



HELICOPTER SAFETY ADVISORY CONFERENCE

January 14, 2010

Hilton New Orleans Airport

New Orleans, LA

MINUTES

INTRODUCTON

Chairman Mark Fontenot called the meeting to order at 08:30 and welcomed members and guests. The Chairman read the Anti-Trust Statement and reviewed emergency evacuation route.

The Chairman thanked Bell Helicopter, Sikorsky, American Eurocopter and Agusta Westland for there support.

HSAC COMMITTEE REPORTS

RP Committee – Mark Adolph

- Solid Work
- Because there were few attendees, the Safety Committee teamed up with the RP Committee
- RPs Completed:
 - Helicopter Underwater Egress Training
 - Helicopter Rapid Refueling
 - Offshore helideck landing
 - VFR Altitudes
 - Closed Helidecks
 - Venting
- RPs and Items in Review:
 - Area Agreement Maps
 - Website update
 - Two helicopter operations on offshore helidecks (most contentious)



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Technical Committee – Pat Roberts

- RPs Reviewed
 - FOD RP
 - JSA Program
 - Tool Control Program (post on website)
 - Supplemental Inspection Program

Aerial Observation Committee – Mark Small

- Subcommittee formed approximately 5-years ago to enhance safety in aerial observation programs
- There is over 600,000 miles of liquid and gas pipeline patrolled.
- RPs in progress:
 - Bird Strikes – 500' AGL flight operations
 - Safety Management System (SMS) and Enhanced Operational Control (EOC)

Flight Following Committee – Terry Gambill

- TSA requirement relating to passports was a rumor started by a low level person in TSA. TSA has no authority at this time to require passports and there is no intention to do so in the near future.
- US Customs to determine possibly one set of rules on passport requirements.

Treasurer's Report – Joe Gross

- Meeting rooms take the “lion's share” of the funds.

Vice Chairman – Bob Hall

- Introduced Steve Milldenstien and Nick Lappos
- Bell Helicopter Initiatives:
 - HUMS for Bell 212 and BH412
 - Cockpit Information Recorder (incredible) optically recognizes the gages
 - Polycarbonate Windshield for BH206 series – testing in progress
 - Wide Area Augmentation System infrastructure is a safety consideration



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Government Liaison – Dana Raaz

- No report

Ken Kersker – RP2L Update

- Paul Versowky (Chevron) API Committee for RP2L
 - Helideck paint scheme and lettering; however do not know when it will be presented to API.
 - RP2L remaining pending

Industrial Liaison – Larry Lippert

- Introduced Galliano Airport Manager, Jason Duet, and Director of Operations for Port Fourchon, Davie Breaux
- LOOP offloads 15 to 18 percent of the nations oil supply.

Jim Linney – FAA and ADS-B Update

- 2020 is the date for mandatory ADS-B equipage

Helicopter Association International (HAI)- Matt Zacarro

- 85% of the helicopter operators consist of companies with 1 to 5 helicopters
- Pilots and Maintenance Technicians are the final “gate keeper” for safety

Fish Spotters – Billy Suow

- Need more pilots to make blanket call when approaching the beach. The call will alert the spotter aircraft to “nail” their altitude.
- Helicopter pilots may be using TCAS for separation; however, a call on the Fish Spotter frequency will insure the spotter aircraft are at the assigned altitude.
- The annual Fish Spotter safety meeting will be held in Jennings, LA on April 13th.

Next HSAC Meeting is scheduled for May 12 and 13, 2010.



HSAC Contributors – 2009

Air Logistics LLC	\$1,000
Anadarko Petroleum, Inc.	\$1,000
BHP Billiton Petroleum	\$1,000
BP America Production Company	\$1,000
Chevron Exploration USA	\$1,000
Chevron Products USA	\$1,000
Dart Helicopter Services, LLC.	\$500
Devon Energy (2009 - posted 10/08 not included below)	\$1,000
Era Helicopters, Inc	\$1,000
Evergreen Helicopters, Inc.	\$1,000
ExxonMobil	\$1,000
Gulf Fish Spotter Safety Committee	\$500
Helicopter Services, Inc.	\$250
Hess Corporation	\$1,000
PHI, Inc.	\$1,000
Rotorcraft Leasing Company, LLC	\$1,000
Sojitz Energy (2008)	\$1,000
Statoil Gulf Sources	\$1,000
TransCanada Pipeline	\$500

