

HELICOPTER SAFETY RESEARCH MANAGEMENT COMMITTEE

Minutes of the 62nd Meeting held on 25th May 2011
Aviation House, Gatwick

Present:	Capt. G. Porter	UK CAA, Hd Flt Ops Inspectorate (2) (Chair)
	Capt. C. Armstrong	UK CAA, Head Flt Ops H
	Mr. D. Howson	UK CAA, Flt Ops Research Manager
	Mr. V. Reed	UK CAA, Flt Ops H (Secretary)
	Mr. K. Payne	UK CAA, Flt Ops H
	Mr. J. Lyons	EHA
	Mr. B. Finlay	DSTL
	Mr. G. Hamre	N CAA
	Mr. M. Stevens	Shell Aircraft
	Mr. D. Trapp	CHC/BHA
	Mr. A. Knight	HCA
	Mr. R. Decoster	Belgian CAA
	Mr. J. Steel	IAA.
	Mr. R. Paterson	UK Oil and Gas
	Mr. D. McLean	BP
Apologies:	Mr. W. Kleine-Beeck	EASA
	Mr. T. Eagles	UK CAA, Head Flt Ops Policy GA
	Mr. E. Hamremoen	OLF/ Statoil
	Mr. P Dawes	BP
	Mr. G. Robb	Danish CAA
	Mr. P. Halldorsson	Iceland CAA
	Mr. O. Monson	N CAA
	Mr. P. Naylor	HSE, OSD
	Mr. P. Heeney	HSE, OSD
Ms. M. Kirkesæther	N CAA	
In attendance:	Mr. M. Ruelokke	C-NLOPB
	Capt. P. McKeage	C-NLOPB
	Capt. R. Freeman	Transport Canada

1 Introduction

Captain Porter welcomed everyone to the 62nd meeting of the HSRMC and introduced guest speakers Captain. Ruelokke, C-NLOPB and Captain Freeman, Transport Canada.

2 Review of Minutes of 61st Meeting (25 November 2010)

2.1 Accuracy

The minutes of the previous meeting were agreed without correction.

2.2 Matters Arising

- ACTION 311 - Mr. Hamremoen to establish whether FMECAs would be included in the forthcoming SINTEF Helicopter Safety Study – 3

Action to remain open for next meeting.

ACTION 311: Open - OLF/Mr. Hamremoen

- ACTION 318 – CAA (Mr. Reed) to contact BHA to see how they wanted to arrange

the increased representation from the North Sea operators.

Communications between the UK CAA, BHA and the offshore operators have opened with a view to encouraging attendance by the helicopter operators at the HSRMC meetings. This matter would be addressed at the next HMLC meeting in June 2011.

ACTION 318: Ongoing - CAA/Mr. Howson

- ACTION 319 – Mr. Howson to arrange a presentation from Transport Canada or a Canadian helicopter operator to give their views on offshore operations in Canada and the S-92 accident.

Presentations from C-NLOPB and Transport Canada had been arranged – see agenda item 3. Action completed.

ACTION 319: Closed

- ACTION 320 – Mr. Howson to circulate the operational procedures developed for the operations to moving decks trials.

The procedures had been circulated with the minutes on 21 April 2011. Action completed.

ACTION 320: Closed

- ACTION 321 – Mr. Howson to forward a copy of the GE Aviation low airspeed report to Mr. Finlay.

Action completed.

ACTION 321: Closed

- ACTION 322 – Mr. Payne to circulate the helideck friction measurement report.

The report had been circulated to industry on 28 April with a closing date for comments of 25 May. Action completed.

ACTION 322: Closed

- ACTION 323 - Mr. Howson to invite CHC Norway to participate in the monitoring of the Lightning strike forecasting research.

Duncan Trapp had represented CHC Norway at the 14 March project progress meeting, where all three UK operators had been represented. Simon Cotterell (CHC Scotia) had been the only operator representative at the 20 May meeting. Action Completed.

ACTION 323: Closed

- ACTION 324 - Capt. Armstrong and Mr. Eagles to investigate the possibility of feeding the output of the EASA HOMP research into SHSG and EHEST.

