



HSAC

Helicopter Safety Advisory Conference

Safety Through Cooperation
Since 1978

HSAC Aerial Observation Committee Meeting Agenda

May 18, 2022

In Person and Zoom Meeting

1230	Anti-Trust Statement, Introductions, and Overview	Winston Seiler
1245	Recap on Previous Meeting and Action Items	Winston Seiler
1300	American Clean Power Association – Wind Turbines	Tom Vinson
1345	Accidents and Incidents	
	Cessna 206 Pipeline Fatality – Review and Discussion	All
	Tower Impact Fatalities	All
	Bird strike Prevention and Mitigation	All
1445	Leading Indicators and Hazard Reporting/Hazard Shares	All
1500	RP Updates	Winston Seiler
1515	Other Topics of Interest and Future Topics of Interest	All

Attendees

Dan Verda -- Shell

Reggie Wycoff – Shell

Andy Ewers – ExxonMobil

Mark Small – Chevron

Tom Buchner – Energy Transfer

Cort Andrews – Barr

Scott Waguespack – Dow

Paola Zanella – Concepts Beyond

Michael Reamy

Joao Arantes – BMT

Hilary Clark – American Clean Power

Tom Vinson – American Clean Power

Allen Ohrmundt – Chevron

Winston Seiler – KCSI

Recap on Previous Meeting

American Clean Power Association – Wind Turbines – Tom Vinson and Hilary Clark

Turbines are well over 200 ft tall and increasingly over 500 ft tall

There is a public comment process for each turbine

Location determined by windspeed maps, available transmission capacity, adequate land availability, site accessibility, population density, state and local ordinances, ecological resources, cultural resource, other energy infrastructure, FAA data

Permitted by state and local government

Projects are generally held by county boundary with approx. 100-acre size per MW development

There is some flexibility of where turbines can be placed, with setback analyses



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Generally placed 700 ft from the edge of pipeline ROW, with setbacks determined at the local level and dependent on permitting and setting and ensuring compensation of land owners
Suggest voluntary engagement, analogous to working through Military Training Routes
- Provide a briefing, letter, and presentation to American Clean Power for distribution to members for voluntary setbacks where applicable.

Cessna 206 Landing Fatality

Generally lower time crewmembers with approx. 900- and 300-hours TT. Unknown who was flying.

Unknown familiarity with the airport

Unknown personal minimums for the pilots

Potentially not set up for a go around, nose pitch up tendency

Turbocharged aircraft, over-boosted on immediate power application

Did not initiate a go around early enough to get aircraft back into the air

“Go arounds are free and avgas is cheap”

“If you bounce once, then go around”

What do we do after something happens – when do we just ride it out and accept the damage

Add to equipment fit RP: “Intercom for multi pilot operations”

Tower Fatalities – Preventive Measures

Drafting RP for Obstacle Hazard Avoidance: Hazard assessment, pre-flight hazard briefing, hazard advisor, minimum separation, consistently flown route, training procedures, communication between crew

Bird Strikes

Pulse lights are most effective

Anecdotally like bulk of bird strikes occur during maneuvering

Consensus is not to take drastic maneuvers to avoid

Leading Indicators and Hazard Reporting/Hazard Shares

Possible Presenters in future

- ATC – Approval of Pipeline LOA, Proper coordination, how is traffic flow adjusted when patrols are present, how is traffic organized
- NASA ASRS Team Reporting
- National Rescue Command Center – What happens when an ELT is activated and how can pilots get rescued as quickly as possible



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Actions

Draft and email materials to American Clean Energy

Add to equipment fit RP: "Intercom for multi pilot operations"

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)" add Intercom for multi crew member operations.

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