

## Offshore Helicopter Safety Action Group (OHSAG)

### Notes

**Date:** 28 October 2014

**Location:** Bond Offshore Helicopters Ltd., Kirkhill House, Dyce Avenue, Aberdeen Business Park, AB21 0LQ

#### Attendees

Mark Swan (MS), Chair  
Jonathan Nicholson (JJN), CAA Corporate Communications  
John Hopkinson (JH), CHC Helicopter Services  
Luke Farajallah (LF), Bond Offshore Helicopters Ltd)  
Colin Milne (CM), BALPA  
Gary Cox (GC), Transport Scotland  
Robert Paterson (RP), Oil & Gas UK  
Felipe Nascimento (FN), CAA  
Annie Gilbert (AG), CAA Corporate Communications  
Alan Corbett (AC), Bristow Helicopters Ltd  
Rick Newson (RN), CAA  
David Archer (DA), Socia - Observer  
Robyn Hathaway (RH), CAA (Secretary)

#### Apologies

Chris Allen (CA), Step Change in Safety  
Rob Bishton (RB), CAA  
John McColl (JM), CAA  
Mark Hardie (MH), Oil & Gas UK  
Jake Molloy (JM), RMT  
John Taylor (JT), Unite

**Date of next meeting:** 27 January 2015 (Location tbc)

#### Closed Actions:

Action ID	Action	Update
5.1	MS to invite EASA to a future OHSAG meeting when appropriate.	Closed. EASA have been invited to the next meeting in January 2015.
5.2	CM to write an article on the Sig Wave Height/wind speed correlation from a real day scenario and Chester Armstrong (CA) to send MET information on hurricane Bertha to support this article.	Closed. Article published & information sent.
5.3	MS to enhance the communications plan as necessary	Closed. See item 6 of these notes.

Action ID	Action	Update
5.4	Les Linklater to lead and work with JJN on completing the comms for passenger size progress	Closed. Work will be ongoing on comms for passenger size longer term.
5.5	CA to send ToR for the NUI FFS contract to OHSAG members and add in the request to talk with O&G UK and the unions	Closed. ToRs sent & request sent.
5.6	JM to meet with RP to share tools and experience on PBR. (Post Meeting Note: meeting set for 23 <sup>rd</sup> September in London).	Closed. Meeting took place on 23 September 2014.
5.7	As of the 1 <sup>st</sup> September (once all implemented) , LL to work with JJN regarding larger scale Communications	Closed. Shape & size work ongoing. See item 6 of these notes.
5.8	CA to work with John Steel (Irish NAA) to progress their attendance at the OHSAG.	Closed. Irish NAA have signed up to all actions. Irish NAA will be invited to January 2015 meeting.

### New Actions

Action ID	Action	Name
6.1	MS to invite the Irish NAA to the next OHSAG meeting in January 2015.	Mark Swan
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.	Robyn Hathaway
6.3	MS to add text to the Progress Report regarding risk vs. likelihood.	Mark Swan
6.4	CM, RP and JH to review the Helideck dimensions paper further and provide any further comments or questions to RN.	Colin Milne, Robert Paterson, John Hopkinson
6.5	MS and RN to investigate further operations of foreign operators which may not comply with CAP1145 in the UK and provide feedback to LF.	Mark Swan, Rick Newson
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

### Notes from the meeting

#### 1. Review Actions from previous meeting

Introductions were made as there were a number of new members attending this meeting. Alan Corbett has replaced Mike Imlach. David Archer was introduced and it was explained that he was observing the meeting to conduct a report into the group and how it was working. DA explained that he would be conducting further conversations with members following this meeting and a report would be provided to the group.

All actions from the previous meeting were closed.

All members of the group agreed that a representative from the Irish NAA should be invited to the next OHSAG meeting on 27 January 2015 as they are a strong supporter of the actions and recommendations in CAP 1145.

**Action: MS to invite the Irish NAA to the next OHSAG meeting in January 2015.**

## 2. Review Progress Report

MS gave a brief update on the drafting of the CAP 1145 Progress Report. The report was due to be published during January 2015. The Challenge Team had been reconvened on 22 October to review the document. Feedback from the Challenge Team had been that the report was not forward looking enough and required more technical detail. The report was currently being updated following this feedback and RH agreed to send the updated version to the group on 29 October.

**Action: 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.**

The group agreed that there were no major comments to be made on the progress report at this time, although it was highlighted that the report should be used to re-emphasise that the purpose of the actions was to stabilise the current safety/survivability aspects but improve the overall standards in the future by minimising the likelihood of risks materialising in the first place. MS agreed that this point would be emphasised in the report.

**Action: MS to add text to the Progress Report regarding risk vs. likelihood.**

## 3. Review CAA Progress against Actions

The group reviewed the paper provided on the review of operations to helidecks where the overall dimensions of the helideck and/or the loading values established through the design are insufficient to accommodate the helicopter types in use. The group noted the paper. CM, RP and JH were asked to review the paper further and provide any feedback to RN.

**Action: CM, RP and JH to review the Helideck dimensions paper further and provide any further comments or questions to RN.**

## 4. Review Helicopter Operators' progress against recommendations

The Helicopter Operators provided updates against the recommendations in CAP 1145, reporting good progress. A discussion took place regarding HeliOffshore and how it fits in the wider picture of offshore operators. LF raised a concern regarding membership of the OHSAG and Heli Offshore with regards to operations of foreign operators which may not comply with CAP1145 in the UK. MS agreed to take this point and investigate further and feedback to LF.

**Action: MS and RN to investigate further operations of foreign operators which may not comply with CAP 1145 in the UK and provide feedback to LF.**

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

RP updated the group on progress against the harmonisation of the auditing process, mentioning that work was being co-ordinated with the JOR and HeliOffshore. Contact had also been made with Cranfield University to begin the review into NUI helideck firefighting provisions.

6. **Stakeholder Engagement Plan**

JJN and AG presented a strawman plan for stakeholder engagement, and asked for input regarding communications for the future, including identifying the key remaining recommendations and actions and how to ensure that communications were co-ordinated going forward.

The group discussed the strawman plan and agreed that the communications for the future should be built around the strategy and vision for the OHSAG, linking to long term priorities. LF presented an idea around building a website for stakeholders (including offshore workers) to go to where information regarding progress and the future. Discussion also took place on the pilot training work currently underway and how to communicate this.

The group agreed that it would be useful to step back and benchmark the deliverables of CAP 1145 against the strategic overview of the group, to create a five year look forward to identify the key strategic themes and a stakeholder map.

**Action: 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.**

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

The group agreed that a communication regarding Pilot Training would be appropriate to develop, and that a response to the Sumburgh incident report would need to be timely once it was published.

8. **AOB**

None.