



HSAC

Helicopter Safety Advisory Conference

Safety Through Cooperation
Since 1978

Aerial Observation Committee Summary

Winston Seiler

(661) 333-6036

winston@kcsiaerialpatrol.com

Agenda

Air Force Rescue Command Center

Safety, Incident Reporting, and Shares

IOGP Update

Sensors on Aircraft and Mounts

FAA Advanced Air Mobility Strategy

100LL AvGas Replacement

Other Items/Future Meeting Planning

Michelle Thorton

W. Seiler

D. Jansen/C. Savidan

All

All

All

All

28 Participants: Aerial Patrol, LLC, Barr, Energy Transfer, KCSI Aerial Patrol, Shell, Exxon, Entergy, Hawkeye/AVCO, Legacy Air One, American Patrols, Airborne Energy Solutions, CB Helos, Dow, Cyberhawk, RLC, Bigfoot Air, AFRCC

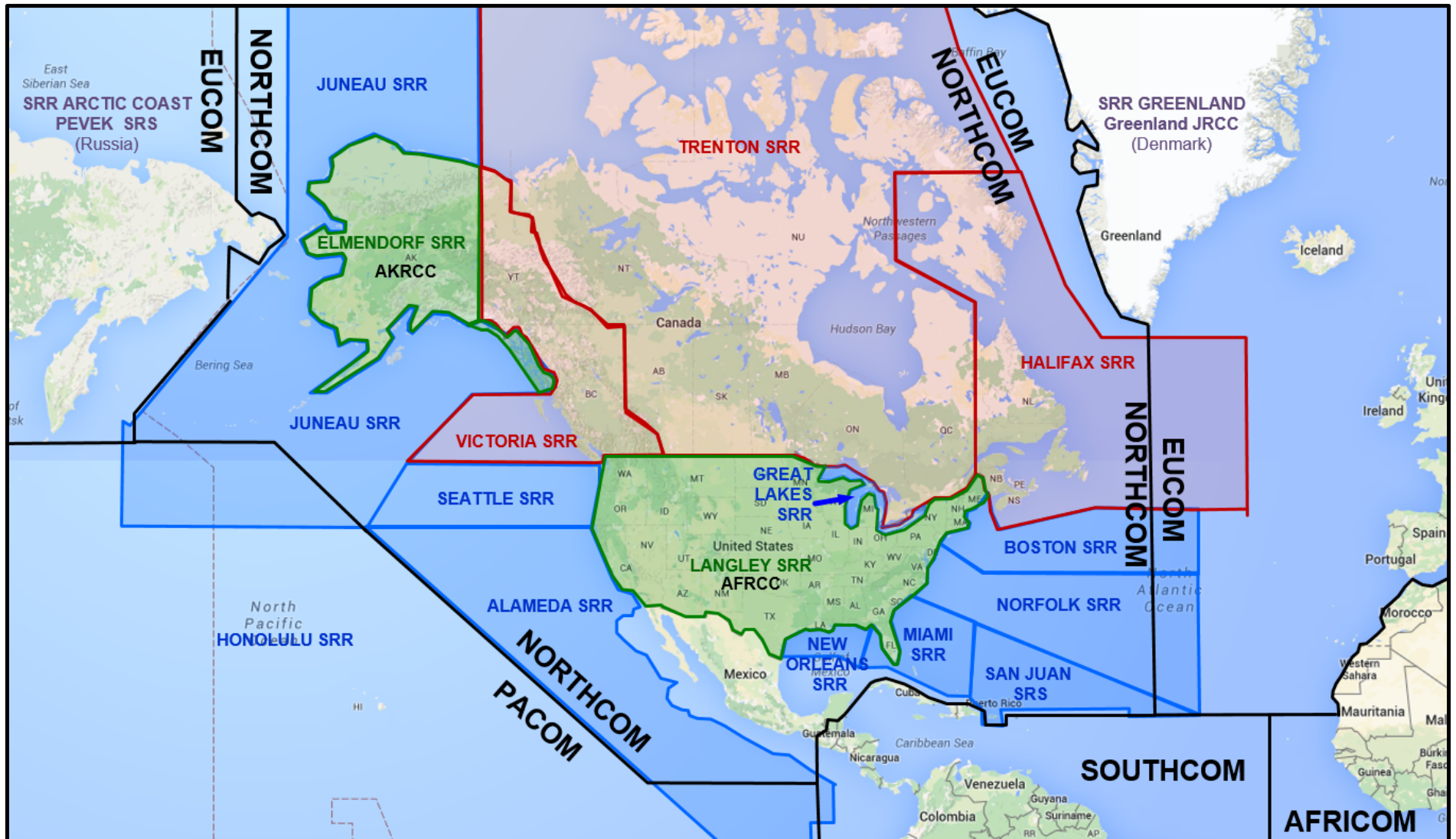


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Air Force Rescue Command Center





