


	IAGSA Member Notice of Difference Form	Copyright
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Please complete the below form for each Deviation from an IAGSA Recommended Practice


Notification of Difference from IAGSA Recommended Practice	
Name of Company:	NRG Exploration CC/Skyhorse Aviation Pty Ltd
Date submitted:	17/08/2023
Which Recommended Practice or Safety Manual section is being deviated from?	Single pilot surveys - If so, does the Pilot have equipment operation duties in addition to those normally associated with flying the aircraft?
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?	Our data acquisition and navigation system does require some minor input from the pilot which are in addition to the normal flying duties.
Has a risk assessment been completed for the deviation?	Yes
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Procedure is noted in Operations Manual – “The PIC is only to operate the survey system when on the ground or in stable forward flight at a minimum altitude of 300 ft. above the highest obstacle”
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Ryan Louw
Signature of Accountable Executive	

 International Airborne Geophysics Safety Association	IAGSA Member Notice of Difference Form	Copyright
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Name of Company:	NRG Exploration CC/Skyhorse Aviation Pty Ltd
Date submitted:	17/08/2023
Which Recommended Practice or Safety Manual section is being deviated from?	Flight and Duty Times - A maximum of 5 hours flight time on survey per day (excluding transit time)
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?	Flight and Duty Times of regulator are adhered to. Maximum of 7 hours per day for helicopter operations and 8 hours for fixed wing operations
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	This restriction is always applied for BARS clients and when client or IAGSA procedures dictate and noted in the Risk Assessment as such. Flight and duty is monitored in both a predictive and reactive manner and therefore fatigue is closely managed.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Ryan Louw
Signature of Accountable Executive	


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Which Recommended Practice or Safety Manual section is being deviated from?	Flight and Duty Times - A maximum of 100 hours flight time in any consecutive 28 day period.
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?	Flight and Duty Times of regulator are adhered to. SACAA regulations are 100 hours in any consecutive 30 day period
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	This restriction is always applied for BARS clients and when client or IAGSA procedures dictate and noted in the Risk Assessment as such. Flight and duty is monitored in both a predictive and reactive manner and therefore fatigue is closely managed. Single pilot flight time extensions as per IAGSA recommendation is used when required.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Which Recommended Practice or Safety Manual section is being deviated from?	Emergency Beacon/Radio - Is each aircrew member required to carry on their person essential survival items including: a personal locator beacon means to start a fire, knife and a signal mirror?
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?	Alternate compliance procedure in place
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Survival kit in aircraft and grab bag with PELT. If required by risk assessment, items will be carried on person.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Which Recommended Practice or Safety Manual section is being deviated from?	Fuel Quality Control - Drums - Verify the expiry date of the drums.
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?	Alternate compliance procedure in place
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Drums are examined on condition – printed expiry date on the drum not always available
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Which Recommended Practice or Safety Manual section is being deviated from?	Monitoring of radios - During survey flights, are radios and transponders turned on and selected to the appropriate ATC or flight service frequencies. Additionally, equipment permitting, common air to air and emergency frequencies (121.5MHz) should also be monitored.
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?	Interference with magnetic data
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Radios are on, however transponders are off during some survey flights if required.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Name of Company:	NRG Exploration CC/Skyhorse Aviation Pty Ltd
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Which Recommended Practice or Safety Manual section is being deviated from?	Towed Geophysical Arrays – Rotary Wing Aircraft - Has the cable weight and length been determined by an aeronautical engineer as to minimize the potential for cable recoil into main and tail rotors following the loss of load?
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?	Design by engineers in towed array and survey industry not an aeronautical engineer
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	The towed array has been designed to mitigate the possibility of cable recoil into the main and tail rotor blades after loss of load.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Which Recommended Practice or Safety Manual section is being deviated from?	Towed Geophysical Arrays – Rotary Wing Aircraft - Has the breaking strain of the weak link been specified by an aeronautical engineer?
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?	
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Breaking point has been determined by a SANAS approved laboratory
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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Which Recommended Practice or Safety Manual section is being deviated from?	Supplemental Safety Training Requirements - Is Survey Crew Resource Management training provided to all crew members assigned to survey operations including: geophysicists; pilots; equipment operators; maintenance engineers; field technicians and field support staff at intervals not exceeding three years?
What is the duration of the deviation?	Permanent: <input type="checkbox"/> Temporary: <input checked="" type="checkbox"/> From: (08/23) To: (02/24)
What is the reason for the deviation?	Survey Crew Resource training to be developed internally and implemented for all equipment operators; maintenance engineers; field technicians and field support staff by target date noted above
Has a risk assessment been completed for the deviation?	No
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Pilots completing recurrent CRM annually, other crew members as per project requirements.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
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