



PROFESSIONAL HELICOPTER PILOTS ASSOCIATION

NEWSLETTER OF THE PROFESSIONAL HELICOPTER PILOTS ASSOCIATION

MAIN ROOT OF



AIR RESCUE 5

LASD AERO BUREAU

THE PHPA TAKE AN UP CLOSE LOOK AT THE AIRBUS HELICOPTERS AS332 SUPER PUMA **Page 4**

FIRST QUARTER 2015

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NEW BOARD MEMBERS

With many exciting changes ahead in 2015, the PHPA welcomes it's newest board members.

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MAIN ROTOR

NEWSLETTER OF THE
PROFESSIONAL HELICOPTER
PILOTS ASSOCIATION

FIRST QUARTER 2015

EDITORIAL

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PHPA Mission Statement

- Promote safety and understanding among helicopter pilots;
- Coordinate efforts towards improving communications methods of operation within the airspace system, or any other area that will contribute to the safety and education of all pilots;
- Provide a forum for identifying and seeking resolution to local problems of interest to the membership;
- Promote community relations between the public and the helicopter industry.

President's Message

Happy New Year to one and all!

We as helicopter pilots – be it private, commercial and or public services helicopter pilots and members of the Professional Helicopter Pilot Association or not – are facing an ever increasing challenge from homeowners complaints and resultant threats from politicians of greater regulation due to helicopter noise in the Los Angeles area.



We have met this challenge head on with a united effort and an increased awareness of the need to fly higher and avoid noise sensitive areas whenever possible.

We, and PHPA as an organization, have stepped forward to meet these challenges through numerous meetings with the Federal Aviation Administration, the Los Angeles Area Helicopter Noise Coalition representatives and work with the Helicopter Association International. Progress is being made every day. But the challenge is ongoing to find solutions that allow homeowners relief and at the same time allow us to do our jobs.

We have filed a Part 13 Request for Informal Investigation with Federal Aviation Administration concerning the closure of the LAX Heliport by Los Angeles World Airports (“LAWA”) as we feel that the proper procedures were not followed nor were proper notices given to warn of this closure and that the closure itself is unwarranted and unwise. More to follow as our complaint works its way through legal procedures as the FAA investigates this matter. This is vital heliport that has been available for public use since prior to the 1984 Los Angeles Olympics. Please see the P.S. below and the attached Part 13 Request for Informal Investigation.

A new challenge has reared its ugly head – remote controlled or autonomous flying machines known generically as UAS (unmanned aerial systems) or singularly as a UAV (unmanned aerial vehicle) or popularly as drones. The UAS are often platforms for cameras. Close encounters with these UAS are on the rise daily. The Federal Aviation Administration is trying to address the ever growing problem of how to control, let alone regulate, these UAV's and their operators.

Beware and be alert – see and avoid – its back to basics until the technology and regulation allows us to catch up with this new hazard. Be it with self-generated safety shields for ‘sense and avoid’, TCAS-like systems or encoded chips that limit the flight envelope of these new aerial vehicles, solutions must be found to protect us and the airspace in which we fly. For birds, balloons, kites and now for UAS, we as helicopter pilots must constantly increase our situational awareness and scan the skies on each and every flight on which we lift off.

Beware – be safe – be alert. Always.

JIM DAVIDSON
President

HELIXPO 2014 Helistop a Resounding Success

Feb 25-27th 2014



Augusta Westland's AW609 Tilt Rotor Demonstrator



An MD Helicopters MD902, with an Augusta Westland AW189 landing in the background

This year saw the PHPA hosting the manufacturer's helistop for the HAI HELI-EXPO 2014, the world's largest helicopter trade show and exposition. This is the seventh year that the PHPA has organized and run a dedicated temporary heliport for the Anaheim show from the parking lot of the Angel's Stadium, enabling helicopter manufacturers to showcase their latest models and prototype aircraft to potential clients.

The site hosted major manufacturers, such as Bell Helicopter, MD Helicopters, Airbus Helicopters and Augusta Westland. The star of the show had to be the appearance of Augusta Westland's magnificent AW609 Tilt Rotor Demonstrator, showing its unique design and agility.

The PHPA staff worked tirelessly to organize, prepare and operate the helistop. A dedicated flight operations manual was created to assist pilots in using the facility, whilst ensuring local noise abatement and 'fly neighborly' practices were followed. The helistop took months of planning and arrangement with the city of Anaheim, the FAA and the displaying manufacturers. The Association thanks both Board Members and volunteers for their hard work, which helps to boost the profile of PHPA.

