International Airborne Geophysics Safety Association

"SAFETY IN THE AIR BEGINS ON THE GROUND."

IAGSA Member Self-Assessment Questionnaire

Introduction: All IAGSA Active Members (survey companies) are required to complete and submit the Self-Assessment Questionnaire on an annual basis. IAGSA Associate Members such as air service providers, are not required to complete the questionnaire however, they may find it a useful reference as part of their internal audit process. The intent of this self-assessment process is to increase transparency of compliance levels within our membership through the publishing of completed assessments in the members-only area of our website, improve awareness of IAGSA Recommended Practices by requiring members to conduct an annual internal audit, and, in the case of non-conformances or variances, to drive our Notice of Difference process. This program does not replace the in-person audits conducted by IAGSA, but it does shift the focus to that of verification and surveillance.

Instructions: The questionnaire is derived from the Recommended Practices contained within the IAGSA Safety Procedures Manual (SPM). It is recommended that the SPM and IAGSA's Safety Management Systems Guideline (available at www.iagsa.ca) be consulted for additional detail when completing the assessment. Members are reminded that IAGSA is available to answer any questions and to aid with completing the questionnaire.

Completing the Questionnaire: The questionnaire is intended to assess compliance. It is understood that for many recommendations a simple yes or no answer is not appropriate. In these cases, possible responses include: Always, Sometimes or Never.

Always – Indicates that you are fully compliant, and you are required to indicate in the *Explanation of Compliance* column where in your procedures or process this is addressed.

Sometimes – Indicates that your compliance is situational dependant. In this case, an explanation is required which will be reviewed by IAGSA and a Notice of Difference may be required.

Never – Indicates that you are not compliant with the Recommended Practice. In this case, a Notice of Difference is required to be file with IAGSA.

Yes – Indicates that you are fully compliant, and you are required to indicate in the *Explanation of Compliance* column where in your procedures or process this is addressed.

No – Indicates that you are not compliant with the Recommended Practice. In this case, a Notice of Difference is required to be file with IAGSA.

Filing a Notice of Difference: For items of non-compliance or if an item of partial compliance is deemed to require one, a Notice of Difference must be filed with IAGSA. The item shall be reported using the IAGSA standard Notice of Difference Form and be completed in its entirety including; the specific Recommended Practice being deviated from, an explanation as to why the deviation exists, a risk assessment identifying that the deviation attains an equivalent level of safety and be signed off by the company's Accountable Executive.

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Company Name: MAGSPEC Airborne Survey Pty Ltd			
Location: Wangara, Western Australia, Australia		**Audit completed by: Daniel Wright**	
Date of Audit: 30/03/2023			
Pre-audit questionnaire completed by: Daniel Wright & Gina Bartie			
Activity data reported?	Yes		
All incidents reported?	Yes		
Key Personnel	**Name**	**Email**	**Telephone**
Director & Operations Manager	Cameron Johnston	cameron@magspec.com.au	
Chief Pilot & HAAMC	Daniel Wright	**daniel@magspec.com.au**	
Total # Employees:	14		

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Organization – Safety Management Systems			
Title	**IAGSA Recommendation**	**Compliance Level**	**Explanation of Compliance**
Safety Policy Statement and Objectives	All IAGSA members shall work towards the implementation of a Safety Management System which includes, as a minimum, the basic components and elements outlined in this section.		
	Do you have a Health and Safety Policy Statement which outlines the accountable manager's commitment to, and responsibility for safety? *(The wording of the policy should reflect the company's philosophy on managing safety and should become the foundation on which the company's SMS is built.)*	☒ Yes ☐ No	HSEMS Part 1B - Safety Policy and Objectives
	Are specific Health and Safety performance goals set and measured? *(examples may include X% reduction in injuries, training completion targets, timeframes for follow up to reported issues, etc.)*	☒ Yes ☐ No	HSEMS Part 1D5.1 – Monitor and Review
	Are specific accountabilities defined for those personnel who hold positions of responsibility and/or authority within the organisation that have a direct effect on the safety of the operation?	☒ Yes ☐ No	HSEMS Part 1B2 – Safety Accountabilities and Responsibilities Operations Manual Part 1A1.12 – Duties and Responsibilities of Key Personnel
	Does the SMS identify key personnel responsible for the implementation,	☒ Yes	

