

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Minutes of Meeting – Wednesday 19th March 2025 (10:00am to 12:30pm)

Location: TEAMS/CHC IOC Braemar room

Present:

Harm Bos – Co-Chair	CHC
Rick Newsom	CAA
Richard Naylor	CAA
Mark Wallis	CAA
Theo Adams	Bristow
Mike Gislam	NHV
Martin Stubbs	Offshore Helicopters
Colin Cheesewright	Harbour Energy
Grant Campbell	Shell
Graham Skinner	Offshore Energies UK
Gillian Simpson	Step Change in Safety
Tim Rolfe	HeliOffshore
Graham Wildgoose	Helidecks
Ceri Shunmann	Bond Helicopters
Gareth Bithell	NHV

Apologies:

Alan Combe	BP
Joji Waites	BALPA
Niall Robertson	AAIB
Mark Wilson	Offshore Energies UK
Mads Nielsen	Uni-Fly
Stuart Algar	CAA
Craig Wiggins	Step Change in Safety

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1. Welcome and Introduction

Co-Chair Harm Bos opened the meeting, welcomed attendees, and reminded members that the OHSLG meeting is primarily to look at collaboration and safety across the UK Offshore helicopter industry.

2. Agreement of Previous

November 2024 meeting Minutes were circulated for review. Minutes of last Meeting agreed and will be published on the CAA website.

3. Actions Outstanding

OHSLG August 2024- E-Cigarettes offshore: There was a requirement from all 6 operators to come to an agreement in regard to banning e-cigarettes, however not all operators responded. This has been on hold since August 2024. Awaiting CAA to confirm the dangerous goods document.
(Document must be agreed on before the policy can be ruled out)

Actions Resolved

- OMA

4. Risk Update

Not much has changed in regard to risk.

Flight Ops

- Manpower Risk – Airlines are actively working to recruit and retain pilots.
- There has been a rise in people applying for a UK pilot licence (Helicopters)
- Night Frequency- Seems to be less night flying. This is currently an ongoing industry conversation. Need to discuss whether to keep up with pilot night currency (must talk about what the best practice must be) The SIM seems to be more beneficial
- 690- Needs a further review
- 3/365 – Requires a further Review
- IASA – Issued an special conditions document against FSTD that enables devices equipped with augmented cockpits using virtual reality headsets on a motion base.

Engineering

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- Rotating Scissor Installed Upside Down on H175- The investigation is currently ongoing in alignment with the Just Culture principles and is expected to conclude within a few weeks. HeliOffshore encourages open communication about ongoing issues and appreciates everyone who contributes to this effort.
- *IOGP 690*- Engineering check for following procedure (document has been developed to provide more guidance) Still in progress
- Gap in Reporting- There is a gap currently in engineering reporting
- Difficult to bring engineers from outside UK (must have UK license and CAA license)
- Distraction, robberies, daisy chaining parts. Situation unlikely to improve any time soon and may worsen. Still an ongoing risk

Ground Operation

E-Cigarettes

- Banning E-cigarettes will be the first step in regard to changes to the PED policy. Additional guidance will be provided to the Energy Companies to support this change.
- Offshore Energies UK will need to engage with energy companies and assist them in making modifications to their procedures offshore in regard to how they manage smoking on the installation.
- This will be a ban on all e-cigarettes to travel offshore but passengers will still be able to purchase them on the installation. Will require two months to set the policy in place and notify all energy companies. **(1st of June 2025 the policy will come into place)**
- Controlling travel of e-cigarettes from offshore will require random inspections, stricter travel policies, and increased vigilance from offshore teams in enforcing regulations. If the passenger is not complying with the policy a notification will be issued to the customer. (On 1st of June 2025 all bags could be searched/ more passengers picked for random bag checks)
- All e-cigarettes (breath activated, button activated, liquid refill etc) all to be banned.
- This policy is aligning with commercial air transportation.
- Many energy operators have already started implementing this policy and not allowing e-cigarettes on installations.

Power Banks

- In order to carry a power bank, the helicopter operator must be informed by the customer prior to the flight. This will be decided on case-by-case scenario by the operator. If permitted, the power bank must be placed in a sealed plastic bag and stored inside a lipo bag.
- This will be implemented from 1st of June 2025.

