



Single Engine Symposium

September 13, 2023

Agenda



0830	Arrival
0830-0900	Safety Briefing / Introductions
0900-0915	Agenda and Antitrust
0915-0945	Single Engine Operations in the GOM
0945-1045	10-year Accident History
1045-1055	Break
1055-1115	Gulf of Mexico Aviation Weather
1115-1130	Pilot Medical Certificates
1130-1200	Jacob's Law
1200-1230	Lunch
1230-1300	Energy Company Behavior- Bill Chiles
1300-1400	Executive Discussion / Wrap-Up



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.



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

Single Engine Operations in the GOM



- First offshore drilling was in 1942
- Approximately 7,200 Oil and Gas structures have been installed
- Today about 1,200 active helidecks remain (from BSEE data)
- Estimated that 250-500 helidecks that are restricted to single engine helicopters
- Average 20,000 POB on these structures and movables (from BSEE)

10-year GOM Accident History

(from NTSB reports)



2022

Date	Type	Fatalities	Injured	None	Description	Cause
29-Dec 22	BH-407	4	0	0	On takeoff from offshore platform aircraft rolled over on helideck	Dynamic Rollover
15-Dec 22	BH-206 L4	0	3	0	On take off from offshore platform aircraft skids became stuck and aircraft rolled over on helideck	Dynamic Rollover
26-Oct 22	BH-407	1	2	0	Pilot stated to passengers "He was not going to make it"	Pilot Incapacitation
14-Jan 22	BH-407	2	0	0	Pilot experienced sudden loss of consciousness in flight	Pilot Incapacitation

2021

Date	Type	Fatalities	Injured	None	Description	Cause
25 Sep 21	BH-407	0	0	3	While hovering at the base, aircraft contacted another aircraft during pedal turn	Pilot's failure to maintain adequate clearance

10-year GOM Accident History

(from NTSB reports)



2019						
Date	Type	Fatalities	Injured	None	Description	Cause
10-Mar 19	BH-407	2	0	0	Cruise flight pilot reported deteriorating weather. Impacted marsh during low-level turn	Spatial Disorientation while operating close to the surface
7-Dec 19	BH-407	2	0	0	Engine power loss due to No 3-bearing failure.	Engine Failure

2017						
Date	Type	Fatalities	Injured	None	Description	Cause
6-Feb 17	BH-206B	1	0	2	After night departure from oil tanker in Galveston Bay aircraft likely entered IMC	Unrecognized descent and collision with water
27-Feb 17	BH-407	1	0	0	Flight offshore to onshore without passengers	Collision with water for undetermined reason
2-May 17	BH-407	0	0	6	Pilot detected aircraft vibration and landed aircraft. Inspection found TRB tip cap weights missing.	Inflight separations of TRB tip cap weights

10-year GOM Accident History

(from NTSB reports)



2015

Date	Type	Fatalities	Injured	None	Description	Cause
8-Jun 15	BH-407	0	0	5	Pilot reported strong vibrations and landed in the marsh.	Failure of TRGB Studs possibly caused by imbalance associated with loss of TRB tip weights
28-Jun 15	BH-407	0	1	0	As the aircraft was starting on an offshore helideck, a strong wind pushed the aircraft off the helideck	Pilot's loss of aircraft control due to high winds
30-Oct 15	BH-407	0	0	1	Pilot started aircraft with main rotor blade tied down which broke the blade	Pilot's failure to untie blade

2014

Date	Type	Fatalities	Injured	None	Description	Cause
5-Jan 14	BH-430	0	0	2	While maneuvering on offshore helideck, aircraft's TRB contracted handrail	Pilot's failure to maintain adequate clearance
11-Jun 14	BH-206	2	0	0	Helicopter began to spin on approach to offshore facility	Pilot's loss of control for unknown reasons

10-year GOM Accident History

(from NTSB reports)



2013						
Date	Type	Fatalities	Injured	None	Description	Cause
11-Aug 13	BH-407	0	3	0	Pilot reported a "bang" on liftoff and departing an offshore facility	Engine ingestion of vented methane gas
9-Oct 13	BH-206	1	3	0	Witnesses heard a pop as aircraft departed an offshore facility. Engine exam revealed failure of second-stage turbine.	Engine Failure

10 Year Totals							
Accidents	Fatalities	Injured	None	Leading Causes			
				HFACS	System Component Failure	Pilot Incapacitation	Unknown
17	16	12	19	9	5	2	1

10-year GOM Accident History

(from NTSB reports)



HFACS

Five accidents involving aircraft contacting a helideck or obstacle or failure to maintain control

