

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Document : Meeting Minutes
Date : Thursday 13th May 2021
Location : Virtual Meeting

Present: Mark Abbey (CHC) – Co-Chair
Rob Bishton (CAA) – Co-Chair
Rick Newson (CAA) – Co-Chair on behalf of Rob Bishton
David Malins (CAA)
Steve Rae (Step Change in Safety)
Derek Whatling (BALPA)
Matt Rhodes (Bristow)
Trevor Stapleton (OGUK)
Colin Cheesewright (Chrysaor)
Alan Combe (BP / IOGP)
Sue Fay (CHC)
Douglas Barnes (AAIB)
Jamie Carson (Scottish Government)
Lorraine Smith (CHC) – Secretariat
Ray Forster (CAA)
Andrew Spencer (CAA)
David Kendrick (CAA) – in part

Apologies: Grant Campbell (Shell)
Kirstin Gove (Step Change in Safety)
Jake Molloy (RMT)
Shauna Wright (Unite the Union)
Ian Cooke (Babcock)
Mike Gislam (NHV)

Welcome and introductions – Co-Chairs

Rob Bishton (RB) thanked the Board for everyone's time and attendance. RB advised Rick Newson (RN) would be stepping in as co-chair for this meeting due to RB potentially dealing with the DfT during the call.

RB noted how well the offshore industry had adapted to new practices over the previous 12 months and stated the outlook will still be challenging for the industry.

Due to the challenging outlook RB asked the Group to look at the safety risks and re-evaluate if the risk management approach fits the current operating environment and questioned if there were different risks rather than dealing with the same challenges or issues that may catch us out.

Agreement of Previous Minutes

One minor spelling error on Para 5 (19.3.1). Rectified and updated copy distributed with these minutes.

Rest of Minutes agreed.

Previous Agenda Items

The previous actions were reviewed and updated, as per the action log. Where there was a wider discussion, details are provided in the notes section.

Item	Detail	Responsible	Notes
19.2.3	Host a workshop looking at helideck certification audits updates.	Rick Newson	Remain on agenda.
19.3.1	Wrong Deck Landings	Rick Newson	Further update required at next meeting.
20.1.1	OHSLG Funding	All	No further action required.
20.4.4	Communication resource availability	SR / SF	SF to present webpage draft at next meeting.
20.4.5	Effectiveness recommendations	ALL	Top risks discussed as part of 21.1.1. Ops and risk groups to reconvene and update at next meeting.
20.4.7.1	Tenure of Chair	ALL	MA to hand over co-chair at next meeting.
20.4.7.2	OGUK alignment with IOGP 690	Grant Campbell / ALL	No further action required.

19.2.3 Helideck Certification Audits - Rick Newson (RN)

RN advised they have been unable to get offshore during the pandemic, therefore do not have a robust view of offshore ground handling and the wider risks of dangerous goods. RN stated someone was currently travelling offshore to get a greater offshore oversight picture.

At the end of the year it is intended to hold a collaborative workshop including HCA, OGUK, GHOST, Oil & Gas Members, CAA, fixed wing GHOST and the CAP 437 appendix that was drawn up between Ground Ops post holders and offshore GHOST.

Colin Cheesewright (CC) asked if the visit offshore was for the purpose of an audit.

RN confirmed that it was regarding the oversight of helicopter operators iaw of Part HOFO.

19.3.1 Wrong Deck Landings – Rick Newson / Trevor Stapleton (TS)

RN stated that wrong deck landings are work in progress. RN confirmed that six significant MOR events since 2014 relate directly to wrong deck landings with the majority during the visual stage of acquiring the deck.

RN described the two stages, the first of which was updating NAV databases with geographic locations. This was done by ICAO last year and now have Echo Golf locators to all fixed platforms. This data has not yet been transposed into the UK AIP and therefore not available as a nav database download.

Secondly, acquiring the deck visually is still a major issue, therefore, Auger, HCA, and CAA are developing a trial to look at the visual committal stage. This may be a green light flashing just before landing.

Trevor Stapleton (TS) discussed the strobe light trial and to avoid duplication of work it was agreed that this would not continue and the CAA trial should take precedence.

RN confirmed there was an offshore platform already set up and this was likely to take place quickly therefore would circulate the results as soon as available.

20.1.1 OHSLG Funding

Mark Abbey (MA) advised this subject has been debated previously and confirmed the piece of work with Mike Turner was picked up by CHC. MA stated he did not believe there was a need for funding for the Group on a regular basis.

Matt Rhodes (MR) agreed that as a Leadership Group any associated costs could be absorbed within the businesses.

Steve Rae (SR) also agreed that communication costs would be covered by Stepchange.

