

Dame Deirdre Hutton, DBE
Chair



The safety of those who rely on offshore helicopter flights is paramount. In the light of five significant incidents in the last four years, two of which involved fatalities, the CAA Board commissioned a comprehensive review of the safety of offshore helicopter operations.

In doing so, we were clear that the review should consider all aspects of those operations: the design and certification of helicopters, continuing airworthiness, operational procedures and organisational matters, pilot training, passenger safety and survivability in the event of an accident and the role of regulation

The report we are publishing today makes recommendations for changes in all those areas. And we are determined that they are implemented as swiftly as possible. We have already begun work on those where the CAA has the ability itself to make changes. Where recommendations are for others, and where the CAA does not have the power to mandate changes, we will nonetheless closely monitor and publicly report on progress.

All of us who have a part to play in the safety of offshore helicopter operations must take the necessary steps to minimise the risks in those operations and ensure they are being effectively managed. We owe it not just to the offshore workers who rely so heavily on helicopter flights, but to the families of those who have tragically lost their lives.

On behalf of the CAA Board, I would like to express our gratitude to all those who have contributed their time and expertise to the review - including the unions representing offshore workers and pilots, the helicopter operators, and representatives of Oil and Gas UK. We are also grateful for the contribution from the Norwegian CAA and the European Aviation Safety Agency, in conjunction with whom we have undertaken this review. Their involvement has not just been essential in ensuring as full an understanding of the issues as possible, but will ensure that the improvements we are recommending will extend beyond the UK.

We would also like to thank the review team itself, and particularly the members of the independent challenge team, chaired by Rear Admiral Simon Charlier, which has provided robust scrutiny of the review team's approach and recommendations, including those relating to the CAA's own role. I hope that this level of independent challenge will ensure confidence that this has been a robust, comprehensive and thorough process

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