KOKSIJDE AIRBASE
KOKSIJDE AIRBASE

Maritime EEZ

BELGIUM FIR
Scrambles 2011:
164 calls - 37 evacuated persons
(157 above sea or along the coastline)

Scrambles 2012:
113 calls - 38 evacuated persons
(85 above sea or along the coastline)

Since 1976 ...
- >3000 scrambles
- >1600 evacuated persons
05 Dec 12

Disaster: 24 Sea men: 13 Saved – 5 deceased – 6 missing
BALTIC ACE Lost
CORVUS J heavily damaged
Lessons Learned:

- **SIZE** of the Helicopter was an important factor!

- Importance of good Training Program and efficiënt Crew concept

- **Good decision process of Capt SAR To retnun to Koksijde Airbase:**
  - Fuel available – Maint available – Services available
  - There is an existing and efficient Emergency Plan -
  - Military Base = Controlled Area
    - Access control and space available
    - Emergency Services can be
    - Press control and guidance
    - (Family of victims can be accepted and separated from press)

- **Need for appropriate Airfield Services!**
  - ATC and Meteo -> **IFR Capacity**
8 NH90:

• 4 TTH in Sp for Land Ops
• 4 NFH for SAR and Maritime Ops
• Centralised Maintenance in Beauvechain
# NH90 NFH – Fleet

### Planned delivery dates

<table>
<thead>
<tr>
<th></th>
<th>Initial Plan</th>
<th>Update Apr 2013</th>
<th>Actual Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>NBEN01</td>
<td>Jun 2011</td>
<td>→</td>
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<td>NBEN02</td>
<td>Sep 2011</td>
<td>→</td>
<td>Oct 2013</td>
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<td>NBEN03</td>
<td>Nov 2011</td>
<td>→</td>
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<td>Jan 2012</td>
<td>→</td>
<td>Jun 2014</td>
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</table>
Continuity SAR (SEAKING->NFH)

Jan 2013

Heli: 4
Crew: 4

IP : 1 (in NLD)

IP : 2
Crew: 2

Operational
Under Trg
Continuity SAR (SEAKING->NFH)

Jan 2013

Heli: 4
Crew: 4

IP : 1

IP : 2
Crew: 2

Delivery NFH
Jun 13 – Jun 14

Operational Under Trg
Continuity SAR (SEAKING->NFH)

Jan 2013
- Heli: 4
- Crew: 4
- IP: 1
- IP: 2
- Crew: 2

May 2014
- Heli: 3
- Crew: 4
- IP: 3
- Crew: 2

Delivery NFH
Jun 13 – Jun 14
Continuity SAR (SEAKING->NFH)

Jan 2013
Heli: 4
Crew: 4
IP: 1
IP: 2
Crew: 2

May 2014
Heli: 3
Crew: 4
IOC SAR
Dec 14
(3,5 crews)

Delivery NFH
Jun 13 – Jun 14

Heli: 3
Crew: 2
IP: 3
Continuity SAR (SEAKING->NFH)

Jan 2013

IP : 1
Crew: 2

May 2014

HI : 3
Crew: 4

IOC SAR
Dec 14
(3,5 crews)

IP : 3
Crew: 2

Delivery NFH
Jun 13 – Jun 14

What does IOC mean?

• 3,5 CREWS OPS READY
  ✓ 3 CAPTAIN SAR
  ✓ 1 PICUS SAR
  ✓ 3 FO SAR
  ✓ 4 Cabin operators SAR
  ✓ 4 Amb SAR
  ✓ 4 Diver SAR

• + 3 IP’s to continue training

As of this moment 60% of the 24/24 SAR duty can be performed with NFH without interrupting the instruction of next crews.
Continuity SAR (SEAKING->NFH)

Jan 2013
Heli: 4
Crew: 4
IP: 1
IP: 2
Crew: 2
Crew: 1,5

May 2014
Heli: 3
Crew: 4
Heli: 3
IP: 3
Crew: 2

IOC SAR
Dec 14
(3,5 crews)
Heli: 3
Crew: 2,5

Delivery NFH
Jun 13 – Jun 14
Heli: 4
IP: 3
Crew: 3,5
Crew: 2

Operational
Under Trg
Continuity SAR (SEAKING->NFH)

Jan 2013
Heli: 4
Crew: 4
IP : 1
Crew: 1,5
Delivery NFH
Jun 13 – Jun 14

May 2014
Heli: 3
Crew: 4
IP : 2
Crew: 2

IOC SAR
Dec 14
(3,5 crews)

Heli: 3
Crew: 2,5

FOC SAR
Oct 2015
(7 crews)

Heli: 4
IP : 3
Crew: 3,5
Crew: 2

Heli: 4
IP : 3
Crew: 5,5
Crew: 2 (MAR)
Continuity SAR (SEAKING->NFH)

- **Jan 2013**
  - Heli: 4
  - Crew: 4
  - IP: 1
  - Crew: 1,5

- **May 2014**
  - Delivery NFH
    - Jun 13 – Jun 14
  - Heli: 3
  - Crew: 4
  - IP: 2
  - Crew: 2

- **IOC SAR Dec 14**
  - Heli: 3
  - Crew: 4
  - IP: 3
  - Crew: 2

- **FOC SAR Oct 2015**
  - Heli: 4
  - Crew: 7 (SAR)
  - IP: 3
  - Crew: 3,5

**Under Trg**

**Operational**
Continuity SAR (SEAKING->NFH)

Jan 2013: Heli: 4 Crew: 4
May 2014: Heli: 3 Crew: 4
IOC SAR Dec 14 (3,5 crews)
FOC SAR Oct 2015 (7 crews)
Mid 2016: Heli: 4 Crew: 7 (SAR)
          Heli: 4 Crew: 9 (SAR+MAR)

IP : 1 Crew: 1
IP : 2 Crew: 2
IP : 3 Crew: 2

Crew: 1,5
Crew: 2
Crew: 2 (MAR)
Crew: 3,5

Delivery NFH Jun 13 – Jun 14
Some Pilot Impression

**Sea King**
- Combat proven
- Reliable
- Old technology
- Few resources for cockpit crew
- Few mission systems
- Cruise speed: 90Kts

**NH90 NFH**
- Very promising helicopter:
  - Piloting capabilities
  - Autopilot performances
  - Stability
  - Engine performance
- Some Technical issues
- FBW, glass cockpit, radar, FLIR, ESM, EWS
- All resources available in the cockpit
- Cruise speed: 140Kts will lead to faster interventions

*Very appreciated Old Timer.
Now ready to retire.*

*Flying will be easy. System management is the key to success.*
## Some Pilot Impression

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THANK YOU!