Three events involving weather

One accident related to pre-flight

System Component Failure

Three accidents related to engine malfunctions or failure

Two accidents related to tail rotor tip weights

Pilot incapacitation

Two accidents related to in-flight medical issues with pilots



Break

GOM Aviation Weather



General FAA AWOS Platform Replacement Criteria

- Supports coverage requirements; AIC concurs with location
- Minimum 7 years longevity—(2 years to complete + 5 years after commission)
- Physical space for equipment in unclassified area of platform (8x10ft area with clear view to the sky; antenna with clear view to the horizon; wind sensor to have none or minimal obstructions).
- Power/telecommunications bandwidth availability
- Manned platform preferred
- Unmanned platform acceptable if visited regularly and power/telecommunications are available

Pilot Medical Certificates-



1st Class versus 2nd Class Medical Certificates

- Requirements (FAR 61.23)
 - 1st class required when exercising PIC privileges under an ATP
 - 2nd class required when exercising privileges of commercial pilot in an aircraft other than balloon or glider
 - Not required when
 - When serving as an Examiner or check airman and administering a practical test or proficiency check for an airman certificate, rating, or authorization conducted in a glider, balloon, flight simulator, or flight training device
 - When taking a practical test or a proficiency check for a certificate, rating, authorization or operating privilege conducted in a glider, balloon, flight simulator, or flight training device
- Duration (FAR 61.23)
 - 1st and 2nd class at any age for a commercial pilot expire 12th month after the month of the date of the examination shown on certificate
- Eligibility (FAR 67.111)
 - Must demonstrate an absence of myocardial infarction and other clinically significant abnormality on electrocardiographic examination
 - First application after reaching 35th birthday
 - Annually after 40th birthday

Jacob's Law- RS 40:1486.2



History of Bill

- Named after Jacob Matt
- Killed in a helicopter crash in 2008
- Wasn't found for four days
- Bill regained momentum after Seacor Power accident in 2021. Seven out of 19 crewman never found.
- Signed by Governor on 6/7/2023
- Effective date of 1/1/2024

Jacob's Law- RS 40:1486.2



- A. The director of aviation ("DA") of the aviation section of the Department of Transportation and Development ("DOTD") shall request membership to the Helicopter Safety Advisory Conference ("HSAC"), attend regularly scheduled meetings of HSAC for the purpose of education, understanding, and dissemination of information developed for the purpose of the promotion of safety through cooperation, and encourage all operators who provide over water flight services to the oil and gas industry to adopt and incorporate the recommended practices of HSAC into their daily operations.
- B. The DA or his designated representative may attend and secure all writings in the form of recommended practices that result from HSAC conferences that relate to safe over water helicopter operations and disseminate such writings in such a way that over water flight service providers in the state or adjacent to its shores are made aware of its content.
- C. Among considerations for helicopter safety in over water flight services in the oil and gas industry, the DA or his designated representative may identify, evaluate, and maintain current knowledge of available feasible technology for all of the following:
 - (1) Personal locator beacons ("PLBs") capable of transmitting a digital coded distress signal and a permanent homing signal suitable for use in over water flight services utilized in the oil and gas industry.
 - (2) Incorporation into the daily operations of all Part 91, Part 133 and Part 135 operators, a system for satellite tracking of helicopters conducting over water flights, including maintaining a command center to monitor the status of such flights.
 - (3) Improvement of flight safety over water services by adoption of emerging advances in aviation. The DA or his designated representative shall also promote enhancements of required pre-flight briefings that maximize passenger awareness of passenger safety, and emergency procedures. Where appropriate, the DA shall provide information and recommendations to HSAC for consideration of recommended practices for industry use of such systems and devices.

Jacob's Law- RS 40:1486.2



- 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.
- E. The DA or his designated representative shall maintain familiarity with all Part 91, Part 133 and Part 135 regulations promulgated by the FAA pertaining to over water helicopter operations, and may obtain and review all advisory circulars of the FAA that relate to such over water helicopter operations in the state or adjacent to its shores, issued under those parts of the Federal Aviation Regulations ("FAR"). Where appropriate, the DA or his designated representative shall promote the adherence to the regulations and adoption of the HSAC recommended practices.
- F. The DA shall facilitate, as he deems necessary, information to the director of operations of operators who provide over water flight services in the state or adjacent to its shores, through publication on the Internet through an identifiable link on the DOTD website, summaries or text of relevant new FAR and Advisory Circulars published by the FAA or Recommended Practices published by HSAC.
- G. (1)The DA shall publish a report to the legislature, directed to the chairs of the House and Senate committees on transportation, highways and public works, wherein the DA shall summarize and comment upon all of the following:
- (a) The previous year's developments in safe practices for operators who provide over water flight services in the state or adjacent to its shores, as such safe practices have evolved over the previous twelve months, through the federal and industry organizations referenced in this Part.
 - (b) Efforts made by the DA to ensure knowledge of all such practices by operators within the industry.
- (2) The report shall be delivered to the committees no later than the first of September, annually. A copy of the report shall also be sent to the director of operations of each helicopter operator known by the DA to be engaged in providing over water flight services in the offshore oil and gas industry.



Lunch



Energy Company Behavior



Executive Discussion/Wrap-Up