PHPA Team Lands at Wings, Wheels & Rotors Event Oct 26th 2014

The Professional Helicopter Pilots' Association was pleased to once again support the Wings, Wheels & Rotors community event on October 26th at Los Alamitos Joint Forces Training Base.

PHPA members were on hand to meet the community, discuss the unique capabilities of rotary wing aircraft and talk about the many benefits of a membership in the PHPA.

Board members Jim Paules and Ed Story along with long-time member Howard Lewis were on site to meet with pilots and event guests.

PHPA President also was on-hand as pilot-in-command of the Orange County Fire Authority helicopter and it was great to visit with Tom Lasser who spared a few minutes from his Master of Ceremonies duties to visit with us.

Thanks to all our PHPA members who visited us at



Above, PHPA President Jim Davidson, center with Board members Edward Story, left and James Paules, right on the ramp

this important community event in Southern California. This event provides a unique opportunity for PHPA to continue its mission of educating the community about the unique capabilities delivered by rotary-wing aviation.

By Jim Paules, Board Member, PHPA

THE SUPER PUMA

A Look at LASD's Airbus Helicopters AS332 L1



The Los Angeles County Sheriff's Department (LASD) Aero Bureau is tasked with law enforcement and rescue duties over the vast and varied terrain of the LA basin. And on October 3 2012 they unveiled their latest tool in supporting that mission: the Airbus Helicopter's AS332 L1 Super Puma.

Replacing three aging US Navy Sikorsky SH-3H Sea Kings, the department procured three preowned Super Pumas in 2011. These aircraft would have to be heavily modified with the required equipment necessary to fulfill the requirements of the Air Rescue 5 program operated by the Aero Bureau. Following a bidding process, the aircraft were sent in September 2012 to Heli-One, a maintenance company based in British Columbia, Canada.

The aircraft underwent the 'LASD Super Puma Mk 1 Block 1 modification program', 65 modifications to the aircraft that would enable it to meet its mission criteria for the department. The most important modifications included:

- A Flight Management System, GPS and Wide Area Augmentation System (WAAS) Navigation System for Instrument Flight Rules flight.
- Weather radar system
- A Honeywell Enhanced Ground Proximity Warning System (EGPWS) for increased situational awareness and terrain avoidance in bad weather or low visibility.
- A Wire Strike Protection System
- An AeroComputers UC 5100LE Tactical Mapping System
- General Dynamics (Axsys) V9 Thermal Imager and Camera System, used to locate heat signatures of people or vehicles on the ground.
- Appareo GAU 2000 Flight Data Monitoring System, for logging and monitoring of systems to ensure operation without exceedance of limitations.
- A patient litter system that enables multiple patients to be carried securely.
- Sky Trac ISAT-200 Satellite Tracking System, enabling constant monitoring of flight progress and mission status by Aero Bureau dispatchers.
- Aero Dynamixs night vision imaging system (NVIS) and NVIS cockpit/cabin modifications
- Goodrichs AC electric hoist for rescue winching operations



The Super Puma is the ideal aircraft to oversee the massive area that the LASD's Aero Bureau is tasked to cover. Their Los Angeles County jurisdiction stretches from the high altitude mountains to the north down to the Catalina and San Clemente islands. Even so, the three AS332 L1 aircraft have proved themselves by providing a 30% faster scene response time than the Sea King airframe. In the case of medical missions, this can quite literally mean the difference between life or death and is crucial in treating patients within the 'golden hour'. It's smaller size, at around 25% smaller than the Sea King, allows it to be accommodated by more helipads in LA, yet accommodating the same number of people onboard.

The main mission of the aircraft is in a rescue role, but the aircraft can quickly be configured to many other missions. This includes SWAT team operations, the support of Homeland Security and maritime operations.



Photo by Skip Robinson



SPECIFICATIONS

Powerplant

2 x Turbomeca Makila 1A1 Turboshaft Engines (1,877 SHP each)

Dimensions

Overall Height 16.14 ft
 Overall Length 61.35 ft
 Fuselage Length 53.44 ft
 Overall Width 12.43 ft
 Fuselage Width 6.56 ft

Main Rotor Diameter 51.18 ft
 Tail Rotor Diameter 10.00 ft
 Max Seating (inc. Crew) 24

Max. Speed (VNE) 167 knots

Max Gross Weight 18,960 lbs

SPECIFICATIONS

This truly is an incredible multirole aircraft that can turn it's hand to any challenging mission. As the LASD's Aero Bureau waits for their next callout, be it law enforcement or humanitarian, Air Rescue 5 stands prepared to meet the county's needs.

