



**The**

**Safety**

**Wire**

**September 2022**

**During** our virtual Canadian Safety Stand-To this month, which I will say turned out to be a good day with some great participation from the different agencies in Canada, we had a lot of good topics that were presented and on which we had open discussion.

The one topic that I started a discussion on with them and I would like to share with the rest of you is what your agency does in the event of a downed aircraft. From an administrative side, do you have redundancies on tracking aircraft like GPS or FlightAware, does dispatch do flight checks with the crew, and does your agency have an emergency response plan? If not, these are things that need to be put in place. Not only that, but are you current on the information? Do you know who is doing what and when in the event of an emergency? Are you training for this in case it happens? I feel this should be rehearsed just as we do with other scenario-based training throughout the year.



On the operations side, I asked with what extra gear does each agency fly? Do you take a personal kit including medical supplies like a tourniquet when you fly? Do you have a medical kit in the cockpit or close by? Do you have an aircraft specific survival bag containing supplies you may need like medical, food, and survival tools in the event of an

emergency. I always fly with a go bag. In it, I keep some energy bars, water, spare batteries, Garmin handheld, and an emergency blanket. It's like the saying goes, "It's better to have it and not need it than to need it and not have it."

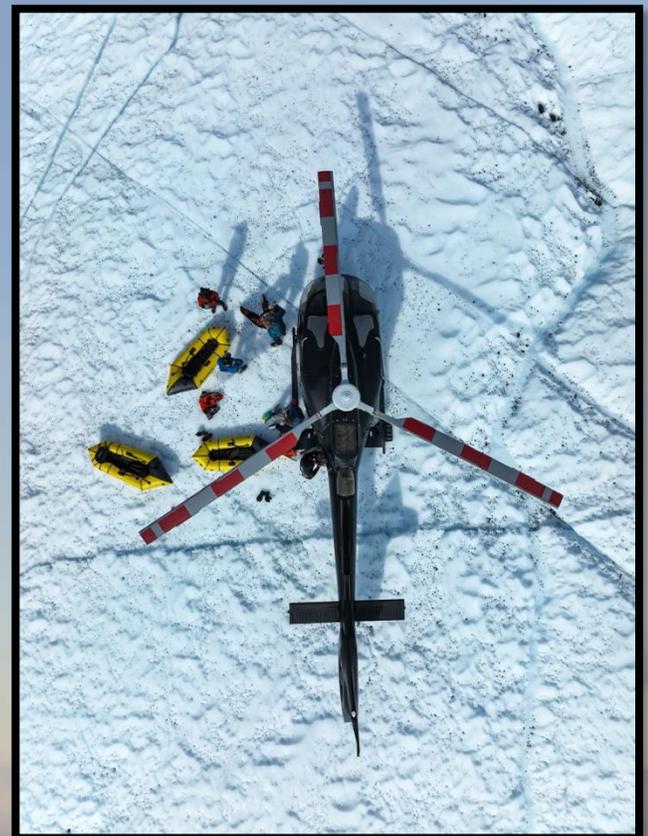


Make sure while in the preflight planning stage, you are considering factors that are directly related to the mission you are about to perform. Things like required supplies if you are doing a rescue, life vests if flying over water, or warm layers if cold weather environment.

One more thing, are you training any survival techniques, whether it be in-house or on your own time? Knowing these skills could

greatly improve your chances of survival if faced with such adversity. Try to implement some of this training in-house and stay proficient at it because as with anything we train, we never know when a situation may arise where we need to rely on that training. So, if you decide to train these skills, take it seriously and make sure you become proficient at them.

I believe we had great input from all the agencies that participated in the Safety Stand-To, which led to a good discussion on these topics. So just remember, that whatever your mission, think through multiple scenarios that may occur and take the time to set yourself up for the best possible outcome.



## ONLINE MEETINGS

APSA conducts regularly scheduled online meetings for safety officers, maintenance technicians, SAR personnel, natural resources personnel and UAS operators via a videoconference you can join using your computer, mobile device or phone. Online meetings are open to any APSA member. Contract maintenance providers to APSA members are welcome to participate in the maintenance meeting as well. If you would like to join, send an email to: [safety@publicsafetyaviation.org](mailto:safety@publicsafetyaviation.org)

The schedule for upcoming APSA online meetings is:



### **Natural Resources:**

Wednesday, October 5, 2022

1:00 PM - 2:00 PM EDT (1700 UTC)

### **Maintenance:**

Wednesday, October 19, 2022

1:00 PM - 2:00 PM EDT (1700 UTC)

### **SAR:**

Wednesday, November 2, 2022

1:00 PM - 2:00 PM EDT (1700 UTC)

### **UAS:**

Wednesday, November 9, 2022

1:00 PM - 2:00 PM EST (1800 UTC)

### **Safety Officers:**

Friday, November 18, 2022

1:00 PM - 2:00 PM EST (1800 UTC)

*"A superior pilot is one who uses superior judgement to avoid situations that require superior skills."*

*~ Frank Borman*

## **EMERGENCY PROCEDURE OF THE MONTH**

In each monthly emergency situation, discuss what you would do, as a crew, to respond to the following emergency. If the EP does not apply to your specific aircraft, think of something similar.

**Downed Aircraft in Unpopulated Area**

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