

OFFSHORE OPERATIONS

1 Scope

1.1 This annex covers the interface between the Health and Safety Executive (HSE) and the Civil Aviation Authority (CAA) in relation to helicopter operations on and in the vicinity of offshore installations. Offshore installations include energy structures such as (offshore) wind turbines.

2 Legislation

2.1 This agreement recognises that the HSE and the CAA share regulatory responsibility for aspects of offshore safety:

- HSE regulates the safety of activities on offshore installations and activities in connection with offshore installations;
- CAA regulates the safety of Air Operator Certificated (AOC) helicopter operators that support offshore installations, including civil AOC helicopter search and rescue operators.

3 HSE Remit

3.1 HSE regulates the provision of suitable arrangements for the provision of a safe operating environment for helicopters on or in the vicinity of installations, including the delivery of arrangements for dealing with emergencies, in order to comply with current aviation standards (i.e. CAP437). Such regulation includes the acceptance of duty holders' safety cases. HSE also regulate the occupational health and safety of workers in transit.

4 CAA Remit

4.1 CAA has the responsibility to ensure that offshore helicopter operators are competent to conduct safe helicopter operations enabling them to meet the requirements for the safe transportation of passengers. This responsibility covers all regulatory aspects of the areas concerning the airworthiness of aircraft and the safety of flight operations.

4.2 CAA places a duty through the Air Navigation Order and JAR-OPS 3, (to be superseded by EASA Air Operations Regulation, applicable to UK operators in October 2014) on helicopter operators to permit flights only to suitable landing areas and to satisfy themselves that the safe operating environment is in place. Guidance on standards for offshore helidecks and associated facilities to assist helicopter operators and offshore installation duty holders is provided in the CAA document, 'Standards for 'Offshore Helicopter Landing Areas: (CAP 437)'. This document is regarded as the accepted standard for installation duty holders by HSE. CAA also regulates the occupational health and safety of crew members while on board the aircraft.

OFFSHORE OPERATIONS

5 Interface

5.1 The interface for offshore helicopter operational safety occurs on the helideck and during associated activities and in connection with the operation of facilities necessary to support safe operations on or in the vicinity of the installation.

5.2 CAA will lead on issues that concern the safety of the helicopter operations for operators holding an Air Operator Certificate (AOC), supporting offshore installations, including civil helicopter search and rescue operators and the competence of the helicopter crews. The CAA will be responsible for providing the functional specification for offshore helidecks, with HSE acting *within its remit* at the design stage to ensure that these are delivered by the installation's structure and systems, and during operation to influence the safe management of helideck operation.

5.3 The interface between the CAA and the HSE with respect to dangerous goods in transit at aerodromes is set out in Annex 3 to this MoU. With regards to the responsibilities established within the ICAO Technical Instructions that are discharged by personnel of offshore installations, the CAA regulatory oversight will include:

- auditing the training of installation personnel who:
 - prepare consignments of dangerous goods for transport by air
 - accept dangerous goods or other cargo for transport by air
 - process passengers
 - load baggage or cargo;
- auditing compliance with the requirements for the carriage of dangerous goods by air and the provision of information to passengers, etc. as established by the ICAO Technical Instructions; and
- enforcement of the Air Navigation (Dangerous Goods) Regulations (the HSE will lead on any issues covered by HSE Dangerous Goods legislation).

5.4 The HSE and the CAA will co-operate on any matters of relevance to the responsibilities of both organisations. For this purpose the HSE and CAA will:

- identify appropriate points of contact to be responsible for the exchange of information and the management of HSE/CAA interfaces on operational matters;
- ensure that regular liaison takes place between the contacts to ensure that matters of mutual interest are discussed in a timely fashion, particularly those concerning accidents, incidents and reported occurrences;
- participate in the Helicopter Liaison Group of the Health and Safety Executive's Offshore Industry Advisory Committee (OIAC).

OFFSHORE OPERATIONS

6 Accident and Incident Investigation

6.1 HSE will investigate accidents and incidents which occur within its area of responsibility and will co-operate and liaise with other interested parties, including the CAA and the DfT Air Accident Investigation Branch (AAIB), as appropriate.

6.2 CAA will co-operate with other interested parties, including the HSE, in relation to events on and in the vicinity of offshore installations in the investigation of accidents and incidents including any accidents or incidents associated with any civil airborne search and rescue activity.

Note:- The appropriate lead agency in the investigation of all aircraft accidents is normally the DfT Air Accident Investigation Branch (AAIB). However there may be occasions when it is appropriate for HSE to conduct a separate parallel investigation for accidents which occur within HSE's area of responsibility.

7 Exchange of Information

7.1 HSE will advise and consult CAA on reported incidents and other issues, including inspection findings which may affect the safety of offshore helicopter operations.

7.2 CAA will advise and consult HSE on reported incidents and other issues, including inspection findings and Mandatory Occurrence Reports (MORs) which may have implications for the safe conduct of helicopter operations on and in the vicinity of offshore installations.

7.3 In the case of any incident or accident that spans each other's areas of responsibility the CAA and the HSE will form a collaborative working group to ensure appropriate specialist input and to ensure the avoidance of unnecessary duplication of regulatory activity.

7.4 Organisational points of contact are set out in the MoU Contacts Schedule

8 Research

8.1 HSE and CAA will co-operate in offshore-related research topics of mutual interest. Where appropriate, research intended to quantify/improve aviation safety on or in the vicinity of offshore installations will be funded and project managed by both HSE and CAA either jointly or independently.

OFFSHORE OPERATIONS

Revision History		
Version	Date	Reason for Issue
Issue 1	01 March 2000	Adoption of Annex
Issue 1.1	07 March 2005	Minor revision to note at para 6.2 and minor editorial amendments
Issue 2	01 April 2006	New paragraph 5.3 added to clarify CAA oversight with respect to Dangerous Goods.
Issue 3	10 October 2008	Revised paragraph 5.2 and new paragraph 7.3 to clarify search and rescue responsibilities.
Issue 3.1	04 August 2009	Para 7.4 Revision of contact details and moved to contacts schedule and minor editorial changes
Issue 3.2	04 March 2011	Para 5.2 Minor amendment
Issue 3.3	05 September 2011	Para 3.1, Para 3.2, Para 4.2, Para 5.2 Updates to reflecting changes in legislation and guidance
Issue 3.4	23 rd May 2013	Para 1.1 inclusion of offshore energy structures. Para 3.1 deletion of joint consideration of safety cases & addition of HSE duties for workers in transit. Para 4.2 addition of CAA duty for OHS of crew members. Other minor text changes.