Total: \$15,750



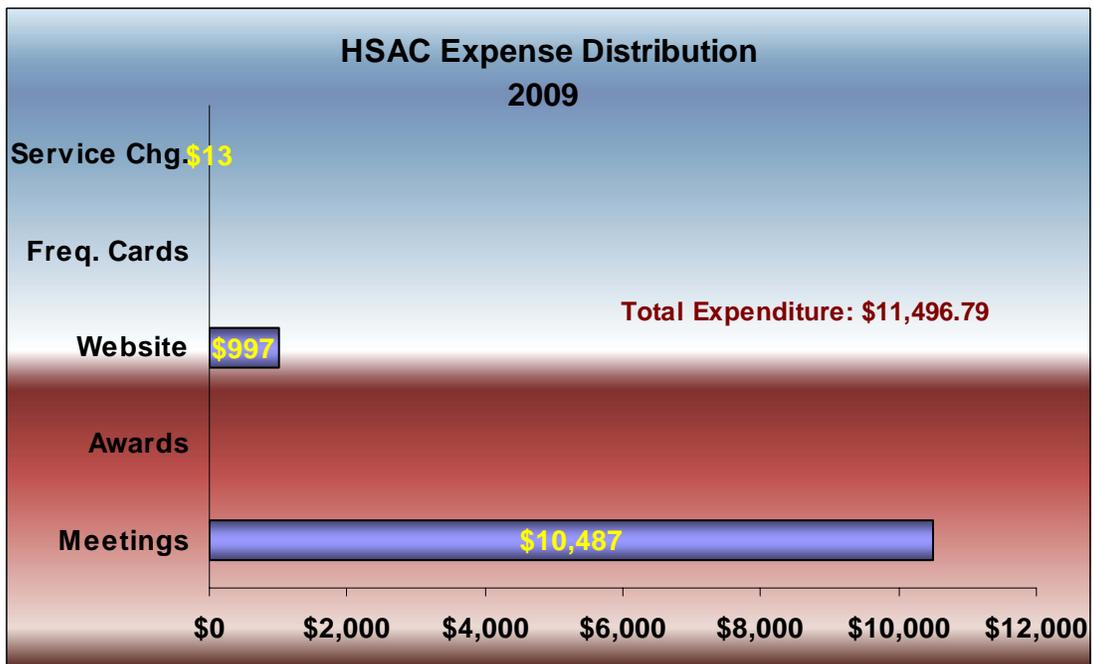
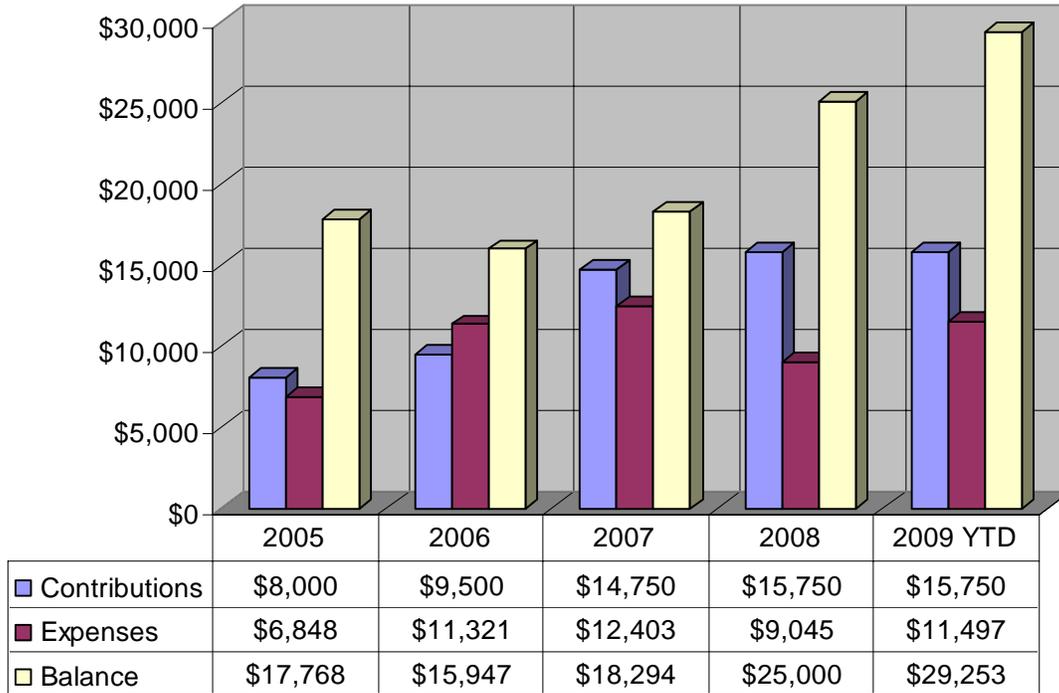
2009 HSAC Bank Account Activity 1 Jan – 31 Dec

