

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Minutes of Meeting – Thursday 23rd February 2023

Location: TEAMS – 10:00am to 12:00pm

Present:

Matt Rhodes – Co-Chair	Bristow
Mark Wallis	CAA
Richard Naylor	CAA
Harm Bos	CHC
Paul Kelsall	OHSL
Chris Cooper	NHV
Alan Combe	BP
Colin Cheesewright	Harbour Energy
Grant Campbell	Shell
Gillian Simpson	Step Change in Safety
Derek Whatling	BALPA
Douglas Barnes	AAIB
Tim Rolfe	HeliOffshore
Mark Wilson	Offshore Energies UK
Thomas Meldgaard	Uni-Fly

Apologies:

Rob Bishton – Co-Chair	CAA
Andy Thorington	CAA
Chris Lawrence	CAA
Mike Gislam	NHV
Jake Malloy	RMT (Union)
Shauna Wright	Unite Union
Jamie Carson	Transport Gov. Scotland

1. Welcome and Introduction

Co-Chair Matt Rhodes opened the meeting and welcomed attendees.

2. Agreement of Previous

November 2022 meeting Minutes were circulated for review and no comments/revisions were required. Minutes of last Meeting agreed and will be published on the CAA website.

3. Actions Outstanding

- 01-11 MMHEL. Discussion held at ATG and CAA agreed to move this item forward, update provided, refer minutes Item 7. Action closed.
- 02-11 Risk Management. The four Accountable Managers, CAA and Uni-Fly discussed during early session of this meeting. Alignment agreed on top three risk factors; Ground Ops, Flight Ops and Engineering. Workgroup structure to be created (MR) and circulated. Action closed.

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- 03-11 Windfarm Construction. Further discussion held during this meeting on best approach to this activity. Potential to link to HeliOffshore global guidance from a UK perspective. HMLC (Flight Ops) Chair, Tim Glasspool provided HMLC overview, refer minutes item 5, iv. Action closed.
- 04-11 Visiting Vessels. Raised at ATG & ASCG, forward plan to be developed. Action closed.
- 05-11 Communications. Action updated and closed.
- 06-11 IOGP 690. In 2023 the OEUK Aviation Guidelines will be updated and where possible the document will reference other documents such as IOGP 690. Update of progress will be reported to the OHSLG. Refer minutes Item 9. Action closed.

4. Risk Update

Key areas and high risk items identified within the three key groups; Ground Operations, Flight Operations and Engineering discussed and summarised as;

Ground Operations focus is on manifesting and loading, dangerous goods management and PED's, for inbound aircraft. Lesser risk towing of aircraft to be managed within heli operators own businesses.

Flight Operations focus is on TCAS, significant increase reported across UK operations. TCAS requirements are captured within IOGP690 and effective barriers are in place to manage this risk. Offshore obstructions risk within Flight Ops, workgroup established between Heli operators flight ops teams and ops procedures either implemented or in progress for ops in, around and over windfarm fields. Other initiatives such as LOSA, stabilised approach and FDM programmes mitigate risk

Engineering Operations key risk issue, supply chain parts across all three major helicopter OEM's. CAA continue to support under their process of alleviations and TA's. Industry requires understanding of drivers and impact outcome. Suggested to sit within the new Engineering HMLC group and agreement required from all parties on clear set of transparent metrics needed to manage Engineering risk. Collation of data such as supply chain delays root causes, safety management perspectives, traceability of robbed parts through to checks/inspections, risk to businesses and human element. Ideally OEM's key to being onboard with this suggestion.

