

Aerial Observation Action Plan

As of 10/2010

Target Date Column Status: Green = complete or up-to-date w/plan Yellow = Actions due at next mtg Red = Overdue Actions

ITEM #	Issues	Mitigating Strategy	Responsibility	Tgt Date	Status
1	Optimal radio frequencies: 121.5/122.75 while patrolling	Information	Mark	May-08	done
2	Pilot/Observer Training to include CRM	RP/Guideline	Ted & John/El Paso, Cort, Greg/Barr		Final draft completed, presented to HSAC body, awaiting placement on website
3	Pipeline Patrol Operations in mountain terrain	RP/Guideline	Greg/BARR	Jan-10	initial draft prepared, to be circulated through AOC group, formalized at Jan meeting for approval of HSAC body. Formatted and present to Steering Committee 1/13/10
4	Crew size for pipeline patrol aircraft	RP/Guideline	Patrick/ Shell John/ Shell	Jan-12	Review OGP Standards
5	OGP/AMG update	Information	John/BP	May-10	Appendix 11 - still being reviewed by OGP see item 11, John to communicate non commitment to recommended items (4) to OGP aviation subcommittee
6	Low level waivers: process with FSDO	Information	Marion/Spectra John/TC	TBA	recommended that guidelines for completing form 7711-2 (low level waiver) be placed on the HSAC website
7	Workshop with API/AOPL	Aerial patrol Info	Pat/Shell, Bill/Airborne, Jim/BP, Cort/Barr, Dennis/Reynolds, Mark/Chevron	Oct-09	patrol effectiveness issues, flight safety policies and coordination and management issues discussed. Bill to consolidate responses for distribution to group.

Discussed standardizing with FAA

2010 Notes

On 4/20/11 the NTSB “released its preliminary annual aviation statistics for 2010, and while U.S. scheduled Part 121 airlines and Part 135 commuters suffered zero recorded fatalities, GA's numbers, though improved, were less fortunate. Year over year, general aviation accidents declined. **Out of 1435 GA accidents in 2010, 267 were fatal, resulting in 450 deaths, including three on the ground.** On-demand operators, a category that includes medical, charter, air taxi, and air tour flights, saw an overall decrease in accidents from 47 in 2009 to 31 in 2010, but that trend went against the segment's fatality statistics. On-demand operators suffered an increase from two fatal accidents in 2009 to six in 2010.

U.S. general aviation logged 20.9 million flight hours in 2010, according to the NTSB, and recorded 6.86 accidents per 100,000 hours. Fatalities for the segment were recorded as 1.27 per 100,000 flight hours. That tops the charts. On-demand operations recorded 1.05 accidents per 100,000 flight hours with a corresponding fatality rate of 0.2. That accident rate bests that of commuter operations, which recorded 1.899 accidents per 100,000 hours but left no fatalities.” (Avweb)

2010 Notes (continued)

U.S. and Canada Patrol Accidents

(No flight hours received from either of these companies – do we include in accident rate?)

- 11/3 – Meeker, CO Bell 206B

Struck electrical lines during gas leak detection flight - 1 fatality, 1 serious injury

- 11/24 – Velma, OK Cessna 172

Appears to have stalled when circling low level – 1 fatality

Other Patrol/Surveillance Accidents for Discussion (not included in accident rate)

- 2/11 – Federal public use flight - King Cove, AK Piper PA-18-150

Engine power failure due to probable carburetor ice buildup – substantial damage to both wings – 2 uninjured