Opening Year Balance	\$ 24,999.73
Contributions	\$ 15,750.00
Expenditures	\$ 11,496.79
To Date Balance	\$ 24,252.94
Net Difference	+ \$ 4,253.21



2009 Summary

HSAC Contributions vs. Expenses



Aerial Observation Action Plan

As of 01/2010

Target Date Column Status: Green = complete or up-to-date w/plan Yellow = Actions due at next mtg Red = Overdue Actions

ITEM	Issues	Mitigating Strategy	Responsibility	Tgt Date	Status
1	Optimal radio frequencies: 121.5/122.75 while patrolling	Information	Mark	May-08	draft completed, presented to HSAC body, awaiting placement on website
2	Pilot/Observer Training to include CRM	RP/Guideline	Ted & John/El Paso, Cort, Greg/Barr	May-09	Final draft completed, presented to HSAC body, awaiting placement on website
3	Pipeline Patrol Operations in mountain terrain	RP/Guideline	Greg/BARR	Jan-10	initial draft prepared, to be circulated through AOC group, formalized at Jan meeting for approval of HSAC body. Formatted and present to Steering Committee 1/13/10
4	Crew size for pipeline patrol aircraft	RP/Guideline	Mark/Shell Marion/Spectra John/BP		issue temporarily placed inactive
5	OGP/AMG update	Information	John/BP	May-10	Appendix 11 - still being reviewed by OGP see item 11, John to communicate non commitment to recommended items (4) to OGP aviation subcommittee
6	Low level waivers: process with FSDO	Information	Marion/Spectra John/TC	Oct-09	recommended that guidelines for completing form 7711-2 (low level waiver) be placed on the HSAC website
7	Workshop with API/AOPL	Aerial patrol Info	Pat/Shell, Bill/Airborne, Jim/BP, Cort/Barr, Dennis/Reynolds, Mark/Chevron	Oct-09	patrol effectiveness issues, flight safety policies and coordination and management issues discussed. Bill to consolidate responses for distribution to group.
8	Identification of industry flight hours	Information	John/TC	TBA	work in progress, Carl to provide information to John
9	Aerial Observation Risk Assessment	Information	Casey/Chevron Cort/Barr	May-10	no information available for discussion
10	SMS & EOC	RP/Guideline	Pat/Shell	Jan-10	gather information from HSAC WG for distribution, get information from Mark Adolph (SMS)
11	Review of OGP Aerial Surveillance recommendations	Information	John/BP	Jan-10	Initial information/discussion to be presented at HAI, Feb 2010
12	FDM presentation	presentation	Pat/Shell	May-10	one hour
13	Involvement with oil and gas management	Information gathering	Casey/Chevron		outreach program to disseminate information concerning aerial observation issues
14	Flying in the cold weather environment	Information gathering	Mickey/ASI	May-10	
15	Birdstrikes during aerial observation	Information gathering	Greg/Barr	May-10	
16	Current and correct maps, GPS coordinates				Possible information to API for resolution

Draft HSAC – RP – 2010 -1
Job Safety Analysis

Background

A Job Safety Analysis (JSA) is an assessment of hazards associated with a job, to include; carefully studying and recording each step. It is the identification of existing or potential hazards associated with health, safety and environmental concerns, thereby determining the best way to perform the job to reduce or eliminate these hazards. This tool is designed to identify barriers and maintain awareness necessary to reduce risks. Each operator should have a JSA program in place to ensure identification of high and medium risk tasks.

Recommended Practices

1. Define JSA Program Requirements

The following guidelines cover areas which may be considered when developing a proactive JSA program.