By Matthew West
 Member, Board of Directors, PHPA

PHPA Presents its position on Helicopter Safety and Noise at UC Davis Environmental Symposium

Jan 23rd 2015

During the past two years the subject of helicopter noise has become a major issue for residents of the greater Los Angeles area.

Due to the increased demands by Members of Congress and the public regarding noise PHPA has taken an active role in representing helicopter professional pilots and operators to both improve safety and reduce helicopter noise impact. PHPA has addressed this problem through public education and working closely with the helicopter community on improved operational best practices aimed at noise reduction.

Every year the University of California at Davis hosts an Environmental Forum which addresses the impacts of Aviation Noise on the environment. Helicopter noise was one of the major topics during the Fall Symposium being held in Palm Springs California. PHPA considered this an as opportunity to further its efforts to educate the public and to ensure that helicopter pilots and operators were represented on this important issue. PHPA member Chuck Street volunteered to present the actions that the helicopter community and PHPA were taking to address these safety and noise issues.

The information presented by PHPA was well received by the symposium participants and was later published in the Environmental Impact Record of the Symposium for public review. This was another example of the volunteer efforts of your PHPA Board of Directors to represent your interest.

Bill Withycombe
Member, Board of Directors

PHPA Files an Informal Complaint with FAA Under FAR Part 13 to request an Investigation by FAA of the closure of the LAX Primary Heliport

Oct 1st 2014



During the past several years PHPA has been in contact with Los Angeles World Airports (LAWA) requesting that the LAX primary terminal heliport be reopened for use by qualified helicopter operators.

The heliport was closed in 2010 by order of LAWA management officials. The closure was due to temporary construction activity in the area. The closure was to last for one year. However, the heliport has never been reopened even though the construction projects in the area have long been completed. To date LAWA has ignored our requests to reopen the facility for use.

Based on the consensus of the PHPA Board of Directors, PHPA requested that the Federal Aviation Administration (FAA) conduct an Informal Investigation under Federal Aviation Regulation (FAR) Part 13.1 regarding the ongoing violation of Federal Grant Assurances by LAWA operator of LAX and thereby the LAX primary heliport.

LAX receives Federal Grants from the FAA which support the operation of LAX through long term investments in infrastructure including the LAX primary heliport. By law this key heliport is to be available for use by helicopter operators and it is the primary helicopter access point to the main terminals at LAX. By continuing to keep the heliport closed to public access PHPA believes that LAWA is in violation of their Federal Grant Assurances.

The Part 13 Request for Investigation was signed by PHPA President Jim Davidson on October 31, 2014 and sent to the FAA for action. PHPA is awaiting an answer and a report of the investigation from the FAA at this time.

Bill Withycombe
Member, Board of Directors

Get Educated, Not Regulated! is the PHPA initiative designed to get the word out regarding helicopter noise issues to our members and the helicopter industry in Southern California.

Developed in response to Congressional legislation in January 2014 that threatened to regulate helicopter operations because of noise complaints. This legislation included a mandate to the Secretary of the U.S. Department of Transportation to take action to reduce the noise impact of helicopters in Los Angeles County, and the Secretary was given one year to demonstrate a substantial improvement toward this goal. The detrimental implications for the industry in Los Angeles and throughout the country were clear.

In a joint effort to develop outreach strategies to the industry, the FAA and PHPA got together to raise the industry's awareness of the problem. One of the strategies was to design an educational handout to be distributed at the Helicopter Association International Heli-Expo 2014, which was to take place in February. The result was the *Get Educated, Not Regulated!* pamphlet.

Get Educated, Not Regulated! is designed to educate local pilots and operators about the Los Angeles Helicopter Noise Initiative, the PHPA's continuing work on behalf of our members and the industry, the location of noise sensitive areas, and helicopter noise abatement procedures in the greater Los Angeles area. It was well received at Heli-Expo 2014, and was included as an example of our efforts to promote best noise abatement practices in Chris Dancy's excellent article, 'Keep it Low, To Keep It Down' in the Spring 2014 edition of Rotor Magazine.