20.4.4 Communication Resource Availability

MA stated that there was a lengthy discussion at the previous meeting regarding the communication strategy and resourcing it.

SR confirmed that this has not progressed due to limited resources and other priorities.

Sue Fay (SF) met with Kirstin Gove (KG) to discuss and confirmed further guidance from the Group was required. Due to workload, additional hours was unlikely, but could provide guidance.

SR advised that the Unions need to be involved in the communications but have not been present at recent meetings. SR reminded the Group that an intern was a possibility but needed clarification as to what should be communicated and how often.

CC asked if the CAA website could be updated to reflect the name change from OHSAG to OHSLG and link to a website.

RN advised that it was previously agreed that Stepchange would operate the webpage as the CAA page is locked down for CAA documents only, but will speak to the CAA team to make the name change.

SR advised the helicopter aviation safety page could be repurposed or a link added but asked for clarity of the target audience. SR confirmed the existing page is geared toward industry focal points and offshore workforce.

MR confirmed this page would work to outline specific key activities that the Group are driving including heli-awareness courses.

SR and TS agreed to take the technical side of this offline.

SF to reach out to the comms teams across the operators to draft what should be advertised on the page and present at the next board meeting.

20.4.5 Effectiveness Recommendations

MA confirmed this is part of the agenda going forward from the work with Mike Turner and detailed further in 21.1.1.

20.4.7.1 Tenure of Chair (Matt Rhodes to take over as Co-chair)

MA noted he has been co-chair for a number of years but plans to pass this role on at the next meeting. The Constitution of the board papers states this position should be an operator. MR has offered to undertake the role going forward but MA is to check with all operators to enquire if any others would like to be considered.

20.4.7.2 OGUK Alignment with IOGP 690

TS advised that a gap assessment is required to plug gaps with the guidelines in place so not to duplicate work. Grant Campbell is working with Graham Wildgoose to move this forward.

It was agreed that this action can now be closed.

New Actions

New items were discussed and added for action. Where there was a wider discussion, details are provided in the notes section.

Item	Action Details	Responsible	Notes
21.1.1	Top Risks and Ongoing Planning	ALL	Top risks discussed as part of 21.1.1. Ops and risk groups to reconvene and update at next meeting.
21.1.4.1	Future Helideck Oversight	ALL	Discuss at next meeting.

Subgroup Updates

21.1.1 Operational Risks

MR stated that Operations and Risks have now merged together. From an operations perspective, all accountable managers came together and looked at the potential risks and discussed how to take them forward. These are detailed in the slide deck that was shared prior to the meeting.

David Malins (DM) described as an example that different descriptions of the dangerous goods risk was grouped together and put through the CAA'S risk scoring methodology.

DM explained these scores are then added to a heat map, which takes all of the operators risks and places them against the scoring methodology.

DM explained with support from flight ops, dangerous goods, ground ops and safety management teams the dangerous goods risk is scored as a nine. This includes different risk descriptors from all of the operators, including carriage of lithium batteries, passenger behaviours or manifesting of dangerous goods.

DM explained that for offshore helicopters the impact will never be higher than a three based on the number of people that are involved in a single helicopter transfer. However, as this is seen as an operator risk then it must affect the whole sector. Safety Management Systems are effective at managing this but previous events ie wrong deck landings and increase of wind farms etc make this high risk and has been scored twelve.

DM also stated all of the operators recorded risk around maintenance error. Again, all had slightly different descriptors, some had recorded contributing factors to maintenance error.

DM noted this is a rising trend. When looking at the effective barriers against maintenance error, they are generally human. Therefore this is scored as a twelve.

Overweight baggage and ground handling offshore are also identified as risks but not as high risk as the others.

CC asked if there would be further discussion on these risks or if the workshops would now look at these further?

DM confirmed that if the Group agreed these are the risk areas, then it would be for the Group to discuss what is to be done and who should action it. There is work to do for the maintenance standards improvement team run by the CAA. The maintenance errors need to be addressed.

CC raised concern over the overweight bags but claimed these would not cause excess weight to the aircraft.

CC also want further discussion on ground handling. TS agreed and wanted further clarification as he has not been aware of information being reported.

MR reminded the Group that its purpose was to focus on shared risk across all of the Group's businesses and filter this to one or two key areas, one of which has been identified as maintenance error.

This concern is one that is shared across all four helicopter operators, and suggested the Group focus on this risk going forward.

MR stated CFIT, dangerous goods, lithium batteries, inbound overweight baggage and freight manifesting are also an issue. Overweight baggage has become a global issue and needs to be addressed. Procedures for this are in place to aid manual handling, sharps issues, etc. It is hoped this is covered with CAP 437.

MA confirmed these are genuine fact based risks from the SMS system which the regulator has measured and has shared as the Group's top five risks.

