



HSAC Single Engine Symposium Meeting Minutes

A meeting of HSAC was held at RLC llc (Broussard, LA) on 3/20/24

Attendees:

- | | | |
|--------------------------------|----------------------------|---------------------------|
| • Jacob Schexnayder (HSAC/PHI) | • James Hinch (PHI) | • Jason Melancon (RLC) |
| • Bryan Buchanan (HSAC/bp) | • Rob Phillips (Westwind) | • Clay Voss (Bristow) |
| • Don Robson (HSAC/Westwind) | • Shawn Vaughn (Westwind) | • Mike Landry (Kinetica) |
| • Pat Attaway (PHI) | • Dru Milke (RLC) | • Jude Richard (Kinetica) |
| • James Maner (PHI) | • Jose Jaramillo (Chevron) | • Tasha Louviere (RLC) |

Agenda Items:

1. Safety Briefing / Introductions
2. Agenda Review / HSAC Antitrust
3. Last Meeting Recap
4. Jacob's Law Update
5. Gulf of Mexico Weather Update
6. Recent SE Incidents
7. Safety Culture
8. Executive Discussion / Wrap-up/Lunch

Discussion Items: (see presentation for reference)

1. Last Meeting Recap- (Bryan Buchanan)

- Discuss status of creating a MoA to allow sharing of Safety data between SE operators in GoM
- Create an HSAC FDM subset for SE operators. Each operator will review their operations and recommend 5 event subsets to monitor. Continue the collective decision on which subsets are the most critical to SE operations.
- Continue to monitor and recommend potential locations for new offshore wx station locations.

2. Jacob' Law update- (Bryan Buchanan)

-RS 40:1486.2 effective Jan 1, 2024.

Notwithstanding any provision of law to the contrary, any aircraft used to transport offshore platform workers to and from the platform shall require each person being transported to wear a life jacket equipped with personal locator beacon, as described in Paragraph (C)(1) of this Section.

3. Gulf of Mexico Aviation Weather Update(James Maner)

-Reviewed the 3 locations previously identified for new FAA wx station in the void area which were presented and approved by the AIC at the January 2024 HSAC meeting.

- WC167
- HI264A
- VR149

-AIC moving forward with establishing suitability analysis for each location.

-Challenged operators to identify other potential locations in wx void area prior to October HSAC meeting.

4. Recent Single Engine Incidents (Group Discussion)

-Discussed recent SE incidents in the GoM over the last 12 months, takeaways and lessons learned from each.

5. Safety Culture (Bryan Buchanan)

-Reviewed Safety Leadership Principles and the importance of a strong safety culture.

Action Items:

1. (HSAC Board) continue to explore the development of a Memorandum of Agreement to allow sharing of Safety data between single engine operators. Topics to be shared include:
 - High potential incidents / close calls
 - Helideck inspections. Inspections to be shared will begin with manned facilities. Inspection standard/criteria tbd. Recommended to inspect IAW HSAC RP163.
2. (HSAC Board) It has been agreed to meet \approx one month prior each scheduled HSAC meeting.
3. (Jason Melancon) collect data and create an HSAC FDM subset for single engine operations. Each operator will review their operations and recommend 5 event sets to monitor. Once a collective decision on which 5 subsets are most critical to single engine operations is determined, an HSAC FDM subcommittee will be established to collect and review data.
4. (Bryan Buchanan) Continue to explore the possibility of HSAC becoming an Associate member of HeliOffshore so that all HSAC members have access to HeliOffshore's info share database.

Next Meeting:

TBD – Would like to schedule sometime in September 2024.



Single Engine Symposium

March 20, 2024

Louisiana Legal Update

[Laws](#)[Bills](#)[Sessions](#)[House](#)[Senate](#)[Committees](#)[Legislators](#)[My Legis](#)

RS 40:4.2



§4.2. Jambalaya; preparation in traditional manner

Notwithstanding any contrary provisions of the state sanitary code or any contrary provision of any other law or regulation, it shall be lawful to prepare jambalaya in the traditional manner for public consumption, including the use of iron pots, wood fires, and preparation in the open for service to the public at public gatherings. This Section shall not be construed to allow the sale or distribution of any unwholesome food.

Added by Acts 1977, No. 166, §1.

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P.O. Box 94062 (900 North Third Street) Baton Rouge, Louisiana 70804-9062

Agenda



0845-0900	Arrival
0900-0915	Safety Briefing / Introductions
0915-0930	Agenda and Antitrust
0930-0945	Last Meeting Recap
0945-1000	Jacob's Law Update
1000-1015	Break
1015-1025	Gulf of Mexico Aviation Weather update
1025-1125	Recent Incidents
1125-1155	Safety Culture
1200-1300	Lunch

Antitrust Checklist



Remember....

- Do Not discuss competitive cost, production, market analysis or other competitive trade sensitive data
- Have an agenda
- Report to our own counsel any concerns that we have of variation from the agenda
- Keep minutes for a record of our discussions



HSAC Antitrust Statement

The Sherman Act and the Clayton Act are federal statutes which make certain agreements in restraint trade illegal. Violators can be subject to criminal penalties and large monetary damages.

