

FDM Working Group



HSAC
Safety Through Cooperation

Agenda

- * Anti Trust Statement
- * Welcome
- * Review previous meeting
- * Industry initiatives
- * Cliff Johnson – Aviation Research Division update



HSAC

Safety Through Cooperation

Participants

- * Jon Kruse, Bristow
- * Jody Baque, ExxonMobil
- * Scott Legocki, Chevron
- * Terry Burchett, Chevron
- * James Maner, PHI
- * Chris Martone, Chevron
- * Brian Holley, Chevron
- * Cliff Johnson, FAA
- * Ryan Landry, PHI
- * Mike Burrows, LA DOTD Aviation
- * Tyler Travis, FAA
- * Mike Turner, PHI
- * Nolan Crawford, FAA
- * Don Robson, Westwind
- * Amanda Roberts, Bristow
- * Matt Greaves, HeliOffshore
- * Shawn Silverman, FAA
- * Todd Mogged, NWS
- * Michael Hanson, BSEE

GM2 SPA.HOFO.145 Events

(Proposed Helicopter Specific)

Event Name		
Ground-taxi, power high	High airspeed with power	Torque split
Ground-taxi, speed high	High airspeed without power	Rotor speed outside limits – power
Ground-taxi, pedal excessive	High airspeed at low altitude *	Rotor speed high— power off
Ground-taxi, lateral acceleration high	Low airspeed at altitude*	Fuel content low
Ground-taxi, longitudinal acceleration high	Low airspeed on departure*	HTAWS / EGPWS alert triggered
Ground taxi, excessive cyclic position	Altitude high	TCAS TA or RA
Ground taxi, excessive rate of cyclic	Rate of climb high*	Airspeed Low
Ground taxi, excessive roll	Rate of descent high*	Groundspeed change high*
Ground-taxi, yaw rate high	Rate of descent high at low speed *	Groundspeed high*
Hover, yaw rate high*	Minimum altitude in autorotation	Pitch attitude excessive
Air-taxi, speed high*	Excessive pitch attitude*	Pitch rate high*
Pitch attitude limits*	Excessive pitch rate *	Roll attitude high*
Roll attitude limits*	Excessive roll attitude *	Roll rate*
Rotor brake applied early	Excessive roll rate *	Altitude excessive*
Gear extension and retraction — airspeed	Excessive yaw rate *	Rate of descent on approach high*
Gear extension – distance	Excessive cyclic input	Heading difference high*
Gear extension & retraction — height	Excessive pedal input	Glideslope deviation
Cabin heater on (take-off and landing)	Excessive vertical acceleration*	Localiser deviation
Heavy landing *	Outside air temperature high	Go-around
Offshore landing with tailwind landing	One Engine Inoperative	Stability Augmentation System (SAS) / autopilot (AP) disengaged
High groundspeed prior to touchdown*	Torque limits exceeded	SAS/AP disengaged on take-off
Rig take-off, rotation height outside TDP limits		Higher modes engaged out of limits
Rig take-off, pitch attitude outside limits		
Rig take-off, pitch rate outside limits		

Legend

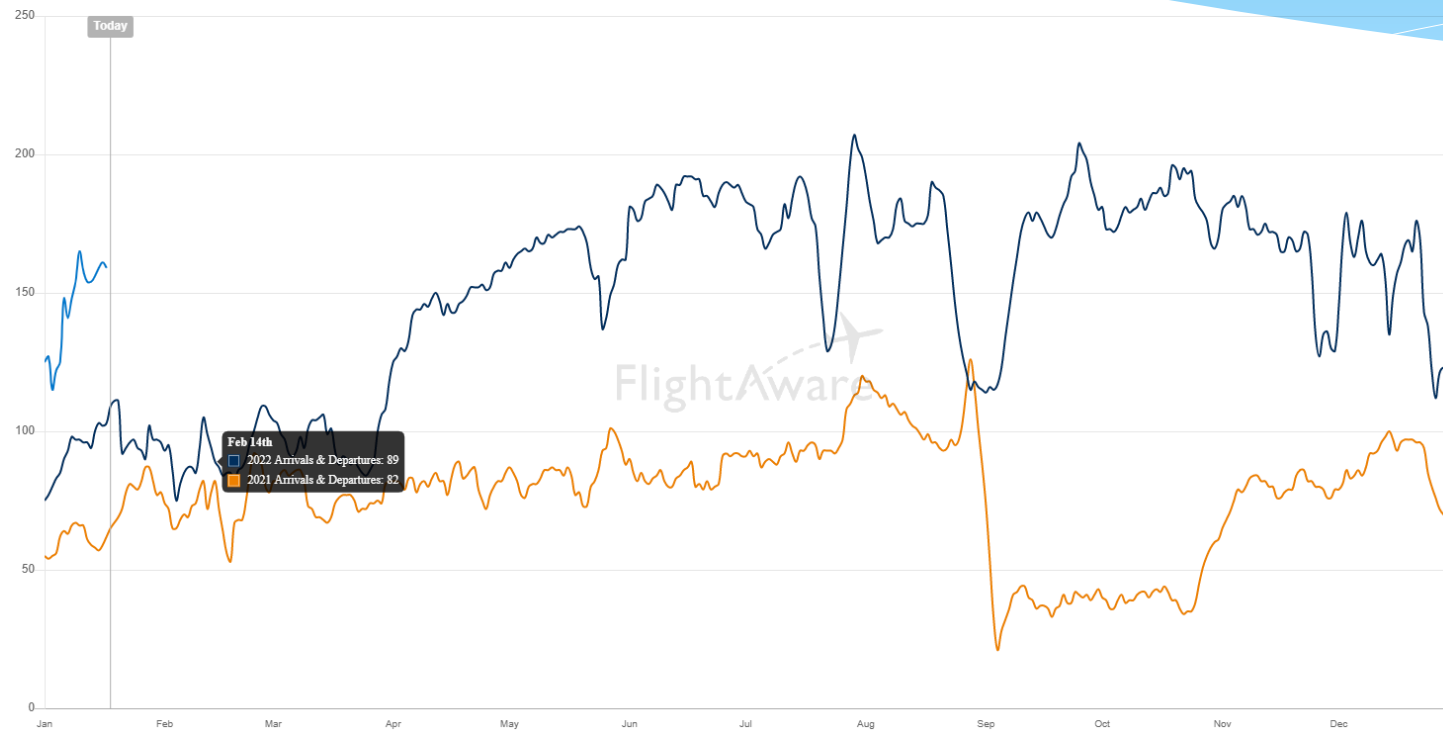
Ground (onshore and offshore)
Flight – take-off and landing
Flight - speed
Flight - height
Flight – attitude and controls
Flight - general
Flight - approach
Flight - automation

Night Deck Landing Practice

FD1	Flight Data Monitoring	HFD identification of unstable approach	Enhance requirements and guidance in HFD Recommended Practices for unstable approach detection and monitoring.	R690 refers to FDM RP
FD2		HFD detection of HTAWS alerts	Develop research and guidance to ensure visibility of cockpit HTAWS alerts triggers and modes within operator programmes.	FDM RP
FD3			Development of algorithms for operator HFD systems to replicate enhanced HTAWS envelopes (modes 1-7 as defined in ED-285).	FDM RP



KHUM Traffic



Source: flightaware.com

AT A GLANCE

Change in Flight Activity [?](#)
161%
compared to same week in 2021

Total Flight Cancellations [?](#)
0
in the last 24 hours

[View worldwide cancellations](#)

Last updated at 10:12AM EST

Questions

- * Please submit any queries
Amanda.Roberts@bristowgroup.com
- * 337-256-0194

