

Police Aviation News

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Issue 346

February 2025



Bristow Launch Irish SAR



2 0 2 5

Provence-Alps-Côte-d'Azur,
South East France

27-28 May 2025

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T H E N E T W O R K I N G C O N T I N U E S



EDITORIAL

As we enter a new era under the US Trump Government, I know there are plenty people getting agitated at having to face four years of the not always predictable 'Donald.

Already things have moved fast and over 1,000 people have been 'let go' or 'sacked' including the head of the United States Coast Guard. I am assured that there is no connection between that and reports of over 1,000 people presenting themselves in small rubber boats in the English Chanel!

It is difficult so close to the events to ascertain whether the removals from office are about failures in leadership, capability or gender but many in other parts of the world may well be glad they are not operating under the same system as is becoming evident in and around Washington DC.

If nothing else this may be an interesting four years.

Bryn Elliott

LAW ENFORCEMENT INTERNATIONAL

PAvCon EUROPE: As previously announced, the dates agreed for the annual event are: Tuesday 27 and Wednesday 28 May 2025, with the exhibition build up, and potential training options, taking place on Monday 26 May. The programme for the main conference and training is still being formulated. Details on the PAvCon Europe website or from admin@pavconeurope.eu



PAvCon Europe – The Networking Continues

After PAvCon Europe 2024, organizers told APSA representatives there were no confirmed plans for 2025. While PAvCon Europe worked on options for 2025, APSA planned an event to maintain continuity, thereby announcing an alternative event and venue during European Rotors. However, PAvCon Europe had meanwhile resolved earlier issues with the venue and confirmed a 2025 event hosted by Air Attack Technologies (Perpignan) that was slated for one week before the APSA offering at European Rotors.



Believing that competing events so close together would be harmful, APSA graciously cancelled their European event. They are now supporting PAvCon Europe while exploring other ways to provide top-notch aircrew training in Europe and beyond, aligning with APSA's mission.

The PAvCon Europe event website is up and running and offers both exhibitors and attendees the option to express an interest or book.



Cover Story: IRISH SAR now on line and operated by the Bristow led consortium



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

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BANGLADESH

POLICE: By May 2024, it was reported that one helicopter would be delivered in July and the other in August, with government funds allocated in the upcoming budget. One airframe (S3-CPA) exists, but no firm delivery date is set. [Aerospace Global]

BRAZIL

SAO PAULO: In the State of Sao Paulo, Brazil, they have a fleet of 24 AS350 helicopters they are civil registered but each has a fleet number preceded by Aguia (Eagle), they fly from eleven operational bases and fly some 9,000 hours each year. Unlike many law enforcement air operations across the globe, they have little experience of EO/IR technology. They have just one Guimbal FLIR camera and have a wish to learn more. I cannot recollect, or find on the Internet, a sensor called Guimbal so support and intelligence for it must be at a premium. They make little helicopters under that name in France now.

The Comando de Aviação da Polícia Militar de São Paulo are using cameras, who does not, but footage is handheld cell phone recordings appearing on social media and not a professional, recordable, technical rig that will have credibility in a court of law.

It is a long way from Brazil to meet up with nations who regularly use EO/IR cameras to even understand what they need to buy, let alone the cost of the travel or the equipment. So, Captain Fabio Bernardo, a pilot with the unit has been online asking for advice via Facebook (ALE). So far, the options presented to him include visiting APSCON in the USA - although PAvCon Europe is another option – unless the sensor industry sees an opportunity to attract the unit to an event somewhere closer to Sao Paulo. Meanwhile his open approach has led to APSA members on each side of the Atlantic talking to each other in an effort to get the information into the unit in Brazil in an economical manner. cavpmdivop@policiamilitar.sp.gov.br



São Paulo do have an EC135 helicopter, PR-UBI Aguia (Eagle) 33, as well as the AS350s, it primarily functions as an air ambulance/transport.

Instagram [cavpm_pmesp](https://www.instagram.com/cavpm_pmesp)

CANADA

BORDER SECURITY: In pursuit of the border security measures mentioned in last month's issue of PAN, Canada is now deploying Sikorsky Blackhawk helicopters and drones to patrol the U.S.-Canada border. Two of the helicopters, were deployed last month.

Getting new airframes at short notice is difficult so the Royal Canadian Mounted Police (RCMP/Mounties) has finalised a leasing contract for the Black Hawks that will be used to help patrol the border but no final fleet numbers target has yet been announced. With a 9,000km border the original helicopter fleet of 9 smaller helicopters (including the AS350 and H145) was unable to undertake the task. Mathieu Bertrand, chief superintendent and director general of serious and organised crime and border integrity for the RCMP, said the force has been assessing the force's border capabilities since 2023, a factor that allowed them to move quickly on leasing the Black Hawks.

One of the Black Hawks is registered C-FHKS. That airframe is an UH-60A serial number 70-917 built to a US military contract as 85-24435 and now civilianised as a UH-60 and operated by Helicopter Transport Services (Canada) Inc at Carp, ON from May 2023. The second UH-60A is C-FHLY 79-23337 c/n 70-154, built in 1981. They were previously assigned to wildfire attack. Although refurbished they are 50 years old airframes so not exactly in the prime of life.

The RCMP Federal Policing Northwest Region has increased its security posture with the addition of regular Black Hawk helicopter flights along the Manitoba border with the United States. The first of these regular flights began on Sunday, January 19th, 2025.

The flights will target all illegal activity along the border; this includes searching for individuals who illegally enter Canada between official ports of entries and for the human smugglers who facilitate their travel. It will also be used to detect and stop illegal smuggling and trafficking of contraband such as illicit drugs into, and out of, Canada.

The helicopters will have police officers on-board who can quickly respond to any location near the border where illegal activity may be taking place. In addition, the helicopter can help direct Integrated Border Enforcement Team officers, who patrol the Manitoba border in vehicles, to any suspicious activity.

Some 60 new drones have been deployed to the border with the United States, and plans are in place to add additional surveillance towers. Also planned is new technology including x rays, mobile x rays, and handheld chemical analysers.

Already it is reported that new restrictions on visa requirements have led to an 89% drop in people known to be crossing over illegally into the United States since June 2024. The length of the border and its desolation suggest that is another case where not enough resources are being applied to the problem. There may be trouble ahead....



©RCMP

WINNIPEG: A city police report is recommending a new \$13.5M helicopter be cleared for take-off, with the current ageing chopper outdated. The report, on the city's executive policy committee's agenda, recommends council approve a contract to provide a lease-to-own Airbus H125 helicopter from Calgary firm Eagle Copters, replacing the current Airbus H120, C-GAOL, purchased in 2010 for \$3.5M.

The estimated \$13,481,100 price tag (PST and GST extra, as applicable) is based on a monthly lease of \$74,895 for 180 months (roughly \$900,000 annually for 15 years) from the contract start date. The bid was open for acceptance until the end of the month. After that, the matter would have to be re-tendered, with price escalations six to eight per cent on the base aircraft (US\$3.8M) expected.

Costs associated with the initial lease period are included in the Winnipeg Police Service's 2025-2028 budget, which requires adoption by council to replace the 15-year-old aircraft. The report suggests the production, customization and delivery of the new aircraft would take 18 to 24 months. The noise footprint of the new aircraft is louder than the one it would replace, and that the flight ops unit will continue to use "best practices" to mitigate the sound while airborne over the city.

According to 2023 operational data, Air 1 spent 864.4 hours over 220 days in the air and was dispatched to 1,941 calls, of which 1,459 were deemed high-risk, including 100 vehicle chases. The helicopter is credited with locating 401 people in 2023, including 200 involved in an alleged criminal event. It also aided in 14 searches for missing persons and 44 individuals deemed to be at risk of self-harm. Air 1 also helped the Winnipeg Fire Paramedic Service on 34 fires, providing top-down video for fire crews.

The aircraft was grounded for 64 days due to maintenance in 2023, along with another 60 days for weather and 21 days due to staffing issues. [WPS]

ESTONIA

BORDER GUARD: It has been reported that, due to age and specification, all of the Police and Border Guard Board's three AgustaWestland AW139 helicopters faces seasonal restrictions and technical issues.

Only one of the helicopters is equipped with a de-icing system and even that has been malfunctioning for the past 14 years. The Ministry of the Interior is currently assessing whether the state should purchase additional helicopters or replace the entire existing fleet.

In December, the Police and Border Guard Board (PPA) aviation unit was requested to assist with three medical flights. All three were cancelled due to weather conditions, it is reported that poor weather led to the cancellation of 16 medical flights last year. Estonia has an additional need for helicopters to undertake search and rescue missions, maritime rescue and a wide range of other critical tasks.

The weather restrictions affecting the AW139 fleet are a problem not only in severe weather, but the problems also start in damp conditions with temperatures hovering around freezing. If ice forms on the rotor blades, flying becomes extremely hazardous.

Estonia received its first AW139 helicopter in 2007, the second in 2008 and the third in February 2011. At the time of manufacture none of them was built with an anti-icing system installed, that only became an option after the third aircraft was completed. The de-icing system for the type led to one of the Estonian aircraft being the first to be retrofitted. It is suggested that this led to a system that has been unreliable, and it remains full of teething problems. The various improvements in the system have not proved to be capable of retrofit into the one aircraft and it is not possible to add the system to the other two.

Spares were also a costly challenge and attempts to control the problem a framework agreement was signed in the spring of 2022.

Looking to the future there is an outline plan to replace the three AW139s with at least four helicopters being acquired to meet operational needs. The government proposed to the European Commission that it would purchase two new helicopters for €55M. There was an emphasis on medical work to add pressure to overcome any intransigence the EU may have had but it became clear that there was insufficient money available in the pot. Current predictions suggest that the aircraft will still be in service for another 8 years and that the type will again be the AW139 because of the addition costs associated with changing supplier and model.

GERMANY



POLIZEI SACHSEN: The Saxon State Police currently have a fleet consisting of three Airbus Helicopters EC135s. On December 17 last year one of the three D-HSND, now upgraded to a EC135T3 flew into Flugplatz Bautzen near Kubschutz east of Dresden to pick up an officer. A new H145 helicopter is in prospect to be added to the fleet. [Johannes Herrmann Facebook]

JAPAN



NATIONAL POLICE AGENCY: The NPA of Japan has taken delivery of two Airbus H160 helicopters, making it the first para-public operator of the type in Japan. The first H160 was delivered at the end of last year, with the second delivery in January.

The H160 is designed and built to offer the highest standards of operational safety, while providing unparalleled comfort in its class. The helicopter is capable of performing a wide range of missions, including law enforcement operations, maritime transport and SAR, HEMS, private and business aviation..

LITHUANIA

INTERIOR MINISTRY: In January 2006 Lithuania signed an agreement with Eurocopter to buy three helicopters to conduct patrols on its border with Russia and Belarus. The €18.6M, (\$22.6M) deal saw the delivery of two EC-135 and one EC-145 aircraft. The money came from European Union funds for the protection of the EU's external borders.

In 2021 SAFRAN Helicopter Engines Germany GmbH in Hamburg was awarded an engine maintenance contract worth €800.000 to cover the maintenance of Lithuanian Ministry of the Interior Safran Arrius 2F (EC120), Arrius 2B2 (EC135T2) and Arriel 1E2 [EC145) engines.

Now pending delivery is a further H145 helicopter flying on test marks of D-HBTW. This will be delivered as LY-HWW. The helicopter is one of three ordered from the manufacturer in November 2023, this was announced at the European Rotors event. At the time it was stated that the three additional H145s would bring the total number of Airbus helicopters in service with the Lithuanian government to eleven. The helicopters will be operated for a wide range of missions including search and rescue, disaster relief and med-evac, border patrol, firefighting, transport of donor organs, and operational deployment of the Lithuanian Special Forces. No updated details of this contract are currently available.

SOUTH AFRICA

GAUTENG: Like many, South Africa is a country with a vast expanse with few effective law enforcement resources, as a result, from time to time the security industry seeks to bolster the efforts of the police with additional resources.

In December Network 24 reported that an aircraft equipped with advanced intelligence, surveillance, and



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reconnaissance (ISR) technology was deployed to combat crime in Gauteng over the festive season. The operation was coordinated by Bidvest Protea Coin, which had received a request from its clients to develop a solution for combatting crime during Christmas.

Gauteng is one of the nine provinces of South Africa. Situated on the Highveld, surrounding Johannesburg, Gauteng is the smallest province by land area in South Africa but is the most populous and including some of the areas associated with civil and criminal unrest.

Starting December 11, 2024, the ISR-equipped Cessna Caravan, reported to be ZS-AMA commenced flying at irregular intervals, primarily at night, to monitor for and provide information on all manner of criminal activity. Specific areas of focus included illegal mining activity and vandalism of the main fuel supply line from KwaZulu-Natal.

The aircraft was also set to monitor and respond to business crimes and general incidents reported by the public through the primary emergency call system (#10111).



Cessna 208 ZS-AMA ©

The Caravan's EO/IR system is an Argos-II airborne observation system, a 16-inch class stabilised sensor turret that incorporates numerous sensors and electronics in a single unit, fitted to the bottom of its fuselage.

The supplier of the Caravan and pilot was Incomar based in Centurion, while FNB, Nedbank, and Engen sponsored the fuel and the pilot's pay. In addition to the pilot, the aircraft is manned by a technician to control the cameras, as well as a police officer and a member of Bidvest, a security company, to communicate with teams on the ground. Private security companies like Bidvest have been using ISR technology in South Africa for several years but it has only been applied to fixed-wing aircraft recently.