	maintenance and overall function of the SMS?	☐ No	
	Is emergency response planning including coordination with clients, emergency services and other organizations defined and documented?	☒ Yes ☐ No	Operations Manual Appendix XVI – Job Safety Analysis Part D – Onsite Emergency Procedures
	Are all safety processes, policies and practices which define the SMS documented?	☒ Yes ☐ No	Operations Manual and HSEMS
	Does your SMS documentation identify which records must be retained and the period for which they shall be retained for?	☒ Yes ☐ No	Operations Manual Part 1A4.2 – Records Retention Period
	Do you have a drug and alcohol policy including a program to implement that policy?	☒ Yes ☐ No	Operations Manual Part 1B4.3 – Drug and Alcohol Management Appendix II – Drug and Alcohol Management Procedure
Safety Risk Management	The process of risk management involves establishing simple systematic methods to identify hazards, to assess their associated risk levels, and to implement risk mitigations.		
	Does your SMS outline a Hazard Identification process for examining each aspect of the company's operations for the purpose of	☒ Yes ☐ No	

	identifying anything (e.g. conditions, situations, practices, behaviors, etc.) that has the potential to cause harm?		
	Does your SMS define a safety reporting process so that safety hazards / concerns can be identified, and appropriate actions can be taken?	☒ Yes ☐ No	MAGSPEC Aviation HSEMS - 1C1 MAGSPEC Aviation - Reporting Culture
	Does your SMS define a process for assessing risk (actual and potential) of all reported hazards?	☒ Yes ☐ No	Job Safety Analysis document MAGSPEC Aviation HSEMS - 1C1.2 INTERNAL REPORTING SYSTEM
Safety Assurance	Does you SMS outline a process for the measurement of safety performance including progress towards goals and objectives?	☒ Yes ☐ No	MAGSPEC Aviation HSEMS - 1E1 SAFETY PERFORMANCE MONITORING AND MEASUREMENT
	Does your SMS define a process for internal audits and inspections to provide assurance that the policies and procedures are being followed?	☒ Yes ☐ No	MAGSPEC Aviation HSEMS - 1E1.4 SAFETY AUDIT PROCESS
	Does your SMS define a process for the investigation of safety hazards, incidents and accidents with the aim of identifying root causes?	☒ Yes ☐ No	MAGSPEC Aviation Ops Manual v3.0 - 1C2 ACCIDENT AND INCIDENT INVESTIGATION AND REPORTING
	Does your SMS define a process to identify and assess the safety impact of any changes that pose a risk to safety? *(examples include introduction of a*	☒ Yes ☐ No	Job Safety Analysis document

	new aircraft type, a new maintenance procedure, changes to key personnel, etc.)		
	Does your SMS define a process for continual improvement?	☒ Yes ☐ No	MAGSPEC Aviation Ops Manual v3.0 - 1D1.5 Change Management. MAGSPEC Aviation HSEMS - 1E1.5 CHANGE MANAGEMENT MAGSPEC Aviation HSEMS - 1E1.6 CONTINUOUS IMPROVEMENT OF THE SAFETY SYSTEM
	Does the process for continual improvement define who is responsible to assess the effectiveness of the system?	☒ Yes ☐ No	MAGSPEC Aviation Ops Manual v3.0 - 1D1.5 Change Management - (2)
	Does the organization's top management, at planned intervals, review the SMS to ensure its continuing suitability, adequacy and effectiveness?	☒ Yes ☐ No	MAGSPEC Aviation Ops Manual v3.0 - 1D1 QUALITY SYSTEM
Safety Promotion	Does your SMS include a mechanism through which lessons learned from safety event investigations and other safety-related activities are made available to all affected staff and stakeholders?	☒ Yes ☐ No	MAGSPEC Aviation HSEMS - Part 1F - SAFETY PROMOTION
	Does your SMS describe the minimum safety promotion applications acceptable to the company? *(The complexity of the company's organisation and facility will determine what types of safety communications are required.)*	☒ Yes ☐ No	MAGSPEC Aviation HSEMS - 1F1.2 SAFETY COMMUNICATION

