

# **OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)**

Minutes of Meeting – Tuesday 1<sup>st</sup> March 2022

Virtual Meeting – 1000-1200

Present:

Matt Rhodes – Co-Chair	Bristow
Andy Thorington	CAA
Paul Kelsall	Offshore Helicopter Services UK Ltd (Babcock)
Rob Bishton – Co-Chair	CAA
Robin Taylor	CAA
Mike Gislam	NHV
Derek Whatling	BALPA
Jake Malloy	RMT (Union)
Douglas Barnes	AAIB
Colin Cheesewright	Chrysaor
Tim Rolfe	Heli Offshore
Trevor Stapleton	Offshore Energies UK
Steve Rae	Step Change in Safety
Chris Lawrence	CAA (Standing in for David Malins)

Apologies:

David Malins	CAA
Mark Abbey	CHC
Alan Combe	BP
Jamie Carson	Transport Gov. Scotland
Shauna Wright	Unite Union
Steve Standing	CAA
Grant Campbell	Shell

Ahead of the meeting Rob Bishton –talked about the increasing concern on Cyber-attacks. Being a key aviation group ensuring UK infrastructure remains working and in place. MR commented that Bristow were already stepping up security protections and measures.

## **1. Welcome and Introduction**

Matt Rhodes welcomed everyone to the meeting and thanked Rob for his input regarding the situation in Ukraine

## **2. Agreement of Previous Minutes**

Minutes of Meeting held on 24<sup>th</sup> November 2021 agreed. These will now be published on the CAA website.

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## **3. Review of Current Terms of Reference and Event Decision Tree**

- Opportunity to review and update the Terms of Reference of OHSLG.
- Membership - noted that the AAIB representative is an observatory status only .
- Oil & Gas UK name has now changed, now Offshore Energies UK (OEUK).
- Quarterly Pre Meet, in accordance with the OHSLG Terms of Reference, will take place with Accountable Managers and CAA prior to main meeting.
- Representative from Heli-Offshore to join meeting on a quarterly basis.
- Workscope and Reporting – Remove Annual Report element, Minutes of the OHSLG meeting will suffice
- Meeting frequency to remain quarterly .
- Secretariat administrative support will be provided by Helicopter co-chair

**ACTION:** MR to make changes to Terms of Reference and circulate for review. Once approved these will be published to the CAA website

Decision Tree – No changes required so will remain as is. This will not be published on CAA website.

NB: Further discussion after meeting with Steve Rae has identified one small change which will be circulated to the group.

## **4. Standing Items**

### **a) Risk Management Updates / Actions**

Second round review of identified risks has been provided to the CAA by all four helicopter operators. The Primary purpose of the risk management activity is to ensure that the risk picture held by the helicopter operators mirrors the picture held by the CAA. Any differing of profile will be understood, bridged, and actions then taken to focus on mitigation.

Focus remains on maintenance and continuing air worthiness areas supported by the re-instated A31 working group.

There are emerging concerns regarding the increase in number of wind farms being constructed and how notification of these activities are shared with the helicopter operators. (Covered in emerging risks section)

With the introduction of CAP 437 Appendix K, the group will monitor improvements in the management of helideck operations and feedback. Helicopter operator Ground Operations Nominated Persons continue to meet monthly to share any safety related information feeding back into the OEUK Aviation Safety Technical Group (ASTG). Inbound checks on baggage are seeing a reduction in the number of PED items carried in an incorrect power state.

BP have produced a video which outlines the hazards associated with the carriage of lithium batteries and power banks in helicopter baggage. This will be shared through SCiS and to this group for dissemination to industry as appropriate

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**ACTION:** CL to arrange meeting to review risk data and provide presentation for helicopter operators.

### b) Current Issues:

#### i) Helideck Certification Oversight

Action required regarding A13 from CAP 1145. CAA have identified 5 options ranging from remaining with the status quo up to full certification of helidecks including wind turbine fixed platforms.

CAA to provide an update at next meeting outlining internal review of A13 and, notwithstanding all of the barriers identified that need to be considered, confirm options, key milestones from a potential rule making perspective and update any progress on timelines for resolution of the A13 action.