Around 1,400km (870 miles) to the west, the City of Cape Town (CoCT) officially launched its own role equipped Cessna in February 2024 after tests covering both security and fire support in 2021. The city uses it to combat poaching, land invasions, vegetation fires, illegal street racing, responding to gang incidents, and pursuing stolen or hijacked vehicles.



Cessna 337 ISR ©coct

Instead of the roomy Caravan used by the privately funded Gauteng project, the CoCT fitted an Argos-II EO/IR turret underneath the left wing of a venerable twin-piston Cessna 337H Turbo-Skymaster N952AS. The US registered aircraft is owned by A2G International based in San Juan Capo, California and is one of several similar examples of the 45 year old models owned by A2G operating ISR roles across the globe. It may be earlier technology, but it does get the camera up where it needs to be. The aircraft can cover larger geographical areas, stay in the air for longer periods doing low-level reconnaissance flights and will be less weather dependent than drones.

In addition to the emergency services use the Cessna can also help with monitoring high-voltage lines and vandalism of vital infrastructure, as well as researching coastal impacts and biodiversity-related issues.

[mybroadbandZS]

Ed: Contrast this with the air support unit set up by the Cumbria Police using a similar Cessna 337 30 years ago [1995]. They got the certification wrong and the camera fit (an Agema) was simply not suited leaving the flight characteristics as marginal. The UK CAA did not like it - and yet the South African aircraft is flying in hot and high conditions without trouble. In retrospect the Argos EO/IR installation is probable lighter and more streamlined and of course they do not have to face the usually intractable CAA! Cumbria Police has never flown air support since.

UKRAINE

MINISTRY OF INTERNAL AFFAIRS: The Head of the Ukraine Ministry of Internal Affairs Ihor Klymenko and the Special Commissioner of the President of France for assistance and reconstruction of Ukraine Pierre Heilbronn were discussing cooperation in the field of aviation of the Ministry of Internal Affairs, maritime security, as well as land and underwater demining last month.

On January 17, a meeting was held in Ukraine to discuss the exchange of experience with French specialists in the field of security and rescue operations, as well as providing medical equipment to helicopters carrying out evacuations. Separately, those present raised the issue of maritime security and the supply of French boats to the units of the Marine Guard of the State Border Guard Service of Ukraine.

The parties also discussed a grant agreement between the governments of Ukraine and France for €200M, to facilitate the restoration and support of critical infrastructure and the development of sectors of the Ukrainian economy. Involved as a focus of what were apparently mainly post war the discussions around clearing the country of mines and other dangers were future aviation resourcing for the State Emergency Service and the National Police.

Editor: In 2018 a major contract was signed with Airbus Helicopters involving 55 helicopters for the Ministry of Internal Affairs. They were to replace existing Russian designs and were said to include the H125, H145 and H225. Deliveries, starting with examples of the H225 started in 2021 and the Police of Ukraine were to have received the first ten H145 model in 2020. Movement since then has been shrouded in the secrecy of the war but it can be expected that attrition in airframes and pilots will have completely changed the situation.

The original order stated they were going to the State Service for Emergency Situations, the National Guard, the National Police and the State Border Service of Ukraine, mainly for rescue and public order, criminal investigations, anti-terrorist and special missions, state border protection and road safety.

UNITED KINGDOM

NPAS: Despite ongoing advertising for more pilots and more TFO's it appears that manning of the aircraft remains a constant problem.

Last month NPAS were still advertising for fixed and rotary wing pilots.

Fixed Wing

Requirements for the fixed wing include a minimum of a CPL (Aeroplanes) with RT Licence, a valid multi-engine type or class rating (single pilot aircraft), A valid Single Pilot, Multi-Engine Instrument Rating with a Performance Based Navigation endorsement (IR-SP-ME Class SE + PBN)

A minimum of 1,500 hours total flying time and be in current multi-engine practice, which must include:

500 hours as Pilot in Command (PIC) single pilot aircraft fixed wing

100 hours flying time IFR

50 hours night of which 25 hours to be PIC.

Rotary Wing

Minimum of a UK Commercial Pilot's Licence (Helicopter) with RT Licence. A minimum of 1,500 hours or 1,000 military helicopter, total helicopter flying time which must include an absolute minimum of 100 hours flying at night including, 20 hours PIC at night, 500 hours PIC overland under VMC. As a comparison, in 1998 the expectation was that the pilot would have a minimum of 2,000 hours total time and 1,500 pilot in command.

Instrument Ratings for pilots have been set aside—binned as there is no requirement for them. This was pointed out years ago but ignored by management. The take-up of civilian TFOs without previous police



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experience has also been set aside. They rarely met the need as they didn't have a Police mindset. This was another area that was pointed out but ignored. In contrast there are civilian TFOs still in the service, but they are drawn from persons with police experience – including the retention of existing police officer TFOs retained after retirement.

Editor: There is a great deal of activity directed at researching drones and this is tending to illustrate that the small quad rotor unmanned craft are not a replacement for manned aircraft but an economical alternative that can undertake a fraction of the tasking economically and often more readily. Drones can be useful in a static scenario but in an "action scenario" they lose out to manned craft (helicopters or fixed wing) when in a pursuit. It takes too long to get the drone back, pack up, move to the new location and set up again. The arrival of unmanned assets in the BVLOS category may change this in time but, as ever, the actual impact of this class of air asset is many years away.

Meanwhile the future of manned helicopters seems directed at the latest version of the Airbus Helicopters H135, the 'preferred' option of something different in London having been firmly rejected and 'The Met' ignominiously put in their place.

There are muttering in high places about more financial cuts to services, with the numbers of officers being rolled back by a thousand or so.

As has been pointed out on many occasions in the past, despite the gloomy predictions, the numbers are still not as low as they were 30 years ago. It is how the officers are deployed that has changed. Solo working is now frowned on (but not unknown) and that depletes the numbers massively.

In the wake of the tit-for-tat, politically driven pardons and sackings in the USA by an incoming President Trump it is probably a good job that things in the UK operate on a different plane. If Trump were to visit Wakefield, I suspect there would be a lot of early retirements.



In recent weeks Fortbrand has been visiting NPAS air units to upgrade the many long serving Powervamp GPUs in service. Prior to the creation of NPAS individual units were able to choose the GPU of their choice and it led to an at times interesting and competitive sales battle as to who chose what. Eventually though the team at Powervamp led by Richard Roller (now retired) developed what turned out to be the natural choice for all units (and a good selection of international customers) in the models 1500/40 and 3000/80. Powervamp the brand remains as a part of the French Alvest Group , and it covers far more than GPUs these days, it has moved from its original base near Bristol to Bedfordshire.

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UNITED STATES

CALIFORNIA: - San Diego Police have taken delivery of the first of three Airbus H125s they ordered N882SD, c/n 9553 - arriving at Montgomery Field in San Diego on 18th November. The other pair, N883SD and N884SD are currently in completion

Riverside County Sheriff has taken delivery of an Airbus H125 - N996RS c/n 9569 - arriving at Hemet/Ryan Airport on December 9. [Parapex]

FLORIDA: A Bell 429 has been acquired for the Florida Fish and Wildlife Conservation Commission. The 2016 Bell was formerly operated by Palm Beach County Sheriff as N357RB c/n 57312. It will now be N357FW. Joining a mixed fleet that includes recently delivered Bell 505 and a Cessna 208.

Broward County Sheriff, on the Atlantic coast north of Miami, has taken delivery of the first of two Airbus H145s it has on order - N268BC c/n 21212 and Seminole County Sheriff, located at Sanford Airport north of Orlando has taken delivery of another Airbus H125 - N186AH c/n 9495 that is thought to be a replacement for N174SC c/n 9349 damaged last summer. [Parapex]



Several years after giving up their OH-58 helicopters for a fixed wing only fleet based on seven Cessna 172 and 182 light aircraft the Florida Highway Patrol has recently added a helicopter back to the mix . The newly added aircraft is used 2012 model Bell 407GX (N407LT, c/n 54361). The helicopter was purchased from North Carolina based Duke Energy where it was used for inspection and security of the power company's assets. As delivered it comes with a Garmin G1000H Glass Cockpit, Synthetic Vision System, Helicopter Terrain Awareness & Warning System (HTAWS), Heli-SAS Autopilot Kit, Traffic Avoidance System , GTS 800 XM Weather, GDL-69A Radar Altimeter and air conditioning for those hot and humid Florida days. It is unknown what law enforcement mission equipment may be installed, but the aircraft was camera equipped while in use by Duke Energy. This purchase is one of many used aircraft the Florida Highway Patrol has recently purchased to increase their capabilities. Others include two Cessna 206H equipped with underwing Wescam MX-10 sensors bought in 2022 and a Pilatus PC-12/45 and a Cessna 208. [Jon Goldin/PAR]



LOUISIANA: Louisiana State Police has acquired a 2019 Pilatus PC-12/47E aircraft, c/n 1845 N57265, for \$5.5M as the primary aircraft for the use by State Governor Jeff Landry in-state and regional travels. It replaces two helicopters that previous governors had used for 20 years.

The PC-12 was purchased through a second-hand sale on September 18, 2024, and it was FAA certified on October 15. Although assigned to the State Governor the aircraft will potentially see a wider use as a police asset undertaking air ambulance and prisoner transport missions.

Last spring Louisiana State Police also bought two new Bell 407GX_i helicopters to upgrade the police fleet

at a cost of \$6.5M each. They were ready for use last August, just before the Pilatus was acquired. They too are seen as an asset politicians can call upon for transportation. For most of the past 30 years, Louisiana's governors have relied almost exclusively on state police helicopters for their in-state travel.

Money for the helicopters came from the state's general fund, which can be used for any government purpose. Dollars for the new plane came from the state's Riverboat Gaming Enforcement Fund, which is supported by gambling companies' licenses and fees. Taxpayer-sponsored plane travel can be controversial, and the timing of the purchases was no doubt carefully timed to avoid too much public scrutiny.

NEVADA: In many ways the USA has a different grasp of what is or may be important when it is compared with European ALE operators.

In Germany they go to a great deal of effort to provide air escort railway trains of nuclear waste where other nations rarely do so. In the USA they put a significant effort into visually searching bridges and other important infrastructure for bombs from the air, and they regularly sniff the air around 'special' events to ensure that the local nuclear readings are not heightened.

In the final days of December, the National Nuclear Security Administration aerial radiation survey was using an Leonardo AW139 N2314 to check radiation levels prior to the New Year celebrations in Las Vegas.

The survey took in overflights of the Strip, downtown and other areas of the Las Vegas valley. The mission was to observe normal environmental radiation levels so the government could monitor spikes during the celebration, which attracted around 350,000 visitors to the Las Vegas area.



The AW139 is a new tool for the Nuclear Emergency Support Team (NEST). That's the umbrella designation for all U.S. Department of Energy radiological and nuclear emergency response efforts. It was also used to 'sniff' out the Las Vegas area in monitoring for the F1 Las Vegas Grand Prix. Most nations would simply ask "Why?"

Within NEST, the Aerial Measuring System (AMS) is operated by the Nevada National Security Sites' (NNSS) Remote Sensing Laboratory (RSL), based out of Nellis Air Force Base and Joint Base Andrews in Maryland. The new AW139 joins a mixed rotary and fixed wing fleet, which consists of multiple aircraft equipped with advanced instruments to detect and measure radiation.



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MICHIGAN: The Detroit Police Department recently released images of their 1998 Bell 407 (N511PD Serial# 53292). Although new to Detroit this helicopter has a long history of law enforcement service. Originally purchased and delivered in 1999 to the Maricopa County Sheriff's Office in Phoenix, Arizona (as N907MC). Not long after being delivered, a dispute developed with Bell Helicopter and the 407 returned to the manufacturer. Next to purchase was the Charlotte-Mecklenburg Police Department in Charlotte, North Carolina (as N406PD) in 2001. It served for many years until July 2023 when it was traded into Bell as credit towards a new Bell 407. While at Bell the airframe went through its fourth painting and law enforcement completion. The Detroit Police took delivery in the second half of 2024.

NEW YORK: After receiving bad news from the FAA on stricter crew training requirements in upgrading to a twin engine H135 helicopter Erie County Sheriff's Office has decided to trade in its existing AS350 helicopter and take delivery of two new H125 helicopters instead. They had already paid Airbus a deposit for the H135 so that has been credited to the revised deal.

VIRGINIA: IOMAX, a privately held U.S. company and a full spectrum, global provider of aerospace, surveillance and weapons system design and customized solutions, has been awarded a contract to equip three new Virginia State Police Daher Kodiak 1000 aircraft with advance ISR capabilities.

Under the terms of the contract, IOMAX will integrate the latest in electro-optical/infrared (EO/IR) sensors, cutting-edge communications systems, and sophisticated mission management software into the Daher Kodiak 100 series aircraft. These enhancements will enable the Virginia State Police to execute a wide range of missions with increased efficiency and precision, including public safety, search and rescue, and disaster response.

Currently the VSP operate Cessna 206 aircraft acquired three years ago in a similar role and it may be that they are being replaced with the more capable aircraft.

IOMAV is based in Mooresville, North Carolina.