Planning – All Operations			
Title	**IAGSA Recommendation**	**Compliance Level**	**Explanation of Compliance**
Survey Planning	The following is a list of IAGSA Recommended Practices which all members should take into account when planning airborne survey operations regardless of type of survey or terrain.		
	Prior to commencing a survey, do you conduct a detailed IAGSA risk assessment which identifies the safe survey height?	☐ Always ☒ Sometimes ☐ Never	MAGSPEC utilises our own risk assessment which is CASA approved and reviewed yearly. Operations Manual – Appendix XVI Uses the IAGSA assessment if requested.
	Prior to conducting a survey do you establish a crew rotation schedule which considers factors such as remoteness of site, severity of climate, quality of accommodation, food and personal considerations?	☒ Always ☐ Sometimes ☐ Never	Operations Manual Appendix XVI – JSA Part 2A1.7 - Rostering
	Do you have a minimum temperature limit for cold weather operations?	☐ Always ☐ Sometimes ☐ Never	

		☒ N/A	
	Do you limit the use of aircraft heaters or air-conditioning in the interest of "clean" data?	☐ Always ☐ Sometimes ☒ Never	Heater use is at pilots discretion and comfort. Air-conditioning is not installed in company aircraft.
	Do you require the use of oxygen for all aircrew for survey flights or portions thereof conducted above 10,000 feet ASL?	☒ Always ☐ Sometimes ☐ Never	Operations Manual Part 2B4.1 / 2C3.2 – Emergency and Supplemental Oxygen
	Are aircrew members required to wear long trousers or a flight suit, closed shoes, have gloves available and clothing appropriate for the environmental conditions?	☐ Always ☒ Sometimes ☐ Never	Appropriate clothing is at pilots discretion, cotton shirts, long pants as well as gloves are available from MAGSPEC. Enclosed shoes are mandatory.
	For fixed wing surveys, is a risk assessment conducted to determine whether or not helmets should be worn by the flight crew members?	☐ Always ☐ Sometimes ☒ Never ☐ N/A	Helmet use is pilot discretion but individual helmets are available from MAGSPEC should the pilot elect to use one at no cost.

	For helicopter surveys, are the flight crew members required to wear a flight helmet?	☐ Always ☐ Sometimes ☐ Never	N/A
	Are flight crew members paid or given an incentive based upon hours or kilometers flown?	☐ Always ☐ Sometimes ☒ Never	Flat day rate, regardless of hours / kilometres or standby.
Emergency Response Planning	Do you develop project specific emergency response plans for each project?	☒ Always ☐ Sometimes ☐ Never	
	Does your company have an overall crisis management plan?	☒ Yes ☐ No	Operations Manual Appendix XVI – Job Safety Analysis – Emergency Response Plan
Flight Following	Do you operate a satellite tracking system on all aircraft?	☒ Always ☐ Sometimes ☐ Never	Spidertracks – 1 minute intervals

	Is the position reporting frequency of the tracking system set to 2 minute intervals as a minimum?	☒ Yes ☐ No	
Single Pilot Only Surveys	Do you conduct single Pilot Only Surveys (no equipment operator)?	☒ Always ☐ Sometimes ☐ Never	
	If so, does the Pilot have equipment operation duties in addition to those normally associated with flying the aircraft?	☐ Always ☒ Sometimes ☐ Never ☐ N/A	Acquisition system is largely automated but processes are defined should there be a need for the pilot to manipulate the system, generally this is limited to line selection.
	Are additional risks associated with single pilot only operations detailed in the risk assessment?	☒ Always ☐ Sometimes ☐ Never ☐ N/A	Job Safety Analysis – Hazard Matrix

Operating Standards			
Minimum safe survey speeds	Are minimum safe survey speeds for single engine aircraft calculated at 130% of clean stall speed (Vs)?	☒ Always ☐ Sometimes ☐ Never	Operations Manual Part 2D1.5 – Safety Considerations during Survey
	Are minimum safe survey speeds for Multi-engine aircraft: 110% of best single engine rate of climb speed (Vyse), or minimum safe single engine speed (Vsse, if published)?	☐ Always ☐ Sometimes ☐ Never ☒ N/A	
Minimum Fuel Standard	Is fuel planning for survey flights based upon 110% of planned consumption?	☐ Always ☐ Sometimes ☒ Never	Operations Manual Minimum Fuel Planning – Fuel usage is continuously monitored and Table 14 modified as required. Actual fuel use is to be within 10% of this figure. Fuel totalisers are fitted to all company aircraft.
	Is minimum reserve fuel calculated as 30 minutes for fixed wing and 20 minutes for helicopter at normal cruise consumption rates?	☐ Always ☐ Sometimes ☒ Never	Fuel reserves are based on 45 minutes at cruise power.
	Do planned minimum fuel reserves consider site specific contingencies?	☐ Always	

