"Flying in the Wire & Obstruction Environment"

Presented by:

Instructor, Brian Booth, Utilities Aviation Specialists Inc.

(This is the course designed by Robert Feerst)

Note: Pre-Registration is required. You Must Have PART I Prior to PART II

This course will be delivered if there is sufficient registration by ***September 1, 2022.***
For additional information or assistance please contact Barb Priestley at barb.priestley@h-a-c.ca

PART I **Monday, October 31, 2022 (0830-1630)**
PART II **Tuesday, November 1, 2022 (0830-1630)**
Location: **Hyatt Regency Calgary, 700 Centre St S, Calgary, AB T2G 5P6**

***Course Cost:** **PART I or PART II:** **$725.00 each**
BOTH PARTS I & II: **$1,250.00 each**

*A surcharge may apply to any registrations received after September 1, 2022.

The course is professionally done using multi-media and is acclaimed by both utilities and professional utility helicopter operators world-wide. It is designed to train pilots, surface level patrolmen, foresters, observers and all other flying utility professionals to work together as a team and to understand the hazards in the low-level wire and obstruction environment.

A brief overview of the topics we will cover during Part 1 is as follows:

- How risk enters into utility flight operations.
- "Applied" situational awareness on patrol and other low level flight applications.
- The "Basic Awareness's" crews must have and maintain while operating in the wire and obstruction environment.
- Understanding your exposure to the wire and obstruction environment.
- **C**rew **R**esource **M**anagement *(What the pilot and linemen/crew member need to do to act together as a crew in the wire and obstruction environment)*
- Why the Observer is so important regarding safety during low level operations.
- The responsibilities of each crew member.
- In-flight communications.
- Where the wire and obstruction environment really is.
- Dynamics of the wire environments.
- Traps waiting for untrained low-level crews.
- Visibility Engineering *(What you can and can't see and why)*
- How low-level crews can forecast the presence of wire long before they can actually see it.
- How to position the aircraft for maximum visibility.
- Illusions while on low level in the wire environment *(What causes them and how to manage them)*
- The high wire reconnaissance.
- Additional dangers during low level operations.
- How low-level crews let the accident chain develop

Part II done consecutively goes into more detail a brief overview of the topics we will cover during Part II is as follows:

- A detailed look at what factors work against safe operations while operating in the wire and obstruction environment
- Why the lineman is often in the best position to stop an accident from happening
- Communications breakdown, how to spot it and stop it in time to prevent an accident
- How short term memory loss causes accidents during utility flight operations and how to short circuit it
- How to scan in the wire and obstruction environment effectively
- Analyzes actual low level accidents, how crews let the accident chain develop and what the crew should have done in time to prevent the accident from happening
- How the loss of one or more of the “Basic Awareness’s” led to an accident
- Human factors responsible for low level and utility accidents
- Expanding your knowledge on Visibility Science
- Advanced wire and hazard forecasting
- What tools do we have that work in our favor in the wire and obstruction environment
- Pre-flight preparation for low level flight operations
- Staying in “Condition Yellow”
- Pinch Points
- Minimum safe helicopter approach distances
- Noise abatement
- Emergency procedures
- Low Level Flight Crew qualifications
- Spotting hazardous attitudes before it’s too late
- Basic survival in the event of an accident of forced landing
- Why Standard Operating Procedures are vital to a low-level flight crew

Instructor, Brian Booth

Corporate trainer with UAS since March of 2013 to present.

Utility Helicopter Pilot, Duke Energy - Primary responsibility to perform scheduled and non-scheduled aerial power line patrols. Additional responsibility as Standardization Pilot responsible for aircrew training.

Manager of Flight Training/B757 Pilot, ATA Airlines - Responsible for development, execution, resource management and FAA compliance of all pilot training courses. Key participant and instructor in the development and presentation of the ATA Crew Resource Management Course for flight crews incorporating concurrent training of cockpit and flight attendant crew members. Developed and presented the ATA Security Course created to respond to the 9/11 terrorist attacks. This course was presented to all cockpit and flight attendant crewmembers. As a type rated Boeing 757 pilot, performed domestic and international scheduled and military charter flights.

United States Army Helicopter Pilot - As the Indiana State Aviation Safety Officer, responsible to the Adjutant General for the safe operation of all Indiana aviation assets. Responsible for development, execution, and resource management of the Annual Aviation Safety Conference. As a standardization instructor pilot responsible for the proficiency and standardization of assigned instructor pilots.

While assigned to the Eastern ARNG Aviation Training Site, developed, and executed several programs of instruction. Served as the training site observation helicopter standardization instructor pilot and as the primary platform instructor and trainer.

REGISTRATION FORM

"Flying in the Wire & Obstruction Environment"

Presented by:

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Hyatt Regency Calgary, 700 Centre St S, Calgary, AB T2G 5P6
https://www.hyatt.com/en-US/hotel/canada/hyatt-regency-calgary/calrc?src=corp_lclb_gmb_seo_calrc

Part I – October 31, 2022
Part II – November 1, 2022

Return form to: HAC – 1830 Walkley Road # 94, Ottawa, Ontario Canada K1H 8K3
Fax: (613) 369-5097
Barb.priestley@h-a-c.ca

Attendee Name 1	Title	
Attendee Name 2	Title	
Attendee Name 3	Title	
Company Name		
Address		
City	Prov/State	Postal/Zip Code
Phone ( )	Fax ( )	
Email		

SEPARATE FEE FROM CONVENTION REGISTRATION

This course will be only be delivered if there is sufficient registration
*By **September 1, 2022.***

Pre-Registration Required- Minimum Enrolment Required

PART I ONLY **October 31, 2022 (0830-1630)** Total # of Registrants		@	Rate - CAN$725.00 ea. =		
PART I I ONLY **November 1, 2022 (0830-1630)** Total # of Registrants		@	Rate - CAN$725.00 ea. =		
PART I & II Discount **Oct. 31 & Nov.1, 2022** Total # of Registrants		@	Rate - CAN$1250.00 ea. =		
				Sub Total	
				GST 5%	
NOTE: PART I must have been taken to enroll for PART II				**Total**	

You will be contacted for full payment once course is confirmed. Payment via credit card on a secure HAC payment portal.

CANCELLATION POLICY Registration may be cancelled by notifying HAC Administrative Services **IN WRITING ONLY**. Cancellations up to and including October 1, 2022, will receive full reimbursement. **Cancellations received after October 1, 2022 will NOT be reimbursed.**