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AIR AMBULANCE

AUSTRALIA

VICTORIA: Whatever you do, do not invent an anniversary! Ambulance Victoria in the southern reaches of Australia has just claimed to be the ‘Worlds first civilian helicopter ambulance service’ - an accolade that is bound to be claimed by others.

On January 18, a historic moment was commemorated at Peninsula Aero Club with the unveiling of a restored Bell 206 helicopter – a replica of the iconic Angel of Mercy, marking the birth of the world’s first civilian helicopter ambulance service. Hosted by the Peninsula Aero Club and supported by Ambulance Victoria and EastLink, the event was a fitting tribute to the visionaries who revolutionised emergency medical care in Victoria.

Retired paramedics and ambulance officers who worked on the original Angel of Mercy along with Andrew Keenan, Ambulance Victoria Director of Complex Care, beneath the restored replica of the iconic Angel of Mercy. (L-R: Phil Brake, Doug Dawson, Doug Quilliam, Jeff Allen, Erik Schanssema, Clive Butler, Alf Greaves, David Cooper, Ray Trinham, Andrew Keenan, Ralph Casey, Maureen Watson, John Clancy)



The Angel of Mercy, which first began operations in 1970, symbolised a groundbreaking step in pre-hospital care. Today, Ambulance Victoria continues to honour this legacy with cutting-edge aeromedical technology and an unwavering commitment to saving lives. HEMS02, one of Ambulance Victoria’s modern, state-of-the-art helicopters touched down at Tyabb Airport just after the unveiling ceremony. The contrast between the old and the new underscored the incredible advancements made in air ambulance services over the past five decades.

The Angel of Mercy’s service was born out of necessity. In the 1970s, long and difficult road transport from the Mornington Peninsula to Melbourne posed significant risks to patients. The visionary work of Peninsula Aero Club members, Dr Tom Ready and Bill Vowell, addressed these challenges by pioneering the first civilian helicopter ambulance service. The service’s impact was felt far beyond the local area, inspiring similar initiatives globally.

Ambulance Victoria’s current air ambulance fleet includes six AW139 helicopters and four King Air fixed-wing aircraft, providing statewide 24/7 coverage. With an operating range of up to 650 kilometres, Ambulance Victoria’s helicopters respond to nearly 2,000 requests each year, bringing critical care to those in remote or inaccessible locations.

Editor: Civilian air ambulances date back to the 1930s, and Australia may well hold that record, but the world’s first civilian helicopter air ambulance? The Victoria claim is January 1970. The Bell 206A VH-AAL c/n 606 was nominally manufactured in 1970 and claimed to be the first full-time dedicated Ambulance Helicopter in Australia, starting ops in 1970. The original helicopter was wrecked in an injury accident in New South Wales in November 2006, so it provided good service for 36 years.

Germany claims the status as well. According to their claim, the first permanent civil air ambulance helicopter was Christoph 1 which entered service at the hospital at Harlaching, Munich in 1970 but no month is given. The helicopter was an ADAC Bolkow BO105A G-HILF. The German BGS operated some civil Bell UH-1D Huey’s before then but although associated with ADAC and the modern Bundespolizei they were, at that time, a military formation the Bundes Grenz Schutz or Border Guard.

REGA in Switzerland also claim a first with an Alouette in 1971, they had access to a Bell 47 some years earlier, but it was not a dedicated aircraft.

Flight for Life became the United States’ first civilian HEMS operator in 1972, based at St. Anthony Central Hospital in Denver, Colorado.

The French Sécurité Civile (called Protection Civile until 1976) began rescue missions dating back all the way to 1959 when for the first time it rescued a mountaineer suffering from a heart attack at the highest resting point on Mont Blanc (and indeed the highest in all of Europe) the Vallot refuge, at 4,362 metres, but that too was not a dedicated mission helicopter.

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ESTONIA

AIR AMBULANCE PLANS: The Ministry of the Interior will complete an analysis of future air ambulance needs in Estonia this month. Currently, rescue or emergency flights are provided by the Police and Border Guard (PPA). Those connected to medical issues account for around 25% of all flights made.

The PPA flight unit has three Leonardo AW139 helicopters and two fixed wing aircraft that are scheduled to react to emergencies at 15 minutes notice. Their actual capability is though altered by the need for regular maintenance and unexpected breakdowns. Another limit is the weather.

As the AW139s were acquired in the period 2008-11 the current de-icing system is not very reliable. There are weather conditions that no helicopter can fly in, but it is also true that the limited de-icing capabilities and problems with spare parts mean Estonia's helicopters are increasingly unable to operate. The questions of exactly which capabilities Estonia needs is part of the investigation. Should Estonia have a separate air ambulance helicopter? Flights could be provided by a private company, but it would cost approximately €8,000 per hour.

Setting up a dedicated medical helicopter would cost around €2M but the actual number of trauma cases this would service is relatively low, and the authorities say that it is very difficult to say how many lives could be saved by having a dedicated resource.

Ninety-five percent of Estonians live in areas where an efficient ground ambulance service is 15 minutes away, placing an air ambulance in the luxury bracket. Upgrading the service from a 95% capable service to one offering 99% by improving the de-icing system will be costly and potentially pointless and Impractical. [eef]

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GUYANA

AIR AMBULANCE: Costruzioni Aeronautiche TECNAM has announced the delivery of two P2012 Traveller Continental aircraft to RORAIMA Airways in Guyana.

After performing the aircraft acceptance in the Tecnam facility in Italy, the first aircraft has been transferred to Guyana in a ferry flight performed by the airline. The aircraft will be used for passenger and medical services, the latter a facility supported by the Government of Guyana.

The two new aircraft are provided with multi mission configurations that will enable the airline to offer 24-hour Air Ambulance operations, raising the bar for medical evacuation and air ambulance flights in the country. These are the first examples of the P2012 Traveller in the region. <https://roraimairways.com/>

LUXEMBOURG

AIR RESCUE: LAR, long associated with the MD900 Explorer, the air ambulance is increasingly embracing a move to the Airbus Helicopters H145. LAR have registered a third and fourth H145, both 2015 models with four blade D2 models.

LX-HEY BK117D2 (20026) ex N11JZ

LX-HHO BK117D2 (20030) ex N7EU

It is expected that they will be upgraded to the five blade D3 configuration like their first two were. This takes their H145 fleet to four, which likely means the MD900s are finally on their way out.

UNITED KINGDOM

CORNWALL: Cornwall Air Ambulance was tasked to 1,064 missions during 2024. New figures released by the charity show 445 of the incidents were trauma-related, 327 were to help people who had suffered medical emergencies and 274 were in response to cardiac arrests. The crew also carried out 18 inter-hospital transfers.

EAST ANGLIA: The charity flies two H145 helicopters on missions in eastern England. There have been some flight safety related aircraft transfers in the fleet in recent weeks. The reason for this is due to G-RESU's (which usually flies from Norwich) having Inlet Barrier Filters (IBFs), they help to protect the engines from the sandy and dusty conditions in and around the coastline. This is great for the summer months but is not needed so much during the winter.

There are additional considerations for G-RESU due to the IBFs at this time of year: The helicopter can't fly in low temperatures (below +5 degrees Celsius) with visible moisture (clouds, fog, mist) in the air as the Inlet Barrier Filters are more prone to blocking through icing. Effectively this means that G-RESU can't fly through sleet or snow with less than 1,500m visibility. The helicopter can't hover for more than one minute in 'blowing snow' i.e. the snow lifted by the aircraft's downwash. This is particularly an issue for HEMS operating sites in the winter.

G-HEMC, usually based at Cambridge, has standard engine air filtration and no IBFs fitted so it can fly through visible moisture (clouds, fog, mist) as long as temperatures are above zero degrees Celsius. Visible moisture is harder to see when it's dark, and it's often colder at night. The Norwich based helicopter flies the 24/7 missions so does more flying during the hours of darkness than the Cambridge-based aircraft, leading to the repositioning of aircraft given the IBF restrictions and flying in the cold.

KENT, SURREY & SUSSEX: A new research paper by the charity shows that Pre-hospital Emergency Anaesthesia (PHEA) provided by Helicopter Emergency Medical Service (HEMS) crews is faster than transporting major trauma patients to hospital for anaesthesia, which can significantly affect patient outcomes.

The KSS Research Team found that it took an average of 64 minutes from the emergency call for patients treated by HEMS to receive an emergency anaesthetic, compared to 84 minutes where there was no HEMS involvement, and the patient had to wait until hospital arrival to undergo emergency anaesthesia.

Pre-hospital Emergency Anaesthesia (PHEA) is a critical intervention for major trauma patients, particular-

ly those with a traumatic brain injury. It is given to protect the patient's airway and ensure they are sufficiently ventilated.

In the UK, PHEA can only be performed by highly skilled clinicians, either in the Emergency Department (ED), or by air ambulance crews. The number of patients who require PHEA after trauma exceeds the capacity of air ambulances to deliver them, so patients are often transported to the ED by ambulance staff with an 'unprotected' airway. National guidelines recommend that major trauma patients requiring PHEA received the intervention at the accident scene and ideally within 45 minutes.

Professor Richard Lyon MBE, Executive Director of Research and Innovation and Deputy Medical Director at KSS commented: "This paper shows that HEMS-delivered Pre-hospital Emergency Anaesthesia is faster than just transporting major trauma patients to hospital for anaesthesia.

The paper, published in *The Scandinavian Journal of Trauma, resuscitation and Emergency Medicine*, looked at 209 patients in Southeast England who had suffered trauma, mostly from involvement in a road traffic collision or a fall from height. These patients often have a reduced level of consciousness and require an emergency anaesthetic to allow protection of their airway and ensure ventilation to be optimised.

The study concluded that HEMS involvement in providing PHEA rapidly can potentially save lives and improve outcomes for people with serious injuries. It suggests that more patients could benefit from faster, pre-hospital emergency care.

KSS has an established reputation for Research and Innovation which has paved the way for improvements in patient care in the UK and around the world.

SCOTLAND - CHARITY: The northernmost regions of the United Kingdom are served by two air ambulance operations, one a National Health Service resource with helicopters and fixed wing and the other, more recently set up, a charity funded service like those in other parts of the United Kingdom.

Scotland's Charity Air Ambulance (SCAA), currently operating two examples of the EC135 from Aberdeen and Perth, is set to launch the UK's most advanced helicopter air ambulance of its type, the H145.

The new Airbus H145 D3 is currently in production and will receive its customised aeromedical fit-out, along with some modification, before being ready for operational service with SCAA later this year. The state-of-the-art twin-engine, five-rotor, aircraft will replace the EC 135 at the charity's Aberdeen base. SCAA Chief Executive David Craig said the new aircraft announcement forms part of the most significant operational investment by the charity in its 12-year history. The new airframe will serve SCAA into the next decade.



SCAA has operated from Perth (since 2013) and Aberdeen (since 2020). "The decision to strategically focus on introducing a new aircraft at our Aberdeen base was driven by reviewing our operational data across all of Scotland over the last five years," said Mr Craig. "Working closely with the Scottish Ambulance Service and their doctor-led ScotSTAR North EMRS (Emergency Medical Retrieval Service), this enhanced and more capable aircraft will ensure that, when critical care is required anywhere in Scotland,

we can provide a team of specialist doctors and two SCAA paramedics to the scene of an emergency. This will deliver a robust specialist and extensive multi-disciplinary team to any incident.”

A new 10-year contract with aviation partner Babcock will also see crews at both Aberdeen and Perth equipped with Night Vision Imaging Systems (NVIS) technology to maximise operational capability.

Mr Craig said that NVIS has recently been introduced at SCAA’s Perth base, enabling the charity to respond more safely to emergencies, increasing its ability to reach more patients during Scotland’s winters. SCAA is now able to deploy to non-surveyed locations anywhere in Scotland during darkness hours this winter using the very latest technology, to the benefit of both patients and crew.

The operational enhancements will add an extra £2M a year to SCAA’s current £8M costs and has set in motion a new round of fundraising to meet the ‘free at the point of contact’ ethos of all of the UK charity air ambulance operations.

Funded entirely by public donation – without any Government contribution – SCAA has responded to more than 6,500 call outs since launching in 2013. In that time, the public has donated more than £65M despite the existence of the NHS air operation.

ABERDEEN: Vital steps to upgrade the ground level helipad at Aberdeen Royal Infirmary so search and rescue helicopters can resume landing there are moving forward. One of the requirements is for the downwash zone for large helicopters to extend 50 to 65 metres from the edge of a ground level hospital landing site “clear of people, parked cars and buildings” to reduce risk.

NHS Grampian has confirmed it will cover the costs, with the health board responsible for its “safe and effective operation”. The Scottish Ambulance Service and Scottish Charity Air Ambulance have been using the ARI helipad as normal in recent months. Search and rescue and other operators are, however, currently landing at Aberdeen Airport and transferring individuals to the hospital by road.

They began to do so after NHS Scotland Assure issued a safety action notice for all hospital helipads to



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be reviewed following a fatal incident in Plymouth, an action recommended by the Air Accident Investigation Branch (AAIB) “to minimise the risk of injury from downwash to uninvolved persons”.

As recently reported, Bristow UK decided to withdraw from 23 “red” list landing sites across the country – including ARI – while safety reviews were being carried out.

SKYCARE: A Pilatus PC-12 NGX air ambulance G-MEDY c/n 2437 (formerly HB-FRK) is now based at London Biggin Hill Airport in Kent. The Pilatus is operated by SkyCare Repatriation, which undertakes private medical repatriation services across Europe and beyond by land and air ambulance from bases in the UK and Alicante, Spain.