		☐ Sometimes ☒ Never	
Flight and Duty Times	Are the following Flight & Duty Times adhered to?		
Single Pilot Operation Maximum Flight Times	A maximum of 8 hours flight time per day.	☐ Always ☒ Sometimes ☐ Never	Appendix 5A 14 hrs duty 11 hrs flight time In practise, pilots generally fly up to 4.7 hrs
	A maximum of 5 hours flight time on survey per day (excluding transit time)	☐ Always ☒ Sometimes ☐ Never	Appendix 5A 14 hrs duty 11 hrs flight time In practise, pilots generally fly up to 4.7 hrs
	A maximum of 40 hours flight time in any 7 consecutive day period	☐ Always ☒ Sometimes ☐ Never	
	A maximum of 100 hours flight time in any consecutive 28 day period.	☐ Always ☒ Sometimes ☐ Never	Appendix 5A 100 hrs in 16 days. In practise, pilots will do ~90-120 hrs in 28 days

	A maximum of 1000 hours in any consecutive 365 day period.	☐ Always ☒ Sometimes ☐ Never	Appendix 5A 1200 hrs in 365 days. In practise, pilots will do ~1000 hrs in 365 days
	If extensions to the single pilot flight times are used has the extension criteria recommended by IAGSA been met?	☐ Always ☒ Sometimes ☐ Never ☐ N/A	MAGSPEC Aviation Ops Manual v3.0 - 1B3 ROSTERING AND FATIGUE MANAGEMENT In accordance with Appendix 5A of Civil Aviation Order 48.1
Dual Pilot Operations Maximum Flight times	A maximum of 10 hours flight time per day.	☐ Always ☐ Sometimes ☐ Never	N/A
	A maximum of 8 hours flight time on survey (excluding transit time).	☐ Always ☐ Sometimes ☐ Never	N/A
	A maximum of 45 hours flight time in any consecutive 7 day period.	☐ Always ☐ Sometimes ☐ Never	N/A

	A maximum of 120 hours flight time in any consecutive 28 day period.	☐ Always ☐ Sometimes ☐ Never	N/A
	A maximum of 1200 hours flight time in any consecutive 365 day period.	☐ Always ☐ Sometimes ☐ Never	N/A
Maximum Duty Times	The maximum duty time in any one day shall not exceed 14 hours	☒ Always ☐ Sometimes ☐ Never	Appendix 5A
	The pilot shall have a minimum of 2 days rest within a 14 day period. These may be taken separately or together. If taken separately, one day rest shall be defined as 30 consecutive hours free from duty.	☐ Always ☒ Sometimes ☐ Never	Appendix 5A 2 days off in 16 days. At 16 days, 2 days MUST be consecutive. In practise, pilots get 2 days off every 11 days.
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?	☐ Always ☒ Sometimes ☐ Never	Aircraft have survival equipment within reach of the pilot at all times.

Fuel Quality Control – Storage Tanks	The quality control of the fuel varies considerably at smaller centres. The crew must determine the adequacy of this quality control and take all available means to ensure against boarding contaminated fuel. Is there a procedure in place to ensure that the following checks are required anytime a fuel source is unknown or questionable:		
	Check that Fuel Quality Control Check and Delivery documents are current and available.	☒ Always ☐ Sometimes ☐ Never	
	Check that the fuel servicing vehicle / facility is identified with the fuel type handled.	☒ Always ☐ Sometimes ☐ Never	
	Check that the facility is clean and maintained.	☒ Always ☐ Sometimes ☐ Never	
	Check that bonding wires and connections are in good condition.	☒ Always ☐ Sometimes ☐ Never	

