



HSAC

Helicopter Safety Advisory Conference

Safety Through Cooperation
Since 1978

HSAC Aerial Observation Subcommittee January 18, 2023; 1230-1500 Winston Seiler, Chairman

Elisa Marfice – NASA ASRS
John O'Neill – Consultant
Scott Waguespack – Dow
Steve Bechtol – Skywatch
Adam – Barr
Tom Buschner – Energy Transfer
Greg Reeves – Barr
Chris Adams – FSI
Andy Ewers – Exxon
Kevin Rister – Exxon

Thomas Beatty – FAA
Phil Smith – Shell
Allen Ohrmundt – Chevron
Mark Small – Chevron
Reggie Wycoff – Shell
Kirk Steinberger – KM
Cody McClelland – FAA
Terry Bouchard – Chevron
Winston Seiler -- KCSI

Past Meeting Discussion

ADS-B blocking as a result of public complaints has had the unintended consequence of slowing FBO response to arriving patrol aircraft, as they no longer can see them prior to arrival to arrange fueling. Minimal delays.

NASA ASRS. www.asrs.arc.nasa.gov

- Database is managed by NASA as an external agency from the FAA and without enforcement action.
- Looking for unsafe occurrences, hazardous situations, and violation
- Gathers from Airline ASAP, ATC ATSAP, Electronic and Paper Submissions
- 95,000 reports submitted in 2022 (56% Air Carrier; 5% ATC; 17% GA)
- Each report reviewed by staff (retired airline pilots) within 5 days of report
- Must file within 10 days of the event, can be waived from violation once every 5 years
- 180 Alert Bulletins in 2022
- FAA/NTSB Telecons (3 topics/mo)
- Callback News Letter 1/mo
- Online Database
- Can search hazards for specific airports to understand common hazards when beginning operations from that base

KPIs

- Consider tracking unscheduled maintenance items as a KPI



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- Metrics showing safety system is in use.

Safety Statistics

- Industry wide estimated 143,000 flight hours
- Approx. 30 % of aerial patrol flight hours conducted by HSAC participants
- HSAC participants 0 accidents in 2022
- 2 events of missing fuel caps in 2022

Safety Shares

- Danger of priming engine with throttle (accelerator pump) resulting in carb. fire
- Incorrect magneto maintenance
- Incorrect Spark Plug Wire attachment discovered during mag check

Recommend Practices

- RP 23-01 Tower and Obstruction Hazards (Submitted for HSAC Board Approval)
- Revisions For Approval (Submitted for HSAC Board Approval):
 - 2006-02 Preferred Equipment Fit (Added ADS-B)
 - 2006-03 Captain Minimums (Added reference to Ab Initio Training)
 - 2009-01 Pilot/Observer Training (Removed Links, Minor Text Editing)
- For Review with Revisions Recommended by Group:
 - 2006-01 Preferred Maintenance Guidelines– significant revisions required
 - 2008-01 Flight Following – significant revisions required
 - 2013-01 Fatigue Management – no significant revisions necessary. Keep as is.

Other Items

May meeting tentatively planned for in person

Disagreement between LOA and ADS-B callsign identification has been resolved as per memorandum provided by Cody McClelland (FAA ATC) that states to continue to use LOA assigned pipeline identifications as per LOAs

Action Items

Look to see if King Schools have videos on cold weather starting Flight Hours for 2022 are due. Email to Tom Buschner



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Share FAA Call Sign LOA letter from Cody McClelland
Compare Low Altitude Waiver Conditions
Connect Steve Bechtol and Elisa Marfise

Future Topics

Engage FAA regarding Low Altitude Waivers and Recommended Practices – Are waiver conditions and prerequisites all the same? Outline conditions that can not be met by operators. Engage at the FSDO level to get advise on Washington involvement

Flush out the revisions of the remaining recommended practices. This should be the bulk of the May meeting