#### ii) Brexit

Consequences of EU exit are now becoming more fully understood. There is no further appetite for negotiation and organisations need to take responsibility for ensuring that they have the appropriate approvals in place for any inter-European operational requirements.

#### iii) COVID

The OEUK Pandemic Steering Group (PSG) continues to meet regularly to monitor changes in Government guidelines. The aviation subgroup has recently agreed to amend the classification of CAT A and qualification requirements for escorts for CAT C flights. The PSG will continue to monitor the situation and requirements will be updated as required. This topic will be moved to watching brief.

#### iv) Windfarm Construction

It is understood that Renewable UK has handed over responsibility of offshore renewables safety matters to G Plus. Dialogue has begun between OEUK and G Plus to understand how we can address the concerns. All helicopter operators are encouraged to ensure ASR/MORs are raised if issues regarding windfarms obstructing safe operations offshore are identified. Renewables will be invited to actively participate in ASTG meetings. HeliOffshore are working with G Plus to enhance recommended practices around wind farm operations. The electrification of offshore platforms with the introduction of single wind turbines to support oil installations is moving at pace and cross industry discussion need to be had to ensure that appropriate consideration is given at the planning stage to ensure that safety of current helicopter operations is not impacted.

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ACTION: Mark Wilson to develop a position paper with support from SME's on ASTG, identifying the problem statement and to invite G Plus to participate in future ASTG meetings Mark Wilson to provide an update at next OHSLG meeting

- v) Helicopter Awareness Course  
No update received.

ACTION: MR to engage with MA and SR to progress

### c) Emerging Issues

#### i) Visiting Vessels

A brief was provided at the last ASTG outlining an increased workload in assessing visiting vessels and highlighting a poor understanding of CAP 437 requirements. Further dialogue to be had between OEUK, IMCA, IADC and UK Chamber of shipping to discuss.

There is a voluntary six-month fitness check that the HCA ask for but it is not a requirement in CAP 437. Consideration should be given to mandating this check which should include a log of aircraft types that have operated to the vessel in the last 6 months. HeliOffshore is soon to embark on an industry action plan, based on an event that occurred in Brazil last summer, to tease out what are the core industry issues. Control and management of information and oversight of offshore vessels will be included in this review and determine if there is scope to produce global guidance on best practices for offshore helideck operations.

ACTION: TR to provide an update on progress with the HeliOffshore action plan. CC to feedback into ASTG and explore options as an interim measure to mitigate risks in the UK and consider the mandating of the 6-month health check for visiting vessels.

## 5. Communications

### i) Primary Communications Support (SCiS)

MR and SR discussed communications after OHSLG meeting on 24<sup>th</sup> Nov 2021 and agreed that general communications, minutes of meeting, Terms of reference etc, will be published on the CAA website. Any energy industry specific information for the benefit of the travelling offshore workforce will be promulgated through access to Step change in Safety's Website

### ii) CAA Website

RT reviewed current content and work has already begun updating the website.

ACTION: SR to highlight link to CAA website on SCiS aviation page

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### **6. Heli Offshore Update**

TR provided a presentation on HeliOffshore's structure aims and activities currently underway and will be an active participant of OHSLG meetings going forward and ensure alignment between the OHSLG's activities focussed on the UK and the wider activities being undertaken globally by HeliOffshore.

### **7. ASTG Update**

Focus on Vantage Manifest Declaration training for the radio and heli admin.

OPITO currently reviewing the robustness of HUET training.

NATS raised concern about the number of survey aircraft, particularly at wind farm sites

TS to retire and will be succeeded by Mark Wilson. Mark will review structure and function of ASTG, also review mapping work regarding workgroups currently active in support offshore helicopter operations and report back at next OHSLG

**ACTION: MW to provide update on ASTG structure and function and review of existing workgroups**

### **8. Watching Brief**

- i) Wrong Deck Landings – nothing further to report

(COVID move to Watching Brief)

### **9. AOB**

- i) MR thanked TS for his participation in OHSLG as he leaves OEUK at the end of March . Mark Wilson will represent OEUK at future OHSLG meetings.
- ii) Future meeting dates

Proposed Future Meeting Dates are:

21<sup>st</sup> June 2022

20<sup>th</sup> September 2022

13<sup>th</sup> December 2022