We have also distributed to our members, flight schools, helicopter operators, and as well as approximately 3000 Los Angeles area helicopter pilots, whom are registered in the FAASTeam database. We also provided it to attendees as supporting material for the PHPA / FAASTeam Helicopter Safety Seminar in November 2014 at The Robinson Helicopter Company's factory at KTOA. A report on the seminar is included in this newsletter.

In 2015 we still need to keep going with this initiative, and the PHPA Board of Directors is calling on all pilots and operators, particularly CFIs, to help us spread the word. The threat of regulation looms large and this will be a year's long program of education to keep the airspace available to our industry. So please help us in this effort.



SoCal Helicopter NOISE AREAS



www.phpa.org

- not for navigation -

To obtain copies of *Get Educated, Not Regulated!*, email us at info@PHPA.org, or go to our website www.phpa.org and download a copy today.

By Tony Byrnes
Member, Board of Directors, PHPA

NOISE & ANNOYANCE

Understanding Our Impact

PHPA and its members have always been concerned with noise. We are as helicopter pilots, however, largely insulated from the phenomenon by a variety of factors, some psychological, some physical.

- For one thing, we know that the helicopters we fly are noisy. It has, through our training and professional work, become a “given”. Noise is noise, helicopters are helicopters, and that’s that, right?
- We view noise, in some critical regards, as a friend. But noise that is anomalous – that we’re not used to hearing in the midst of the rest of the cacophony to which we are quite used – well, that noise catches our attention super-fast. Why? Our life is at stake along with the passengers we have and possibly people on the ground. Most of the time an anomalous noise means something is not working right, something has separated from our fuselage, something in the drive train surely isn’t right, something has hit us, and / or something worse is about to happen. Anomalous noises are ones that make us stand at attention mentally, as in all synapses are “on deck – right now!”
- We fly with noise-cancelling or at least noise deadening ear “muffs”. Worse case for someone in our helicopter, he or she has ear plugs. We hear a pulsing and strong hum most of the time and, as we focus on the controls, the gauges, the terrain, safe procedures, and the comfort of our passengers, even that pulsing hum somewhat disappears into the far reaches of our minds. We’re doing our job; the noise in some regards is both comforting and ‘shut out’ of our consciousness. (That’s, of course, unless it stops!)
- Finally, although unlike those aircraft that break the sound barrier and leave their sound signature behind them, we don’t travel that fast but we travel both high enough and low enough and with enough protections for ourselves, that we may not notice the noise that we project onto the ground – and onto the houses, and onto the people – below us. For most of them, what we do is hardly routine. It is very anomalous, it may provoke fear, and to many it is disturbing at minimum and frustrating at the other end of the scale. And therein lays the issue for us as an industry, for us as operators, for us as pilots and for us as citizens: we create noise.

Not all that non-anomalous noise is bad. I recall in Vietnam, as an Infantry officer, when I heard the unmistakable whap-whap-whap of a Huey, I knew help was on the way, someone was going to take me away, or supplies were in bound. All that was good. These were “the friendlies”. And the sound of “the friendlies” was just that: a very friendly sound. I became programmed to appreciate that sound, indeed, to look forward to hearing it.

Today, the sound of a rescue helicopter – be it Coast Guard, be it Sheriff's, be it private or public medevac (we called them 'dust offs') – can be a very very welcome sound, indeed a life-saving sound.

But that same sound, in a different context, in a jam-packed urban environment, between two resonating hills, over a beautiful evening with an outdoor orchestra, loitering too long in one spot, occurring low and suddenly and in a startling manner, occurring late at night or too early in the morning ~ that same sound, especially to non-pilots can be aggravating to the point of frustration and even to the point of political action. In extremis, and of course unlawfully, this frustration can lead to physical danger to some of our public safety pilots or even civilian pilots.

Los Angeles, and the many cities that make up "greater Los Angeles", is spread out over large swaths of geography. But there are pockets and areas that are more sensitive to helicopter noise than others. Just like with the pilots: some of this sensitivity is psychological (including folks experience with noise) and some of it is physical (in the sense of noise being more apparent or seemingly exaggerated, its regularity, its seeming proximity or volume).

We call these pockets and areas "hotspots". The FAA calls them "regions of interest". An upcoming monitoring system calls them "polygons". Whatever terminology we use, these are areas that require special care when flying near, over or through. These are areas of heightened sensitivity on the ground. These are areas that PHPA has outlined in its kneeboard publication "Get Educated, Not Regulated."