SkyCare Repatriation specialise in air repatriation of those who have become ill or been injured abroad, returning them to their home country to receive treatment and support. They serve insurance companies, self-funding individuals, local health trusts, NHS and private hospitals across the UK and Europe. It is part of the BM Ambulance Group, having access to a fleet of over 60 road vehicles to offer a bed-to-bed service.

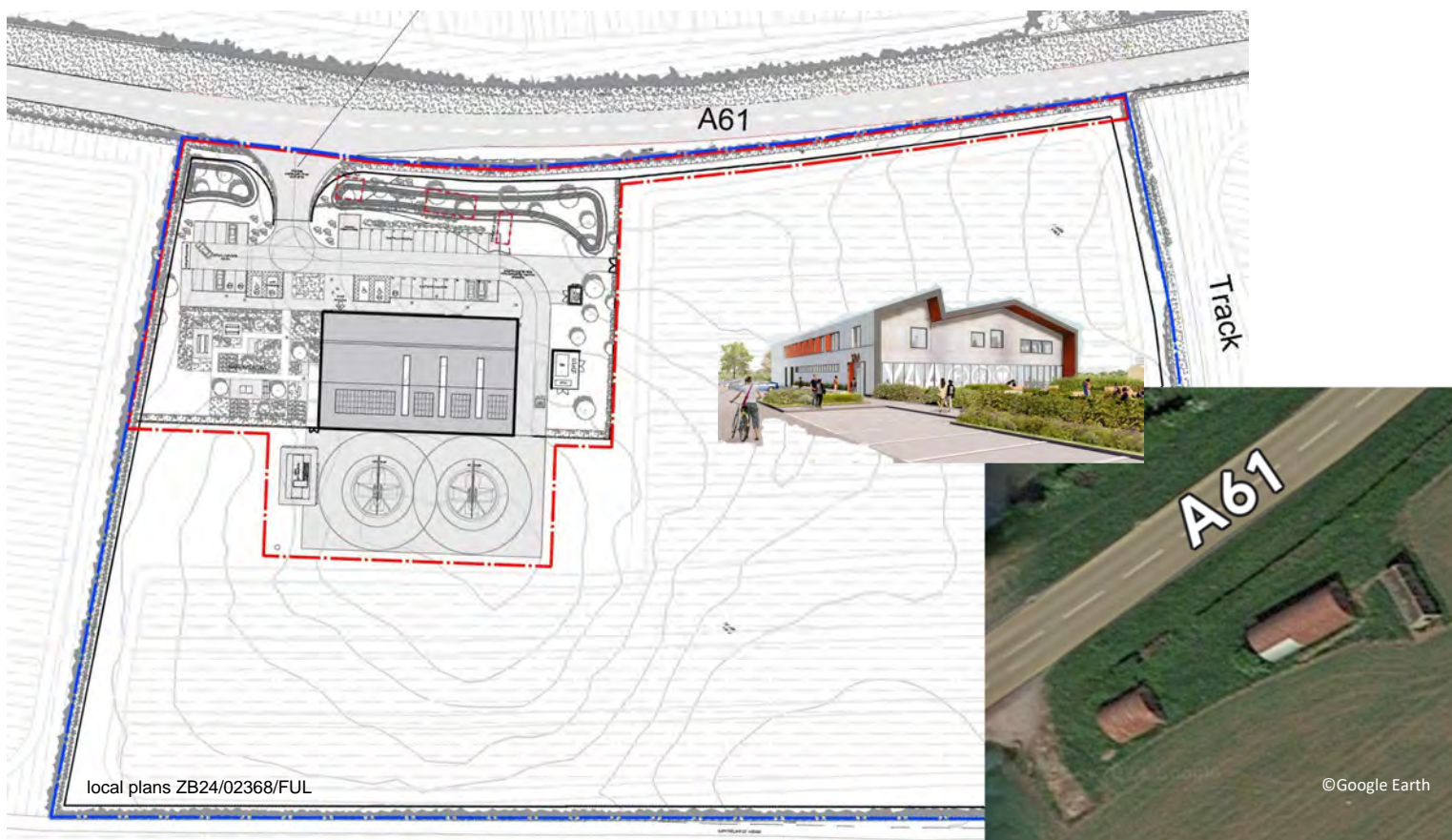


Editor: The holding company BM Ambulance Group is based in Ashford, Kent and is one of several companies involving Craig Bickers including Frag Aviation and several dissolved companies with a similar name.

YORKSHIRE: The planning application for the new unit in Skipton on Swale was published by North Yorkshire Council on January 9. The new site is to be the replacement for the operation based at the control tower in the former RAF Topcliffe (now Allanbrooke Barracks).

New air response unit with aircraft hangar and associated supporting facilities for aviation and clinical activities. External works including developed junction to A61, parking provision, sub-station, external switch room, bin storage, helipad, fuel bowser, windsock, perimeter security fencing and enhanced landscape strategy including staff wellbeing garden utilising land off the A61 road, OS Field 4900, Skipton On Swale North Yorkshire Skipton Grange Track, Skipton Grange Farm, Thirsk YO7 4SB

The location is south of Thirsk, west of Carlton Miniott and close to the existing base at RAF Topcliffe (Allanbrooke Barracks.). South of the A61 road it is close the long-closed former RAF Skipton-on-Swale. The existing Nissen Huts and Brick Store, are the last vestiges of a domestic site on the former Bomber station, they are to be removed to create the entrance to the facility. [local plans ZB24/02368/FUL]



UNITED STATES

NEVADA: Care Flight, the Regional Emergency Medical Services Authority (Reno) has announced the launch of an upgraded helicopter to serve Gardnerville a small town in the west of Nevada and south of Reno.

Care Flight 2 is now a 2024 Airbus Helicopters H125 N902CF c/n 9438 helicopter replacing earlier examples of the AStar including N901CF (2006) and N904CF (2019).

Care Flight says the model is particularly suited for high elevations, alpine environments and extreme temperatures typical of western Nevada. Founded in 1981, Care Flight provides emergency medical and rescue service to the remote and rural areas of Nevada and northeastern California.

REMSA Health purchased the helicopter to replace an older model. Their fleet now consists of four helicopters and one Pilatus fixed-wing aircraft.

WYOMING: Howell Construction in collaboration with Path21 Architecture & Planning, of Denver has completed North Suburban Medical Center's (NSMC) state-of-the-art heliport facility in Thornton, Wyoming.

The 5,000-square-foot project includes a 3,000-square-foot hangar and a 2,000-square-foot staff facility for AirLife Denver. The hangar space is designed to offer a column-free structure, providing an open and efficient area for helicopter maintenance and fuelling. The adjoining staff facility includes essential amenities, a restroom, laundry area, lounge, and ample storage and equipment space, ensuring a comfortable and functional environment for personnel.

A key challenge in this project was its proximity to a medical facility and an active existing helipad, which required strict safety protocols to protect hospital staff, patients, and visitors. The construction team worked closely with hospital personnel to ensure smooth coordination of helicopter traffic, minimizing disruptions to the surrounding medical operations. Extensive safety measures were implemented, and careful planning of helicopter take-offs and landing ensured that construction activities proceeded without interference.

ZIMBABWE

HELIDRIVE: The Kazan Ansat based HEMS service in Zimbabwe is operated by HeliDrive Zimbabwe for the National Air Ambulance Service. Two of the helicopters are stationed at United Bulawayo Hospital (UBH) as six-hour drive from Harare or just one hour in the helicopter. A new helipad is still being built at UB, on completion the helicopter and crew will be based there. Meanwhile the expected response time from Joshua Mqabuko Nkomo International Airport is 15 minutes.

The Ansat helicopters are operated by two pilots and have a medical crew of a doctor and a technician.

[Sunday Mail]

Editor: In May 2023 Zimbabwe 'purchased' 32 Ansat helicopters to set up its free, class less, air ambulance service. At the time it was suspected, but not proven, that they were simply the result of Russia dumping excess PWC 207K powered airframes that could not be operated due to sanctions in the wake of the war in Ukraine. The initial batch arriving in country from Russia was 18 helicopters, with a reported 14 more due by the end of 2025. Most bore the standard Russian HEMS colour scheme, some including the Cyrillic lettering that would be alien to Zimbabwe. The event was held at the Executive Turbine hangar at Harare Airport. Since then, the reports on progress assimilating over 30 helicopters into a non-existent operation have been few and far between. It is known that there is an expectation that training 40 pilots to a sufficient standard to operate the Ansat is taking 3-5 months each at the Prince Charles Airport and that medical staff training is taking place at the Harare Central Hospital (now renamed Sally Mugabe Central Hospital) where the emergency call centre has been set up. Currently the second pilot is Russian. It is known that meaningful operations did not start until August last year and that for patient transfers,

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mainly into Harare where they have the better hospitals. By October the service claimed to have saved the lives of 67 persons and by the end of last year that number had risen to 187 patients, predominantly from remote areas in Mashonaland provinces, to major medical facilities in Harare and Chinhoyi without recording a single fatality.

Four months ago, it was stated that two helicopters were operational with another four predicted to be on line at the end of the year. If met they should now have two in Harare, two in Bulawayo and one each in Victoria Falls and Mutare. The first of the two for Bulawayo, Z-WUI, arrived just before the end of the year and the pair will service the entire Matabeleland region for victims of road traffic accidents, serious medical emergencies and inter-hospital transfers. The latest plan, dated December, sees six helicopters deployed in four stations — Harare Metropolitan, Manicaland, Victoria Falls, and Bulawayo Metropolitan but the timescale appears to have slipped.

FIRE

FRANCE

EVENT: The 2025 edition of Aerial Fire Fighting Europe is taking place next month on March 26-27. Tangent Link, in partnership with the French Ministry of the Interior (and France's aerial firefighting agency, Sécurité Civile), Aerospace Valley, the Fédération Française des Métiers de l'Incendie (FFMI), Bordeaux Technowest, Bordeaux Métropole and Région Nouvelle-Aquitaine are inviting everyone to Bordeaux, France for the 27th edition of the global Aerial Fire Fighting Series.

The two-day event will include conference sessions and a trade show offering industry and practitioners an opportunity to come together to shape the tactics and technologies of the AFF community, and to directly engage with government stakeholders, aerial operators, and technology providers from all over the world. Industry sponsors include Airbus, Air Tractor, Conair, De Havilland Canada and Leonardo.

The event will be teaming up with Air Med & Rescue magazine as a media partner and sponsor. Aerial Fire Fighting Series: Europe is all about pushing the global aerial firefighting community forward, highlighting the latest strategies, technologies, and innovations. It's the go-to event where industry professionals, government leaders, and aerial operators come together for networking and learning. For details check out Tangent Link Limited, based at Chilterns House Business Centre, Eton Place, 64 High Street, Burnham, SL1 7JT UK. info@tangentlink.com

SOUTH KOREA

FIRE SERVICE AIR AMBULANCE: The Korea Fire Agency report on the last year of operations stated that 27 people were transported as ambulatory cases last year and were recorded as saved.

Although they have a primary role as firefighting craft, they sometimes carry doctors. This was made possible because the doctor provided initial responses such as emergency treatment to critically ill patients while onboard the fire helicopter. Operations with doctors onboard increased by 55%, from 20 cases in 2023 to 31 cases last year. In the same period the number of patients transported rose by 113%, from 15 to 32. The survival rate increased by 9.3%, from 75% to 84.3%.

The Korea Fire Agency has been expanding the operational areas of fire helicopters with doctors onboard, starting from northern Gyeonggi Province in 2023.

UNITED STATES

CALIFORNIA: One month on from the start of the fires it is barely a news story, but for the purposes of recording the fact the fires raging in the Los Angeles area reduced some tens of thousands of structures to ash and rubble, killed at least 29, displaced thousands of others and spread over an area larger than the size of San Francisco. The fires started on January 7 and were still burning on January 29, when four fires were still burning. The causes of Los Angeles' wildfires are complex and may have equally difficult and complicated solutions

The FBI is searching for the owner of an unauthorised drone that crashed into a firefighting aircraft in Los Angeles last week. One of the Canadair CL-415 fleet sustained wing damage and was grounded after colliding with a civilian drone. The collision punched an 18-inch hole in the leading edge of the wing. There were no reports of the aircraft becoming uncontrollable or of injuries.



So far, there have been about 40 incidents where an unauthorised drone has stopped firefighters from continuing their air operations, according to California officials.

Police arrested three people involved in two drone incidents related to aerial firefighting in Los Angeles. L.A. County Sheriff's department did not release details of the circumstances of their arrest or whether either of the incidents involved the collision of a drone with a CL-415 waterbomber. The specific charges have also not been released.

Bridger Aerospace recently announced that it has secured a five-year \$20.1M indefinite delivery, indefinite quantity (IDIQ) contract with the US Department of the Interior (DOI) for two air attack and surveillance aircraft in support of fire and resource management activities and other government work for the Bureau of Land Management (BLM) Alaska Fire Service.



The 120-day exclusive use contract is an example of the trend for government outsourcing of aerial firefighting. Bridger Aerospace recently mobilised its CL-415 aircraft to California to assist in firefighting efforts.

