



**Notification of Difference from IAGSA Recommended Practice**

<b>Name of Company:</b>	Geophysical Innovations		
<b>Date submitted:</b>	9 March 2018		
<b>Which Recommended Practice or Safety Manual section is being deviated from?</b>	Emergency Response Plan		
<b>What is the duration of the deviation?</b>	Permanent: <input type="checkbox"/>	Temporary: <input checked="" type="checkbox"/>	From: (mm/yy) To: (mm/yy)
<b>What is the reason for the deviation?</b>	ERP is currently under development		
<b>Has a risk assessment been completed for the deviation?</b>	No		
<b>Is an equivalent practice/standard in place?</b>	Yes		
<b>(If yes provide details)</b>	At each base of operations a contact list of all personal and emergency agencies is kept up to date. The CEO has a cell phone and he is immediately notified of any emergency.		
<b>If No, what specific actions have been taken to provide for an equivalent level of safety?</b>			
<b>Name of Accountable Executive</b>	Blaine Field		
<b>Signature of Accountable Executive</b>			

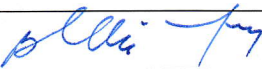
Please complete the above form for **each** Deviation from an IAGSA Recommended Practice

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<b>Name of Company:</b>	Geophysical Innovations		
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<b>Which Recommended Practice or Safety Manual section is being deviated from?</b>	Wearing an Aviation Standard helmet		
<b>What is the duration of the deviation?</b>	Permanent: <input checked="" type="checkbox"/>	Temporary: <input type="checkbox"/>	From: (mm/yy) To: (mm/yy)
<b>What is the reason for the deviation?</b>	The extra weight of the helmet can be a factor in the development of fatigue. There is much more head movement in survey flight operations. In addition the helmets cause the wearer to sweat leading to further dehydration which is also a factor in fatigue and critical thinking.		
<b>Has a risk assessment been completed for the deviation?</b>	Yes		
<b>Is an equivalent practice/standard in place?</b>	Yes		
<b>(If yes provide details)</b>	Crew all wear a shoulder restraint which keeps the upper body from snapping forward in a sudden stop.		
<b>If No, what specific actions have been taken to provide for an equivalent level of safety?</b>			
<b>Name of Accountable Executive</b>	Blaine Field		
<b>Signature of Accountable Executive</b>			


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<b>Name of Company:</b>	Geophysical Innovations		
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<b>Which Recommended Practice or Safety Manual section is being deviated from?</b>	Night Survey		
<b>What is the duration of the deviation?</b>	Permanent: <input checked="" type="checkbox"/>	Temporary: <input type="checkbox"/>	From: (mm/yy) To: (mm/yy)
<b>What is the reason for the deviation?</b>	The Company does not carry out survey operations at night		
<b>Has a risk assessment been completed for the deviation?</b>	No		
<b>Is an equivalent practice/standard in place?</b>	Yes		
<b>(If yes provide details)</b>	The company does not hold a VFR night authority on it's AOC		
<b>If No, what specific actions have been taken to provide for an equivalent level of safety?</b>	Does not operate VFR night survey flights.		
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<b>Which Recommended Practice or Safety Manual section is being deviated from?</b>	Recommended that the crew carry assorted personal survival equipment including an EPERB		
<b>What is the duration of the deviation?</b>	Permanent: <input checked="" type="checkbox"/>	Temporary: <input type="checkbox"/>	From: (mm/yy) To: (mm/yy)
<b>What is the reason for the deviation?</b>	On board tracking system would allow any rescue to be made within a few hours of a crash. Over the past 20 years there have only been 2 survivable survey crashes.		
<b>Has a risk assessment been completed for the deviation?</b>	Yes		
<b>Is an equivalent practice/standard in place?</b>	Yes		
<b>(If yes provide details)</b>	Survival kits are onboard all aircraft containing signal equipment and survival hardware		
<b>If No, what specific actions have been taken to provide for an equivalent level of safety?</b>			
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