

## Notes on the Civil Aviation Authority's Offshore Helicopter Safety Action Group (OHSAG)

**Date held:** Monday 23<sup>rd</sup> June, 2014, 10.00 – 1.00pm

**Location:** Bond Offshore, Aberdeen.

**Attendees:** John McColl [JM] (CAA) - Chair  
 Mark Swan [MS] (CAA) - (On Telecon)  
 Chester Armstrong [CAR] (CAA)  
 Luke Farrajallah [LF] (Bond Offshore Helicopters Ltd)  
 Mike Imlach [MI] (Bristow Helicopters Ltd)  
 Robert Paterson [RP] (Oil and Gas UK)  
 Colin Milne [CM] (BALPA)  
 John Taylor [JT] (Unite)  
 Jake Molloy [JMO] (RMT)  
 Jonathan Nicholson [JJN] (CAA Corporate Communications)  
 Ros Jaeger [RJ](CAA) - Secretary  
 Les Linklater [LL] (Step Change in Safety)  
 Brian Pattinson [BP] (CAA)  
 Gary Cox [GC] (Transport Scotland) - Observer

**Apologies:** Rob Bishton [RB] (CAA)  
 Mark Abbey [MA] (CHC Scotia Ltd)  
 Mark Hardie (Oil and Gas UK)  
 Chris Allen [CAL] (Step Change in Safety)

**Date of next meeting:** 14<sup>th</sup> August 2014, Aberdeen.

### Closed Actions:

| Action ID | Action  | Update  |
|-----------|---|---|
| 1.6       | Project plan to capture EBS arrangements for air crew in addition to helicopter passengers.                   | CM has liaised with Jon Hopkinson to follow up EBS plans  |
| 2.02      | CAA to provide more details on what we understand an emergency exit size is (which are counted/ proportions). | Dave Howson (CAA) continuing to work with HSSG group to inform common assumptions and visited Aberdeen to confirm exit measurements on 28 May 14.<br>See Agenda item 2 for more information |
| 2.09      | Feedback is requested from all on the format and information contained within the Benefits Log.               | Feedback received from Chris Allen. Log will be updated and used as part of comms and links to SPI work as part of Action3.   |
| 2.12      | O&G UK will keep the OHSAG updated on progress  | Closed: Standing Agenda Item  |

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| 2.13 | RJ to send Issue log template to OHSAG members.  | Complete.  |
| 2.14 | All members to provide Ros with any suggested input to the issues log.   | See Agenda Item 6  |
| 2.16 | JJN to provide JM with information that can be included in the T-Shack   | Closed. Step Change completed Comms.   |
| 3.1  | Formulate a plan on ditching performance / sea state limitations for the full range of North Sea helicopter types. | See Agenda item 2.<br>This will link to the development of the EASA proposed Airworthiness Directive ( AD) |
| 3.2  | Robert Paterson / ASTG : to liaise with the Met Office re wave height data   | Had a meeting with the Met office. See notes in minutes for more details.                                  |
| 3.3  | CM to liaise with Jon Hopkinson and report back to the next OHSAG re aircrew EBS.                                  | Completed.   |
| 3.4  | CAR to follow up with JOR to ensure integration of effort toward common objectives of CAP 1145.                    | First meeting held. Will link up further through the sub group. Has asked for a ToR from the JOR           |

### Ongoing and New Actions:

| Action ID | Owner                | Action  |
|-----------|----------------------|---|
| 2.07      | Colin Milne          | CM to write to MS regarding stated Airprox incident.<br>Update: Ongoing   |
| 2.1       | CAA                  | CAA to investigate what could be done to influence EASA regarding consistency of training.  |
| 2.11      | Helicopter operators | Present progress on recommendations from the JOR at the July OHSAG.   |
| 2.17      | CAA- JJN             | JJN in conjunction with Step Change to issue a communications plan to the OHSAG.<br>Update: JJN to forward protocol document to OHSAG members.  |
| 4.1       | Jonathan Nicholson   | Action: JJN to write Key Comms messages of OHSAG meeting and send to all for review before passing to communications departments<br>Update 25/6/14: Complete  |
| 4.2       | John McColl          | Should this issue re EASA label for the life jacket not be resolved soon, JM to ask Massimo at EASA if there is something he can do to speed things up.   |
| 4.3       | Chester Armstrong    | CM requested whether there is a time period that can be referred to in the SD regarding the wave height as currently BALPA pilots uses a 20 minute window to make judgements.                                       |
| 4.4       | Ros Jaeger           | It was requested that Dave Howson give a presentation to the OHSAG at the next meeting to give an update on progress against the passenger size (A9) action.<br>Update 25/6/14: Complete. DH will present in August |