California - Kern County Fire Dept has taken delivery of a Bell 412EPX - N409KC c/n 39128 - arriving at their base at Tehachapi Municipal Airport on December 14. Late last month they placed a request for another new fire helicopter before the Board of Supervisors. The request was for one additional Type 1 helicopter to enhance the department's operational readiness to combat wildfires at a price of \$12.5M, maintaining the fleet at three. The Board approved the purchase of a new Type 2 helicopter to replace one of the Bell UH-1H Huey's in service in February 2023, these can deliver 300 gallons of water in a drop. The Type 1 (presumably the 412EPX) can deliver 1,000 gallons of water in each mission. [Parapex]

SEARCH & RESCUE

CANADA

RCAF: The first of the new aircraft for military search and rescue teams at 19 Wing in Comox, BC, are expected to be ready to fly early this year. The RCAF expects the new Airbus CC-295 Kingfishers to reach initial operational capacity early this year.



The fixed-wing Kingfishers will replace older Buffalo and Hercules aircraft at four Wings across Canada. The Department of Defence says they will be capable of locating people or objects — such as downed aircraft — from more than 40km.

A training centre with simulator has already been built at 19 Wing in Comox. There are currently five examples of the CC-295 flying out of Comox, on the west coast of Canada and 100 miles from Vancouver. Crews have been training with there since 2022.

SPAIN

CANARY ISLANDS: Between December 26 and 31, 2024 some 2,000 illegal migrants made the treacherous small boat journey between mainland Africa and the Canary Islands.

UNITED KINGDOM

PARLIAMENT: On January 14 a debate was held in Westminster Hall on the future of coastguard search and rescue helicopter services. At the core of the discussion was changing call out time from 15 to 60 minutes for Shetland based SAR helicopters.

Search and rescue (SAR) provision in the UK is delivered through an amalgam of government departments, emergency services and various SAR charities and voluntary organisations. UK SAR is organised through the UK SAR Strategic Committee, an inter-departmental body which is currently chaired by the Department for Transport (DfT). HM Coastguard provides a response and co-ordination service for air- and sea-based SAR in the UK. HM Coastguard is a section of the Maritime and Coastguard Agency [MCA].

HM Coastguard co-ordinates air and sea-based SAR through its ten operation centres around the UK. These are in Caernarfon, Humberside, Inverness, Lee-on-Solent, Lydd, Newquay, Prestwick, St Athan, Sumburgh and Stornoway. Additionally, London Coastguard is co-located with the Port of London Authority and looks after SAR on the River Thames. The National Maritime Operations Centre is based within HM Coastguard's national centre at Fareham in Hampshire.

Other authorities, primarily police forces, also have an SAR role. Police forces utilise their command-and-control infrastructure to co-ordinate land-based SAR operations. As with HM Coastguard, police forces enable specialist, mainly voluntary organisations to respond to incidents and emergencies. HM Coastguard has delegated responsibility from the police for maritime SAR in some specific inland areas such as major lakes in Scotland and in England's Lake District.

In all areas the police retain primary responsibility for investigating deaths.

Fire services, ambulance services, and the Ministry of Defence may all also be involved in responding to SAR incidents, as can a range of voluntary organisations (such as Mountain Rescue, the British Cave Rescue Council, and Beach Lifeguards). The assistance of these voluntary organisations is requested and tasked through one of the civilian coordinating authorities – that is, a police force or HM Coastguard, who retain primacy for an overall incident.

According to official statistics [contained in a March 2024 report], there were 2,735 SAR helicopter taskings in the UK, which is equivalent to 7.5 taskings a day. This was a 6% increase compared to the year ending March 2023. Just under half of taskings were classified as rescue or recovery (1,351), followed by support (576), search (518) and pre-arranged transfers (290). 1,425 people were rescued and 159 assisted by SAR helicopters across all taskings during the year ending March 2024. This is a decrease of 3% and of 70% respectively on the year ending March 2023.

In July 2022, it was announced that Bristow Helicopters had been awarded a £1.6 billion ten-year contract to deliver this service in future. (known as UKSAR2G). The resources for this are currently being assembled and the working practices agreed between the parties involved.

On October 5, 2023, a whistleblower sent Orkney and Shetland MP, Alistair Carmichael, an internal Bristow Helicopters' document which indicated that the MCA were considering increasing the emergency response time for the helicopter service based at Sumburgh Airport in Shetland from 15 minutes to 60 minutes from October 2026. In response, Mr Carmichael held a debate in Parliament in which he stated that the move was dangerous. One outcome was that there was Industrial Action by search and rescue pilots.

Editor: The recently elected government in the United Kingdom continues to defend its lame anti- illegal migration policies by publicly attacking those complaining about thousands of people entering the UK via small boats. The near standard retort is to accuse the worried of the population of racism.

The problem with that stance though is that no-one is complaining about race, it's all about the numbers of mainly young men entering the country illegally from France. There has been no detailed breakdown of what race, creed or colour the interlopers represent.

Mind you, now the matter is raised, I am not aware of numbers of nominally white races being obliged to enter the country in small boats. They would appear to among the racially privileged entering through standard airports and seaports by the very people waving the race card.

UNITED STATES

COAST GUARD: Teledyne FLIR Defense Awarded \$74 Million IDIQ Contract to Modernise U.S. Coast Guard Surveillance Systems

FLIR Defense will deliver more than 125 Electro-Optic Sensor System-Modernized (ESS-M) systems for use on USCG rotary wing aircraft, specifically the MH-60 and MH-65.

The updated sensors provide operators with high-definition daylight, low light, and infrared imagery. They'll be used to support all Coast Guard missions, with a focus on search and rescue, living marine resources, and law enforcement.

The five-year Indefinite Delivery Indefinite Quantity (IDIQ) contract will deliver more than 125 Electro-Optic Sensor System-Modernised (ESS-M) systems for use on USCG rotary wing aircraft. The advanced ESS-M platform features a full-HD sensor suite and updated user interfaces, as well as advanced processing capabilities and software enhancements that will support future growth. www.teledyne.com



The appearance of U.S. Department of Defense (DoD) visual information does not imply or constitute DoD endorsement.

The top officer in the US Coast Guard (USCG), Four-star Admiral Linda L. Fagan, has been dismissed, reportedly due in part to concerns about that service's plan to recapitalise its rotary-wing aviation fleet. Other factors, including the inauguration of US President Trump, certainly played their part.

Fagan was relieved as commandant of the USCG on January 21 in a personnel bulletin published by the US Department of Homeland Security (DHS). The dismissal was carried out by acting secretary of homeland security Benjamine Huffman, a career Border Patrol officer who is filing the top job at the domestic law enforcement agency while the choice of newly sworn in President Donald Trump undergoes vetting and confirmation by senators.

Although considered a uniformed service, the Coast Guard also carries out law enforcement missions and is overseen by the DHS during peacetime. Fagan, who was the first woman to serve as the head of a US military service, was dismissed just hours after Trump reoccupied the White House.

The notice does not provide a finite cause for the firing; however an anonymous DHS official says cost overruns in the Coast Guard's helicopter procurement effort played a part. The development was first reported by *Fox News* as "persistent delays and cost overruns in acquiring essential platforms", including helicopters and icebreaker ships had undermined USCG capabilities in the Arctic and elsewhere. There were other, potentially more political, issues.

Other drivers of Fagan's removal as reported by web site *Politico* include an "excessive focus" on institutional diversity programmes, unaddressed issues with sexual harassment within the Coast Guard and Trump's well-known concerns about immigration enforcement. *Fox News* points towards a failure to address border security threats, insufficient leadership in recruitment and retention, mismanagement in acquiring key acquisitions such as icebreakers and helicopters, excessive focus on diversity, equity and inclusion initiatives.

Fagan served as the 27th Commandant of the Coast Guard starting on June 1st, 2022. She was tasked with overseeing all global Coast Guard operations and 42,000 active-duty, 7,000 reserve and 8,700 civilian personnel, as well as the support of 21,000 Coast Guard Auxiliary volunteers.

As previously reported in *PAN* the issues with the helicopter fleet are well documented. As reported last month (see page 32 of the January 2025 edition) the Coast Guard cut the service life of its Sikorsky MH-60T Jayhawk medium-range recovery helicopters from 20,000h to 19,000h, this resulting in the immediate retirement of six aircraft from the fleet of 48, which was already struggling with high demand.

Although the USCG is fielding refurbished MH-60Ts acquired from the US Navy and putting its original 35-

year old Jayhawks through a service life-extension programme that includes new Sikorsky fuselages, the service still faces significant aviation challenges – and has been criticised over its plans which include eliminating the fleet of Airbus Helicopters MH-65D/E Dolphin SAR, 98 of which are currently in service.

The plan is to transition to an all-MH-60T fleet of 127 helicopters, a fleet some 13% smaller than currently fielded and said to be inadequate going forward.

The review noted that the USCG did not assess any alternative fleet options that could be used to support the consolidation decision. Although limited by a shorter range than the Jayhawk, the MH-65 boasts an impressive 30,000-hour life and the ability to operate from the Coast Guard cutter ships at sea. This capability has proven invaluable to supporting far offshore missions, such as drug interdiction. [Flight/Media/Politico/Fox/ PAR]

The APSA Rescue Summit 2025 will be held in conjunction with VERTICON 2025 on Monday, March 10, 2025, at the Kay Bailey Hutchison Convention Center - Dallas, Texas, USA. Rescue Summit 2025 is for all who use VTOL aircraft in rescue operations. Registration for Rescue Summit 2025 is included in your APSA Individual Membership dues; a nominal fee for non-members applies. This year's Rescue Summit will include various presentations pertaining to helicopter rescue operations including topics such as hoist fatality review, SAR accidents and incidents, an overview of ESPN-R and hoist operator/pilot training guidelines, dynamic hoist approaches and high-altitude flying and hoist vs. hook. Networking opportunities are scheduled throughout the day.



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INDUSTRY

Airbus Helicopters have reported that they logged 455 gross orders (net: 450) in 2024, highlighting a steady market growth with a strong performance this year for its light, light twin-engine, and heavy helicopters. The orders came from 182 customers in 42 countries. The Company delivered 361 helicopters in 2024, resulting in a preliminary 57% share of the civil and parapublic market.

Airbus Helicopters' order intake in 2024, with an increase bordering 10% in units for the second year in a row, highlights its stable growth in a complex global environment.

The Super Puma programme performed strongly on both the civil and parapublic and military markets with 58 orders thanks to the German Bundespolizei, the Japan Coast Guard, the Ministry of Defence of the Netherlands, and the Romanian Ministry of National Defence. 2024 saw the launch of a comprehensive upgrade, known as Block 1, for the NH90 as well as the start of flight testing for France's Special Forces Standard 2 configuration, and the delivery of the first Standard 3 configuration to the Spanish Air Force.

The H145 and H145M programme welcomed many new defence and security customers such as the Brunei Air Force, the Belgian Ministry of Defence, the Indonesian Air Force, the Bahraini Police Aviation Command as well as the Irish Ministry of Defence.



Shotover Systems now have one of their M2 multi-sensor camera systems mission ready on a Bell 407 helicopter N430CC of Charleston County Sheriff in South Carolina. ©Shotover

Piaggio Aerospace is reported to have finally been sold to Turkish drone manufacturer Baykar. The deal, which was announced in the closing days of 2024 by Italy's industry ministry, follows six years of Italian state management at Piaggio after it went into receivership in 2018.

Founded in 1884 and one of the world's oldest aviation firms, Piaggio is currently known for its P.180 business turboprop but has a long history of supplying types such as the P166 to Italian airborne emergency services.



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The purchase gives an Italian presence to Baykar, the Turkish company which has risen to prominence in the UAV market since its TB2 drone was reportedly used to great effect by the Ukrainian military following Russia's 2022 invasion of Ukraine.

Piaggio was taken over in 2014 by Mubadala Development Company, and Abu Dhabi-based strategic investment and development company which was due to build an unmanned version of the P.180 for the UAE. The deal crumbled when Italy failed to purchase that aircraft for its own forces.

German e-taxi developer **Volocopter** has filed for insolvency as it looks for investors in a very flaky market. After Lilium, this is the second German flying taxi startup to face insolvency. While Lilium was saved at the last minute, Volocopter's future is still open. However, there have been rumours that Geely could become a possible buyer.

Volocopter was founded in Bruchsal in 2011 and develops all-electric vertical take-off and landing (eVTOL) aircraft. [Electrive]

This year the **British Broadcasting Corporation** (BBC) is celebrating the centenary of its first broadcast in 1925 of the iconic Shipping Forecast.

What is now the Shipping Forecast was first called Weather Shipping. It aired on January 1, 1924, a year earlier than the BBC's debut broadcast, and instead of the radio was picked up by ships over a telegraphic messaging system.

These days, the Maritime & Coastguard Agency (MCA) is ultimately responsible for the provision of Maritime Safety Information (MSI) to ships at sea, which includes the broadcast of warnings and forecasts.

The MCA works closely with the Met Office, which prepares and issues routine forecasts and initiates weather warnings for dissemination by HM Coastguard as well as the BBC.

Learn about the history of the Shipping Forecast and how it works today: <https://lnkd.in/eRiJjmQi>

Since 1979, **CompuTrak** has pioneered aviation maintenance technology, and with its latest update for 2025, it is taking the aviation industry to new heights.

