



# HSAC

Helicopter Safety Advisory Conference

Safety Through Cooperation  
Since 1978

## HSAC Aerial Observation Committee Meeting Agenda

October 12, 2022

In Person and Zoom Meeting

1230	Anti-Trust Statement, Introductions, and Overview	Winston Seiler
1235	Recap on Previous Meeting and Action Items	Winston Seiler
1245	ATC and Pipeline Patrol – LOA's, Traffic Flow, & Deconfliction	Cody McClelland, FAA
1330	Low Level Public Complaints – FAA vs. Local Enforcement	All
1400	Safety, Incident Reporting, and Shares	All
1420	RP for Obstacle Hazard Avoidance	All

### Attendees

Tom Buchner – Energy Transfer  
Greg Reeves – Barr  
Winston Seiler – KCSI  
Scott Waguespack – Dow Chemical  
Allen Ohrmundt – Chevron  
Mark Small – Chevron

Pat Niven – Chevron  
Steve Bechtol – Skywatch  
Zach Moss -- USCG  
Jeffrey Lewis  
Cody McClelland – FAA  
Ryan Sholty  
Don Cummins – Air Data Solutions  
Kristi Bass -- Air Data Solutions

### ATC -- Approval of Pipeline LOA, Proper coordination, how is traffic flow adjusted when patrols are present, how is traffic organized

Cody McClelland – New Orleans MSY ATC Manager

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- Goal of LOA is efficiency of transition through airspace with minimal communications. Limit frequency congestion and consistent execution of flight route
- Provide as much info as possible in the LOA submittal, document a planned schedule, provide Google Earth .kml
- Keep the LOA Current – update whenever route or contact information changes (there is no requirement to renew but it should be updated proactively)
- Generally 2-3 weeks for a LOA turnaround
- Proper coordination – call prior to each flight, day of, hour before if possible
- Call 1800WXBRIEF for tower and TRACON contact information. Can also request from the controllers with whom you have already established contacts
- FAA ATC has significant turnover resulting in consistent and ongoing training. The average experience was 15 years. Is now 2.5 years.



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- Separation requirements vary by airspace – in some cases, ATC can clear a corridor but this is not always the case
- Do not assume LOAs are shared between neighboring airports (but can have LOAs across multiple facilities if set up that way originally)
- Think of TRACON and TOWER as different entities at Class B airports and engage both of them in the initial LOA
- Do not transition on patrol at traffic pattern altitude.
- Develop a relationship and actively communicate with ATC

### **Low Level Public Complaints**

- Low level complaints have increased significantly since Covid.
- Working professionals are now working at home and are becoming aware of aerial patrols that have always been in the area, but they were formerly working in the office during business hours.
- It is advantageous to block ADSB data at FAA Source Level
- Several examples of Law Enforcement engaging patrol aircraft and escalating the situation without cause and outside of FAA jurisdiction
- Good relationship with local FSDO is key to mitigating public complaints
- Always get the name and phone number of who is calling in the complaint. This can be valuable if the individual escalates their actions

### **Safety Statistics, 2022 YTD**

- 2 ASRS reports related to Pipeline Patrol
- 1 Pipeline Patrol Fatal Accident (C206, Marlin, TX)
- 1 Pipeline Patrol forced landing
- Several accidents similar to our type work

### **Voluntary Safety Shares**

- Oil seal failure on C182S due to increased crankcase pressure potentially caused by clogged breather line
- Mapping aircraft used remote maintenance facility (first time use) for oil change during deployment. After pilot departed with aircraft, was notified that cowl screws were not installed – importance of Post Maintenance Checklist
- C182T fractured trim wheel sprocket -- 182R and older have a single cog sprocket. 182S and T have a two sprocket cog which experiences greater leverage and resulting stress. It is inspected regularly. Was found failed when trim wheel spun freely. Operator implementing a pull it out and inspect/overhaul maintenance interval



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## Recommended Practice Review

New RP, Drafted for Submission to HSAC Board:

- RP 23-01 Tower and Obstruction Hazards

Revisions Made to Existing RP's will be submitted to HSAC Board:

- 2006-02 Preferred Equipment Fit (Added ADS-B, Hazard Advisor)
- 2006-03 Captain Minimums (Added reference to Ab Initio Training)
- 2009-01 Pilot/Observer Training (Removed Links, Minor Text Editing)

For Future Review with Revisions Recommended by Group:

- 2006-01 Preferred Maintenance Guidelines
- 2008-01 Flight Following
- 2013-01 Fatigue Management

## Possible Presenters in future

- NASA ASRS Team Reporting
- National Rescue Command Center – What happens when an ELT is activated and how can pilots get rescued as quickly as possible
- FAA FSDO Office
- Spidertracks Update and SMS Merger

## Actions

- Draft and email materials to American Clean Energy
- Post RP's needing review as shared Google Doc for comments
- Submit revised RP's to HSAC Board
- Post RP 23-1 for final group review and submit to HSAC Board in January.