Second risk issue, two components - non-conforming parts and parts not meeting life limits which (ties into parts availability). OEM's issues reports on noncompliance parts and risk barriers within heli operators are in place within supply chain processes regarding acceptance of parts. CAA confirmed certain EASA Form 1's are recognised and some caveats remain. Form 1's can be requested on recognised parts certified up to end 2022. CAA Form 1 still required on new parts or parts that have been overhauled post Dec 2022

Final engineering risk, maintenance errors and maintenance procedures. Discussion held in session one and main meeting on this issue that reiterated the need on alignment between CAA and Heli Operators perception of risk on this issue. Establishment of a new engineering HMLC will provide outcome of risk identification and actions, fed through to smaller workgroups as they become established, ideally using data and information input from the engineering workforces.

Finally it was agreed with all operators that the regulator themselves do present a risk to operations. Delays in approvals and slow responses to queries or applications are hampering commercial operations. This was acknowledged by the CAA and primarily linked to resource issues which are being addressed.

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5. Current Issues

i) Helideck certification and oversight

Body of work currently underway within the CAA to allow more regulatory oversight of the helidecks. CAA now have capability to put more detail into AMC's and aim to take items from CAP437 and CAP764 for windfarms and turn into AMC data within the regulations that will refer back to CAP's guidance and give the CAPs more validity and control for HCA and operators. Work currently being undertaken by HCA will allow CAA a better oversight and guidance, coupled with input from all operators to ultimately provide helideck users with a better, more controlled operating environment. Completion target 2024. The CAA will not be certifying or regulating helidecks. This will continue to be done through the HCA or other parties that meet the process of the UK operating standard.

In summary, elements of CAP 437 will be brought into HOFO to make law as opposed to guidance. MOU between UK helicopter operators and the HCA delegates responsibility to the HCA for inspection, oversight and compliance monitoring of helidecks in the UKCS. Ultimately the accountability for safe operations remains with the helicopter operators.

ii) Brexit

CAA and helicopter operators confirmed risk remains within manpower issues, this is being felt both by the operators and the regulator.

iii) COVID

- Final PSG lessons learned session meeting takes 23rd February. Subgroups should ensure that people recognise Covid 19 is still a communicable disease and arrangements should continue to be managed through the helicopter operators own operations manuals in terms of any dedicated flights required. No requirement now for Management procedure, this is now a communicable not a pandemic disease.
- Helicopter operators confirmed that the use of covid screens and operating procedures relating to the requirement for flight escorts for CATC flights will continue to be reviewed..

iv) Windfarm (see update from TG HMLC)

Windfarm risks – to be covered under the new proposed workstream structure.

6. HMLC update

Tim Glasspool chair of the Flight Ops HMLC outlined the process & outputs of the quarterly HMLC. Meeting takes shape of General discussion / Items agreed in the HMLC meeting to bring forward to OHSLG for consideration / Topic of discussion;

- Brexit issue on access to FSI S92 sim in Stavanger order and entry requirements. This has been resolved.
- EASA conversion to UK pilot licences is possible without taking all UK exams, shortcut available on case by case basis. RN commented work is being done in the background make this process reciprocal.
- DoT are aiming for seamless introduction of SBAS. First pins approaches will appear in AIP shortly, working through approval process.

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- Review of EGNOS decision is underway and review of original business case. CAA are currently carrying out a commercial review tied into UK having own SBAS.
- EASA position on CAT 1 ILS's on push for SBAS implementation.
- CAA risk register now includes windfarms.

Questions for OHSLG from Flight Ops HMLC

- Can the CAP 1145 requirement for annual HDFM conference be arranged? HeliOffshore responded to make the proposal of requirements and objectives. CAA happy to close the option in the offshore review and allow industry to proceed. HeliOffshore agreed this can proceed with full participation from heli operators.

Action 01-02: TR to engage with industry to gauge benefit of HFDM conference or workshop.

- AIP revision – is out of date, what is revision process and is it being done? (e.g. for removal of points that no longer exist, e.g. air fields, waypoints, platforms and new points not included, e.g. new windfarms, etc). Lot of missing and incorrect data within AIP.

Action 02-02: RN - CAA will research and raise in SRP within the CAA and update.