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Air Force Rescue Command Center

Near real-time detection of the 406 MHz transmission from an emergency beacon.

Use of Registration Database to contact owner or emergency POC; this allows rescue forces to get more detailed information such as nature of emergency, severity of injuries, number of people involved, etc. and can help determine if alert is actual distress

If beacon is equipped with GPS, the position (accurate within 100 meters) is embedded with the alert and given to rescue forces.

Has continuous monitoring of nearly 1/3 the Earth's surface.

USE A 406 MHz BEACON AND REGISTER YOUR BEACON!!!



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Air Force Rescue Command Center

AFRCC Console (24/7 ops for civil SAR)

(800) 851-3051 or (850) 283-5955

<http://www.1af.acc.af.mil/units/afccc/>

Commander: Lt Col Brian Scott

(850) 283-5084

Director of Operations: Lt Col Daniel Buchanan

(850) 283-5129

SAR Program: Michelle Thornton

(850) 283-5427



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Safety, Incident Reporting and Shares

- 2025 Safety Summary: 7 Aerial Mapping Accidents/Incidents, 0 fatalities; 6 Patrol/Surveillance Accidents/Incidents (not all related to pipeline patrol), 2 fatalities (not during patrol)
- Reviewed one “New” 2025 Accident and one “New” 2024 Incident

Voluntary Safety Shares:

- Following an incident, NTSB removes physical access to the aircraft; has hindered internal investigation and learnings regarding other aircraft in the fleet.
- Near miss on ground while taxiing with both authorized and unauthorized vehicles on the airport property. Best practice to shut down and not confront the individual, allowing the airport authorities to do so.
- John and Martha King, CFI Renewals: Their discussion on accident rates and trends in the CFI refresher is eye opening.

Need to develop a mechanism for future annual reporting of flight hours



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IOGP 69x Update:

- 694 should be published in 2026Q1
- Full IOGP Aviation Standards around the end of 2026 +/-

Advanced Air Mobility and Part 108:

- The FAA's [Advanced Air Mobility](#) (AAM) Strategy outlines a phased approach (2026-2036) to integrate automated, electric aircraft (eVTOLs) into U.S. airspace for passenger/cargo transport, focusing on safety, infrastructure (privately funded), [airspace](#), and community integration.
- Key Timelines (Phased Approach): By 2027: Demonstrations and initial operations using existing airport infrastructure; By 2030: Expanded urban and rural operations with new vertiports; 2035+: High-density, fully autonomous operations in defined regions.



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Aircraft Strut Mounted Cameras, Sensors, and Mounts

- Consider Inspections for cracks on the wing struts when using Mounts regularly
- Be aware of the 100 lb. weight reduction of Meeker Mounts
- Determine whether the sensors will affect other equipment in the cockpit, for example RF interference; whether the sensor use should change how aircraft are operated and how pilots are trained
- There is an HSAC RP was drafted, but not published in 2024: Technology Use on Patrol

100LL AVGAS Replacement

- 100LL to be phased out by 2030
- There are 3 approved 100LL AVGAS replacements, only one of which is for high compression engines
- There may be geographic differences in implementation of the fuels, for example CA vs. TX



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May Aerial Patrol Meeting to be Remote (in person in New Orleans)

- Potential Guest Speaker: 1) FAA SMS Requirements for Part 135 Operators and will this be rolled out to broader commercial operations; 2) Safety for fixed wing pilots who may be operating occasionally around helicopters (Aerial Patrol, LLC); 3) HUMS introduction and are there ways that these practices can be applied to fixed wing; 4) Mike Bush, maintenance program and tracking; 5) Best practices for cold weather operations (AES)
- Expand Safety Database Search to Include Canada Patrol Operations
- Tom Buchner, planned upcoming retirement and contributions to HSAC