	Check that filter systems are in place and date of last element replacement.	☒ Always ☐ Sometimes ☐ Never	
	Check that a sample is clear and bright downstream of the filter.	☒ Always ☐ Sometimes ☐ Never	
	Request or conduct a water test with paste or syringe and capsules.	☐ Always ☒ Sometimes ☐ Never	AvGas is generally inspected visually with a fuel drain. Paste is available on request.
	Check that a sample from the low point of the tank is clear bright and free of water. If there is no low point water drain, do a dip of the tank using water paste.	☒ Always ☐ Sometimes ☐ Never	MAGSPEC Aviation Ops Manual v3.0 - 2B3 FUEL AND OIL
Fuel Quality Control - Drums	When using drummed fuel are there procedures in place to ensure the following requirements?		
	Verify the expiry date of the drums.	☒ Always ☐ Sometimes	MAGSPEC Aviation Ops Manual v3.0 - 2B3 FUEL AND OIL

		☐ Never	
	A "go no-go" filter be used for all refueling from drums.	☐ Always ☒ Sometimes ☐ Never	Go – No go filters are installed on all primary fuel pumps (electric and handpumps). There are locations where the supplied pump is an aviation approved paper filter.
	All drum fuel is visually checked for clarity and color and water tested with paste or fuel syringe and capsules before use.	☐ Always ☐ Sometimes ☐ Never	Drum stock is tested visually and are owned by MAGSPEC.
	Only clearly branded drums with both seals intact are be used unless the pilot knows the "history" of the drum since the seals were broken and retests the fuel for contamination before use.	☒ Always ☐ Sometimes ☐ Never	
	Aircraft sump drains be checked before the first flight of the day and after each refueling.	☒ Always ☐ Sometimes ☐ Never	
	Drums are stored on their sides, clear of the ground with bungs horizontal in	☒ Always	Unless on a vehicle for transportation.

	an area not subject to flooding. Under-cover storage should be considered if drum stock are to be kept for a long time.	☐ Sometimes ☐ Never	
	When not in use, fuel pumps are protected from water and other contamination.	☒ Always ☐ Sometimes ☐ Never	Covers, plugs and tarps provided.
	Bungs should be sealed and the drum placed on its side for short term storage (i.e. overnight) of a partially filled drum.	☐ Always ☒ Sometimes ☐ Never	Unless drum is being transported on a vehicle.
Night Surveys	Typically, survey flights are conducted at low heights in day VMC, but if the low height is removed coupled with a smooth air requirement, such as for gravity surveys, it may be desirable to conduct night flights. Such flights can be conducted safely as long as there are adequate procedures to prevent a "controlled flight into terrain" CFIT accident. Are procedures in place to ensure the following requirements:		
	Are night surveys flown at least 1000 feet above all obstacles within the operational area and a 10 nautical mile buffer around the operational area? Does the operational area	☐ Always ☐ Sometimes	

	include the maneuvering area for line turns and lead-ins?	☐ Never ☒ N/A	
	Is a VMC reconnaissance flight performed in each block?	☐ Always ☐ Sometimes ☐ Never ☒ N/A	
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.	☐ Always ☒ Sometimes ☐ Never	Radios and transponders are selected and tuned as required.
Turning Radius	During straight and level flight there may be a significant margin above the stall speed, however in a steep turn the stall speed may be reached quickly with little warning and a stall in the turn at low level will likely result in a fatal accident.		
	Are all turns at low level limited to a maximum angle of bank of 30 degrees and be done at a constant altitude. Are climbs or descents allowed to be carried out during the turn?	☐ Always ☒ Sometimes ☐ Never	Climbs and descents are typically conducted at or less than 30 degrees. Steep turns between 200' and 500' are done at a speed above >1.3 VS

Towed Geophysical Arrays			
Towed Geophysical Arrays – All aircraft types	This section applies to all airborne surveys utilizing geophysical arrays suspended below and/or towed by rotary or fixed wing aircraft.		
	Do you operate towed geophysical arrays?	☐ Yes ☒ No	
	Does the towed array have an STC/LSTC, engineering order or other similar certificate or statement describing array specifications and flight test data?	☐ Yes ☐ No ☒ N/A	
	Is there an Operating Manual for each array?	☐ Yes ☐ No ☒ N/A	
	Does the Operating manual identify the maximum safe operating airspeed for the array?	☐ Yes ☐ No ☒ N/A	

