



## HSAC Meeting Minutes - October 10, 2019

**Opening Remarks:** Pat Attaway, HSAC Chairman, welcomed members, gave the safety briefing, Anti-trust statements, and explained the work conducted over the past two days briefly.

**Introductions from all attendees.**

**Award for OUTSTANDING SERVICE:** Pat Attaway presented Bob Hall this HSAC award for over 12 years of dedicated service as Vice Chairman of HSAC. As a Military Veteran and Civil Aviation Advisor over many decades, Bob contributed to the care of the helicopter industry, the trust given to the flight and maintenance crews that keep them flying, and most importantly, the safety of the passengers who we fly, and their families.



### Working Group Presentations:

- J. J. - Jose Jaramillo, Chevron, gave the Flight Following / ADS-B presentation with updates to include: Terry Gambill, ASRI, report of the "5 G" tower interferences and other challenges/risk they present. Colleen Ahlers, PHI, updates to the HSAC frequency card
- Pat Niven, Chevron, gave the UAS presentation and thanked Chris Adams, Flight Safety, for his contributions.
- Amanda Roberts, Bristow, gave the FDM presentation. Amanda explained the first successful Data Sharing and thanked Peter Henrikson, Truth Data, for his contributions.
- Don Robson, Bristow, gave the Chief Pilot presentation.
- David Zaworski, ERA, gave the Survivability presentation.
- Myron Hillers, Westwind Helicopters, gave the Technical reports and statistics.
- Steve Bechtol, Sky Watch, gave the Aerial Patrol report.
- Patrick Bosman, PHI, gave the Helideck presentation and thanked Troy Roy, Cenergy, for his contributions. Also thanked were Bob Williams and Bill Schroeder for all their efforts over many years that resulted in the Helideck HSAC RP(s) being adopted by IOGP / ASC in total. Patrick explained that the working group unanimously voted to change the naming structure of the RP to prevent them from being considered outdated. This request will be taken under advisement by HSAC Board as soon as possible.



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### HSAC Committee Reports / Board Members:

- Pat Attaway, PHI, gave the Chairman's report and asked regular members to consider volunteering for two positions available on the Board: Vice Chairman and Dir. at Large.
- Because the Helideck HSAC RP(s) have been adopted by IOGP / ASC in total, HSAC will include IOGP and will work with HeliOffshore for adoption.
- Don Robson, Bristow, gave the Treasurer's report. Don showed all members where HSAC funds are being spent, who is contributing, and explained the current balance to date.
- Bill Majeau, Westwind Helicopters, gave the Secretary's report to include Safety and Standards petitioning volunteers to continue the progress that impacts not just the Gulf of Mexico and global stage, but the families of passengers we serve and protect.

**FAA Presentation** - Allan Overbey updated members on the FAA's implementation of a two-phase solution to "Privacy Issues" related to aircraft identification capabilities (NextGen). Proposed solutions are expected to be published by FAA in 2020 to address temporary or "rolling" discreet codes requested for each flight. Any questions regarding discreet codes, please ask Allan Overbey, Surveillance and Broadcast Services (SBS) Gulf Sustained Project Lead at [allan.ctr.overbey@faa.gov](mailto:allan.ctr.overbey@faa.gov) or [adoverbey@gems-inc.command](mailto:adoverbey@gems-inc.command)

**Bell Presentation** - Tony Randall, Manager of Continued Operational Safety at Bell, explained the Air Safety Investigation and Case Studies his team is working on and recalled the first time he came to HSAC to present about 8 years ago in New Orleans. Tony further discussed the multitude of items related to safe design and operation of products provided by Bell to include world-wide and on-site support. Follow-up and remote support along with system safety and risk analysis are also key elements of Bell's investment strategy and customer assistance. Bell is the first aircraft manufacturer (OEM) to have the FAA accept a Design and Manufacturing SMS. Tony presented a Case Study - TSB A11CO152(206B) - to explain oil restriction issues that were evaluated on multiple levels to reduce the exposure of risk and increase mitigations with increased inspections. Other upgrades including the 407 HUMS Sensor Locations were shown to illustrate such advancements. The 429 improvements were discussed. Polycarb windscreens for all small ships and tests results were shown. After a video of the testing, Tony concluded his presentation with other success stories created by interactions with HSAC. Tony remarked how a letter from HSAC to Bell, written over ten years ago, was one of the first things given to him at Bell and he explained how his team will continue to work to address these and other collaborative efforts from Operators to continue to increase safety by design and he thanked the audience for their participation.

**HeliOffshore Work Stream Presentation** – François Lassalle, Operations Director, HeliOffshore, explained what HeliOffshore is, what they are doing and why. To illustrate why, François used a video asking a man what he perceived as an "acceptable" statistic. After the gentlemen mentioned "70"... which was a number far less than the statistics given to him, the interviewer asked him what "70" looks like. The man understandably looked perplexed, but not upset or emotional. Then the video panned to a group of people walking toward him. You could see the expression change on his face quickly become emotional. This is what "70 actually looks like" said the interviewer. The group of 70 where the man's family members, both young and old. They were smiling... and while the man being interviewed was asked again what the acceptable number would be, he quickly answered "zero" ... François continued the presentation on



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HeliOffshore and HSAC collaboration efforts with IOGP to produce safety strategies and “front-line” implementation to reduce incidents/accidents to zero. High level reviews of System Reliability and Resilience to Align Priorities and address agreed upon action plans, operational effectiveness and track the results from reliable data was explained. Examples of using data to track RTBs (return to base) occurrences and develop improvements through “Human Hazard Analysis.” Data Sharing and Industry Reporting are great examples how HSAC and HeliOffshore are producing desired results (FDM work group for example). Accident and incident reviews highlight Loss of Control and CFIT. Workshops include OEMs and design engineers that increase Safety Barriers, which depend on Data Sharing. François explained how we made improvements in two years, compared to what the airline industry took ten years to achieve. Closing the Gaps must continue to bring safety strategies to the front-line personnel. Pooling resources to drive innovation and use Data to target areas, benchmark, predict, and measure performance are key elements. Stakeholder Ownership is increasing safety and standards to achieve life-saving results. François concluded the discussion with challenges to creating a standard because no organization is satisfied with the minimum and we must continue to raise the bar to impact the culture and front line who perform on a daily basis and have to make the right choice instantaneously. After asking the audience what the acceptable number was, everyone loudly answered “zero” realizing all passengers on our helicopters are family members. François ended by thanking everyone for their participation.

**Closing Remarks:** Pat Attaway thanked all the presenters, work group participants and leadership along with our gracious hosts: **Airbus, Bell, Leonardo, and Sikorsky** for meals along with **Flight Safety** for refreshments. Pat ended with a reminder of the next meeting on January 15 & 16, 2020 at the Sheraton North, 15700 John F Kennedy Blvd, Houston, TX 77032.

End of meeting minutes. If there are any questions, corrections, or comments, please do not hesitate to contact Bill Majeau at 850 525 5934 (cell) or email me at [bmajeau@westwindhelicopters.com](mailto:bmajeau@westwindhelicopters.com). Thank you and Stay Safe!