ACTION 324: Open - CAA/Mr. Eagles

- ACTION 325 - Mr. Howson to circulate the EHEST 2010 Final Report.

The EHEST report had been circulated with the minutes on 21 April. Action Completed.

ACTION 325: Closed

- ACTION 326 - Mr. Reed to circulate the existing HSRMC terms of reference with the meeting Minutes.

Action completed.

ACTION 326: Closed

- ACTION 327 - Capt. Armstrong to discuss the publication of HSRMC documentation with Capt. Porter.

Discussions regarding the publication of HSRMC documentation continue.

ACTION 327: Open - CAA/Capt. Porter

3 Presentations – Cougar S92 Accident, 12 March 2009

3.1 C-NLOPB Perspective – Max Ruelokke

Mr. Ruelokke explained the status and role of the Canada – Newfoundland and Labrador Offshore Petroleum Board (C-NLOPB) and their remit in respect of accident investigation. Although they are required to investigate accidents, their terms of reference are designed to ensure that they do not conflict with the Transportation Safety Board (TSB = Canadian AIB) investigation. He then briefed the meeting on the Offshore Helicopter Safety Inquiry (OHSI), covering the people and organisations involved, the process, and the resulting recommendations. Following on from the inquiry, an Implementation Team had been established which was progressing a 14 step implementation process to address the recommendations. A copy of Mr. Ruelokke's presentation slides are attached to these minutes.

3.2 Transport Canada Perspective – Rob Freeman

Capt. Freeman said that the TSB accident report was well written, and that all of the findings and recommendations were considered to be valid. Transport Canada were of the view that the 'opt-out' from the 30 minute MRGB run dry rule should be deleted; if anything, more than 30 minutes is required for the longer (up to 2 hours) sectors flown. They were also looking at incorporating requirements for emergency breathing systems (EBS) and Sea State 6 emergency floatation into their legislation, and were interested in the side-floating helicopter concept and the CAA-led work on EBS. Other issues receiving attention were immersion suits (need more insulation and need to be high visibility) and aircrew helmets. A copy of Capt. Freeman's presentation slides are attached to these minutes.

4 Miscellaneous Items

4.1 Gas turbine plumes on offshore installations

Mr. Hamremoen had asked for this to be included in the agenda but had not been able to attend.

4.2 EASA Ditching, Water Impact & Survivability Workshop

Mr. Howson drew attention to this event being run by EASA in Cologne on 5 and 6 December 2011. He explained that it is intended as a prelude to the review of the ditching, water impact and survivability requirements and advisory material planned for 2012. He noted the closing date of 1 July for the submission of abstracts and asked if any members were planning to attend. Mr. Ruelokke advised that C-NLOPB would be attending.

4.3 HSRMC TORs

The existing TORs, which were quite dated, had been updated by Mr. Howson and circulated on 17 May. All were content with the minutes with the exception that Capt. Porter requested that the Helicopter Safety Study Group (HSSG) be added to the second bullet of paragraph. 1. The final version of the TORs is attached to these minutes.

5 Review of Current Research Projects

5.1 UK CAA Managed Projects

Mr. Howson distributed copies of the Research Update (see Attachment 1) and reviewed the highlights. The following additional points were noted:

- HUMS – Mr. Paterson noted that HUMS AAD programme was turning out to be more expensive to run than initially thought. Mr Trapp added that the cost to CHC was between \$13 and \$21 per flying hour and that a further \$5 per hour could be added if it resulted in an additional engineer being needed to run it.
- Side-Floating Helicopters – Mr. Howson said that he was currently reviewing the EBS report produced by Dr. Coleshaw. This will be circulated to industry for comment prior to publication in the form of a CAA Paper.
- Helideck Friction – Mr. Knight raised the issue of accepting naturally grey aluminium deck surfaces. Mr. Payne confirmed that it was acceptable for the deck to be painted and that CAP 437, Chapter 4, paragraph 2.1.1 would be revised accordingly.
- TCAS II – Mr. Trapp advised that CHC were looking at retrofitting TCAS II. Installation of this equipment will be on a voluntary basis as it is not mandated.
- Triggered Lighting Strike Forecasting – The last progress meeting had been held on 20 May 2011. The results were very promising - the detection rate for the 11 reported (MOR) helicopter lighting strikes for which sufficient data was available was just under 80%. It also correctly detected (time and location) eight of the nine 'natural' lightning strikes that occurred during winter 2010/11. Although further improvements/refinements are possible, the view of the team is that the next sensible step would be to move to an in-service trial, with further work being considered on conclusion of the trial.

