



HELICOPTER SAFETY ADVISORY CONFERENCE

May 16 & 18, 2018

City Club at River Ranch

1100 Camellia Blvd

Lafayette, LA 70508

Meeting Minutes

Welcome by HSAC Chairman, Pat Attaway, to include Safety briefing, exits and Anti-trust regulations and

Introductions from the attendees

Working Group Presentations:

1. UAS presentation by Todd Chase, Shell

- Focused discussions on “Beyond Visual Line of Sight” operations.
- Contributions from Vendors
- Latency issues while flying in mountainous terrain
- ICAO participation
- Increase in standards for UAS on the “High Seas” that will most likely influence FAA standards.

2. ADS-B presentation by J.J. - Jose Jaramillo, Chevron

- J.J. thanked the FAA for approving the “weather box” and other initiatives. He discussed the work being done with ADS-B and expanding coverage in the Gulf. Pat Attaway also emphasized the progression and phenomenal improvement from IFR flights when they began in the Gulf under the old “grid” system and how the present day flights create greater efficiency. Pat also thanked all those HSAC and FAA members for their hard work and dedication to make this happen.

3. FDM workgroup presented by Amanda Roberts, Bristow

- Amanda discussed contributions from Robert Bouillion, with PHI, and his links to FDM sharing initiatives with HeliOffshore to set up a global portal for members.
- Pooling resources to enhance safety for everyone.
- A survey is coming from the workgroup via Amanda to HSAC members to discuss sharing FDM information and events
- Preview of “Events Sharing” to include software issues and encouragement of standards and training / operations.

4. Chief Pilot working group by Don Robson, Bristow

- Don thanked those participants for one of the best working group discussions on multiple topics that are impacting all in the Gulf of Mexico and Globally
- Safety issues such as “fly neighborly” and complaints registered with members
- Fish-spotter ADSB improvements
- Seat belt and certification issues
- Updating maps for high density traffic areas
- Compressed Air Emergency Breathing Systems
- Space-X
- BSEE

5. Ligado Networks, an American satellite communications company, is requesting more band-width

- HSAC is not given specific reasons for Ligado’s request to use additional spectrum.
- Additional band-width / spectrum creates issues that will impact our operations in the Gulf.
- HSAC will write a letter to explain our “position” on such an impact. This letter will be a joint effort with HAI.

6. Fish Spotter discussion by Billy Suckow

- History of Safety through Cooperation and traffic avoidance.
- Discussion of a fairly new pilot event that involved a helicopter pilot on an IFR plan. He announced that he was coming between stacked fixed-wing aircraft who operate in VFR only conditions. We ask that the IFR planning try to help fish spotters out who are not able to descend or increase altitude rapidly.
- There are twenty-one (21) fixed-wing aircraft in the air on a daily basis from just before daylight to just about sunset and we appreciate the calls on designated frequencies. These are the same and if anyone needs the red stickers, please ask me and I will get them to you.
- If there’s any issue at all with traffic or any request from us, please contact me personally at 228 264 0324
“I am old, but I didn’t get this way by being ‘bold’ and we really appreciate our alliance with HSAC.”
** Pat Attaway gave recognition and thanks to Billy for his efforts and his outstanding record, which includes over 40,000 safe flight hours.

7. Heliport and Airways Committee by Patrick Bosman, PHI

- Patrick thanked everyone for their attention and requested volunteers to participate.
- Reviewed Draft HSAC RP 2016-03 and “Series Update” and
- History of HSAC working-groups to start or initiate improvements of helidecks. This work has expanded to the Global industry and impacts ICAO and CAT 437 (Actually, CAT 437 simply copied HSAC’s work and uses it to this day.)

Heliport and Airways Committee continued by Patrick Bosman

- Identify Safety Critical tasks, equipment, inspection and other requirements with BOW-Tie slides to visually depict safety critical barriers, controls, escalations, and mitigations
- Patrick explained that Bob Williams continues to lead RP 2016-3, which explains the Inspection, Management, and Maintenance of Offshore Helidecks and further explained the “Collective efforts needed with a request to join the work-group to include fuel system experts. Patrick thanked Walter Chartrand for his efforts and opened an invitation to other fuel experts to participate.
- **Sign-up to attend the free all-day education of RP 2016 Series Training on October 16th, the Tuesday before HSAC work-groups begin on Wednesday in New Orleans.**
- HeliOffshore link with dedicated work space.
- HSAC’s efforts and willingness to share this information is leading the industry to adopt our standards, which then become global standards.
- Global forum though HeliOffshore increases participation to improve safety on helidecks.
- Pat Attaway reinforced sharing and the elevation to a global level that allows this forum to drive and continue to improve our establishment of increased safety standards

HSAC Committee reports:

Treasurer’s report, Don Robson, Bristow

- Thanks to everyone for their Contributions. We need them to be able to provide these forums.
- Don displayed and discussed income and expenses along with the...
- Filing of taxes
- Pat reinforced Don’s emphasis on “contributions” and discussed “giving back” to benefit the entire HSAC organization that contribute.