The purpose of antitrust policies is to **restrict communications concerning cost, production or other trade sensitive information which could be the foundation for such illegal agreements.**



HSAC Antitrust Statement

Trade Associations / Industry Groups

Trade associations are generally recognized as a legitimate forum for competitors to share ideas which promote the efficiency of the industry.

Example:

- How to do things safer, better, more efficient.
- However, any discussion which involves the use of cost information (even historical) or other competitive information should not take place without specific authorization of antitrust counsel.

September 2023 Meeting Review



1. Explore the development of a Memorandum of Agreement to allow sharing of Safety data between single engine operators.
2. Continue this meeting and establish a meeting frequency for all GoM single engine operators.
3. Create an HSAC FDM subset for single engine operations. Each operator will review their operations and recommend 5 event sets to monitor. Once a collective decision on which 5 subsets are most critical to single engine operations is determined, an HSAC FDM subcommittee will be established to collect and review data.
4. Each operator will review and recommend potential new offshore wx station locations in the West Central GoM.
5. Explore the possibility of HSAC becoming an Associate member of HeliOffshore so that all HSAC members have access to HeliOffshore's info share database.

Jacob's Law (RS 40:1486.2)



NOTE: Subsections D, E, and F as amended by Acts 2023, No. 168, eff. Jan. 1, 2024.

D. Notwithstanding any provision of law to the contrary, any aircraft used to transport offshore platform workers to and from the platform shall require each person being transported to wear a life jacket equipped with a personal locator beacon, as described in Paragraph (C)(1) of this Section.



Break

WX / WRA



Weather Reporting and WRA Update

Incident Update



Recent Aviation Incidents

Safety Culture (IOGP Report 459)

Bypassing Safety Controls

Obtain authorisation before overriding or disabling safety controls



- I understand and use safety-critical equipment and procedures which apply to my task
- I obtain authorisation before:
 - disabling or overriding safety equipment
 - deviating from procedures
 - crossing a barrier

Confined Space

Obtain authorisation before entering a confined space



- I confirm energy sources are isolated
- I confirm the atmosphere has been tested and is monitored
- I check and use my breathing apparatus when required
- I confirm there is an attendant standing by
- I confirm a rescue plan is in place
- I obtain authorisation to enter

Driving

Follow safe driving rules



- I always wear a seatbelt
- I do not exceed the speed limit, and reduce my speed for road conditions
- I do not use phones or operate devices while driving
- I am fit, rested and fully alert while driving
- I follow journey management requirements

Energy Isolation

Verify isolation and zero energy before work begins



- I have identified all energy sources
- I confirm that hazardous energy sources have been isolated, locked, and tagged
- I have checked there is zero energy and tested for residual or stored energy

Hot Work

Control flammables and ignition sources



- I identify and control ignition sources
- Before starting any hot work:
 - I confirm flammable material has been removed or isolated
 - I obtain authorisation
- Before starting hot work in a hazardous area I confirm:
 - a gas test has been completed
 - gas will be monitored continually

Line of Fire

Keep yourself and others out of the line of fire



- I position myself to avoid:
 - moving objects
 - vehicles
 - pressure releases
 - dropped objects
- I establish and obey barriers and exclusion zones
- I take action to secure loose objects and report potential dropped objects

Safe Mechanical Lifting

Plan lifting operations and control the area



- I confirm that the equipment and load have been inspected and are fit for purpose
- I only operate equipment that I am qualified to use
- I establish and obey barriers and exclusion zones
- I never walk under a suspended load

Work Authorisation

Work with a valid permit when required



- I have confirmed if a permit is required
- I am authorised to perform the work
- I understand the permit
- I have confirmed that hazards are controlled and it is safe to start
- I stop and reassess if conditions change

Working at Height

Protect yourself against a fall when working at height



- I inspect my fall protection equipment before use
- I secure tools and work materials to prevent dropped objects
- I tie off 100% to approved anchor points while outside a protected area



Safety Leadership Principles

				
Genuinely care about each other <ul style="list-style-type: none">– we care about everybody's safety as if they are our own family– we show care by looking out for each other– we help others to see unsafe situations when they may not	Will not compromise our focus on safety <ul style="list-style-type: none">– we put safety above any other business objective– when things don't feel right, we pause to understand why– we discuss conflicting priorities and escalate when needed	Encourage and recognize speak up <ul style="list-style-type: none">– we are open, approachable, and thank those who speak up– we listen actively to understand issues– we act on concerns and follow up	Understand how work actually happens <ul style="list-style-type: none">– we support people to solve problems– we spend time with the front line– we check if work can be done safely and reliably	Learn why mistakes occur and respond supportively <ul style="list-style-type: none">– we explore why mistakes happen so that we can prevent or correct them– we deeply understand why things go well or go wrong– we respond to issues in a constructive way



Lunch