




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

Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Geotech
Date submitted:	22 August 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Simulator Training
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	Limited to no availability of simulators for aircraft types and survey operations
Has a risk assessment been completed for the deviation?	Yes
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Increased internal check flights along with regulatory check flights undertaken, min hours required and familiarisation flights enforced where required.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Hayley Kelly
Signature of Accountable Executive	

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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Geotech
Date submitted:	22 August 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Survey Crew Resources Management Training
What is the duration of the deviation?	Permanent: <input type="checkbox"/> Temporary: <input checked="" type="checkbox"/> From: 2018 To: 2019
What is the reason for the deviation?	SCRM as per the IAGSA Guideline has not been finalised for internal use at this stage
Has a risk assessment been completed for the deviation?	Yes
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	BOTH field and flight crew are provided with Aviation CRM, HF and generic team training. There is strong emphasis from HSE and Project Management with regard to field interactions and cause and effect awareness related to operations. All contractors utilised must have at a minimum accredited CRM training for pilots and be inducted into as well as induct our crew into the specific survey operation.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Signature of Accountable Executive	

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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Geotech
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Which Recommended Practice or Safety Manual section is being deviated from?	Monitoring of Radios – Transponders on
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	Pending the aircraft and survey type transponders can cause data interference, as a general run transponders are not on during survey operations and are not a regulatory requirement
Has a risk assessment been completed for the deviation?	Yes
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Transponders form part of the risk assessment process taking location and probability of ATC/other aircraft into account. Pre and Post survey flight checks include transponders. Radios are required to be on at all times with local frequencies provided. JSA includes local and regional UHF and VHF frequencies. Notification is provided with operational information to local ATC where transponders are required to be off. Ferry portions of flights must have transponders on.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Signature of Accountable Executive	

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Name of Company:	Geotech
Date submitted:	22 August 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Emergency Beacon / Radio – Essential survival items
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	Pilots have complained for a millennia that carrying the full required kit on their person during survey operations is cumbersome and uncomfortable and may impede egress from the aircraft in an emergency landing.
Has a risk assessment been completed for the deviation?	Yes
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	The pilot is required to carry the PLB at all times, we provide a small first aid kit which contains a flint, mirror and knife in the cockpit, water and a layer of clothing (pending the conditions) is also required, this is located within grab reach. Securely stowed in the rear of the aircraft is a full survival kit, spare sat phone and separate single serve water containers.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Hayley Kelly
Signature of Accountable Executive	