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Sent: 25 October 2002 13:08
To: phill.jones@pipelineintegrity.co.uk
Cc: Mark A Harrison; Linton K Haw; ernie bennett; roger ellis;
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Subject: PINS Mtg Notes

Phill,

I attach items of general interest to us from the last meeting with the CAA and Military - I was not there myself, but this might provide some background introduction to the item I think scheduled for next UKOPA for a talk by BHAB. It would be useful to have a general discussion on pipeline operators approach to the specification of Skywatch, rather than just those represented at the PINS meeting.

ITEM 5 ? PINS DATABASE.

7. Conduct of Flight By PINS Operators. In order to minimise the potential for conflict with military fast-jet aircraft in the UK LFS, certain operators had decided to carry out PINS inspections at weekends. At the previous meeting several PINS operators expressed the opinion that there had been a recent increase in weekend use of the UK LFS. Consequently, SO2 LF had investigated instances of such use by military fast-jet ac. His search of the database at the LFBC West Drayton had revealed that there had been no weekend use of the UK LFS by military fast-jet aircraft during the period Sep 01 to Mar 02. However, during summer 2002 period there had been 63 sorties in the UK LFS, 46 by RAFAT (Red Arrows) Ernie/Linton. This was in formal reply to my raising this topic from Stirk House. If this is not in line with your perceptions pl raise again - but we will need to quote time and place.

11. The Secretary had contacted UK OPA requesting contact details for those companies who had direct responsibility for the operation and maintenance of gas and hydrocarbon pipelines in the UK. The reply listed the 13 UK OPA members, including 4 companies not previously incorporated in the trawl for pipeline information. The Secretary had requested contact details for those companies from UK OPA but a response was still awaited. It was envisaged that, once information had been received from all 13 UK OPA companies the database of all gas and hydrocarbon pipelines in the UK that were subject to aerial inspection would be complete. A graphical representation of the information would be produced and WG members could then advise the Secretary on the level of national coverage achieved. Phill. Is this in hand?

ITEM 6 ? MANDATING OF TAS FOR PINS OPERATIONS

14. After studying the Traffic Advisory System (TAS) report from Sterling Helicopters, Flt Ops SRG were of the opinion that TAS offered a major aid to "See and Avoid". In conjunction with introduction of regulations that all military aircraft operating below 10,000ft in the UK must carry a serviceable SSR transponder, it was considered that TAS had the potential to significantly enhance the safety of flight within the UK LFS. After consultation with the BHAB and PINS operators, it was considered appropriate to introduce the requirement for TAS on PINS sorties through secondary legislation. It was therefore agreed that operators requiring an Article 127 Exemption to ANO Rule 5 1(e) would be required to carry a TAS on PINS sorties. This regulation would come into operation wef 1 Apr 03; SRG had circulated all current PINS exemption holders to inform them of the regulatory change (copy attached). It was considered that this initiative gave sufficient lead-in time for procurement and installation of TAS. SRG intended to contact all holders of an AOC to inform them of the new regulations and that a TAS would be required for any future

pipeline inspection requiring less than 500ft separation distance. The PINS AIC and associated documentation would require amendment to reflect this requirement.

ie from April 03 all a/c on Pipeline or Powerline inspections licensed to operate below 500ft will have to be fitted with Skywatch or similar (as well as HISLs etc)

and all military a/c will have to emit a "squawk" signal - already in place for civil aircraft - to activate the Skywatch.

This will have the added advantage that the squawk signal will also be visible to the civil air traffic controllers.

15. It was noted that PINS sorties could be conducted entirely above 500ft-separation distance as, if closer inspection of a pipeline was required, the helicopter could land rather than contravene Rule 5 I (e). Most contracts specified an inspection height of between 300 ? 800 ft but contract-letting companies could stipulate their specific requirements in the terms of each contract. It was the unanimous view of the WG that informing those companies of the imminent regulatory change was very important and they should be encouraged to include the requirement for the carriage of a TAS for helicopters in their pipeline inspection contracts. It was suggested that this information could also be included in either a new AIC or an amendment to the existing PINS AIC (6/2001 (Yellow 37) dated 11 Jan 01).

16. It was suggested that the WG should consider primary legislation for carriage of TAS. However, this measure would take several years to introduce, due to the consultation period required and the legal issues involved. It was considered important that the option of such legislation was pursued, as this would encourage all contractors to include the requirement for a TAS for ac on PINS sorties in the terms of their contracts.

17. Decisions. It was agreed that:

a. In the letter to AOC holders concerning the amendment to Article 127 ANO Exemptions for PINS sorties, SRG should include the information that the WG was pursuing the implementation of primary legislation to mandate the carriage of TAS for PINS sorties, irrespective of operating height.

b. After consultation with DAP, SRG FOI(H), would consider writing to all companies who let contracts for the inspection of gas and hydrocarbon pipelines in the UK to inform them that the Aviation Regulator for the UK (CAA) strongly recommended the carriage of TAS for ac on PINS sorties.

c. After consultation with SRG FOI(H), the Chairman would consider issuing an AIC informing helicopter operators of the CAA regulations and containing advice concerning the carriage of TAS on PINS sorties. He would to present his recommendation to the WG at the next meeting.

19. PINS Airprox Incidents. A recent increase in the incidence of Airprox incidents between PINS helicopters and military ac was highlighted. PINS operators were very concerned at the continued incidence of such Airproxes. The Chairman informed the WG that this problem was recognised at the highest levels. DAP was continuing to promote the advantages of CWS installation in military ac operating in the UK LFS at his bi-annual meetings with both the Assistant Chief of the Air Staff (ACAS) and the Chief of the Air Staff (CAS). DAS LA Ops informed the meeting that TCAS installation was to commence on the Tornado GR4 in 2005. The delay of one year was regrettable, but the high profile nature of this issue with both ACAS and CAS had ensured that funding for the project had

been retained. Furthermore, MoD would ensure that a TCAS system, or similar equipment, was embodied in all future military aircraft designs. Projects were now in place to install a TAS/CWS into Hawk, Tucano, Tornado F3, Jaguar and Harrier GR7. However, MoD had no funding to fit TAS/CWS equipment into those older aircraft types with limited service lives. Nevertheless, MoD accepted the requirement to introduce aids to "See and Avoid". The civil representatives of the WG were gratified to learn that, after previous prevarication, the issue of TAS/CWS was finally being pursued vigorously by MoD.- although will still take some years!

21. The importance of reporting Airprox incidents was stressed. The WG felt that it was also necessary to monitor instances when the TAS/CWS assisted in preventing an Airprox. This would allow statistical analysis of improvements in military/civil confliction. However, it was generally accepted that the UKAB was not the correct organisation to carry out this information gathering.

22. Decision. It was agreed that Capt Jones, SRG FOI(H), would consult with the Safety Data Unit concerning possible mechanisms for gathering of TAS/CWS conflict resolution for civil/military ac operating in the UK LFS.

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