	Does the Operating Manual contain a parts list and maintenance manual containing the critical design specification for all parts and elements of the array?	☐ Yes ☐ No ☒ N/A	
	Does the Operations Manual contain a pre-flight checklist?	☐ Yes ☐ No ☒ N/A	
	Does the Operations Manual contain a schedule for routine preventative maintenance, recorded inspections and testing?	☐ Yes ☐ No ☒ N/A	
	Is there a procedure in place to ensure that all required maintenance, inspections and testing are up to date prior to job start?	☐ Yes ☐ No ☒ N/A	
	Is all maintenance performed by a qualified person endorsed by the manufacturer or operator?	☐ Yes ☐ No	

		☒ N/A	
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?	☐ Yes ☐ No ☒ N/A	
	Is there a weak link incorporated into the load bearing cable?	☐ Yes ☐ No ☒ N/A	
	Is the weak link located as close as possible to the attachment hook of the helicopter?	☐ Yes ☐ No ☒ N/A	
	Has the breaking strain of the weak link been specified by an aeronautical engineer?	☐ Yes ☐ No ☒ N/A	
	Is the maximum towed array airspeed and VNE (Velocity Never Exceed)	☐ Yes	

	placard placed on the aircraft instrument panel in the Pilot's view?	☐ No ☒ N/A	
	Does the cargo hook arrangement allow the pilot to jettison the load without removing his/her hands from the flight controls? Do procedures include the requirement to test the helicopter cargo hook release mechanism?	☐ Yes ☐ No ☒ N/A	
Towed Geophysical Arrays – Fixed Wing	Is the aircraft fitted with a shearing mechanism which can cut the tow cable when the array needs to be jettisoned?	☐ Yes ☐ No ☒ N/A	
	Does the tow cable have a breaking strain which minimizes damage to the aircraft in the event the array snagged with ground objects?	☐ Yes ☐ No ☒ N/A	

Training and Experience – All Operations	Does your training program contain a syllabus for low level geophysical flight training?	☒ Yes ☐ No	
	Does the Pilot training syllabus reflect the IAGSA training guidelines?	☒ Yes ☐ No	MAGSPEC Aviation Ops Manual v3.0 - 1B2.2 Induction and training requirements
	Are there documented criteria to assess Pilot competency?	☒ Yes ☐ No	MAGSPEC Aviation Ops Manual v3.0 - 1B2 CREW ADMINISTRATION
Simulator Training	In addition to the training in the actual aircraft, do pilots, where practical, undergo simulator training in a type specific simulator representing the aircraft being flown on survey? If so, at what frequency?	☐ Always ☐ Sometimes ☐ Never ☒ N/A	
Overwater and Offshore Surveys			
Minimum requirements for Over water and Off Shore Surveys	The following recommendations apply to all overwater and off shore surveys flown in both fixed wing and rotary wing aircraft.		
	Is Underwater Escape Training completed within the preceding three	☐ Always	N/A

Training – Overwater & Offshore Surveys	years before undertaking the over water or offshore survey.	☐ Sometimes ☐ Never	
	Are Ditching & Emergency Evacuation Procedures reviewed, crew members thoroughly briefed and simulated training to be conducted at the work site prior to the start of all over water or offshore work. This review should include a review of general emergency procedures that could potentially lead to a ditching and a discussion on the significance of sea state/wave height on ditching.	☐ Always ☐ Sometimes ☐ Never	N/A
Training - Off Shore Surveys	In addition to the above items, the following are to be included in offshore training:		
	Does Initial Training consist of a minimum of 10 hours training conducted by a pilot who has a minimum of 100 hours Offshore experience?	☐ Yes ☐ No	N/A
	Does Recurrent Training consist of a minimum of 5 hours training conducted annually by a pilot with the same qualifications as for the initial training: or prior to the start of an Offshore survey if pilot has completed	☐ Yes ☐ No	N/A

