



HELICOPTER SAFETY ADVISORY CONFERENCE

January 19, 2006

Sheraton - George Bush International

Houston, Texas

MINUTES

INTRODUCTION

The first HSAC General Meeting for the year 2006 was convened at 08:30. Chairman, Casey Lowery, welcomed the Members, acknowledged the excellent attendance, and continued with individual attendees' introductions.

Vice Chairman, Mark Fontenot, presented a Plaque of Appreciation to Tom Workman for his years of service to HSAC. Tony Cramp accepted the plaque on behalf of Mr. Workman.

The Chairman introduced Travis Allen, FAA Interface, who replaces Tom Workman; Terry Umfleet, Government Liaison, replaces Rick Oeder; and Ken Kersker, Heliport and Airways, replaces Gary Guerrero.

SAFETY TOPIC

- Robert "Bob" Williams presented a review of the 2004 Gulf of Mexico Safety Statistics.
(Attachment 1)

HSAC COMMITTEE REPORTS

Mark Fontenot - Vice Chairman Report

Gulf of Mexico Weather, Communication, and Surveillance Update

- The FAA is focused on the GoM; however, the cost/benefit analysis ignores the need for weather reporting and favors installation of communication and ADS-B surveillance that services primarily the airline industry.
- High altitude is getting the attention and the FAA continues to ignore the petition of the GoM operators to provide AWOS to the offshore industries that represent 3% of the Gross National Product.
- On August 5, 2005, the HAI President, Roy Resavage, sent a letter to The Honorable Marion C. Blakey, FAA Administrator, encouraging "the FAA to take advantage of this unique opportunity to include the Gulf of Mexico and the many helicopter operators that service this area in its Flight Plan for safety." The FAA was not moved to action.
(Attachment 2)



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- On August 31, 2005, the National Ocean Industries Association sent a letter to the Honorable Norman Y. Mineta, Secretary of Transportation, looking forward to working with the U.S. Department of Transportation "to bring the Gulf of Mexico's air communications and weather infrastructure up to the standard the FAA provides elsewhere." No response. (**Attachment 3**)
- "We need to speak in one voice. There is life below 18,000 feet." We all need to write or e-mail our Senators (www.senate.gov) and Representatives (www.house.gov) to reiterate the necessity for communications and weather in the Gulf of Mexico.
- Comment - Mr. Harold Summers: FAA looking only at cost/benefit analysis. FAA has chosen not to appropriate the money.
- Comment - Mr. Vernon Albert: When writing Senators and Representatives, tie-in the natural disaster and Gulf coast safety aspect with benefit. Do not forget to contact the veteran Texas and Mississippi Congressmen.
- Comment - Mr. Mark Fontenot: The FAA will soon be contacting the oil companies to renew leases on RCAG sites. Question if weather stations are being installed at the radio sites. There are more than 20,000 workers in the Gulf of Mexico.
- For additional information on GoM Comm/Wx/Surveillance, contact Mark Fontenot or Ann Carroll, HAI, at ann.carroll@rotor.com. (**Attachment 4**)
- Comment - Mr. Al Duquette: PHPA members sent out 1,700 letters on this subject. No response from Washington.

Joe Gross - Treasurer's Report

- Financial HSAC is "in good shape."
- Annual contribution for 2006 may be mailed to:
Joe Gross, HSAC Treasurer
BHP Billiton Petroleum (Americas) Inc.
1360 Post Oak Blvd, Suite 150
Houston, TX 77056-3020.
- Make checks payable to **HSAC**.



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Travis Allen - HSAC/FAA Interface

- Introduced Johnny W. Phillips, FAA
Southwest Region, ASW 230
Fort Worth, Texas
Office: 817.222.5249
Email: johnny.w.phillips@faa.gov
- Comments from the Membership: Expressions of disappointment that FAA failed to support HSAC Policy Statement dated April 29, 2005 titled *U.S. New Build Helideck Size* (**Attachment 5**) as petitioned in the letter dated September 14, 2005 to David L. Bennett, FAA Director (ASS-1) of Airport Safety and Standards from HSAC Chairman, Casey Lowery. (**Attachment 6**)
- Jim Hicks, where are you? You were missed.

Allen Duquette - PHPA Safety Committee

- Annual Human Factors Meeting is presently scheduled for October 26th, 27th, and 28th in Tunica, MS.
- PHPA is soliciting presenters and attendees from the GoM and EMS communities.

Terry Kaufman - Standardization and Safety

- HSAC Frequency Cards were available at the meeting. The Card is also available online at www.hsac.org.
- Briefed IADC Safety Alert on Passenger Manifesting. (**Attachment 7**)
- Introduced Travis Allen who narrated a PPT presentation on a Near Midair that occurred on November 10, 2005 at EI188P. See **Attachment 8** for the complete briefing.
- Mr. Allen recognized and thanked Mike Hurst and Mickey Burton with PHI, Everett Moss, El Paso, and the aircraft Captains for their openness and cooperation in the analysis of this incident.