5.2 EASA Managed Projects

Mr. Kleine-Beek had not been able to attend the meeting but had provided the following update by e-mail:

- Currently no on-going rotorcraft projects.
- Two projects in preparation, depending on budget for 2011: helicopter flight in Degraded Visual Environments (DVE); helicopter tail rotor Foreign Object Damage (FOD) tolerance.
- Project ideas given to EC which will very likely be in the next FP7 call in July: De-icing of small helicopters; power reserve for rotorcraft (previously presented to HSRMC).

6 Research Programme Funding Update

6.1 Funding Status of Current Programme

Mr. Howson had circulated the project funding table (see Attachment 2) on 17 May. He highlighted the following points:

- EGPWS warning envelopes - Further funding of around £20k would be needed to extend the work to a second helicopter type.
- Triggered lightning strike forecasting – An additional £13k would be needed to fund an in-service trial of the system during winter 2011/12. Mr. Trapp suggested that CHC could approach their insurance under-writers to consider financial assistance.

6.2 Status of Funding Contributions

Mr. Howson advised that there had been no changes since the last meeting.

6.3 Status of UK CAA/EASA MoU

Mr. Kleine-Beek had not been able to attend the meeting but had provided the following update by e-mail:

- There will be a generic MoU which has to be offered to all NAAs, up to them to sign.
- Currently working on a Safety Annex to the EU-US MoC for research. Once that is accepted it might be easier and faster to use similar text for the NAAs/EASA MoU.

7 AOB

7.1 HSRMC Membership

Capt. Porter proposed that Max Ruelokke and Peter McKeage of C-NLOPB and Rob Freeman of Transport Canada be invited to join the HSRMC to encourage further co-operation. This was agreed. Mr. Ruelokke and Capt. McKeage would endeavour to attend future meeting where possible; Capt. Freeman said that he would need to discuss participation with his management.

7.2 Light Weight Helmets

Mr. Findlay advised that the UK military were currently comparing UK and US helmets. Each country would test and assess the equipment of the other country.

7.3 Shell Aircraft Representation

Mr. Stevens of Shell Aircraft advised the committee that he was moving on and would no longer be attending the meetings. A new representative would be nominated; details to forwarded to the Secretary when available. The chairman thanked Mr. Stevens for his valuable contributions to the HSRMC.

7.4 EASA Items

Mr. Kleine-Beek had not been able to attend the meeting but had provided the following AOB items by e-mail:

- Thanks to HSRMC for contribution to EARPG Thematic Programme - HSRMC is mentioned. Was presented at AeroDays 2011 in Madrid. Download here: <http://www.easa.europa.eu/earpg>. The next step is to continue to update and amend the paper. EASA would appreciate HSRMC continuing to contribute new ideas and comments, either directly, through Mr. Howson or Mr. Greene (CAA EARPG representative) or EHEST.
- A paper on "research for safety and certification" was presented to the ACARE plenary on 24 May which was accepted. It mentions HSRMC as a significant source of research project proposals and facilitator of projects (see attached).

8 Date of Next Meeting

The 63rd meeting of the HSRMC will be held on Tuesday 8th November 2011 commencing at 09:30, Aviation House, Gatwick.

9 Attachments to e-mail

- 1) C-NLOPB presentation slides
- 2) Transport Canada presentation slides
- 3) New HSRMC Terms of Reference
- 4) Research Update
- 5) Research Programme Funding Update
- 6) ACARE paper on safety research goals

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