- Windfarms. HMLC meeting held to look at Met limits for operation to helidecks near windfarms. Defined limits and agreement gained from all operators, all limits are now outlined in all operators manuals.
- Windfarms. Issues related to overflight of windfarms, MSA's and emergency landings. HMLC looking at concepts on limited exposure, ground track calculations, etc. Uni-fly offered assistance and live testing to support the decision making process
- Is there scope for ADSB and Uavionics units in the ground mode that could identify the individual turbines to aircraft? Is there any proposed funding around the HeliOffshore ADSB trial offshore? TR commented; Uavionics is working with NATS to develop, unlikely a trial but an operational introduction.

Action 03-02: TR to link Uavionics, NATS and HLMC. GC will forward GoM study to DA to circulate

- Helidecks within windfarms. Action has gone out to heli operators to review what is required in need of spacing, compatibility approach, types, etc, to determine what is reasonable. Mock up examples to be arranged in Bristow Simulator. Follow up meeting will be held on data collated. Objective is to achieve a minimum figure for all to use and bring into industry. Target for data collation is April 2023.
- CAA added if agreement can be reached under one set of requirements the CAA can take to DoT who will then progress to the Department of Energy. For example; process currently underway with regard to weather limits, new requirements will be updated to HOFO, subsequently put into an AMC and update under CAP 764, AMC will then refer to CAP 764 and ultimately CAP is no longer guidance but legally binding requirement removing any ambiguity..
- Standardisation of windfarm helideck operations. When operating in support of construction there are inconsistencies. Construction companies are unaware of AIP and correct frequencies. Deck crews not operating to same as O&G. This is being taken into workgroups within HeliOffshore as need for standardisation.
- No rescue craft requirement for operations in windfarms – to be reviewed by CAA and HSE.

Action 04-02: RN to engage with HSE and revert back to OHSLG.

- ATC and Communications issue with shielding operating low level in wind farms. This will become part of a risk assessment for VMC type operation. There is scope for a review to look at repeater stations within windfarms to allow improved comms. RN commented; There was an action in

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Offshore Review that this item is under review by air traffic and their position is that any benefit gained would be outweighed by the cost of achieving it.

- Met Information – no met information from windfarms, currently being produced. Question raised if this can be added to helibrief? Submitted to CAA for review.
 - Action 05-02: MW to engage with Helimet and windfarm operators to check if weather reports are being produced and can they be incorporated into Helimet for use by helicopter companies.
- Single wind turbines near production platforms to power and replace gas turbine electricity production. Reviewed and required to be covered on case by case basis, too many variables for a single standard guidance. Can be redressed in the future if a type of standardised guidance is required.
- TR added that any existing oil and gas infrastructure is going to be powered by wind. Need to look at case by case basis is an absolute. Can a basic framework be produced on all items to be considered, can this be tied back into the HMLC work group? TG confirmed a there would be a multitude of complexities, HeliOffshore willing to support if technical information can be provided. Item will continue to be worked through HMLC, HeliOffshore and CAA.

Action 06-02: TG (HMLC) and TR to discuss and design high level template of considerations to be given to the installation of single wind turbines supporting O&G infrastructure.

7. ASCG/ASTG update

- Next ATG/ASCG takes place on 20th March 2023 followed by the Offshore Met Observation Meeting.
- OEUK have recruited a new H&S Manager who will be engaged in aviation support and aviation subcommittees and HeliOffshore.
- OEUK have also recruited a Technical Advisor, key 2023 focus will be to update the OEUK aviation guidelines. GC of Shell added he will assist on these guidelines.
- Items to be discussed at next ATG/ASCG meeting; PED's, E-cigs, Halo lifejackets and CAA dangerous goods approvals.
- MMHEL progress update expected following last ATG, details of proposed trial to be clarified.
- Heliadmin training and competency document in final stage of development by Opito, issue expected end February 2023.
- Visiting vessels and helideck certification as discussed within meeting and HCA with regard to generating compliance with current processes and update expected at next ATG/ ASCG.
- Baggage search agreement update to recognise those trained against ISPS code and has been issued.
- AC added re MMHEL, Co-chair of HeliOffshore and IOGP for helidecks confirmed plan that a terms of reference will be put together for trials using MMHEL covering areas; UK, Gulf of Mexico, South America, SE Asia and Middle East. The understanding is that the CAA would refer to MMHEL in CAP 437 as a guidance document but no mandate around use.

