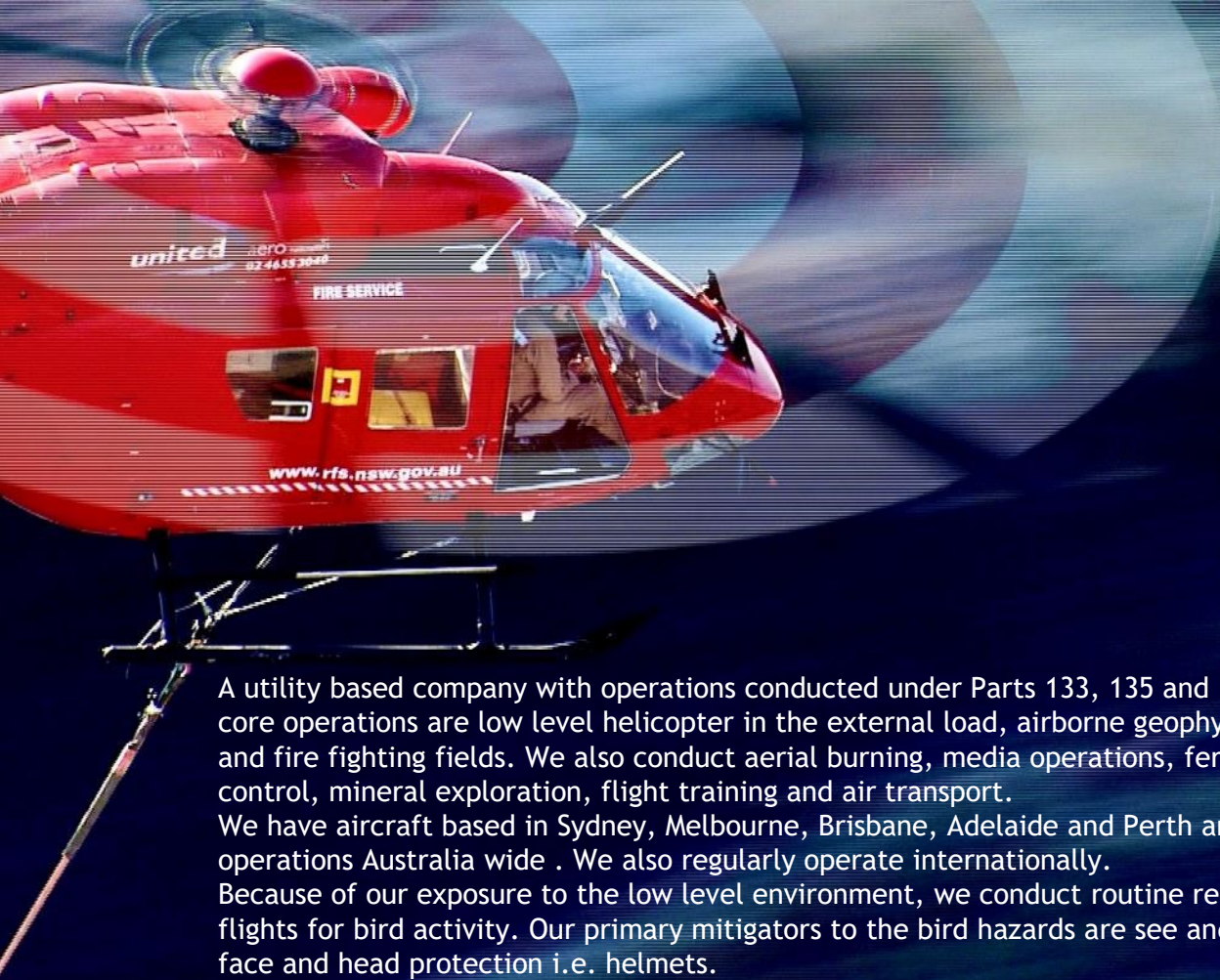


INTRODUCTION



A utility based company with operations conducted under Parts 133, 135 and 138. Our core operations are low level helicopter in the external load, airborne geophysical survey and fire fighting fields. We also conduct aerial burning, media operations, feral animal control, mineral exploration, flight training and air transport.

We have aircraft based in Sydney, Melbourne, Brisbane, Adelaide and Perth and conduct operations Australia wide . We also regularly operate internationally.

Because of our exposure to the low level environment, we conduct routine reconnaissance flights for bird activity. Our primary mitigators to the bird hazards are see and avoid and face and head protection i.e. helmets.

FLEET		
	Rego	Type
1	VH-CSA	Cessna 182
2	VH-MXL	Cessna 182
3	VH-NNX	R22
4	VH-HLG	R44
5	VH-UVA	AS350 BA
6	VH-TVG	AS350 BA
7	VH-BTV	AS350 B2
8	VH-HSV	AS350 B2
9	VH-HWA	AS350 B3
10	VH-HTV	AS350 B3
11	VH-TCN	AS350 B3
12	VH-TMY	AS350 B3
13	VH-UAZ	AS350 B3
14	VH-UAK	AS350 B3
15	VH-UAI	BELL 206 L3
16	VH-UAX	BK117 B2 (850)
17	VH-UAN	BK117 B2 (850)
18	N260UH	UH60A+
19	N360UH	UH60A+
20	N460UH	UH60A+
21	VH-UTM	AS350 BA
22	VH-VOX	AS350 B3
23	VH-VOW	AS350 B3
24	VH-VIM	AS350 B3
25	VH-YYQ	AS350 B3
26	C-GBND	Bell412
27	C-FWTQ	Bell412
28	C-FWTY	Bell412

PRE, DURING AND POST COVID



July 2020



July 2022

Hazards	PRE-RECCON OBSERVATIONS	COMPLETED PILOT IN COMMAND POST RECCON				POST RECCON OBSERVATIONS
		NIL	FEW	MOD	MANY	
1 Specific survey lines(s) or areas of concern	- Nil	X				- Nil
2 Likely weather related hazards	- Nil	X				- Nil
3 Powerlines/Towers/Mast s/Windfarms	- No high tension identified pre-recon review - Where identified any structures must be noted via this JSA and via marker on the aircraft GPS. - Recon must provide special consideration to the base of ops and ferry route - confirmed clear no obstacles.		X			- Nil observed on reccy flight
4 Known Bird Activity - Bird strike hazards, migratory routes/seasons, wet habitats, local populations, densities	- Probable birdlife in the area - Transit flights are to be flown at as high an altitude as practicable through areas of known bird concentrations. - The pilot must wear a helmet at all times - flights are to be conducted as per UAH Ops Manual.		X			- Minimal bird activity in survey area.

QUESTIONS?

1. Are there any lessons re wildlife hazard management from Covid that can be carried across as we return to “Ops normal”?
2. Do we want to return to “Ops Normal” when it comes to wildlife hazard mitigation?
3. What can pilots do to help mitigate the wildlife threat?
4. Do you have SOPs and training to mitigate wildlife threat?
5. What information do pilots need to help mitigate the wildlife threat?
6. Have you any examples where ATC, airport, landing area or ground personnel have helped in mitigating the risk for you excluding NOTAMs, ATIS, Bird dispersal etc?
7. Any other question(s) which you think is relevant...please send to me in advance.