- Support and involvement from Management and the Safety Department.
- A written documented process and procedure for the program.
- Management communication, delegation, responsibility, and compliance.
- Included in an audit program
- Employees review and participation with the program at local level.
- Hands-on initial training “walk-through” of the step-by-step process.
- Carefully studying and recording each task step to identify potential hazards.
- Identify those high and medium risk tasks associated with aircraft maintenance.
- Define specific tasks – nothing broad – i.e. transmission change, main rotor.
- Continuous revision of existing JSA’s to determine changing factors.
- Enhances job planning, hazard recognition, training, poor communication.
- Develop barriers or “safe” procedures for ways to perform individual steps.
- Stopping the work process at any time concerns for safety are present.
- Creating a file and library of completed JSA’s with the ability for continuous revision.
- Ensuring that lessons learned are captured and communicated throughout.
- Ensure that responsibility for determining lessons learned is assigned

OSHA link for JSA information <http://www.osha.gov/Publications/osha3071.pdf>



Draft HSAC RP 2009-02 **FOD (Foreign Object Damage) Control**

Background

Foreign Object Damage (FOD) accounts for a vast amount of damage to aircraft engines and components annually, increasing the possibility of an incident or accident occurring, and thereby increasing operating costs. Operators may consider the following procedures when implementing an FOD policy and program to eliminate FOD damage.

Objective

FOD prevention programs are designed to eliminate accidents or incidents, loss of life or equipment, due to FOD

Recommended Practices

1. FOD Awareness and Prevention

The following guidelines cover areas which may be considered when developing a FOD program

2. FOD Examples

- Metal
 - Aircraft and Engine Fasteners
 - Tools
 - Other Flight Line Metals
- Stone
 - Natural Stone
 - Non- Natural Stone – Concrete etc.

- Miscellaneous
 - Wood
 - Ice
 - Organic Matter
- Birds, Tree Frogs etc.

Recommendations

- Organizational Policies outlining FOD prevention
 - Used Parts Policy – Safety wire, Cotter Keys, Used Nuts and Bolt security
 - Shop Towel accountability Policy and Program
 - Tool Accountability
 - Personal dress code and Shop House Keeping Policy
 - Ramp FOD control Policy e.g. unsecured cowlings or other objects
 - Customer awareness – security of hats, plastic bags, carry-on items etc.
 - Ground Support – policies that define usage, storage, security and movement of support equipment
 - FOD inspection policy prior to releasing an aircraft to operational service

- Awareness Programs
 - Posters
 - Decals
 - Training Programs
 - Customer Briefings

Useful links for supplemental information

- <http://ftp.ata.nato.int/public//PuFullText/RTO/TR/RTO-TR-AVT-094//TR-AVT-094-06.PDF> NATO and OTAN, chapter 6, FOD Prevention
- <http://www.nafpi.com/index.html> National Aerospace FOD Prevention Inc.
- www.fodnews.com



HSAC – RP – 2009-01 **Tool Inventory Control**

Background

Tool inventory control is an essential component of aviation safety practices. Each operator should have policies in place that describe the procedures and methods that ensure that tools and equipment utilized in maintenance performed on aircraft are fully accounted for prior to releasing the aircraft to service.

Recommended Practices

1. Define Tool Control Requirements

The following guidelines cover areas which should be considered when developing customized designs for tool control

Suggestions

- Planning / Organization - companies should have a outlined tool control policy and program
- Develop a list of tools or have a customized tool kit designed for specific tasks and maintenance requirements.
- Identify all tools (including intermittently used items) that are authorized to be used in your operation
- Tool inventory policy and procedure for tools provided by individual maintenance personnel
- Develop a tool control inventory system that addresses facility tools as well as tools used when conducting line maintenance e.g. too chit program for tracing tool issuance
- Assign tools to specific locations
- Organize tools utilizing foam inserts cut outs to identify proper tool locations

- Policies and procedures to address missing tools prior to releasing aircraft to service
- Tool identification methods – consider inventory control by bar coding, laser etching 2D Data Matrix Etching
- Provide training and guidance to employees on company policies related to tool control
- Periodic audits to confirm accurate tool inventory

2. Useful informational links for supplemental information

- a. <http://www.nafpi.com/index.html> - National Aerospace FOD Prevention Inc.
- b. <http://www.amtonline.com/index.jsp> - Aviation Maintenance Technology
- c. <http://www.stanleyproto.com/> - Stanley Tools
- d. <http://www1.snapon.com/23754.nws> - Snap-on Tools