Secretary’s report, Terry Gambill, PHI (Retired)

- Terry discussed the “Self-inspection” program being worked out.
- Request for volunteers to fill secretary vacancy
- Request contacts for operators and oil companies for ASRI to discuss inspection requirements and getting those inspections done.

Safety Chair / Director at Large, Bill Majeau, Westwind Helicopters

- Bill discussed HSAC benefits and participation. We are listening and don’t hesitate to bring your concerns to the Board of Directors.
- Heat index and stress
- Hurricane Plans and related information

HSAC Chairman, Pat Attaway, PHI

- Pat gave a synopsis of events with HSAC goals to include increases in Safety through Cooperation.
- We are accountable to all members for their contributions and, ended with the
- “Power of documentation”

Industry reports

1. FAA ADS-B, Allen Overbey, FAA ADS-B implementation team

- Allan reiterated the earlier discussions of ADSB and reinforced the presentation given by J.J. (Jose Jaramillo from Chevron).

2. AC 90-80C - OSAP and HEDA discussion by Nolan Crawford, FAA

- Displayed and discussed chapters with appendix and other information given in the new guidelines for instrument operations approved by FAA for individual operators and issued through OpSpecs and LOAs.
- “Weather box” (60 nm x 80 nm) approvals and HSpecs / FAA “NOTICE” from May 2018, which is now in effect.
- HSpec 104 revises and expands the current requirements with a ****180-day requirement to transition to new guidelines.**
- Future Projects include AC 90-80D
- Request to “take any issues to your POI first and then, if needed contact, me, Nolan Crawford
- Critical Thinking: Coordinate and participate outside the typical area of operation to promote safe operations and “crossing borders” globally. Nolan explained his participation with HeliOffshore and HSAC is impacting global standards in a positive way.

3. OEM / Vendor Safety Presentation on the “Fatal Five” by Seth Buttner, Airbus Helicopters

- Seth thanked HSAC for this opportunity to present and recognized the benefits of participation. He discussed Accident Stats and Case Studies to include:
- Enhanced Situational Awareness features reduce pilot work-load.
- Crash Resistant Fuel Systems.
- AHAS – Avian Hazard Advisory System, which explains Bird activity mapped out on the web.
- Five most common types of fatal accidents, which includes “knowledge of the threat and Pilot error”
- Shoulder harnesses.
- Maintenance Errors / often unreported change in operation.
- “Six-second” ride for spatial disorientation to occur; helicopter becomes upside down or hits something. Most common reason is lack of respect for adverse or quickly changing weather.

4. Personal Commitment to Your Organization’s Safety and Quality, Chris Young, Baldwin Aviation

- How ICAO and FAA similarly define SMS
- Hazardous attitudes / understandings
- Vigilance in Identification and Management of Risk
- Integrated means working together with the right desire to improve the System
- Set the tone at the top; everyone needs to buy-in and participate responsibly, say “no” when needed... “Good enough is simply not good enough.”
- Safety Culture, “the process is more important than the product.”

Presentation on Personal Commitment to Safety and Quality by Chris Young continued:

- **What influences behavior? When the benefit is viewed as increasing in nature, the risk can be viewed as more acceptable; allows hazardous behaviors, skipping safety steps may result in fatalities.**
- **Accident case study of multiple fatalities due to a “flight crew’s omission of flight control check” (NTSB report). Further discussion of imbedded bad habits.**

Closing Remarks by Chairman Pat Attaway with thanks and reminders of October 17 & 18th meeting in New Orleans, LA at the Four Points Sheraton on Bourbon Street.

Go to the HSAC.org to sign-up for Helideck training on Tuesday, October 16th, which is the Tuesday before HSAC working groups begin on Wednesday.

Recognition of Terry Gambill’s outstanding service and dedication to both the entire Aviation community and his efforts to help all HSAC members. Terry’s talents and his humor will be greatly missed. He received a standing ovation from all members present and promised to stay in touch to ensure Allan’s comments remain as “energized as always.” Thank you Terry,!