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- Comment - Mike Hurst: Industry and Operators need to come together to standardize offshore landing procedures.
- Comment - Ron Domingue: The Area Agreement Map procedures for onshore heliports could be considered as the template for offshore procedures.

Terry Umfleet - Government Liaison

- Introduced Rick Burt, Cougar Helicopter. The Company is currently providing ancillary SAR support for BP.
- There is a requirement to establish an HSAC Working Group for Search and Rescue in the Gulf of Mexico.
- The Work Group should begin a dialogue with the U.S. Coast Guard Rescue Coordination Center (RCC).
- Lieutenant David Potyok briefed a PPT presentation on "Waterway Watch" (**Attachment 9**)
 - The U.S. Coast Guard is the lead agency for Homeland Security.
 - The Port of Houston is first in the US and sixth in the World in total tonnage.
 - We are requesting that pilots report anything observed that is out of the ordinary.
 - "We all work in a target-rich environment."
 - See Kneeboard Cards for reporting information. (**Attachment 10**)
 - Website is www.americaswaterwaywatch.org.

Billy Suckow - Daybrook Fisheries

- Introduction from the website www.daybrook.com: *Daybrook operates eleven refrigerated ships and eight Cessna aircraft in the Gulf during a limited fishing season. Our ship captains, who are among the best in the U.S. fishing industry, work closely with skilled pilots for optimal catch results. The refrigerated ships off-load at the plant to ensure freshness.*
- The fish plants were heavily damage by the 2005 hurricanes. The plants are 80% operational.



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- Continue to make those "Beach in" and "Beach out" calls. For those helicopters with one VHF radio, come up the fish spotter frequency and make that call even if you have to change back before you get a response. It will alert the pilot of the spotter aircraft to capture the exact altitude.
- Daybrook will be installing TCAS in the company spotter aircraft.
- The Annual Fish Spotters Safety Meeting will be in April 2006. Date TBA.

Ken Kersker

- At the May 2005 meeting, the Regular Membership voted to adopt the HSAC Policy Statement titled, *U.S. New Build Helideck Size*.

Bob Williams

- The last correspondence for IADC had no major revisions to the IMO Code that would affect helideck operations/design as presented in the Code.
- Mr. Williams attended the ICAO Annex 14 meeting in Germany last week on "Visual Aids." Discussed were the advantages of some of our helideck markings and the allowable heights of obstacles adjacent to the helideck in ICAO being too high.
- On helidecks, the FAA first stated that in the future they would like to adopt the new ICAO Annex 14 without Exceptions. The FAA has recently reversed the position and does not plan to adopt ICAO 14 and may instead consider adoption of API RP2L (revised) as the minimum standard. The issue being the US is still a signatory of ICAO and if the US files no Exceptions to the process, then it could be difficult in the future to avoid the ICAO Annex 14 provisions.

Tom Salat - FAA

- What is WAAS? WAAS is an extremely accurate navigation system developed for civil aviation. Before WAAS, the U.S. National Airspace System (NAS) did not have the ability to provide horizontal and vertical navigation for precision approach operations for all users at all locations. With WAAS, this capability is becoming a reality. WAAS provides service for all classes of aircraft in all flight operations - including en route



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navigation, airport departures, and airport arrivals. This includes precision landing approaches in all weather conditions at all locations throughout the NAS.

- For more information, visit <http://gps.faa.gov/Programs/WAAS/waas.htm>

Everett Moss - El Paso

- Presented information on McMurdo 406 EPIRB.
- Additional information at www.mcmurdo.co.uk

Terry Palmer - FlightSafety Manager Rotorcraft Special Programs

- FSI will host the Helicopter Safety Forum on May 11th and 12th 2006.
- For information visit www.rotorsafety.com.

Technical Advisory Liaison

- HSAC needs a Chairman for the Maintenance Technical Advisory Liaison.
- Ken Kersker introduced Rusty Politz, Chevron Inspection/QC Supervisor Aircraft Operations.

Casey Lowery - Chairman

- A Committee for Pipeline and Aerial Patrol will be established.
- More information and discussion at the next HSAC meeting.

Election of Chairman and Treasurer

- Nominees for Chairman were Casey Lowery and Mark Fontenot. The vote from the Regular Membership elected Casey Lowery for a two-year term.
- The only nominee for Treasurer was Joe Gross. He accepted the position for a two-year term.



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FAA Helicopter Safety Questionnaire

"Help us ID Safety Issues and chronic problem areas on helicopters." (**Attachment 11**)

The next HSAC meeting will be held in Lafayette, LA on May 17th and 18th.

LIST OF ATTACHMENTS

See Attachment TAB