|     |                |  |
|-----|----------------|--|
| 4.5 | Ros Jaeger     | CAA to provide a brief at the next OHSAG as to the key issues highlighted and outcome of the SMS symposium.  |
| 4.6 | Ros Jaeger     | RJ (on behalf of MS) to lead in collation of information in order to write a "6 months on" update. ( PMN: There was an action in the subgroup which was a way of collating all the progress against actions so we will use this as a vehicle to get updates in order to write the piece) |
| 4.7 | Robert Bishton | RB to set up a meeting with O&G UK, the technical experts and unions to move forward on the NUI & related helideck issue. It was suggested that the 21 <sup>st</sup> July could be a suitable date as the OHSAG meeting is now moved.  |

## Notes from the meeting

### 1. Review actions from previous meeting

#### Communications

JJN has agreed a comms protocol with the communications POC for all represented the OHSAG. The feedback from the Comms people was that they did not want a central comms plan but that they would take the high level messages and agree to publicise and share upcoming events/media (e.g. BBC).

LF highlighted that this is not what was agreed by the OHSAG. Reinstated that communications were vital, especially as there is still a lot of concern from the workforce about passenger size and that we had agreed the formal minutes and the key comms (in a readable /understandable way for all) would be an output of each meeting. MS agreed with Luke - formal record of agreed messages (exec summary) should go out after each mtg.

**Action: JJN to forward protocol document to OHSAG members.**

**Action: JJN to write Key Comms messages of OHSAG meeting and send to all for review before passing to communications departments**

#### Met Office/ Significant Wave Height

RP Had a meeting with the Met office. There is a concern that sig wave height is too simplistic a measure and that steepness could be better, plus the difference between waves and swell.

The Met office has an ongoing project looking at wave characterisation issues.

### 2. Review CAA progress against actions

#### EBS (A8,10)

PSTASS certification:

- There are no outstanding technical issues with PSTASS
- Will not need EASA approvals prior to CAA approving PSTASS
- Survitec still need to complete their documentation to a minimum standard and the target is for the end of June.

The EASA lifejacket labelling issue remains open and if not resolved by 30 June will delay production.

**Action: Should this issue re EASA label for the life jacket not be resolved soon, JM to ask Massimo at**

## EASA if there is something he can do to speed things up.

### Airworthiness

- A31: The Maintenance Standards workshop with BA was successful with feedback that all attending benefited. JM will propose a way forward at the sub group. There are 4 workstreams that look useful to be taken forward. These are mix of Rotary and fixed wing as benefits of addressing both together. The A31 Project Teams proposed are
  1. Improving Supervision & Production Planning
  2. Implementing a Safety Culture & ensuring Engineer Responsibility
  3. Improving the effectiveness and adoption of Procedures / Processes / Task Cards
  4. Improving Competency assessment / Training & Induction
- A29: Strip Reports: Operators requested to provide maintenance provider contact details. Meeting held with Heli-one who are the CHC Scotia provider. Follow up meetings to occur with other operator's manufactures as we get their details.
- A27: Audits focussing on Vibration Health Monitoring (VHM) have been carried out at all three Aberdeen based operator and findings have been issued.
- R20 - Fire Warnings. EASA have conducted a review and some modifications have been made to aircraft

### Safety Directives

- A5,A7: 1<sup>st</sup> June Directive has been issued (sig wave height, arming /disarming) and the CAA are gathering feedback on any issues occurring

**Action: CM requested that the definition of significant wave height at SD-2014/001 Annex 1 Para 7c be amended to read "...the largest of the waves present during any 20 minute period". This would conform to the timespan used when reporting deck motion of vessels in the Helideck Limitations List Part C definitions.**

- A6: Certified sea state Ditching

EASA have issued a Proposed Airworthiness Directive (PAD) requiring that the demonstrated ditching performance of the rotorcraft to be included in the limitations section of the Flight Manual (RFM). The PAD is applicable to helicopters manufactured in Europe. EASA are lookin for options for non-European helicopters and are talking to the FAA and Canadians.