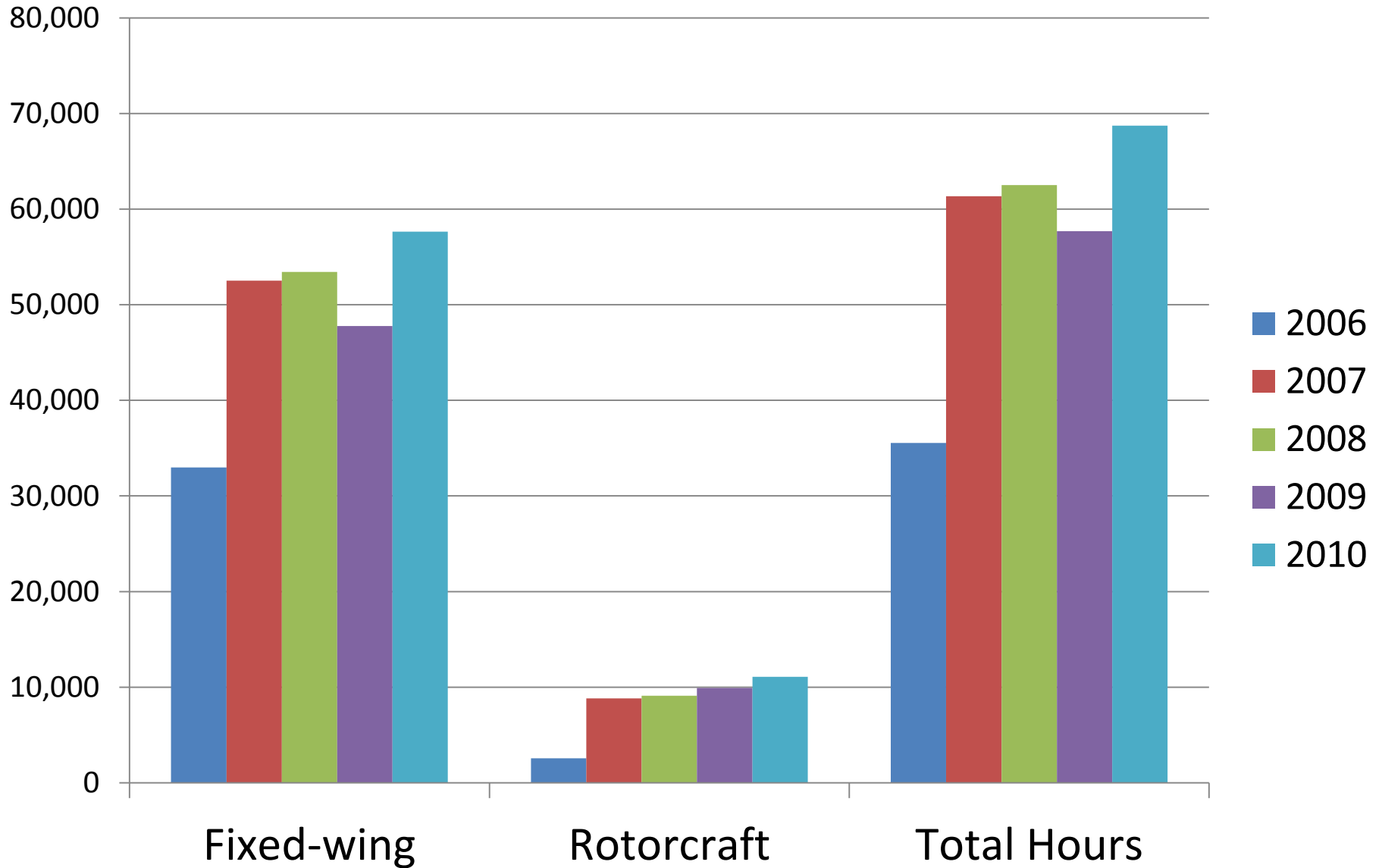
- 4/2 – Wildlife patrol - Stony River, AK Piper PA-18-150 (ski equipped)

Pilot landed downwind on a frozen lake and lost control trying to turn around - substantial damage to both wings – 1 uninjured

