



HSAC

Helicopter Safety Advisory Conference

Safety Through Cooperation
Since 1978

HSAC Aerial Observation Committee Meeting Agenda

January 19, 2022

In Person and Zoom Meeting

1300	Anti-Trust Statement, Introductions, and Overview	Winston Seiler
1310	Recap on Previous Meeting and Action Items	Winston Seiler
1315	Spidertracks Discussion	Randy Langefeld
1330	SMS Software: FltPlan.com	Marshall Cox
1430	Accidents and Incidents	Tom Buchner
1445	Tower Fatalities – Preventive Measures	All
1500	Leading Indicators and Hazard Reporting	Winston Seiler
1515	Hazard Shares	All
1540	IOGP 590 → 690	All
1550	Other Topics of Interest and Future Topics of Interest	All

Attendees

Greg Reeves – Barr

Steve Bechtol – Skywatch

Scott Legocki – Chevron

Michael Hanson – BSEE

Mark Small – Chevron

Scott Waguespack – Dow

Don Robson – Westwind

Edward Fuenstein – Barr

Greg McColm – Oxy

Allen Ohrmundt – Chevron

Kevin Rister – XOM

Jeff Goyer – Hess

Randy Langefeld – Spedertracks

Kirk Steinberger – KinderMorgan

Bob Coutu – Airbus

Francis Schuurman – Shell

John Page – BP

Reggie Wycoff – Shell

Andy Ewers – XOM

Tom Buchner – Energy Transfer

Winston Seiler – KCSI Aerial Patrol

Shane Ellis – KCSI Aerial Patrol

Recap on Previous Meeting

SMS Program Presentation: FltPlan.com

FRAT, Audits, Hazard Reporting, Documents, Policies, and Customizable Options

All in one solution for Part 91, 135, 121 with small to midsize operator targets

Price point around \$3,000

Hazard reports can be populated and submitted both internally and with option for submission to external agencies – ASAP

FRAT with point scale can be customized



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Flight, Maintenance, and Ground focused risk assessment.
Hazard Reports for Cabin, Dispatch, Flight, Ground, and Other Operations
Management review has an RCA summary option
Risk Matrix is not currently customizable
Provides an SMS Manual Template
Some QA Functionality
Links to customer SMS, ERP, and Fatigue Management policies/documents
Hazard Register/Safety Case does not exist within the software
Mobile enhanced, but is not available as a dedicated app.
Has some functionality aligned with the Garmin Pilot App
Past data from other SMS systems can be imported manually into FltPlan.com
Can also export data but unsure on format.
Participant Comment "Adding the hazard register will complete this SMS system."

Accidents and Incidents

Estimated 55,000 HSAC Participant Patrol Flight Hours (143,000 Industry Flight Hours) in 2021
2/2021 C172 Emergency Landing Due to Loss of Engine Power
5/2021 C182 Struck Guy Wires of 1049' Tower
6/2021 C172 Loud pop from air conditioner hose failure, emergency landing impacting road sign
11/2021 C182 Struck tower during oil field patrol
Three reported in flight near misses associated with patrol aircraft

Tower Fatalities – Preventive Measures

Foreflight Hazard Advisor
Minimum Altitude and Distance Separation in Ops Procedures
Fly Patrols the same way every flight
Can Spidertracks be used to evaluate hazard? Manual Geofencing around Towers is available.
Hazards being briefed prior to the flight.
Brief how you are going around or above a tower as they are approaching the tower.
Drop Waypoints of new hazards along lines...these can be shared within the organization. (Non charted hazard database)
Deadhead minimum altitudes as per the ops manual
Minimum altitudes in the patrol reporting form...lack of attention during deadhead flights
Radar Altimeter (are GA versions affected by 5G?)
Look at obstacles hit, and determine single pilot vs. dual crew and familiarization with the area...how often had the crew flown the line or in the area? What was the weather during the incident – Clear, overcast and/or gray?



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Leading Indicators and Hazard Reporting

Keep an easy, streamlined, non-cumbersome form
Overall support for the initiative, worth mining the data
Add High, Medium, Low Hazard Ranking and Why Occurred with regards to Mechanical
Migrate to an HSAC email account and give full access to other members

Hazard Shares

Hazard: Improper Trim Tab Rigging Discovered During Pre Purchase Inspection
Mitigation: Perform Post Maintenance Inspections beyond normal pre-flight

Hazard: Helicopter Rotor Wash

Mitigation: Minimum Distance Separation When Taxiing, Allowing Time for Vortices to Dissipate prior to arrival and departure, Secured Tie Downs, Awareness

FAA Study: 90 secs MINIMUM for Medium Lift Helicopter Rotor Wash Dissipation, 120 secs MINIMUM for Heavy Lift Helicopters

AIM 7-4-7. Helicopters: "...generate downwash producing high velocity outwash vortices to a distance approximately three times the diameter of the rotor. "

IOGP 590 → 690

This is our opportunity to influence the IOGP document that oil companies will use to build their own standards.

IOGP wants to get this correct.

Allen Ohrmundt willing to participate. Will also get patrol company reps to participate

Spidertracks Discussion

FDM Update

Approach profile is still in development phase (Stabilized Approach)

Severity level is not currently available in Spidertracks

Can a light be turned on the Spider unit to indicate that exceedances have been reached during flight? Not possible since the alarms are determined in processing outside of the Spider unit.

Customers can draw out their own georeferenced areas

Other Items

Next Meeting is Lafayette on May 18-19 to be held in hybrid format.

Next Meeting: Review the Low Altitude Waiver conditions. What is being included on the waivers and how/where are these different? Consider future engagement with FAA.

HAI has utilities/patrol committee, next conference is in Dallas in March

Recommended Practices – try to connect as many people as possible and not as a closed system – review final drafts with all patrol workgroup members.



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Possible Presenters in future

Greg Reeves: Suggest the next SMS Provider to present

National Rescue Command Center – What happens when an ELT is activated and how can pilots get rescued as quickly as possible

Actions

Change the title of RP 2021-1 to “Aerial Observation Ab Initio Training” and resubmit to the HSAC Board.

Greg Reeves: Suggest the next SMS Provider to present

Add High, Medium, Low Hazard Ranking and Why Occurred with regards to Mechanical to the Hazard Form

Wind Farm Industry Group Engagement – introduction to Pipeline Patrol. Reach out to the group to understand their process for placing onshore wind turbines. Invite them to participate or attend HSAC as stakeholders

Winston to reach out to the other patrol companies prior to the next meeting to get participation.

Email the Tower Hazards mitigations and Hazard Shares to all the other pipeline patrol companies who did not participate.

Recommended Practice Review (from November Meeting)

January 16, 2014: Fatigue Management RP is missing from the HSAC Website – there is at least a draft version available from 2014

Amend the AORP06-3 Add to 1500 minimums an asterisk to state “for alternate minimums see RP AORP10-1”

Keep AORP06-3 and change name to Rev. 1

RP 2009-1 remove the web link, minor editing.

2006-2 Equipment Fit: Add ADS-B Out and In after “Collision Avoidance System (6)”

Flight Following and Preferred Maintenance Guidelines to be reviewed by group over email.