

Offshore Helicopter Safety Action Group (OHSAG)

Notes

Date: 27 January 2015

Location: Bristow Helicopters, Dyce Avenue, Aberdeen Business Park, AB21 0LQ

Attendees

John McColl (JMc), CAA (Chair)
Jonathan Nicholson (JJN), CAA Corporate Communications
John Hopkinson (JH), CHC Helicopter Services
Luke Farajallah (LF), Bond Offshore Helicopters Ltd
Steve Griffiths (SG), Bond Offshore Helicopters Ltd
Colin Milne (CM), BALPA
Gary Cox (GC), Transport Scotland
Robert Paterson (RP), Oil & Gas UK
Felipe Nascimento (FN), CAA
John Taylor (JT), Unite
Alan Corbett (AC), Bristow Helicopters Ltd
Rick Newson (RN), CAA
Jake Molloy (JMol), RMT
Robyn Hathaway (RH), CAA (Secretary)
Chris Allen (CA), Step Change in Safety

Apologies

Rob Bishton (RB), CAA
Mark Hardie (MH), Oil & Gas UK
Mark Swan (MS), Chair
Annie Gilbert (AG), CAA Corporate Comms

Date of next meeting: 28 April 2015 (Location tbc)

Closed Actions:

Action ID	Action	Update
6.2	RH to send updated copy of the progress report to OHSAG members for review. All OHSAG members to review the report and provide any feedback to RH.	Updated report sent. Report will be published on 28 January 2015. Closed.
6.3	MS to add text to the Progress Report regarding risk vs. likelihood.	Text added. Closed.
6.4	CM, RP and JH to review the Helideck dimensions paper further and provide any further comments or questions to RN.	Comments and questions provided. Closed.
6.5	MS and RN to investigate further operations of foreign operators which may not comply with CAP1145 in the UK	See notes below. Closed. Action 7.1 picks up further on

Action ID	Action	Update
	and provide feedback to LF.	this.

Ongoing Actions

Action ID	Action	Name
6.1	MS to invite the Irish NAA to the next OHSAG meeting in January 2015.	Robyn Hathaway
6.6	JJN and AG to create a proposal for the group regarding communications for the OHSAG including ideas of what can be done and how they can be managed, the proposal to be circulated to the group once created.	Jonathan Nicholson, Annie Gilbert

New Actions

Action ID	Action	Name
7.1	RN to liaise with EASA regarding a meeting between North Sea NAAs and engage with them through the EASA Collaborative Working Group.	Rick Newson
7.2	JN to take forward suggestions made by OHSAG members regarding communicating progress to the workforce and how to progress these suggestions.	Jonathan Nicholson
7.3	RH to add OHSAG review feedback report to the April OHSAG agenda.	Robyn Hathaway
7.4	FN to arrange for the paper addressing A13 to be forwarded to the group as a more formal consultation request with clear instructions on how to respond with comments.	Felipe Nascimento
7.5	RN to liaise with the CAA MET specialists and MET office to arrange for the data used to be reviewed and feedback to the group.	Rick Newson
7.6	JMc to identify and inform CA of CAA attendance at the Step Change event on 5 March.	John McColl
7.7	JMc to seek clarification on which body is responsible for driving forward the work on pilot EBS and confirm with CM. Agenda item to be added to next OHSAG for an update on progress.	John McColl

Notes from the meeting

JMc gave apologies on behalf of Mark Swan who was unable to attend the meeting.

1. Review Actions from previous meeting

Actions 6.2, 6.3, 6.4 and 6.5 from the previous meeting were closed.

Action 6.1 remains open and the Irish NAA will be invited to the April 2015 meeting.

JN updated the group that a proposal for the group regarding communications for the OHSAG would be circulated during the final week of January.

Action 6.5 was discussed at length; RN updated the group that a number of Flight Operations Inspectors were being trained to carry out Safety Assessment of Community Aircraft (SACA) inspections, which would give the CAA legal powers to inspect community aircraft operating within the UK. LF expressed that it was important that other operators were given the opportunity to participate in the OHSAG.

Action: RN to liaise with EASA regarding a meeting between North Sea NAAs and engage with them through the EASA Collaborative Working Group.