Under the visionary leadership of Tom Callen, CompuTrak was created over four decades ago as a groundbreaking software platform to streamline and elevate aircraft maintenance and tracking. CompuTrak has now announced its 2025 CompuTrak Help & Training update—a fully enhanced, next-generation solution tailored for aviation professionals, operators, and maintenance teams, in three languages, English Arabic and Spanish.

The new CompuTrak update is not just an advancement—it's a digital revolution. Packed with high-calibre tools and features, the platform meets the needs of those who own, operate, and maintain aircraft with unmatched precision to manage intricate budgeting matrices and complex maintenance schedules, optimize inventory controls and streamline purchase and work orders, and access advanced discrepancy tracking for reliable and informed decision-making.

Accurate tracking of discrepancies is essential for streamlined maintenance operations and optimal aircraft performance. CompuTrak's latest update enhances users' ability to manage them effectively by enabling detailed labour tracking, cost calculation, time management, and payroll processing.

In the USA, CompuTrak is trusted by Federal and State Law Enforcement agencies, who depend on the platform to manage their operations with efficiency, accuracy, and ease. These organisations now benefit from enhanced inventory management, labour scheduling, and real-time data, further reinforcing their operational capabilities and effectiveness. +1 970 493 6886 Website: <https://CompuTrak.org>

Airwolf Aerospace has received supplemental type certificate (STC) approval from the European Union Aviation Safety Agency (EASA) for the installation of True-Blue Power main ship batteries.



The EASA STCs is for True Blue Power TB17 lithium-ion batteries in four makes and nine models of helicopters and True Blue Power TB20 Lithium-ion batteries in Airbus AS350/AS355 helicopters.

Airwolf Aerospace's lithium-ion battery STCs are on a roll, with U.S. Federal Aviation Administration (FAA) approval in early 2024, ANAC Brazil and Transport Canada STC approvals in late 2024, and now EASA STC approval.

Airbus	H125/AS350, AS355, EC-120, H130/EC130
Bell	206A/B, 206L/L1/L3/L4
Enstrom	480B
MD	369/500
Hiller	UH-12E (FAA, Transport Canada)



Diamond Aircraft Industries has announced a significant enhancement to the DA62 MPP. The maximum take-off mass (MTOM) of the DA62 MPP has been increased, marking a major milestone in the aircraft's operational capabilities.

The new MTOM of 2.360 kg represents a 2,5% increase from the previous limit. This enhancement allows for greater payload capacity, enabling operators to carry more fuel or equipment, thereby improving operational efficiency and profitability.

The DA62 MPP with the new MTOM is now available for order, with deliveries to begin January 2025.

Evia Aero, a pioneering German company dedicated to transforming European travel through sustainable and carbon-neutral aviation, has signed a letter of intent with Britten-Norman to purchase 15 new Britten-Norman Islander aircraft.

The 15 Islander aircraft acquired from Britten-Norman will commence delivery at the beginning of 2027. These aircraft will subsequently be converted to zero-emissions platforms powered by hydrogen fuel-cell propulsion systems.

In addition to the aircraft purchase, the collaboration includes the redesigning of the Islander's interior for a next-generation passenger experience. The new interiors will combine increased passenger comfort and functionality, as well as ensuring compatibility with sustainable aviation technologies.

The partnership aims to set new benchmarks for regional travel by providing practical, zero-emissions aircraft fuelled by green energy generated on-site at regional airports. The approach supports Evia Aero's strategy to implement sustainable, point-to-point regional air routes connecting European economic hubs, offering passengers a climate-neutral and time-saving alternative.

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Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAvCon logo. In addition from time to times images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Airbus Helicopters UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used, or such information may have been lost. Such images may be marked 'File' or 'PAR Collection'.

The family of Thai businessman Vichai Srivaddhanaprabha, who died when his helicopter crashed at Leicester Football club in 2018, has made a £2.15 billion pound (\$2.65 billion) legal claim against Italian defence company **Leonardo** in a London court.

The action, which claims for loss of earnings and other damages, represented the largest fatal accident claim in English legal history, the family of Srivaddhanaprabha, the former owner of Leicester City soccer club, said in a statement.

Leonardo said it would defend itself against the High Court claim, which it was considering with legal advisers and insurers. It expressed its "deepest sympathy" for the victims of the crash, saying their deaths were "an unquestionable tragedy".

In a statement, Leonardo also said it met "the most modern and stringent certification and safety standards in the sector".

Helicopter pilot Eric Swaffer, his partner Izabela Roza Lechowicz and two members of Srivaddhanaprabha's staff, Nusara Suknamai and Kaveporn Punpare, were also killed shortly after taking off outside Leicester City's King Power Stadium.

Srivaddhanaprabha bought Leicester City in 2010, and the club won the English Premier League in 2016 under his ownership.

Britain's Air Accidents Investigation Branch (AAIB) said in a 2023 report that it had not been possible for the pilot to recover from a tail rotor failure in the Leonardo AW169 helicopter.

Leonardo said after that report that its AW169 helicopters remained safe to fly and that the AAIB had concluded it complied with all regulatory requirements in the design and manufacture.

At the conclusion of last months Inquest into the deaths in the accident the jury concluded that the crash had been an accident.

Hangar Z continue to record podcasts with all the great and good in the aviation industry. At last years *European Rotors* in Amsterdam they managed to meet up with a range of European experts in their field.

The Hangar Z Podcast interviews dive deep into the individuals who play crucial roles within aerial firefighting, search & rescue, EMS, and law enforcement sectors. Episodes feature conversations with pilots, tactical flight officers, flight nurses & paramedics, and the indispensable aircraft maintenance technicians who form the backbone of aviation unit operations.

One of the most recent podcasts features Canadian engineer Cal Meeker the. Follow the link.

It is claimed that switching to hybrid electric Vertical Take-off and Landing (eVTOL) aircraft will transform air ambulances in Ireland dramatically reducing transfer times for patients and cutting costs for operators, analysis* from **New Horizon Aircraft**, doing business as Horizon Aircraft shows. They are based in Lindsay, Ontario,



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Canada. www.horizonaircraft.com

According to the manufacturers promotional material Hybrid eVTOLs, which have a flight range of up to 800 km with fuel reserves, can cover all of Ireland using existing helipads and analysis shows they are up to two-times faster and are 50% more cost efficient with almost twice the range of twin-engine helicopters. Horizon Aircraft say that speed is essential with medical evacuations and transfers and the ability to reach hospitals faster will save lives. Data shows a 230 km transfer from Letterkenny University Hospital to Dublin Hospital would take 35 minutes in the Cavorite X7, compared with nearly an hour in a helicopter and as long as three-and-a-half hours by road in an ambulance.

The cost per mile for the Cavorite X7 would be 74% cheaper when compared with a twin helicopter for the 230 km journey, Horizon Aircraft says. Other operating savings for the Cavorite X7 include hangar costs which are around 40% of a helicopter as its wingspan can be reduced by folding the wings.

Unlike many in its category, the Cavorite X7 is being designed with a hybrid electric power system. The Company is designing the Cavorite X7 such that it could, after its vertical take-off, re-charge its batteries enroute when it is flying in a configuration like a traditional aircraft. After a vertical landing and completion of a mission, the Company is designing the Cavorite X7 to recharge its own battery array with no ground charging infrastructure required to be ready for its next mission.

Teledyne FLIR Defense, part of Teledyne Technologies Incorporated, has announced that it will be delivering its UltraFORCE® 380X-HDc multi-spectral imaging systems to NL EASP AIR, located at Schiphol International Airport and Den Helder Airport in the Netherlands. The first sale of Teledyne FLIR's newly launched surveillance gimbal specially designed for customers outside the United States.

NL EASP AIR will install the systems on their three fixed-wing Dornier DO328-110 multi-mission maritime patrol aircraft. The company will deploy UltraFORCE 380X's advanced imaging technology in support of its Search and Rescue (SAR), maritime patrol, and Intelligence, Surveillance and Reconnaissance (ISR) missions.

First introduced in July, UltraFORCE 380 HDc delivers superior high-definition imaging in a compact, low-profile package not subject to ITAR restrictions. Full 1080p resolution across its visual, thermal, low-light, and shortwave infrared cameras makes the UF 380X an ideal solution for airborne reconnaissance, border patrol, and other operations, day or night.

With its low 14.6-inch height profile and weighing only 31.3 kg (69 lbs), the UltraFORCE 380X-HDc gimbal is designed to maximize ground clearance in rotary aircraft without sacrificing capability and performance. The system provides two- to four-times greater magnification than other products in its class.

Deliveries to NL EASP AIR are expected to be completed by early 2025.

In December the **BT Group** announced it has signed a new £1.29bn contract with the Home Office to provide mobile services for the Government's Emergency Services Network (ESN) over the next seven years. ESN is a UK national critical communications system that will enable fast, safe and secure mission-critical voice, video and data across the 4G network and gives first responders immediate access to life-saving data, images and information in live situations and emergencies on the frontline.

The network grants priority access for vital services including life-saving blue light workers, to ensure they are able to communicate and respond swiftly to emergency events even in remote areas or when networks are busy.

EE was first entrusted by the Home Office to build ESN in 2015 as part of a wider new Emergency Services Mobile Communications Programme to replace the old Airwave system, which had been in place for more than two decades.

EE's original mobile services ESN agreement with the Home Office is due to expire on 31 December 2024.

Under the new contract, BT Group will continue to build, maintain and develop critical mobile coverage and capabilities for ESN as it rolls out to support more than 300,000 users.

This means providing high service availability across all of EE's 4G Radio Access Network (RAN), as well as adding additional connectivity to boost national coverage for first responders.

The new contract also sees BT Group take management responsibility and provide coverage services for the Home Office's Air-to-Ground (A2G) network, their Extended Area Services (EAS) sites, London Underground and specific road and rail tunnels.

It is expected that the ESN programme will see BT Group carry out the country's largest ever single roll-out of coverage solutions into indoor locations – to meet the operational standards for Public Safety Communications Services (PSCS) users. The new contract spans 7.25 years, with option for a one-year extension.



Editor: *Although the system has yet to go live anywhere except in a test rig the ‘new’ government issued a covering announcement in January. It is noticeable that this statement does not venture into giving dates of service entry and it makes mention of the current government working with the contractors to bring about ESN. There is little or no change in the direction of the programme since the change of government and all the work is being undertaken by industry and the Home Office officials who are apparently “Working with our ecosystem partners” – whatever that means!*

Still with the ESN, the government has announced a new partnership with **IBM** following a series of delays by previous suppliers.

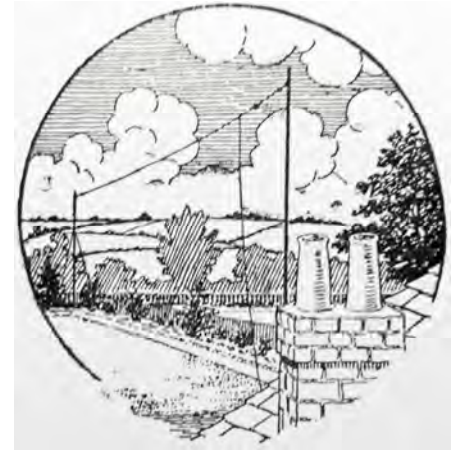
After several delays to the rollout of ESN over recent years, the government is committing to delivering the project as quickly as possible. The Policing Minister, Dame Diana Johnson, will chair regular meetings to ensure the project is running to time and cost.

In a statement the Minister stated that the government is working tirelessly to support this project, making sure it is delivered in a timely and cost-effective manner, and IBM will be an important part of bringing the Emergency Services Network online.

IBM Software for new handheld devices will provide data-sharing functions and real-time video features, providing personnel with the critical information they need to save lives, as well as a push-to-talk protocol for instant communications.

As the new user services supplier, IBM will be responsible for leading the design, build and system integration of the ESN platform. Key to achieving this will be IBM’s delivery of IT infrastructure, which will be fundamental to ensuring improved and more efficient communication capabilities for mission-critical services.

The news came swiftly after BT Group/EE was awarded the contract to provide the mobile communications infrastructure for the project.



Airbus Helicopters has delivered two H225M helicopters to the French Armament General Directorate (DGA). These helicopters are the first of eight aircraft ordered in 2021. They will be operated by the French Air and Space Force, replacing Pumas currently in service in overseas territories (French Guyana, Djibouti and New Caledonia) and will contribute to the harmonization of the French Air and Space Force’s helicopter fleet. They will be used for operational missions, search and rescue and utility missions.

The French H225Ms, also nicknamed Caracal, are equipped with the Safran Euroflir 410 electro-optical system and the Sigma inertial navigation system. New equipment also includes the Thales VUHF radio TRA6034 and IFF (Identification Friend or Foe) transponder TSC4000.

According to **Global Market Insights**, the medical drone delivery services market size was valued at around US\$245.4M in 2023 and is expected to grow at a CAGR of 22.3% from 2024 to 2032, when it will reach \$1.9 billion. The increasing application of medical drones in the healthcare industry is driving the growth of the market by enhancing accessibility, improving delivery speed and efficiency, providing cost-effective solutions, and benefiting from technological advancements. Medical drone delivery services refer to the

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use of drones to transport medical products, supplies, equipment, and medications to healthcare facilities, remote areas, and individuals in need. These services use drone technology to improve the efficiency, speed, and reach of medical deliveries, particularly in challenging or hard-to-reach locations.

Mission Aviation Fellowship International (MAF) signed with European Flight Simulation System Builders Euramec to build a Scalable Mission Training solution for the Cessna Caravan.

