

Short notes on the interim Civil Aviation Authority's Offshore Helicopter Safety Action Group (OHSAG)

Date held: Wednesday 28th May 2014, 3.00 – 4.30

Location: Conference Call

Attendees: Mark Swan [MS] (CAA - Chairman)
Rob Bishton [RB] (CAA)
John McColl [JM] (CAA)
Chester Armstrong [CAR] (CAA)
Luke Farrajallah [LF] (Bond Offshore Helicopters Ltd)
Mark Abbey [MA] (CHC Scotia Ltd)
Mike Imlach [MI] (Bristow Helicopters Ltd)
Chris Allen [CAL] (Step Change in Safety)
Robert Paterson [RP] (Oil and Gas UK)
Colin Milne [CM] (BALPA)
John Taylor [JT] (Unite)
Jonathan Nicholson [JJN] (CAA Corporate Communications)
Kevin Payne [KP] (CAA - Secretary)

Apologies:

Mark Hardie (Oil and Gas UK)
Ros Jaeger (CAA – Project manager)
Jake Molloy (RMT)

Date of next meeting: 10am, Monday 23rd June, Bond Offshore, Aberdeen

Closed Actions:

Action ID	Action	Update
2.01	CAA to circulate draft Safety Directive to all members of the OHSAG	SD issued 21 May
2.03	CAA to provide an update on the certification state of aircraft.	The team is in process of establishing the ditching performance of helicopters. Following a meeting held with Airbus Helicopters on 6th March, information on the testing of Airbus aircraft is being prepared. Statements from Sikorsky and Agusta Westland on ditching performance have been received and we now need to pursue test reports
2.04	CAA to provide an update on how the restrictions will be applied in place such as the Falklands.	The SD applies measures to G registered Aircraft, wherever they fly.

2.05	CAA to provide a Point of Contact for the working group on size and shape	Dave Howson is the CAA Point of Contact
2.06	MS to provide communications re asserting the message. JJN to organise.	Passenger size clarification was included in the press release that changed the dates of the Safety Directive. This was included in many press reports.
2.08	RJ to send soft copy of benefit log to all OHSAG members	Complete
2.15	JJN to draft key messages from the OHSAG Meeting including reassurance re passenger size issues.	Completed. See 2.06
2.18	RJ to suggest additional meeting dates: Once prior to 1 st June and another meeting half way between now and the 21 st July. If the meetings turn out not to be required, they can be cancelled.	Complete. Meeting scheduled for 23rd June.
3.5	CAR to follow up with Sikorsky through MI re OHSAG Subgroups	Tel con held with Mike Gadd (CAA) and George Klug. Kevin Ohrenberger (Sikorsky) has been nominated by George Klug and will be invited to the Sub Group

Ongoing and New Actions:

Action ID	Owner	Action
1.6	EBS working sub-group	Project plan to capture EBS arrangements for air crew in addition to helicopter passengers. Update: CM to liaise with Jon Hopkinson
2.02	CAA - CA	CAA to provide more details on what we understand an emergency exit size is (which are counted/ proportions). Update: Dave Howson (CAA) continuing to work with HSSG group to inform common assumptions and visited Aberdeen to confirm exit measurements on 28 May 14.
2.07	Colin Milne	CM to write to MS regarding stated AIAA incident.
2.09	All	Feedback is requested from all on the format and information contained within the Benefits Log.
2.1	CAA	CAA to investigate what could be done to influence EASA regarding consistency of training.
2.11	Helicopter operators	Present progress on recommendations from the JOR at the July OHSAG.
2.12	O&G UK	O&G UK will keep the OHSAG updated on progress
2.13	CAA- RJ	RJ to send Issue log template to OHSAG members.
2.14	All	All members to provide Ros with any suggested input to the issues log.

2.16	CAA- JJN	JJN to provide JM with information that can be included in the T-Shack
2.17	CAA- JJN	JJN in conjunction with Step Change to issue a communications plan to the OHSAG.
3.1	Chester Armstrong	Formulate a plan on ditching performance / sea state limitations for the full range of North Sea helicopter types.
3.2	Robert Paterson	Robert Paterson / ASTG : to liaise with the Met Office re wave height data
3.3	Colin Milne	CM to liaise with Jon Hopkinson and report back to the next OHSAG re aircrew EBS.
3.4	Chester Armstrong	CAR to follow up with JOR to ensure integration of effort toward common objectives of CAP 1145.

Notes from the meeting

Introduction

Mark Swan (MS) noted a request from the Scottish First Minister for Gary Cox, Transport for Scotland, to assume observer status on the OHSAG. No objections from members who were unanimous in their support. MS will advise GC that he can join the next OHSAG meeting and so keep ministers informed.

Item 1 Safety Directive update

Chester Armstrong (CAR) provided an update on the SD issued on 21st May.

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=6242>.
Some members were unaware of issue of SD, now attached via the link to the minutes. General discussion had on ditching performance capability, sea state limitations/ significant wave height.

CAR Action (1): to come up with a plan on ditching performance / sea state limitations for the full range of North Sea helicopter types.

Colin Milne (CM) BALPA happy with forecast data on Met Office OHWEB being provided for pilots based on historical data but more sophisticated forecast data applicable to local areas (e.g. SNS) should be possible.