You can find a printable version of "Get Educated, Not Regulated" on the PHPA website (www.phpa.org) or on the PHPA Facebook page.

We urge you to print it out, study it and take it with you. If you come to our events, we will give you a glossy version of this document. Board Member Tony Byrnes created this take-along alert for use by you in the cockpit.

This commentary is the first of a series on noise and helicopters – your helicopter, my helicopter, everyone's helicopter – and the growing concern on the ground for noise from the air. This series will cover the history of noise negotiations, the parties involved, the political actions that have taken place and those that may yet take place, what manufacturers are doing, how PHPA is working with those who are concerned, how PHPA is working with operators, working with the FAA, working with politicians and, most importantly, working with you, the conscientious pilot, to make sure that all of us can enjoy our lives in Los Angeles – those who fly and those who don't. And working to ensure that those of us who fly can do so safely, mission-effectively, and with the good conscience that we are doing all that we can for our friends and fellow citizens who reside, live, work and sleep beneath our rotor blades.

If you would like to get involved in this process – more than you already are as a pilot! – please contact me, Edward Story at ed.story@phpa.org. Or if you would like to make suggestions or comments on PHPA's activities in this field, please write me. Thank you for reading, thank you for listening, and thank you for flying safely and friendly.

by Edward Story
Member, Board of Directors, PHPA

Our annual safety seminar, Life in the Low Lane, was given to a packed house at the Robinson Helicopter Company's training center, at Torrance Airport. Sixty seven attendees participated in a program that focused on the operational issues helicopter pilots face every day, and PHPA teamed up with the FAA Safety Team, (FAAST) to present an informative and educational safety meeting for helicopter pilots and operators in SoCal.

Focusing on the issues and risks that helicopter operators face while conducting business at low altitude, we invited industry leaders from southern California to discuss multiple subjects which are of interest to the helicopter community. The subjects covered were low level emergencies, laser strikes, airspace, and noise issues. First on our agenda was our special guest speaker, Mr. Glen Martin, FAA Western Pacific Region Administrator.



Sgt. Morrie Zager giving a presentation on Laser Strikes

In his opening remarks, Mr. Martin spoke of the pressing issue of helicopter noise in Los Angeles and Southern California, and the continuing efforts to reduce the impact of noise on local communities. Stressing the importance of accomplishing this through voluntary measures, sustaining the level of safety that the helicopter community has attained, and keeping the airspace open for helicopter operations, the Administrator highlighted the work of the PHPA in cooperation with the FAA toward these goals.

After he concluded his talk, Mr. Martin opened up the floor for questions and discussed these and other issues with the attendees. This was a great opportunity for our members and seminar participants to have a rare one-on-one with the Administrator.

To kick off the educational agenda, Bob Spencer of Western Helicopters Inc. gave a talk about low level emergencies, what pilots should expect, and how flying low reduces the time to react.

Next, Sgt. Morrie Zager of the Los Angeles County Sheriff's Dept. and PHPA Board Member, along with Special Agent Bobbie White of the FAA, gave an informative presentation on Laser strikes. Both are at the forefront of educating the flying community regarding this hazard and experts on the subject.

PHPA Board Member and Chairman of the Southern California Airspace Users Working Group (SCAUWG), DPE Pat Carey spoke about current airspace issues and upcoming changes in our local airspace and the resulting proposed changes in nav charts.

And finally PHPA Board Member Ed Story informed the audience about the Los Angeles Helicopter Noise Initiative and of PHPAs, the FAAs, and the industry's ongoing work toward a voluntary solution to the problem. Ed has been the "tip of spear" in PHPAs efforts and has done excellent work for PHPA, its members, and the helicopter industry here in SoCal.

The PHPA would like to acknowledge and give thanks to Mr. Kurt Robinson for his continuing support of our educational initiatives and the generous use of his company's facilities. We would also like to thank Robinson Helicopter's Police and Newscopters Rep., Ms. Monica Reich for her assistance as well; it was invaluable for the success of the event.



A great attendance by our members at the safety seminar

The PHPA has an opening for an administrative assistant to aid the Board of Directors in the day-to-day running of our organization.

Description of Responsibilities for Admin Intern

Member Data Management

- Input changes in membership status such as renewals, activity of members, drops
- Reporting to the Board on member activity and provide reports for status of membership
- Maintain basic membership data / contact roster.
- Other routine member data management as directed by Board members.