The industry has been advised that CAA will not be down-grading the demonstrated sea keeping performance claimed by the manufacturer of any helicopter. This formed a suggestion for a conservative approach in the text of CAP 1145, but **was not included** in the wording of the Action (A6). CAA has offered to assist EASA with any review of demonstration of compliance test reports.

- A9: Passenger Size

Dave Howson (CAA) ` visited Aberdeen on 28 May and, together with Alan Combe (BP and Step

Change), reviewed a number of helicopter types (AS332L & L2, EC225 and Sikorsky S92) in respect of window size and cabin configurations. In particular, the push-out window emergency exit sizes were measured in terms of the available aperture remaining following operation of the exit (height, width and diagonal between corner radii).

The next step is for Dave to visit Norwich to repeat the exercise on the S76, AW139, EC155 and AS365 during the second half of July and will liaise with Dave Waters of Perenco (and Step Change) who has expressed a keen interest.

Dave has met with Graham Furnace of Robert Gordon University (RGU), together with Jade Crotty of ConocoPhillips at the OGUK offices in Aberdeen. Data on bi-deltoid (shoulder width) and chest measurements have been requested as it would appear that the bi-deltoid 'yard-stick' remains the best option.

There was a lot of discussion in the group regarding this issue as it is the number one topic of concern among the workforce. Included in the discussion were questions around the different type of seating configuration and the need to be careful regarding mixed messages. MS reiterated that there are lots of options to be considered.

**Action: It was requested that Dave Howson give a presentation to the OHSAG at the next meeting to give an update on progress against the passenger size (A9) action.**

Note: the key message on this subject is:

"The group was very conscious of ongoing workforce concerns over plans to prevent helicopter operators carrying passengers whose body size means they couldn't escape through push-out window exits in an emergency. The change, which is not due to take effect until 1 April 2015, is to ensure that everyone onboard can escape in the event of a helicopter capsizing after a ditching or water impact.

Work to analyse helicopter exits across the offshore fleet and the ongoing research into passenger size remains a priority.

OHSAG has said that the introduction of the requirement will be sensibly managed. The Group's aim is that no one loses their job as a result of the change and there are many options to be explored around the implementation of the requirement."

#### SMS Symposium (A11)

- The Symposium is on the 2nd July, Thistle Hotel, Aberdeen. There has been an issue regarding quality and availability of data (ASRs etc.) to analyse prior to symposium. More data has been promised by Operators so we are hoping to receive this ASAP.
- PMN: RJ requests that Accountable Managers promote attendance by their teams at the event as we are still waiting for confirmation of all attendee names from the Safety Managers.

**Action: CAA to provide a brief at the next OHSAG as to the key issues highlighted and outcome of the SMS symposium.**

#### Pilot Performance

- A16/17: The CAA held a Senior Examiner seminar in ABZ attended by senior examiners and the Crew Training Post holders (CTPH) from all 3 offshore companies. This was an opportunity to standardise around the current requirements but also to openly discuss matters affecting both training and testing programmes. All CTPHs agreed to assess their recurrent AOC training programmes and ATO syllabi so that pilots are given the opportunity to conduct appropriate manual instrument flying exercises. The CAA has also reviewed the current Ops Manual entries to

ascertain any shortfall with Post holders being made aware.

- The CAA has submitted an Alt MOC to EASA in support of an alternative to the SFI training as detailed in Part FCL which was raised ahead of the review. We are currently awaiting a response from EASA. In the meantime, the future role of CAA oversight of industry training and checking is actively being discussed so that the correct emphasis to standards is addressed.
- A CAA examiner seminar is scheduled in July which will address changes required to the internal report form (TS10) so that any trends are captured and acted upon (*A20 The CAA will amend its examiner assessment protocols (CAA Standards Document 24) to require specific 'de-identified' candidate performance indicators so that any trends in common failings are visible for proactive attention*) The CAA has also drafted an Information Notice entitled "The maintenance of training records" for publication in which guidance is given to instructors to ensure that records appropriately capture the training needs for student pilots.

### 3. Report on EASA progress against recommendations

JM and BP reported that EASA are moving ahead with their actions and that the CAA had met with them to review the recommendations in detail. There is a key focus on the reliability issues.

### 4: Review helicopter operators' progress against recommendations

LF stated that for operators, they were progressing against actions and that the work they were doing was concentrating on keeping helicopters in the air rather than focussing on survivability issues. Colin Milne commented that his recent Operator Proficiency Check, was particularly good and an improvement from the last time he completed it.