Airpods

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- Airpods cannot be in the hold (cabin is lower risk than the hold)
- Airpods allowed in the cabin as it is a lower risk and must be in your immersion suit pocket and not your personal.
- Lipo bag must be present in the cabin at all times for worst case scenario.
- Ground staff should brief all passengers about where the Airpods should be.
- Currently only allowed to carry Airpods however still not permitted to use them in flight.
- Airpods must be in the case as when they are within the case they do not transmit
- This will be implemented from the 1st of June 2025

Risk Assessment should be updated for PEDs. Must be in place and shared with all operators. OEUK require the previous risk assessment to be sent over and will look over it and update that.

Other Issues

- Concealment: Wider variety of things seem to be taken offshore
- Increase in Failed Drug testing
- Step Change in Safety and OEUK have issued a Wellbeing alert
- Sudden Death offshore- Police are concerned about passengers going away with non-prescription medication (increasing issue)

5. HMLC update

- CAA- Have confirmed nothing new for Risk register
- Airpods- An ongoing discussion, different views, group to discuss with OEUK. (See above for information/changes regards to this)
- TRE Add type- Disparity discussed with the CAA, question still remains and further clarification to be requested.
- Access to HCA reports on Offshore Installations- Are not being made available to helicopter operators, enable access to those reports. "HCA has no objection to helicopter operators accessing the report; however, the legal standing presents a challenge. Since the duty holder funds the report, ownership rights prevent HCA from releasing it. While an open report cannot be shared, a closed report can be made available once all issues have been resolved." (OEUK and HCA will be discussing this with its members in April.)
- European operators operating into the UKSC – work in progress
- IOGP 690 Requirement for 3 in 365 on type actual night offshore cycles (discussed please see above)

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- Deck Edge Clearance and Factored Head Wind- Closed, CAA advised to consider FHW in CAT.POL. H.305 Risk Analysis- Head Wind Closed but the Deck Edge clearance has not been closed yet. (Will be followed up on and feedback provided). (Part of the IOGP-690)
- Double Engine Failure in the sim- Clarification is the Flight Examiners Manual-closed (VFR for Real Aircraft (fast forward hover). When using the simulator, you land on the ground with a full auto rotation)

6. ASTG Update

Ground Ops

- PEDs already covered (Please see above)
- ASTG and OHSLG- Reviewed comments regarding the effectiveness of the ASTG and took feedback onboard. Commissioned an independent technical review of ASTG, this provided lots of useful guidance. Due to this a new aviation adviser has been taken on with more relevant experience, currently working on Terms of reference and a standing agenda. Have proposed to take on actions from the discussion. Minutes will be directly reported into the OHSLG to have visibility in regard to what actions are being carried out and what's getting done/being discussed. This has been shared via meeting invites.
- Keep action open till next ASTG meeting. Continuous feedback even once the action is closed out.
- Offshore Implementing the new rules/bans– Information such as training videos, training, support etc is currently in the process of being developed to provide the support necessary to offshore. (The role of ASTG is to improve this) (Some information will be rolled out before the 1st of June but more information will be provided over time) There will be an increased baggage searches after implementation date to provide a clear message to all passengers travelling offshore.
- New passenger guidance sent to everyone who is mobilising offshore, part of the mobilisation process.
- Flyers and Poster can be put up before the implementation date, so passengers are aware of what is being implemented.
- UK Helicopter forum to be suspended with the introduction of the ASTG

7. Engineering Working Group Update

- Successful Kick-off meeting with all the operators and agree on three items to move further. Feedback that has been received is that operators don't have sufficient resources, time etc to carry out the actions. Due to this nothing has progressed since the last meeting; this is in terms of the actual action items that were agreed on.
- Action to all accountable managers to check where the issues and the blockers are. (A list of priorities and actions will be put together and sent out)

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8. Heli Offshore update

Enhanced Decision-making in Engineering (EDM-E) training programme and tools released to members in January (2025). All related materials are free, and uptake is strongly encouraged. HeliOffshore and the research team behind the development of the tool believe this approach will make a significant difference to the development of decision-making skills amongst less-experienced members of the workforce and are keen to have feedback towards the end of 2025 to enable development of a similar approach in other key safety decision areas, including the cockpit, ramp operations and the Boardroom.