	the initial training but has not flown Offshore for more than 90 days?		
	Alternatively, the above experience requirements may be waived if the Operator has in place a competency based training program which includes Offshore operations.		N/A
Type of Aircraft – Over water / Offshore Operations	For an over water/offshore survey in an area with harsh conditions where the odds of surviving a ditching or the exposure that would follow are low then the emphasis must be placed on choosing an aircraft that reduces the probability of a ditching. Whereas, the aircraft criteria may be somewhat less stringent in less harsh conditions where the odds of a successful ditching and rescue are good.		
	For any survey that is over water or offshore in an area where rescue is not likely to occur within an anticipated acceptable exposure time and/or where anticipated sea states would make a successful ditching unlikely, is the use of a multi engine aircraft with performance characteristics such that in the event of an engine failure during an over water survey it can climb from survey height to 500 feet and return to shore or during an offshore survey it can climb from survey height and maintain prolonged flight on the remaining engine(s) to return to a suitable airport at the minimum IFR altitude utilized?	☐ Always ☐ Sometimes ☐ Never	N/A

	Are single engine piston aircraft used for over water/offshore surveys?	☐ Always ☐ Sometimes ☐ Never	N/A
Aircraft equipment – Offshore	Are aircraft equipped with at least the following gyroscopic instruments, each of which must be independent of the others: 2 x attitude indicator; 2 x heading indicator; 2 x turn and slip indicator or turn coordinator?	☐ Yes ☐ No	N/A
	If a second pilot is to be part of the crew, is there a complete second set of basic flight instruments (attitude indicator, gyroscopic heading indicator, turn and slip or turn coordinator airspeed, altimeter, vertical speed) installed at the co-pilot's seating position?	☐ Yes ☐ No	N/A
	Are there at least two (2) independent power sources to drive the gyroscopic instruments? - this may mean two vacuum pumps with all air driven gyroscopes or a mixture of air driven and electric gyroscopes	☐ Yes ☐ No	N/A

	provided loss of one power source leaves operational one set of three gyroscopic instruments (attitude, heading and turn rate indicators)		
	Is there a radio or radar altimeter with a means of alerting the crew when height above the water falls below a minimum safety height selected by the crew? Is there a means of testing the alerting device prior to flight?	☐ Yes ☐ No	N/A
	Is there a minimum of one instantaneous vertical speed indicator (IVSI) to provide an instant alert of descent	☐ Yes ☐ No	N/A
	Do you require the use of weather radar where thunderstorms are present or could be expected?	☐ Always ☐ Sometimes ☐ Never	N/A
	Are Rotary wing aircraft equipped with floatation aids such as "pop-outs floats"?	☐ Always ☐ Sometimes ☐ Never	N/A

Emergency Equipment – Offshore Surveys	An upper torso restraint system, with a preference for a four point harness, for each crew member	☐ Yes ☐ No	N/A
	Are aircraft equipped with a 406 MHZ ELT?	☐ Yes ☐ No	N/A
	Is the crew provided a covered life raft with a self erecting canopy that is equipped with a 406 MHZ ELT and normal emergency survival equipment? Does raft should include an inflatable floor for cold water operations?	☐ Yes ☐ No	N/A
	Are constant wear dual chamber life vests that contain an ELT aELT/EPIRB, flares and a signal mirror, worn by each crew member?	☐ Yes ☐ No	N/A
	Are immersion/exposure suits worn if water and air temperatures warrant?	☐ Yes ☐ No	N/A
	Are all helmets and headsets fitted with double disconnect cords?	☐ Yes ☐ No	N/A

Weather – Offshore Surveys	Are Offshore survey flights conducted under VMC with minimums of 5 miles visibility and 1000 foot ceiling in the survey area?	☐ Yes ☐ No	N/A
	Is a thorough weather briefing solicited (if available) and does it should include sea state/wave height and wind maximums in the survey area?	☐ Yes ☐ No	N/A
Supplemental Safety Training Requirements			
Fire Extinguisher Training	Do all crew members on survey flights, including equipment operators, receive annual training in the use of fire extinguishers in fighting in flight fires?	☐ Yes ☒ No	It is not a requirement but most crew members are current on fire extinguisher training.
Survey Crew Resource Management Training	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?	☒ Yes ☐ No	All pilots have CRM
Flight Performance Monitoring			

Performance Monitoring	Are performance parameters, including aircraft speed, height above terrain and drape, periodically reviewed using data collected during surveys?	☒ Always ☐ Sometimes ☐ Never	
	Is the frequency of review such that any discrepancies on a particular survey or by a particular pilot can be identified as early as possible?	☒ Always ☐ Sometimes ☐ Never	