2. Update on Progress Report

JMc gave a brief update on the Progress Report, which was due to be published on 28 January 2015 at 10.00 am. JN confirmed that the Press Release would be sent to the Group on 27 January, and advanced copies would be provided to MPs and other interested parties early on 28 January. The Group agreed that the Progress Report provided an encouraging view of progress so far.

CM mentioned that a significant amount of work had gone into pilot training and his recent experiences had highlighted improvements.

A lengthy discussion took place regarding how best to communicate the contents of the report to the workforce, as the group felt that a Press Release and the Progress Report would may not be widely read. Suggestions were made regarding writing articles to appear in magazines and interactive days where passengers could talk to pilots. JN agreed to investigate further what could be done, and to contact the various press offices of OHSAG attendees to ask for further help.

Action: JN to take forward suggestions made by OHSAG members regarding communicating progress to the workforce and how to progress these suggestions.

3. OHSAG Review Feedback Report

This item was deferred until the April meeting.

Action: RH to add OHSAG review feedback report to the April OHSAG agenda.

4. Review CAA Progress against Actions

FN introduced the paper regarding Action A13 – Certification System for Helidecks and asked for any comments. RP asked whether the paper was being presented as a consultation as it was not clear and there were concerns with the proposals. It was agreed that the paper would be sent to the group again in a more formal consultation with clear instructions on how and when to respond.

Action: FN to arrange for the paper addressing A13 to be forwarded to the group as a more formal consultation request with clear instructions on how to respond with comments.

5. Review Helicopter Operators' progress against recommendations

All operators confirmed that there were no major issues on progress.

LF mentioned that there was a concern regarding the impact of the restriction in flying in Sea State 6 conditions. The data originally used to assess the impact of this restriction had implied that the impact would be limited, however recent weather conditions had shown that the impact was much higher than originally thought. JH and AC confirmed that CHC and Bristow were experiencing similar issues, however all acknowledged that the impact could be down to possible abnormal weather conditions.

RN agreed to discuss impact and review the data with the MET specialists and check whether the data used over the last three years showed whether the frequency of abnormal weather conditions were higher than normal and the geography of where the 6m swells had been in order to review the data.

Action: RN to liaise with the CAA MET specialists and MET office to arrange for the data used to be reviewed and feedback to the group.

6. **Review Oil & Gas industry progress against recommendations**

RP updated the group on the Joint Industry Helicopter Operator Auditing Project:

- A project road map was issued on 19 December outlining key activities. The aim is to have a fully functioning online 'toolbox' in place by the end of Q1 2015. The tools will include audit schedules, pre-audit questionnaire, auditing template and helicopter operator feedback form. The auditing template will be further refined in Q2 2015.
- The online auditing portal containing industry agreed auditing tools was opened to the working group on 11 January 2015.
- O&GUK are continuing to develop their relationship with HeliOffshore.

The group agreed it would be useful to have an update on this project at the OHSAG meeting in July 2015.

RP mentioned that he was keen to see the outcome of the NUI report. FN mentioned that the draft report had been received and was being reviewed. JMc mentioned that it was hoped the paper would be available to present at the April OHSAG.

CA gave a brief update on behalf of Step Change; a good outcome had been agreed for the measuring of the workforce in terms of passenger size, although there were a few logistical challenges in meeting the 1 April date. CA asked for his thanks to be passed to Dave Howson in his supportive and pragmatic approach to finding a solution.

7. **Stakeholder Engagement Plan**

It was agreed that this agenda item had been covered under item number 2.

8. **Determine content to brief to Government officials, stakeholders groups and the media**

It was agreed that this agenda item had been covered under item number 2.

9. **AOB**

CA mentioned that there was a Step Change event due to be held on 5 March, and that there was currently no confirmed CAA attendee. JMc agreed to identify someone and confirm to CA.

Action: JMc to identify and inform CA of CAA attendance at the Step Change event on 5 March.

CM asked for clarification on who was responsible for driving forward the work on EBS for pilots and asked for an update at the next OHSAG. JMc agreed to clarify this and add an agenda item.

Action: JMc to seek clarification on which body is responsible for driving forward the work on pilot EBS and confirm with CM. Agenda item to be added to next OHSAG for an update on progress.

LF informed the group that this would be his last OHSAG, and endorsed the process and group. LF introduced SG to the group who would be covering in the interim period. JMc thanked LF for his contribution to the group.