Action 07-02: RN to get clarity on CAA intended action from CAA perspective with regard to MMHEL trials. MW to circulate meeting minutes from 20th March

CG requested alignment by heli operators on guidance on e-cigs, ped's, unauthorised items following complaints from HSE reps internally. Currently each heli operator has difference guidance.

Action 08-02: MW to review and update at next OHSLG meeting.

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8. HeliOffshore update

- Accident data for 2022 is under review. 2021 reported 3 fatal accidents. Last year reported 6 fatal accidents, all out with UKCS (night time and DV focused). HeliOffshore reiterated importance of routine training.
- Industry Action Plan was published in November based on 2 accidents occurring at night, again out with UKCS. Systemic gaps identified in guidance around night flying training. Work ongoing with IOGP teams on basic information to be given to crews and requirement for training and access to helidecks and positive engagement within customer group through ASC. All feedback to flow into an updated standard/guidance industry document .
- Flight Path Management Version 3 has been published, HeliOffshore are looking to implement and adopt into industry. This will also be done for HUMS, an already well established recommended practice. Both link to IOGP690.
- HeliOffshore requested UK operators to participate actively in the existing technical steering working groups.

9. IOGP update

- Three day workgroup in February on IOGP 690 ahead of ASC. Crew experience and recency 698 and 697 soon to be finalised, produced and published. This will create alignment of what is expected from operators and energy companies.
- Work is ongoing on Fixed Wing CAT operations, 590 to 690. Seismic geophysics, onshore helicopters, search and rescue work continuing through IOGP workgroup.
- Gap analysis activities to be identified by heli operators and re-bridge against 690 when version 1.3 document available.
- IOGP meeting with each OEM's to do gap analysis on OEM aircraft to 690.
- HeliOffshore indicated there will be a drive through IOGP to develop human performance based investigation process internally on the skills built and competency to deliver.
- Concerns were raised around access to ARI (Aberdeen Royal Infirmary) helideck.

Action 09-02: OEUK will review concerns and collate data on restricted / no access to Aberdeen Royal Infirmary helideck. Engagement with relevant parties has already taken place. Findings will be fed back into OHSLG when complete.

10. AOB

- CCheswright commented on visiting vessels; experiencing other experts other than CAA guiding people on visiting vessels. Energy companies will carry on doing their own checks. Digitalisation of the HCA will be a hugely positive change.
- Briefing by Tim Glasspool outlines the three workgroups (Flight Ops, Ground Ops & Engineer) workstreams. OHSLG current issues will flow into the relevant workstreams. Mark Wilson responsible for Ground Ops, pax handling, manifest issues, overall passenger management briefings. Additional workstream for engineering created and capturing some of the intent of A31. Looking for volunteer to chair this workstream. Output from the workstreams will feed into the OHSLG. Flow chart diagram to display the simplified process of the working groups and related groups who feed into those will be distributed for review/feedback.
- XBR Guidance per aircraft type – CAP 1145, AMC suggest the XBR. Step change data requires.
- updating and be clearer to access. Data on aircraft required to be included to be fed into Step change In Safety and update will be put online.
- PED E-Cigarettes Medical items and items restricted in baggage for offshore – covered under
- Item 7.

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- Pax and Baggage weights returning on shore – [to be added to next meeting agenda](#).

Closing comments:

Action 10-02: MR to distribute new workgroup structure and set up engineering group.