All agreed that the work on prevention of accidents was where the focus and messages coming from the OHSAG should be.

JM said he was happy to take an action to do bow tie on where the actions and recommendations sat. LL said they had already completed this showing that the large majority were on the prevention "side" of the bowtie.

JT suggested that a 6 monthly update from the chair should be published which shows the improvements /benefits already made by the CAA, Operators, EASA, O&G UK, Step Change and the OEMS.

**Action: RJ (on behalf of MS) to lead in collation of information in order to write a "6 months on" update.** ( PMN: There was an action in the subgroup which was a way of collating all the progress against actions so we will use this as a vehicle to get updates in order to write the piece)

RP also commented that their business breakfasts were also a good vehicle to get messages to the workforce ( 600+ attend) and that he has invited MS,

### 5: Review O&G industry progress against recommendations

NUIs and Sub Size helidecks

Although the recommendation for having FFS in place at NUIs has been moved to April 2015, this is still an issue for industry and that this also links to other helideck issues such as the sub1-D helidecks. MS said he

has been in discussion with RB regarding this and they were looking at options. MS proposed a subgroup to look at this. JT noted that this issue has been discussed for years in OIAC where the unions are represented and MS said they would be welcome to join the meeting to finalise decisions on this issue. CM requested that BALPA be represented in discussions on NUIs and Sub Size helidecks by a Southern North Sea pilot.

**Action: RB to set up a meeting with O&G UK, the technical experts and unions to move forward on the NUI & related helideck issue. It was suggested that the 21<sup>st</sup> July could be a suitable date as the OHSAG meeting is now moved.**

#### Audits

It was noted that the operators had not seen any improvements in the number of customer audits. There is an OGP meeting in August where this issue will be discussed (common standards) as for many of the multinational companies, audit requirements are set internationally.

MS offered to chair a meeting regarding this, it was thought that this may be worthwhile after the August meetings.

#### **6: Review OHSAG issues log**

The issues log was updated with status changed to Amber for the passenger seating and ditching certification. NUI and Helideck issues were added to the Issues log at Amber.

#### **7: Make decisions on 'key asks' (e.g. support to a particular project)**

None requested.

#### **8: Determine content to brief Government officials, stakeholder groups and the media**

Proposed content was net by JJN on 25/06/14

#### **9: AOB**

##### EBS Training:

LL: The OPITO standard on dry training (the minimum required at this stage) for the EBS is going live today.

##### Helideck Lighting

RP: The lighting on decks study (how to fix the lights to the helideck) has been concluded and Oil & Gas UK has written to all installation operating companies outlining the actions required, together with a list of current suppliers. The industry will now be undertaking deck surveys with a view to fitting the lighting. Step Change will be monitoring progress with lighting implementation.

CAR commented on how this is great progress and excellent work.

CM **requested that pilots be kept informed of progress. He** commented that a few years ago there was a change to **policy on positioning of aiming circles on helidecks which pilots had not been informed of. This lack of information had contributed to a tail rotor striking a whip aerial on a semi-sub.**

It was highlighted that this lighting work is an improvement to safety and does not involve any changes for the pilot.

JMO raised an issue regarding moving helidecks that he is dealing with at the moment in a disciplinary. CM and JMO agreed to talk off line regarding the matter.

Gary Cox:

GC explained that the First Minister has a keen interest in offshore safety and requested that he be kept up to date with progress. Hence Gary, as head of aviation at Transport Scotland would attend the OHSAG as an observer. He commented at the complexity of issues that the group addresses.

Mike Imlach Questioned whether there had been any feedback from Norway following some stories in the press. CAR confirmed that the N-CAA had written to the (UK) CAA to correct the misinterpreted views reflected in the article. They reinstated their position on CAP1145 that they “will review all issues in due time, and implement the necessary measures where we find the risk is currently not adequately addressed.”

Mark Swan

MS explained that he has commissioned independent consultants David Archer and Alex Cameron from ‘Scotia’ to look at the governance arrangements and give Mark assurance that the CAA is doing things right. Hence, David or Alex may approach OHSAG members for a discussion on their views and members are invited to respond or not as they wish.

Date of Next meeting

The next meeting was scheduled for 21<sup>st</sup> July which is in only 4 weeks’ time. Hence, it was agreed to move the date to mid-August and not on a Monday. RJ to send out updated invitation.