

## Offshore Helicopter Safety Action Group (OHSAG)

### Notes

**Date:** 28 April 2015  
**Location:** Bond Offshore Helicopters, Kirkhill House, Dyce Avenue, Aberdeen Business Park, AB21 0LQ

#### Attendees

Mark Swan (MS), Chair  
John McColl (JMc), CAA  
Jonathan Nicholson (JJN), CAA Corporate Communications  
Mark Abbey (MA), CHC Helicopter Services  
Rob Dyas (RD), Bond Offshore Helicopters  
Colin Milne (CM), BALPA  
Gary Cox (GC), Transport Scotland  
Robert Paterson (RP), Oil & Gas UK  
Felipe Nascimento (FN), CAA  
Steve Harris (SH), Bristow  
Sonya Card (SC), CAA  
Rick Newson (RN), CAA  
Jake Molloy (JMol), RMT  
Robyn Hathaway (RH), CAA (Secretary)  
Les Linklater (LL), Step Change in Safety  
John Swan (JS), Irish Aviation Authority

#### Apologies

Rob Bishton (RB), CAA  
Mark Hardie (MH), Oil & Gas UK  
Annie Gilbert (AG), CAA Corporate Comms  
Chris Allen (CA), Step Change in Safety  
Alan Corbett (AC), Bristow Helicopters Ltd  
John Taylor (JT), Unite  
Michelle Handforth (MH), Bond Offshore Helicopters

**Date of next meeting:** 28 July 2015 (Location tbc)

#### Closed Actions:

Action ID	Action	Update
6.1	MS to invite the Irish NAA to the next OHSAG meeting in January 2015.	Closed. John Swan invited. See item 3.
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.	Closed. See item 7.
7.2	JN to take forward suggestions made by OHSAG members regarding communicating progress to the workforce and how to progress these suggestions.	Closed. See item 7.

Action ID	Action	Update
7.3	RH to add OHSAG review feedback report to the April OHSAG agenda.	Closed. See item 2.
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.	Closed. Consultation will be published on CAA website on 11 May 2015.
7.5	JMc to liaise with the CAA MET specialists and MET office to arrange for the data used to be reviewed and feedback to the group.	Closed. JMc spoken to MET office who have confirmed accuracy of data.
7.6	JMc to identify and inform CA of CAA attendance at the Step Change event on 5 March.	Closed. RN attended event.
7.7	JMc to seek clarification on which body is responsible for driving forward the work on pilot EBS and confirm with CM.	Closed. JMc updated group – Survitec currently leading.

### Ongoing 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

### New Actions

Action ID	Action	Name
8.1	JMc to speak to Dave Howson to become the CAA focal point for pilot EBS.	John McColl
8.2	JJN to draft a press release regarding the consultation on proposals for the certification of helidecks. RH to email group once the consultation has been published.	Jonathan Nicholson
8.3	FN to check with Kevin Payne regarding whether there is anything within the ICAO Aerodrome Annex regarding NUIs.	Felipe Nascimento
8.4	JJN to share the draft press release with the group and press teams for comment before publication.	Jonathan Nicholson
8.5	FN to convene a sub group of the OHSAG to implement the recommendations from the Cranfield report.	Felipe Nascimento
8.6	RH to forward a copy of the NUI firefighting report, CAA proposals, bow tie models and presentation to members of the group as soon as possible following the meeting.	Robyn Hathaway
8.7	All to review the communications proposals and provide feedback directly to JJN.	All

### Notes from the meeting

MS welcome the group and introductions were made.

1. **Review Actions from previous meeting**

Actions 6.1, 6.2, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7 from the previous meeting were closed.

Action 7.1 remains open. RN will update at the next meeting.

Action 7.7 was closed; however the operators requested a focal point from the CAA for pilot EBS. Dave Howson was nominated.

**Action: JMc to speak to Dave Howson to become the CAA focal point for pilot EBS.**

2. **OHSAG Feedback Report**

MS introduced the OHSAG Feedback Report which had been produced by Socia, and thanked all of those who agreed to be interviewed.

RP provided feedback that the report did not mention Step Change, only Oil & Gas UK. RP mentioned that there was a distinct difference between the two organisations which was not made clear within the report.

A discussion took place regarding the future of the OHSAG and its continuation following the completion of the actions from CAP 1145. All agreed that it was essential that the group continue following completion of the actions, however the focus and purpose of the group would need to be reviewed, and that the group should continue for as long as it was adding value.

3. **Update on Irish NAA Progress against CAP 1145**

JS thanked the group for the opportunity to provide an update on behalf of the Irish NAA, and provided a brief history of offshore operations within Ireland and an update on progress against CAP 1145 as it applies to Ireland, including publication of an aeronautical notice, implementation of EBS, sea state 6 restrictions and a number of other actions. JS welcomed the opportunity to work in parallel with the UK CAA.