RN added it is important for CAP1145, global and heli-offshore data to agree that the three high key risk areas that create the most hazardous outcomes are controlled flight terrain, loss of control in flight, and system component failure non power plant. These are all data driven and each of our identified risks has the potential to lead to one of those key risk areas.

TS, SR and AC looked for further clarification for risk 5.

DM explained that all four operators had ground handling risks, adding ground handling offshore may be riskier than onshore but there is currently no data to support this theory, hence the reason this was added to the heat map.

CC asked how the Group are going to progress going forward.

MR confirmed the new appendix to CAP 437 will address some of the issues highlighted in the risks.

AC asked if GC could be reinstated on the operators group.

MR stated that the risks sit with the helicopter operators and specifically with the accountable managers so ultimately would have the say on how this would be managed. If the request was for observation purposes, then MR does not have an issue with GC joining.

It was agreed that the Ops and Risk groups would reconvene and then feedback recommendations to the Group at the next meeting.

21.1.2 Brexit Update from David Kendrick (DK), CAA

DK joined the meeting and gave the Group an update on Brexit.

DK stated the trade and cooperation agreements are now in place. The aviation chapter sets out our relationship in terms of market access.

The trade cooperation agreement is being managed with regular conversations with the commissions to highlight market access issues.

Currently you can fly to and from the EU and the UK with no restrictions. In the trade and cooperation agreement the 27 member states each have their own licensing regime. Therefore a block permit is being discussed to allow flights to take place without the need to seek permission for each flight.

The trade cooperation agreement also allows charter operations or non-scheduled operations to have a broader conversation outside the terms of that agreement.

A common system may be unlikely but some common principles do exist and final processing of the agreements are currently taking place.

The next phase will look at leasing arrangements. The restrictions in place by the trade cooperation agreement as to how the UK is managed as a rest of the world carrier can actually access the market, but those are very high level restrictions.

Other specialized operations, ie aerial photography, crop spraying or some rig activities, under the trade cooperation agreement allows these activities to take place without restriction provided there is a licence granted by the state concerned.

Safety, security and insurance rights have yet to be approved by the Commission and this work could take 2-3 months to be delivered.

DM advised that there was a lot of progression with the trade agreement and the technical implementation procedures which are related to airworthiness, design, certification and production matters.

DM also advised the technical implementation procedures (TIP) between the UK CAA and the ERC are due to be signed on Monday 17th May 2021.

DM stated there is work to do to build confidence going forward.

DM confirm the TIP covers production and certification and not engineering licensing or flight crew.

MA asked if DM knew what the negotiations for pilot engineering licencing might look like going forward.

DM agreed there is a need for mutual recognition as it will impact the industry and advised this will be within the DfT and Government's priorities but has no timescale to report.

RB stated that the government policy direction may not be the way forward but may be a more pragmatic process.

MA asked RB for his thoughts on holding multiple licenses. RB agreed this has potential and added that the UK have a more efficient permit process than in Europe.

TS raised the questions if oil spill response and emissions monitoring would be covered under specialised operations and also if anything is being looked at in terms of unmanned aircraft systems.

DK said we are strong players in specialized operations but noted it appeared there was a lack of understanding from the 27 member states as to the agreement their country has agreed. DK confirmed you have a right to specialized operations.

DK advised further understanding of the regulation is in process and collaboration with the DfT, Commission and the Joint committee structure will deal with issues as they arise.

MA asked how the Group should share our topics of concern with him.

DK suggested this can be done individually or by Group Secretary depending on commercial sensitivities.

MA thanked DK for his time and Brexit update.

21.1.4 Closing Remarks / AOB

21.1.4.1 Future Helideck Oversight

To be included in the agenda at the next meeting.

21.1.4.2 No Time Issues (AOB)

MR asked if the reliability of NOTAMs to flight crew is becoming a major problem and asked if MA was seeing the same.

MR added AIS are the only approved source and seems to be falling short of the mark.

RN is unaware of this and has asked for details to be sent to him. MR advised MOR's are currently on the way but confirmed the reliability from both a SAR and Oil & Gas perspective has raised some concerns.

Andrew Spencer (AS) agreed this came to light with a SAR incident flying through a Temporary Danger Area. Oil and gas are involved and it is suggested operators should monitor this closely. AS confirmed there are errors within the official NATS system, so to MOR everything in the meantime to get evidence together.

AS suggested to exercise caution as to where the information is coming from and how accurate it is.

MR to send a note to accountable managers to highlight some of the issues he is currently experiencing.

MA noted there were some raised at his last ORB but nothing of great concern.

Meeting Close

MA thanked everyone for attendance and input.

RB thanked MA for his work as co-chair, including the work that has been achieved to date and the work that the Group will undertake going forward.