MAF is the world's largest humanitarian air operator that collectively operates a fleet of 117 airplanes serving some 1,500 aid, development and mission organisations to bring medical care, emergency relief and long-term development to isolated communities across the globe

The simulator, to be based in the Netherlands, will contribute to MAF's aim of cutting carbon emissions, in proportion to its flying, by 30% by 2035.

The C208B FTD will initially be certified at EASA (European Union Aviation Safety Agency) FTD2 level, and the device will receive a 6 degrees-of-freedom motion system to enhance the flying characteristics.

Euramec will also provide a virtual reality (VR) part-task trainer. This system will be an additional Part-Task Trainer. Special features will include eye tracking and other tools bringing advanced technology to a traditional field as flight training.

The device is expected to be up and running at Teuge International Airport by the end of 2025. A second C208B Simulator platform is planned to be installed in Australia.

Euramec is based in Belgium with sales offices in Europe, North America and the APAC region.

Boost Systems has announced a European Aviation Safety Agency (EASA) supplemental type certificate (STC) for the complex Personnel Carrying Device System (cPCDS) to be used with the previously EASA certified (EASA STC 10081304) BOOST HEC System for the Airbus H125/AS350/AS355.

Canadian company BOOST collaborated with AirWork & Heliseilerei GmbH (A&H) for the development, certification and bringing to the market the EASA complex Personnel Carrying Device System EASA STC 10085893. It was originally certified in 2023 and the partnership with A&H allows it to be offered.

The BOOST AS350/H125 HEC System has a carrying capacity of 1,100 lb / 500 kg, which allows for multi-person rescue. The provisions kit installs quickly and easily. Once installed, the mission kit (dual hook and load beam) is installed and removed within minutes.

A&H was able to leverage their years of experience providing EASA complex PCDS systems for the H-135 and Bell 429 to make the certification process as streamlined as possible. The EASA certified complex Personal Carrying Device System (cPCDS) can be purchased directly from AirWork & Heliseilerei GmbH (A&H).

Blugeon Hélicoptères has selected BOOST Systems' EASA-certified Human External Cargo (HEC) System, complete with the EASA-approved complex Personnel Carrying Device Systems (cPCDS), for its Airbus AS350/H125 aircraft.

www.boostsystems.ca email info@boostsystems.ca , or call +1 888 851 4014.



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The latest move with **Doncaster Sheffield Airport DSA** (the home of 2Excel Aviation) is the reported confirmation from the local authority that they have been unable to find an independent operator of the airport. As soon as this was reported by the local media the local authority were stating that they have indeed found an operator but they were not releasing the name. This seems to be a struggle between the media and the authority over the timing of a positive announcement which will hopefully be resolved shortly. Notwithstanding the name being revealed the original report stated that opening was to continue using a significant loan – which was not a well received statement among local commentators. Among the more vociferous complainants has been Leeds Bradford Airport. It may be presumed that they see DSA as a direct threat as the alignment of their main runway is not ideal when directly compared to Doncaster. Despite the local tussle in the background, the national government announced the opening of DSA in its strategic plan for airports.

Schiebel has been awarded another multi-year service contract for the CAMCOPTER® S-100 Unmanned Air System (UAS) with the European Maritime Safety Agency (EMSA). The contract is for service provision with Remotely Piloted Aircraft Services (RPAS) for supporting EU member states in emission monitoring and maritime surveillance operations.

For the third time in a row, Schiebel has been awarded a tender with EMSA. In 2018, Schiebel signed its first contract to support European coast guards and maritime authorities, followed by a second contract in 2021. The now newly awarded contract spans for up to four years - two fixed years with an option for an additional two years. Since 2018, the S-100 has conducted over 1780 deployment days for EMSA and operated across Europe, in Croatia, France, Finland, Denmark, Spain, Estonia, Romania, Lithuania, Iceland, Germany and Belgium. Stationed either on land or on ships, the S-100 performs general night and day maritime surveillance, search and rescue operations and oil spill detection, as well as monitoring of sulphur content of ships' emissions to ensure compliance with the International Maritime Organisation (IMO) limits.



Slovakian Government Flying Service (Ministerstvo vnútra Slovenskej republiky) has acquired an Leonardo AW189, and the new reg (in the "government sequence") OM-BYW is being mentioned. The aircraft was delivered ex Switzerland as HB-XLQ last week.

There have been European tenders (TED) out for maintenance of the AW189 in recent months but it is currently unclear what the exact role of the helicopter will be.

The support tender was won by AEI (Aeroengineers International s.r.o. based in Bratislava. [Parapex]

www.bapco-show.co.uk/

ACCIDENTS & INCIDENTS

4 January 2025 Pilatus PC-12/47E N886LF Air ambulance of Life Flight Network LLC. Departed Lewiston-Nez Perce County Regional Airport, Idaho to Salmon-Lemhi County Airport, Idaho where it landed off the runway between the runway and taxiway. Later departed with no explanation for the unusual behaviour. [ASN].

5 January 2025 Hindustan Dhruv ALH 859. Indian Coast Guard. Crashed close to the runway in the Coast Guard Air Station in Porbandar, Gujarat, India, during a routine training sortie, killing three crew members on board. The airframe was destroyed and burned. [Hindustan Times]

9 January 2025 Canadair CL-415 C-GQBE Fire fighting amphibian water bomber of the Quebec Service Aerien Gouvernemental operating in California from Los Angeles-Van Nuys Airport. While over Santa Monica, CA collided with small civilian drone and received damage.



15 January 2025 Rockwell Aero Commander Iranian Police Aviation. Three persons were killed at Kenersar, Kuchesfahan, Iran when the aircraft was destroyed in a crash on grassland. Iranian Police Aviation is known to operated several twin engine models: Aero Commander, Cessna 310 and Falcon 20. [Tashim News]

16 January 2025 Mil Mi-171Sh PNP-512 Policia Nacional del Peru (PNP) The aircraft will 11 persons on board suffered a hard landing during a personnel transfer flight. No injuries reported. The incident was at Base Militar Policial El Tambo, Peru. After a flight from the Ciro Alegria military base, in Santa Maria de Nieva, to the EP Surveillance Post No. 4 in the district of Canepa, Amazonas. Images of the incident show the helicopter upright on a rough landing pad carved out of a hillside with damage to the main rotor blades and rear of the tail boom. [gob.pe]



16 January 2025 Bell 407 N606AH of Appalachian Regional Hospital (ARH) Air Evac Lifeteam made a precautionary landing in a school parking area in Irvine, Kentucky, USA. The HEMS made an emergency landing on Estill Springs Elementary School grounds. According to a Facebook post by the Irvine Fire Department, the helicopter landed safely and did not have any patients on board. No damage or injuries reported. [ABC36/wbontv]

UNMANNED

It is barely news for it has been a problem for many years but a new report from the United Kingdom Chief Inspector of Prisons, Charlie Taylor, has called for urgent action to tackle drones which are frequently bringing in drugs and weapons to prisons holding some of the most dangerous men in the country, including terrorists and organised crime bosses.

Inspections of HMP Manchester and HMP Long Lartin in September and October revealed serious concerns with safety and security, with the situation at Manchester so bad that Mr Taylor issued an Urgent Notification for improvement to the Secretary of State.

Both jails had thriving illicit economies of drugs, mobile phones and weapons, and basic security measures such as protective netting and CCTV had been allowed to fall into disrepair. At Manchester prisoners were burning holes in supposedly secure windows so they could continue to receive regular deliveries by drone. Some of these had increasingly large payloads, which had the potential to lead to serious disruption and potential escape.

A staggering 39% of prisoners had tested positive in mandatory drug tests at Manchester, and at Long Lartin 50% of those who responded to a survey said it was easy to get drugs and alcohol. Violence and

self-harm at both jails had increased, in part driven by drugs and the accompanying debt prisoners found themselves in.

Copies of both reports, published on January 14, 2025, can be found on the HM Inspectorate of Prisons website at: <https://hmiprisons.justiceinspectrates.gov.uk/>

The Drishti 10 Starliner drone, manufactured at Adani Defence and Aerospace facility Hyderabad, crashed off the Porbandar coast in Gujarat during its pre-acceptance trials. It would have been inducted upon completing trials.

Sources confirmed the drone, also known as Elbit Hermes 900, that crashed was operated by the supplier while it crashed into the sea.

Each system costs more than \$13.8M but the loss in this instance will be borne by the manufacturer.

The drones are being assembled under licence from Israel. The medium-altitude long-endurance drone is already in service with the Indian Navy which inducted one last year. The Navy and the Army had ordered two such drones each.

The announcement in November last year that the UK government has decided to retire the Watchkeeper uncrewed air vehicles (UAVs) places the use of high end drones in something of a quandary. The supposed star performer of the British Army's airborne intelligence, surveillance, target acquisition and reconnaissance (ISTAR) capabilities since 2010 has been shown to have its shortcomings in the light of the war in Ukraine.



The 46 Watchkeeper air vehicles will exit service this year. The type is deemed to have low survivability rates in terms of a shooting war. It flies too low (under 15,000 feet), is noisy and vulnerable to hostile fire. It is doubtful that they could be given away as they carry no armament.

The type was late to service and was mainly used, from 2014, in Afghanistan where there was little or no effective anti-aircraft fire to avoid. Closer to home the type was flown in support of the UK Border Control service in late 2020 as part of the surveillance of illegal immigration by small boat across the English Channel from France. [Flight]

The British Army operated Watchkeeper from Lydd airport in 2020 in support of UK's Border Force – Crown Copyright

Ed: An option might be that they could find themselves as part of the ongoing studies to use this class of drone in the civil SAR role. The type it is based on is the Elbit Systems' Hermes 450 tactical UAS and first cost of these would be defrayed even if the ongoing support and command and control would remain similar. It would appear that the few deployments over the English Channel in support of the migrant efforts were not a great success but whether this the cost or performance is not known.

USA CHINESE DRONE BAN

It is no secret that the US authorities are planning to ban drones from China as a security risk. In the latest moves the US Commerce Department is moving in on the ban in the form of the Bureau of Industry and Security, an, until now, completely unheard of bureau within the Commerce Dept.

Read into the Advanced Notice of Proposed Rulemaking (ANPRM) and get to the section entitled Remote Access and Control, where you will find these knuckleheads know absolutely nothing about drones, and not much about security either. They reference an article in Wired magazine that discloses that it is easy to hack and determine the location of a UAS, and the pilot. They don't even realize that what the author is talking about is Remote Identification (RID), a feature that the FAA mandated with a regulation that requires all drones over 250 grams, or used for commercial purposes, shall be equipped with RID. I guess they forgot to check with the FCC...this is perfectly legal and not a case of a malicious actor gaining illicit access. They go on to ask the public 50 security related questions which, if they would simply consult with the 18 separate security services within the US government, they could probably answer. None of these services, nor any of the other three letter federal agencies, have provided proof or any evidence that telemetry and video from DJI drones is being sent to the Ministry of State Security in Beijing or to Vladimir Vladimirovich Putin's stooges in the FSB in Moscow. Now is the time to submit negative comments to the Commerce Department! [Mark Colborn Social Media]



PEOPLE

AWARD

The Coast Guard presented a Distinguished Flying Cross (DFC) medal to Lt. Cmdr. Jacob Conrad during a ceremony at Coast Guard Air Station San Francisco, last month.

The ceremony was presided over by Rear Adm. Joseph Buzzella, commander, Coast Guard District Eleven.

Conrad was recognized for heroism while participating in aerial flight as the aircraft commander of Dolphin rescue helicopter 6562 during a rescue mission in Yolo County, on December 29, 2023. Three other members of that crew co-pilot Lt. j.g. Thomas Smith, Petty Officer 3rd Class Jordan Sanchez, flight mechanic and Petty Officer 1st Class Michael Romano, rescue swimmer were previously recognized for their contributions in this rescue with Air Medals.

After receiving a report of two individuals stranded on a cliff, one of whom had fallen 100 feet and sustained severe injuries, Conrad and his MH-65 Dolphin helicopter aircrew launched around midnight to the survivor's position northwest of Sacramento. After departure, Conrad battled convective activity and aircraft icing while navigating hazardous terrain in a winter storm forcing an emergency landing. During the night, land rescuers had ascended the valley wall but were now also trapped due to rockslides and heavy rainfall. Launching again at first light, he overcame an internal communications failure before navigating the aircraft three miles through a narrow, fog-covered valley to locate the survivors 700 feet up the canyon wall. Manoeuvring into the fog bank above, he established a precision hover over the survivor's position. While at a critical fuel state and surrounded by mere feet on three sides by overhanging rocks and trees, he overcame numerous hoist hazards and deployed the rescue swimmer to the cliff 200-feet below. Maintaining an exact position above the wall, he deployed the basket and recovered the severely injured survivor. As winds began to build over the rescue site, he again returned to the wall and re-established the confined hover. While operating 6562 within one percent of its maximum power output, he deployed the rescue swimmer three more times, recovering the second survivor and two rescuers.

The DFC is a military decoration that can be awarded to Coast Guard members who perform acts of heroism or extraordinary achievement while flying. The DFC is the highest award in the United States for aerial achievement. It was established on July 2, 1926, and is awarded to members of the United States Armed Forces who have distinguished themselves since April 6, 1917.



AWARD



©Cornwall AA

Cornwall Air Ambulance's Vice-President, Barbara Sharples, has been awarded a prestigious MBE (Member of the Order of the British Empire) following her outstanding service within the charity sector over many years.