4. **Review CAA Progress against Actions**

FN confirmed that the paper regarding proposals for the certification of helidecks would be published as a formal consultation on the CAA website on 11 May 2015. The group asked how the consultation would be notified. JJN agreed that a Press Release would be drafted and RH confirmed that she would email the group upon publication.

**Action: JJN to draft a press release regarding the consultation on proposals for the certification of helidecks. RH to email group once the consultation has been published.**

FN gave a presentation on the CAA's proposals for addressing the recommendations contained in the 'NUI Firefighting Protection' report produced by Cranfield University in order to address Recommendation R8 from CAP 1145. The proposals introduced a proportionate, collaborative and risk based solution to the recommendation.

Discussion took place regarding the recommendations from the report and the CAA's proposals. It was confirmed that the proposals were aimed at existing NUI helidecks. MA raised the point that the proposals assumed that the level of risk was linked to the frequency of visits to the helideck, which was not necessarily always the case. MS agreed that any further work on the

recommendations would need to take this into account and that CAA were keen to implement an approach which was pragmatic.

RP mentioned that he welcomed the involvement of the Health and Safety Executive (HSE) with this work.

JS asked if there was any mention of NUIs within the ICAO Aerodrome Annex that should be taken into consideration. MS agreed that this would need to be checked.

The group agreed the proposals and that a sub-group of the OHSAG should be convened to implement the recommendations within the Cranfield Report.

JJN mentioned that he was drafting a press release and would share this with the group and the appropriate press teams for comment before publication.

**Action: FN to check with Kevin Payne regarding whether there is anything within the ICAO Aerodrome Annex regarding NUIs.**

**Action: JJN to share the draft press release with the group and press teams for comment before publication.**

Post meeting note: A press release announcing the agreement of the proposals was published on the [CAA website](#) on 29 April 2015. Action closed.

**Action: FN to convene a sub group of the OHSAG to implement the recommendations from the Cranfield report. RH to forward a copy of the report, CAA proposals, bow tie models and presentation to members of the group as soon as possible following the meeting.**

SC presented an update on the work undertaken with the operators regarding bow tie models and the development of Safety Performance Indicators (SPIs). The group welcomed the presentation and a discussion took place regarding the reporting of events and Just Culture within the industry.

## 5. **Review Helicopter Operators' progress against recommendations**

MA mentioned that the trials undertaken with the pilot EBS jacket had so far been unsuccessful and there was a minor delay in progress. The main issues regarding the jacket had been around its use within different environments, and were not related to the functionality. RD echoed these comments.

SH mentioned the work on passenger size, and that 50,000 workers had been measured within the timescales, and that all workers had now been captured on the Vantage system.

The group passed their thanks to LL and RP and all who had worked so hard to enable this milestone to take place within the timescales.

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

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

- 5 operators had signed up to the joint auditing project, and 12 others were inputting into the project.
- An audit template had been published on the website and was being used. A review would take place to assess how effective the template was.

LL gave a brief update on Step Change's work; over 82,000 people had now been trained on the use of EBS. An operational review would take place after 6 months of the introduction, although initial performance data was showing that there was a 0.1% failure rate, with no negative feedback received as yet. LL offered that the closure and lessons learned paper could be made available to members of the group who wished to see it.

7. **Stakeholder Engagement Plan & determination of content to brief to Government officials, stakeholders groups and the media**

JJN provided an update on media reaction to the Progress report published in January, which had reached 280,000 people through print media. No negative questioning or feedback had been received. A press release regarding pilot training is currently being drafted for release.

JJN presented a draft plan for promotion of the work of the group and asked for feedback on the proposals and whether they would be prepared to be an active contributor to help develop the proposals.

**Action: All to review the communications proposals and provide feedback directly to JJN.**

GC mentioned that it was not necessary to brief anything to the Government for the time being, however the group may wish to consider how the election may require briefings to take place with any new MPs or government officials.

8. **AOB**

MA asked whether there was any engagement between the UK CAA and foreign operators. RN confirmed that he had spoken to the other NAAs involved, and had carried out a successful inspection with the operators involved.

CM raised a personal concern regarding the current cost reductions within the industry and operators and the associated reductions in staff, mentioning that there could be a possible linkage to a serious accident in the future and that operators must maintain their safety focus. All operators and O&GUK agreed that safety was always a priority.

RN mentioned the work undertaken by the automation workshop and that some items relating to certification had been identified to raise with EASA. JMc mentioned that he was due to meet with EASA during May and that RN might like to join him.

LL mentioned that there was not currently a permanent CAA presence on the Helicopter Safety Steering Group (HSSG). MS confirmed that FN would attend.