED BY TRANSCRIPTION SERVICE

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For Secured Notes of CHC:	SARAH SALANIC (TELEPHONIC) LORIN CAPITAL MANAGEMENT

MR. FINK: I see all of that here, Your Honor.

THE COURT: Okay. And then, if we go to page 7 of Mr. Fowkes' declaration, we see two that were leases, again, rejected, and those were with Milestone Aviation. Top of the page.

MR. FINK: Right, I see one at the top of the page -- oh, you're right there are two there.

THE COURT: Oh, no, no. That's -- excuse me --

MR. FINK: No, that's Barbados Limited.

THE COURT: -- that's Barbados Limited.

MR. FINK: Yes, that's the same as the --

THE COURT: So we got one there.

MR. FINK: Yes.

THE COURT: We then have -- there's four on this page.

MR. FINK: We have 2675 which is currently owned.

THE COURT: And -- well, yes. So --

MR. FINK: We have 2395 which was leased from Lombard North Central PLC rejected.

THE COURT: Correct.

MR. FINK: And 2467 which was leased from my client and rejected.

THE COURT: Correct. So on this page, we have one owned helicopter.

MR. FINK: Correct.

THE COURT: And it's owned by Barbados SRL, right?

MR. FINK: Yes, Your Honor.

THE COURT: Okay. So that is a helicopter for which, under your analysis, Barbados SRL would have product liability claims against Airbus --

MR. FINK: Yes, Your Honor.

THE COURT: -- that are, I take it, identical to what ECN has sued Airbus for in the lawsuit that's pending before me.

MR. FINK: I would expect it would have the same batch of claims, Your Honor.

THE COURT: Okay. And I don't think your hundred million was as hypothetical yesterday as you said it was, because Mr. Flumenbaum, I think, talked last week that for the five aircraft that you have claims for it's a hundred million dollars that you think your damages are.

MR. FINK: Your Honor, it wasn't a hypothetical whether I had that number in the math in the figuring them out. I can actually tell you that wasn't how I arrived at that, but in any event.

THE COURT: Okay. Then, maybe it is just a coincidence, but I think that is the number he threw out as to what he thought those claims were worth. So --

MR. FINK: That's -- yes, well, then maybe you're right.

THE COURT: Okay. So we agree that Barbados would have product liability claims on the one owned Airbus for whatever they may be worth.

MR. FINK: Sure.

THE COURT: Okay. And then if we turn to page 8 of Debtor's Exhibit 5, we have --

MR. FINK: I see three more, Your Honor, if I just -- if I may -- 2474 which is leased from my client and rejected; 2477, same, leased from my client and rejected; and 2504 also leased from my client and rejected.

THE COURT: Correct. And again, the product liability claim consistent with ECN's position is ECN's?

MR. FINK: To the extent that that's what Mr. Flumenbaum said, I'm not taking issue with it, Your Honor.

THE COURT: Okay. Okay. So where I'm going with this is the comparison -- and I have not worked out the math --

MR. FINK: Sure.

THE COURT: -- but is the comparison of the aggregate thirty-four million of cash loss -- the cash shortfall, but let me get Mr. Del Genio's exact words -- "the business plan impact from a cash -- in terms of the impact on the company, what we said in the business plan is that number from a cash standpoint was about thirty-four million." He went onto say, "and it's impact, our EBITDAR, and cash from what we call the

Exhibit 3

UNITED STATES BANKRUPTCY COURT
NORTHERN DISTRICT OF TEXAS
DALLAS DIVISION

In re: CHC GROUP LTD., *et al.* Debtors,	**Chapter 11** **Case No. 16-31854(BJH)** **(Jointly Administered)**
ECN CAPITAL (AVIATION) CORP., Plaintiff, v. AIRBUS HELICOPTERS (SAS) Defendant	**Adv. No. 16-03151-bjh**

ORDER GRANTING PLAINTIFF'S MOTION FOR LEAVE TO FILE SECOND SUPPLEMENTAL MEMORANDUM OF LAW IN OPPOSITION TO DEFENDANT'S MOTION TO DISMISS

Came on for consideration the Plaintiff's Motion for Leave to File Second Supplemental Memorandum of Law in Opposition to Defendant's Motion to Dismiss (the "Motion") filed by counsel for Plaintiff ECN Capital (Aviation) Corp. (the "Movant"). The Court having reviewed the Motion and otherwise being fully informed, is of the opinion that the Motion should be GRANTED. Accordingly, it is therefore:

ORDERED that the Motion is GRANTED; and it is further

ORDERED that the Court hereby authorizes the Movant to file its Second Supplemental Memorandum of Law in Opposition to Defendant's Motion to Dismiss in the form attached to the Motion as Exhibit 1; and it is further

ORDERED that the Court hereby authorizes the Movant to file the Declaration of Martin Flumenbaum in Support of ECN Capital's Second Supplemental

Memorandum of Law in Opposition to Defendant's Motion to Dismiss in the form attached to the Motion as Exhibit 2.

End of Order