IOGP has accepted the Contracting Principles that have been developed from the original OEUK Supply Chain Principles to target Aviation Services. The agreed principles are planned for inclusion in IOGP guidance around contracting for safety, to be published later this year. HeliOffshore will 'launch' and make the principles available to members in the next 2 months.

Output from Phase 1 of Pilot Monitoring research (completed in November) indicates the possibility of the transfer of instrument scanning skills from lower level to higher level training devices. Phase 2 is planned to take place in Q2 2025 and will focus on developing and validating a future training programme for lower-level devices.

Work on developing audit protocols in conjunction with IOGP ASC is progressing well. It has been agreed that the output will be a single guidance document, owned by IOGP complied with input from all interested stakeholders. It is likely that the output document forms part of the R69x series.

Use of cameras in LOSA. Discussions have continued and recognise the value of LOSA as a well-defined programme using in-person observers, whilst equally recognising that the exploration of use of cameras is of interest to the community. A key point is to avoid the use of reference to 'LOSA' when considering an observation programme that does not include an 'in-person' observer. IOGP are in the process of releasing an updated statement on the expectations set out in R690 and HeliOffshore will pick up on the development of Recommended Practice under the umbrella term 'Cockpit Observation Programmes'. Future focus will be on further research to understand the differences between observation data gathered by in-person vs camera-based observers. To this end, all operators are encouraged to share what learnings have emerged from their own use of in-person and/or camera-based observation programmes.

InfoRate. HeliOffshore now has 3 years of InfoRate data and will be publishing from initial analysis in Q2 2025. All operators are encouraged to consistently provide data into InfoRate which is seen as a significant leading indicator tool. IOGP are considering the requirement to contribute data in to InfoRate (and InfoShare) into future contract requirements.

It has been agreed that the 2015 Wrong Deck Landing Report sponsored by CHC and developed through HeliOffshore should be made publicly available. HeliOffshore will take the action to promote. All operators and interested stakeholders are encouraged to review the 19 recommendations made in the 2015 Report when reviewing recent WDL events. Feedback on the document would be very welcome.

HeliOffshore is exploring the set-up of an OEM and Regulator Committee with the intent of enhancing communication around key areas of interest for both stakeholder groups and the operator community, to avoid misunderstandings and unblock areas of inaction. ToRs for this new committee will be made available once established.

HeliOffshore is working with the medical community and RAeS to develop an app-based tool for signposting and delivering Well-being resources specific to the maintenance workforce. Roll-out is

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possible in Q4 2025 for interested parties who wish to utilise the app in their own organisations. Information on any costs that may apply relating to licensed use of the app will be shared in due course.

9. IOGP update

Many points already covered above

- 690-5 Contains Maintenance Observation Process (MOP), which is designed to highlight poor practices before they become an issue. Document being developed on how to make MOP more effective going forward, which will be circulated.
- General update to the guidance on HTAWS expectations this will not affect the UK however
- IOGP 690-5 currently requires Modes 1-6 where available for the aircraft type. Currently this is mainly the H160, H175, H169, and H189 soon. Once the Mode 7 component is finalised, it will be implemented accordingly, bringing numerous benefits. A IOGP, 690, Safety Notice will be issued soon to clarify this.
- The 690 Offshore Helicopter Recommended Practices are currently under discussion. It is to be decided if there is to be an V1.4, or full revision to Version 2. This will not happen for a year or so at a minimum. If there are any concerns about the wording or other details, please reach out to IOGP, for clarification or any updates that are required. The 3/365 Days has already been noted.
- Implementation has been inconsistent, as the output-based design poses challenges for many audit teams, a concern that has recently been raised.
- Moving forward, the focus will be on the audit along with HeliOffshore, to iron out these issues, streamlining the process to focus more on the risks. However, if there are concerns reach out to IOGP.
- S92 Life Raft Handles- Solution currently being worked on by Heli One under Sikorsky which will be released to everyone
- IOGP and HeliOffshore have been working together to ensure that energy companies are aligning with the 690 standards. Current data indicates that energy companies are already 85% compliant with its requirements.

10. AOB

- OEUK board select three energy companies to come in, and will be looking at ones with aviation background
- Forum is in place for the S92 (For Issues that are being seen in the UK)
- National Risk Register

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- Wind farms restrictions/co-existing guidance will be in regulation by the end of the year