Robert Paterson / ASTG Action (2): to liaise with the Met Office.

Item 2 – Update on EBS

John McColl (JM) provided a brief. All testing is complete and paperwork nearly complete so CAA should be in a position to issue an approval next week. Along the same timeline EASA should provide approval for integration with suit.

A second applicant has approached CAA. CAA will certify applicant if the product is appropriate.

Chris Allen (CAL) noted training piece being worked with OPITO to produce a standard. Manufacturing is on schedule and training will start three weeks prior to deployment for the Scatsta operation (i.e. around mid-July). There needs to be an update to the pre-flight video – MS will pick this up at the next OHSAG.

CM noted that the arrangements for rolling out EBS for aircrew had not been progressed and that

interrelationship for crew lifejackets with the compressed air bottle would need to be different (must avoid air bottle under right arm).

Agreed that CM would progress through HSSG with Jon Hopkinson (CHC) who is looking at arrangements for aircrew (different jacket same P-STASS)

Action (3): CM to liaise with Jon Hopkinson and report back to the next OHSAG.

Item 3 – Update on JOR meeting

Rob Bishton (RB) provided a brief. Meeting with Tim Rolfe, Duncan Trapp and Tim Glasspool covering a wide ranging agenda had been conducted in a good spirit of co-operation. In particular sea state, Arming of EFS and side floating helicopters had been discussed and had resulted in some minor word changes in the Safety Directive. Discussion was had on how CAA can give space to JOR to continue with its good work.

Action (4): CAR to follow up with JOR to ensure integration of effort toward common objectives of CAP 1145.

Item 4 – Update of BA/ OH Step Change Meeting

JM provided a brief on a 2-day event with 25 participants including British Airways and offshore helicopter operator Technical Directors aimed at addressing action A31 from CAP 1145.

Issues discussed / lessons learned to achieve step change in maintenance standards:

1. Safety Culture Audit – engineering lead
2. Degree of supervision
3. Engineering responsibility
4. Production planning (sufficient resources)
5. Task cards – procedures and processes
6. Competence

Feedback positive received with Luke Farajallah confirming that his TD took a lot away from this event.

Item 5 – update on meeting with EASA (21 May)

JM reported a positive/ co-operative meeting with EASA, regarding the 8 recommendations levelled at EASA in CAP 1145. In particular agreement was secured for:

- 1) Control service introduction of Vibration Health Monitoring (VHM)
- 2) VHM forum to engage with the three helicopter manufacturers – EASA doesn't have the remit to do so therefore UK CAA will take action upon itself.

Item 6 – Update of OHSAG Technical Sub-groups

RB updated the meeting on formation of the two sub-groups.

Formulating the Terms of Reference and develop escalation procedure to OHSAG for changes to CAP 1145.

Collaboration with other committees such as HSRMC, HSSG and ASTG

Meeting format and frequency: face-to-face – every 4 months. Conference calls every 6 weeks.

Next meeting: afternoon of 23rd June (after OHSAG). CAA, CHC, Bond, Bristow, EASA, AgustaWestland and Airbus but Sikorsky has not officially responded to invitation. Ops group will have a strong interface with OHSAG maintenance group.

Mike Imlac (MI) stated he had approached Sikorsky (George Klug) at EHOC.

Action (5): CAR to follow up with Sikorsky through MI.

Item 7 Issues arising on other projects and Item 8 AOB

MS proposed items 7 & 8 taken together.

Robert Paterson (RB)

NUI FFS debate needs to be taken forward. What is CAA's position about the deadline for R8 & R9?

CAA confirmed review date for NUI FFS (as referenced in CAP 1145 Recommendation 8) would be moved from 1 July 2014 to 1 April 2015 to bring review date in line with the passenger 'size and shape' deadline in CAP 1145 (1.4.15).

Undersized helidecks – What are CAA's intentions for this issue?

CAR confirmed that Kevin Payne (KP) is progressing with an internal paper to address CAP 1145, action A12. Paper will be reviewed at future OHSAG.

What about determination of window size?

CAA confirmed that Dave Howson (DH) had been dispatched to Aberdeen (today) to measure up window sizes for the range of North Sea helicopters.

CAL confirmed Dave Howson had been nominated CAA member for the size and shape working group. He confirmed that the 332L1 and S92 window sizes were giving the greatest cause for concern.

CA confirmed running in parallel with the sub-group is a study at Aberdeen University looking at size and shape of the offshore workforce. So far 400 people (out of 600 proposed) have been full body scanned. The project is due to complete on 1st November.

The deadline for the size and shape work group is set at 1st October 2014 – six months prior to the implementation of CAP 1145 action A9.

John Taylor (JT)

Discussion had with Norwegians over their concerns for escape from a side floating helicopter.

NUIs – we need to develop a definition for a normally unattended installation.

Jonathan Nicholson (JJN)

Communications plan – a draft for member's comment will be circulated later in the week.

There are potentially two BBC pieces in the pipeline: talking to Step Change about EBS and a BBC Aberdeen piece in Norway talking about Norwegian views on CAP 1145.

MS concluded the conference call by summarising the five actions from the meeting and emphasising the need for a joined up approach with the JOR team.