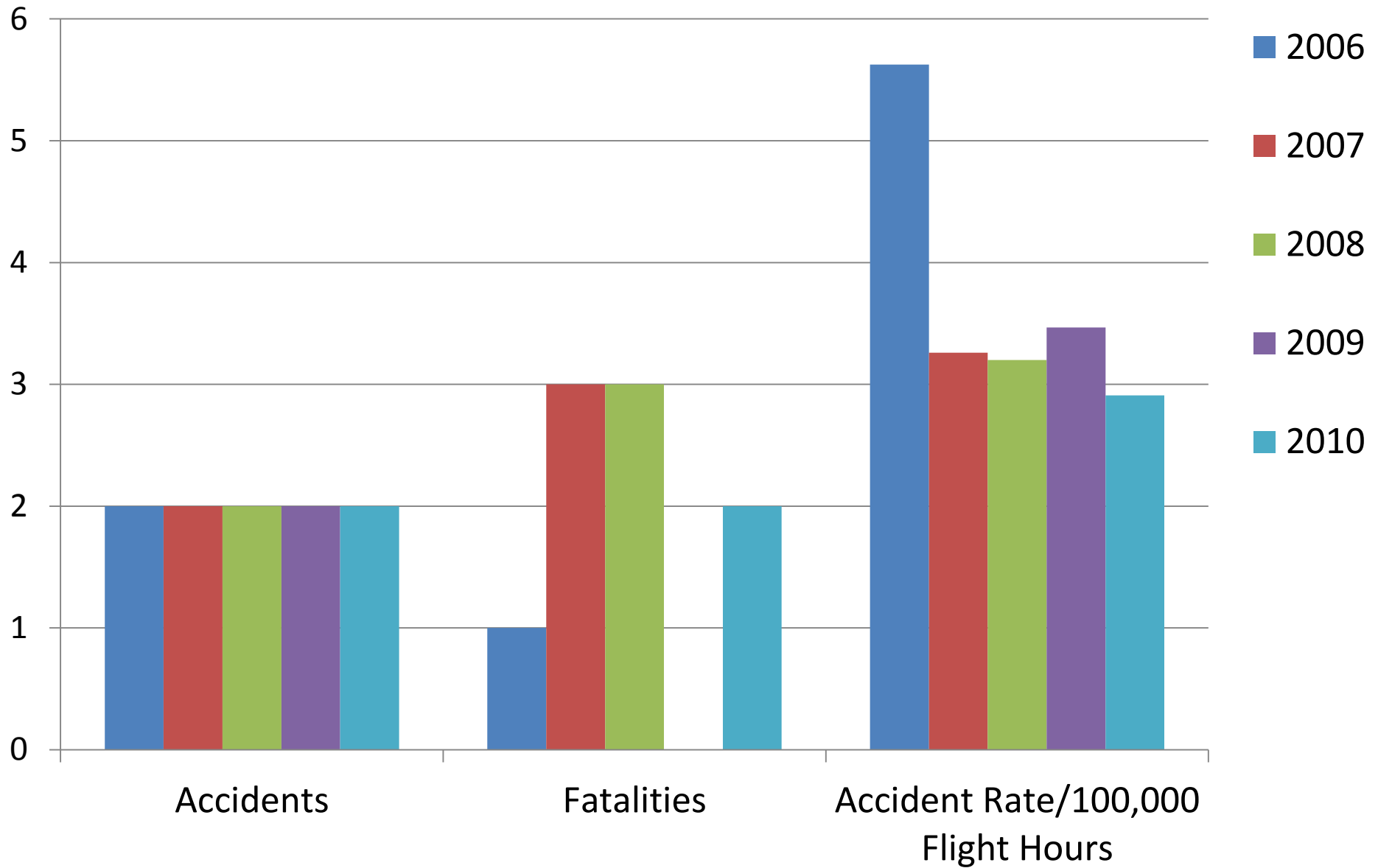
2010 Notes (continued)

- 4/7 – Police surveillance flight – Ponce, Puerto Rico Cessna 404
Right engine surged on takeoff, feathered prop, still descending made forced landing
3 uninjured
- 5/7 - Police surveillance – Borrego Springs, CA Cessna T206H 1 fatal
Collided with mountainous terrain – closest weather reported 10 miles, clear, 5k wind
1 fatal
- 8/19 – Japanese Coastguard – Japan Bell 421EP
Struck offshore power lines – 4 fatalities/1 missing
- 8/30 – U.S. National Wildlife Service law enforcement flight Aviat A-1B
Precautionary landing on sandbar due to oil temp increasing and pressure
decreasing – left wing hit brush causing right wing and prop to strike the ground
1 uninjured
- 10/15 – Missouri State Hwy Patrol – Bell 206B
Impacted terrain during VMC – Private Pilot - 1 fatality

HSAC – 2010 Aerial Patrol Flight Hours



Aerial Patrol Accidents



2010 Flight Hours Collected From the Following Operators

- Aero Plus
- Airborne Solutions
- Aviation Specialists
- Barr Air Patrol
- Blue Sky
- BP
- Chevron (rotorcraft)
- El Paso
- Enbridge
- Explorer
- KCSI
- Kenai
- Kenan
- NiSource
- Southern Union
- Reynold's
- Skywatch
- Spectra
- TAF
- TransCanada

2011 Notes

U.S. and Canada Patrol Accidents

- 3/19 Puyallup, WA Cessna TU 206G Minor Injury
CAP training flight
Began to sink when turning final
 - full throttle applied but “engine did not power up”
 - switched tanks on downwind and pump turned on

- 3/24 Ashland, ME Cessna A185F One Fatality
Dept. of Inland Fisheries and Wildlife
Possibly weather related (occasional ½ mile vis. - snow)