Special Event Execution / Management

- Distribute emails to members about PHPA events and activities
- Assist with planning, purchasing needed to execute events and activities
- Assist during event with membership check in, membership marketing and
- Other

Support Promotional Efforts of PHPA via Social Media sites

- Upload messages, info and special notices to the PHPA Facebook page
- Upload as directed to other social media sites as may be determined.

Assist with Routine Board Admin duties

- | | | |
|------------------|---|---|
| Elections | <ul style="list-style-type: none">• Supporting the distribution of ballots• Assist to tally the member votes.• Help with announcing election results. | <ul style="list-style-type: none">• Financial record keeping TBD• Other routine organization business. & activities as directed by the Board |
|------------------|---|---|

Financial Elements

Intern paid as a independent consultant / 1099 recipient

Compensation rate: \$15.00 per hour / invoiced once per month to PHPA

- Plus, reimbursement for direct activity gas & cell phone plus any supplies purchased to achieve goals directed by the Board.

Experience and Education Desired

- Administrative duties experience.
- College education; preferred focus: Business, English, Accounting, Organizational Behavior; others will be considered.
- Strengths in professional writing, basic accounting.
- Professional phone manner and collaborative skills and attitude.
- Computer literate in popular business & general operations software MS office, i.e., Word, Excel, PowerPoint

Travel notes / Requirements

- Location: willing to work at home; willing to do project work from Thousand Oaks to Torrance to Ontario, as needed.
- Travel costs will be compensated @ \$0.25 per mile, per month.
- Applicant will provide evidence of access to vehicle
- Applicant will provide evidence of personal Auto / liability insurance coverage.
- Willing to attend evening Board Meetings once a month in Van Nuys / other Southern California locations.

For more information or to apply for this position, email **Jim Paules** at jpaules@socal.rr.com

PHPA Welcomes New and Returning Board Members

With the ballots for new PHPA Board members distributed out to our Members in Good Standing in early December, voting was closed and the results were tabulated December 12th

For the first time, PHPA Election Ballots were distributed via email and the Board implemented a six character ballot KEY ID for each ballot. This system was used to preclude any errors or duplication of ballots.

We're very pleased to announce based on the Election results the following will serve on the PHPA Board for a two year term :



DESIREE HORTON
Director (Seat No. 2)
Pilot, CalFire



JAMES PAULES
Secretary (Seat No. 4)
Incumbent Board Member



JIM WOODAMAN
Director (Seat No. 6)
Incumbent Board Member

Current Board Members & Advisors

JIM DAVIDSON	President (Seat No.1)
EDWARD STORY	Treasurer (Seat No.11)
ANTHONY BYRNES	Director (Seat No.3)
PAT CAREY	Director (Seat No.5)
MORRIE ZAGER	Director (Seat No.7)
MATTHEW WEST	Director (Seat No.9)
LARRY WELK	Past President
RICARDA BENNETT	Legal Advisor
ALEX CALDER	Webmaster



STEVE GOLDSWORTHY
Director (Seat No.8)
Incumbent Board Member



BILL WITHYCOMBE
Director (Seat No.10)
Incumbent Board Member

The following will serve during 2015 as Executive Officers of the PHPA Board :

Jim Davidson	President
Bill Withycombe	Vice President
Edward Story	Treasurer
James Paules	Corporate Secretary

By Jim Paules, Board of Directors

PHPA Board Members Participate in HAI Industry Video

Apr 30th 2013

In response to the increasing public concerns over helicopter noise, local helicopter operators and the PHPA reached out to the Helicopter Association International (HAI) to see if they would provide assistance by producing an information video. On completion, this video will be released by HAI and included on the FAA website.

We convinced the HAI Board that this problem, although currently a hot topic in both Los Angeles and New York, could easily blow up throughout the country, hence, we needed help. The video is intended to be an educational tool for the residents of Los Angeles by introducing them to the various helicopter industry operators and the operations that they undertake. This included Law Enforcement, Fire, Medical and Tour Operators.

Each industry segment was tasked with presenting a couple of minutes on tape that depicted their roles in a positive light, explaining their purpose, and how the operator strives to fly neighborly and mitigate noise, whenever possible.



Above, PHPA board member Steve Goldsworthy appearing in the video.

The PHPA was instrumental in reaching out to the various groups and soliciting volunteers to appear in the video.

When released the video will be an important tool in educating the wider public in our operations and the measures we take to minimize our impact.