Barbara, who initially served as a trustee for Cornwall Air Ambulance from 2017, was then appointed the Chair of the New Heli Appeal board which raised a staggering £2.9M towards the cost of purchasing the charity's first AW169 helicopter. She also founded and was an active member of the charity's London Committee which engages with supporters outside of the county with connections to Cornwall.

Barbara also launched Cornwall Air Ambulance's ambassador programme, introducing celebrity ambassadors including Richard Madeley and Judy Finigan who are passionate supporters of the charity. Barbara has since been appointed Vice President of Cornwall Air Ambulance and is also the founder and Chair of the Philanthropy Forum, which comprises high profile fundraisers who generate around £400,000 each year for Cornwall Air Ambulance.

OBITUARY

William Charles Wilkens 1941-2024

He is unlikely to be known to many readers – although the long retired may well have a glimmer of remembrance – nonetheless APSA announced its sadness at the passing of William Charles Wilkens, 83, of Lighthouse Hill, Staten Island, NY. Bill was the officer in charge of the NYPD Aero Bureau in New York in the late 1990s

Born in Brooklyn, NY on November 25, 1941. He moved to Staten Island in 1954, residing first in New Dorp and then on Lighthouse Hill for 42 years.

He was a veteran of the US Coast Guard, and served for 32 years on the New York Police Department. He retired from NYPD in 2000 as a Captain and Commanding Officer. He held several command posts on NYPD, including as Captain of the Aviation Unit, Highway Patrol and Staten Island Borough Special Operations Unit. He was one of the willing and enthusiastic contributors to the History of Law Enforcement Aviation posted on the resources page of Police Aviation News.

An APSA/ALEA member before and after his retirement, he served on several boards as CFO or Treasurer, including that of the Airborne Law Enforcement Association.

The funeral was on January 7.



BOOK

Last month I touched upon a book on drones that I commented on as being a mite expensive. And missing the important Christmas market. Since then another offering has appeared that is way cheaper but (in my mind anyway) way more than you should spend on a mere book!

The new offering reveals the inside story of all the James Bond vehicles including aircraft and helicopters featured in new book.

Celebrating the longest running film franchise in motion picture history, Porter Press International's new 'Bondbuster' book: **Spy Octane: The Vehicles of James Bond Volume 1** explores the array of transport that has propelled not just 007 but his allies and foes through the first Golden Era of James Bond - the 1960s – by air, land and sea.

The gadget-laden Aston Martin DB5 may have become 007's iconic four-wheeled star, yet this, the first of three volumes, also showcases the secret agent's array of aviation connections too.

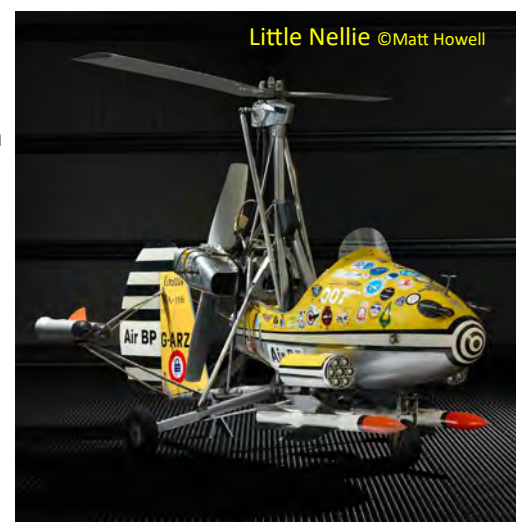
The one-man autogyro Little Nellie built and flown by real life aviator, British Wing Commander Ken Wallis in *You Only Live Twice*, is examined in detail. You may recall that Bond [really Ken Wallis] flew the diminutive autogyro over a Japanese mountain range pursued by a threatening fleet of Brantly B2 helicopters. Lot of gunfire and rockets from both sides!

Not constrained by weight, balance, ballistics and ergonomics, the filmmakers shot a daring showdown as Bond is chased by the Brantly's and demonstrated the autogyro's armour: machine guns, rocket packs, air-to-air heat-seeking missiles, flame guns and a cluster of aerial mines to defeat the criminals (that's what all air support units crave surely?)

That section of the book is brought together with the help of Ken Wallis' family and draws upon access to photographs, documents and logbooks which for many years have remained locked away. (Ed: In my experience of Ken when he was alive was that he never held back in promoting Little Nellie and its cousins to anyone who would listen or read his lengthy handwritten replies).

In the second Bond movie *From Russia With Love* Sean Connery was chased across rugged Yugoslavian terrain by a Hiller UH-12C piloted by SPECTRE assassins who attack 007 with grenade fire. The helicopter was flown by John Crewdson, at the time one of the film industry's most prolific stunt pilots. For the very first time *Spy Octane* showcases Crewdson's collection of pilot's logbooks, scrapbooks and press cuttings relating to his work on several iconic Bond movies.

My interest in both of these is that both Wallis and Crewdson worked for and promoted the fledgeling flying police in the UK, and each of the types mentioned played their part in the development of police aviation across the world. So, besides being a Bond enthusiasts read the book promises to deliver some pertinent information on an element of 'rustic' police aviation - before sensor pods and searchlights (but after rockets and mines it seems).



The Publishers say that this book, written by acclaimed Bond historians Matthew Field and Ajay Chowdhury, is unofficial but authoritative and draws upon hundreds of exclusive interviews with the filmmakers, actors, pilots, stunt-drivers, motor industry executives, museum curators and private vehicle owners, as well as countless motoring and entertainment periodicals

The downside is that the lavishly illustrated (over 1,000 period photographs) in over 400-pages is going to cost you dearly! This is one of three similar volumes and the recommended retail price is £99.00. Can you afford three volumes at that price?

MOVE ALONG THERE

Under Fire

It is strange how young people get themselves in real life gun and knife fights that end up taking their lives. One wonders whether the 'escape from reality' games and movies they watch lead them astray from reality by portraying the possibility that 'heroes' cannot be killed by high volume gunfire. How many movies show the film hero with a handgun killing perhaps 40 villains who have long guns with automatic fire but are still unable to wound the hero/heroine, they easily survive the hail of bullets.

History, if only their tutors ever taught them it, should point them to the poppy strewn field of France and Belgium where, 110 years ago, another youthful generation tragically learned about real survival rates when the lead flies.

North Weald Airfield for Microsoft Flight Simulator 2020 and 2024 (ICAO code: EGSX)

If you had thoughts of 'mixing it' with the circuit at an operational police and air ambulance base perhaps your time has come!

Burning Blue Design was setup with one purpose, to create outstanding Microsoft Flight Simulator scenery and among the latest in their crop is the former RAF wartime base of North Weald, near Epping and the current base for helicopters of the Essex and Herts Air Ambulance and the National Police Air Service. There may be the Dakota or a Spitfire or two in the circuit from Aero Legends but you will need to be there to get the best of cream teas at Rosey Lea!

Burning Blue Design say they have a passion for the airports and airfields they create and their designs all have a personal touch. They push the smell the AvGas and feel the wind rushing down the runway aspects (but beware if you smell burning, as you get sucked into the simulation—it is not that good!)

Microsoft and Asobo's new simulator has opened up a wealth of possibilities for content creators, and for the first time ever we are able to create places we know and love in incredible detail and share them with the flight simulator community as a whole.

Check out.... <https://burningbluedesign.com/product/northweald/>



EVENTS

May 13-15, 2025 DUBAI WORLD POLICE SUMMIT: Under the patronage of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, the World Police Summit 2025 will return for its 4th edition from May 13-15, at the Dubai World Trade Centre. Over 130 experts to explore the latest developments in artificial intelligence, cybersecurity, and innovations in training for the security sector. More than 200 global companies, including Samsung, ESRI, SAS, Presight, and Thermo Fisher, to showcase cutting-edge solutions at the accompanying exhibition Organised by Dubai Police, the summit will bring together global thought leaders and experts in policing and security to address critical challenges and opportunities. It will also act as a vital forum for innovation, fostering collaboration between governments, private sector organisations, and global innovators to advance public safety and combat evolving threats.

Renowned for its focus on innovation, the summit's exhibition will showcase pioneering solutions from

leading international companies, including Samsung as the event's strategic partner, alongside ESRI, Pre-sight, and Thermo Fisher. More than 200 exhibitors specialising in security technologies, armoured vehicles, marine safety systems, and surveillance solutions—such as Hikvision, Inkas Armored, AksumMarine, and Dahua Technology—will contribute to making this the largest and most impactful policing event on the global calendar.

The three-day summit will deliver an extensive programme, with discussions covering 11 pivotal themes such as AI in policing, cybersecurity, organised crime, traffic safety, borderless policing, and anti-money laundering. Workshops, interactive sessions, and four specialised platforms will delve into emerging technologies, operational challenges, and strategies for enhancing global security.

Over 50 Memorandums of Understanding are expected to be signed, further strengthening the summit's position as a leading platform for fostering partnerships and driving innovation in law enforcement.

The World Police Summit Awards will also honour outstanding achievements in law enforcement through the World Police Summit Awards, highlighting excellence in *Criminal Investigation, Road Safety, Anti-Narcotics, Customer Service in Policing, and Forensic Science*. The categories of the award also include *Inspiring Female Officer Award, Best Police Application Award, Innovative Police Force Award, Good Samaritan Award, People of Determination Excellence Award, Best AI Implementation in Policing Award and Startups Innovation Award*.

Spanning 5,000 square metres, the exhibition will provide an unparalleled platform for companies to showcase their innovations to law enforcement leaders, government officials, and global experts. Exhibitors will have the opportunity to present their vision and forge strategic partnerships to enhance public safety worldwide. www.worldpolicesummit.com

March 5-6, 2025 BAPCO 2025. Coventry Building Society Arena., Coventry CV6 6AQ UK

This year's Annual BAPCO Event, is bringing together an international line-up of leading expert speakers. They will be sharing their expertise via in-depth analysis, real-life case studies and interactive debate - addressing all the latest you need to know in UK public safety communications.

The programme consists of three streams centred around people & strategy, technology & hands-on showcases and interactive discussions in "The Huddle", plus the new AI Zone and wearables Zones.

Following the recent announcements of the signings of the Mobile Services and User Services contracts earlier this year, there will be speaker sessions that will outline the next steps that will be undertaken to deliver the Emergency Services Network. More details will be posted online so make sure to stay tuned for more updates over the coming weeks."

BAPCO expects 95 expert speakers, over 2,000 visitors and 86 exhibitors. In 2024 some 58 countries were represented. There is a [CPD-accredited conference programme](#) and [exhibitor listings here](#).

March 26-27, 2025 The 2025 edition of Aerial Fire Fighting Europe is taking place next month on March 26-27. Tangent Link, in partnership with the French Ministry of the Interior (and France's aerial fire-fighting agency, Sécurité Civile), Aerospace Valley, the Fédération Française des Métiers de l'Incendie (FFMI), Bordeaux Technowest, Bordeaux Métropole and Région Nouvelle-Aquitaine are inviting everyone to Bordeaux, France for the 27th edition of the global Aerial Fire Fighting Series.

The two-day event will include conference sessions and a trade show offering industry and practitioners an opportunity to come together to shape the tactics and technologies of the AFF community, and to directly engage with government stakeholders, aerial operators, and technology providers from all over the world. Industry sponsors include Airbus, Air Tractor, Conair, De Havilland Canada and Leonardo.

The event will be teaming up with *Air Med & Rescue magazine* as a media partner and sponsor. Aerial Fire Fighting Series: Europe is all about pushing the global aerial firefighting community forward, highlighting the latest strategies, technologies, and innovations. It's the go-to event where industry professionals, government leaders, and aerial operators come together for networking and learning. For details check out Tangent Link Limited, based at Chilterns House Business Centre, Eton Place, 64 High Street, Burnham, SL1 7JT UK. info@tangentlink.com

April 8-10, 2025 The Security Event at the NEC Birmingham.

The exhibition will showcase the world's leading security brands, offering you the best opportunity to source the latest products, technologies and solutions, whilst networking and meeting face-to-face with key experts from across the industry. Ensure you're up to date with the latest developments and issues in security via our comprehensive education programme. Join 16,500+ security professionals, 10,000+ of the latest security innovations manufactured by over 450 global leading suppliers. Event operated by The Security Event (Nineteen Group),





Contact: Tristan Norman, The Security Event tristan.norman@thesecurityevent.co.uk 1 Alwyne Road, Wimbledon, London, SW19 7AB. www.thesecurityevent.co.uk

April 9-12, 2025 AERO Friedrichshafen, Messe AERO Friedrichshafen is the global platform for all aspects of General Aviation – discover the variety of our industry in 12 exhibition halls and our static display ranging from Gliders, Ultralights, piston aircraft and helicopters up to Business Aviation. With more than 650 exhibitors from 35 countries, 35,000+ attendees and 500+ journalists from all over the world, AERO Friedrichshafen is the international community's annual meeting place.

May 27-28, 2025 PAVCon Europe Le Castellet International Airport, prefecture of the Pyrénées-Orientales department in Southern France. A few kilometres from the Mediterranean Sea and the scrublands of the Corbières massif the busy business airfield, marketed as the gateway to the French Riviera, is at 3100 Route des Hauts du Camp 83330 Le Castellet, France www.aerportducastellet.com www.pavconeurope.eu

