

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Minutes of Meeting – Thursday 21st March 2024

Location: TEAMS – 10:00am to 12:00pm

Present:

Matt Rhodes – Co-Chair	Bristow
Andy Thorington	CAA
Richard Naylor	CAA
Rick Newson	CAA
Harm Bos	CHC
Mike Gislam	NHV
Martin Stubbs	OHSL
Alan Combe	BP
Grant Campbell	Shell
Colin Cheesewright	Harbour Energy
Derek Whatling	BALPA
Graham Skinner	Offshore Energies UK
Douglas Barnes	AAIB
Craig Wiggins	Step Change in Safety
Graham Wildgoose	HCA
Jim Evans	HeliOffshore

Apologies:

Stuart Algar	CAA
Mark Wallis	CAA
Tendai Mutambirwa	CAA
Tim Glasspool	Bristow – Flight Ops HMLC Chair
Mark Wilson	Offshore Energies UK
Tim Rolfe	HeliOffshore
Mads Neilsen	Uni-Fly

1. Welcome and Introduction

Co-Chair Matt Rhodes opened the meeting, welcomed attendees and reminded members that the OHSLG meeting is primarily to look at collaboration and safety across the UK Offshore helicopter industry.

2. Agreement of Previous

November 2023 meeting Minutes were circulated for review and no comments/revisions were required. Minutes of last Meeting agreed and will be published on the CAA website.

3. Actions Outstanding

HMLC Update (June action)

Action 03-06: GS will review where the 90 day requirement sit from the legal aspect and will report back through the liaison committee.

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Any failure of Helimet equipment is notified immediately by the current administration company Nevis. The timescale for repair is set by the individual operators. Nevis follow up where data is not reinstated from a Helimet station. Action closed.

Ground Operations

Action 01-11: MWilson to review and feedback to the group on the structure of the R&M process and summarise – a) is there something in place, b) is it being adhered to.

This is not considered to be a significant issue across industry, no operator indicated any issues around the condition of the helideck. HCA certification requires a signed statement by the structural TA related to the integrity of the helideck. Action closed.

Engineering - Parts Availability

Action 02-11: The members agreed OHSLG will generate a draft holding statement from the group based around open, supportive, understanding communication on the challenges of parts availability that will be published subsequent to any information coming from the CAA.

Issued through SCiS outlining OHSLG's awareness and management of the issue, action closed.

4. Risk Update

Flight ops

Key areas identified by Heli Operators;

- Distraction - ongoing flight crew concerns.
- Crew availability – Identified as a significant risk with the current draw to fixed wing operators for those interested in entering the industry and also to the Middle East for helicopter operations. All helicopter operators looking to recruit additional flight crew. Not a direct safety risk but could further contribute to lack of flight availability, compounding the issue of availability of aircraft due to supply chain constraints, leading to welfare issues for individuals offshore.
The Group discussed the future risk of shortages in skilled/experienced pilots as well as other O&G industry roles in areas such as engineering and safety and agreed that the item should be kept open for awareness and monitoring. The Group also agreed that a continued commitment to training is necessary and the aim is to keep pushing the message through that there is a future in the industry via avenues, schemes and training options such as STEM (at school level), Opito, LIFT group (Leadership and Inclusion for Future Transformation), the Department of Education, ECITB including clear messaging on inclusivity and diversity. The Heli Operators confirmed their own programmes currently in place, pilot cadets and engineering apprenticeships.
- Uncommanded Auto Pilot Drop out on Sikorsky S-92 aircraft is a current ongoing issues.- this item sits on Sikorsky's top 10 risks and has been experienced across all helicopter operators. Sikorsky believe this will be addressed soon and we await more information. AP drop out is a fairly benign event for S-92 and the risk is being managed through procedure and awareness training.. Energy Operators expressed concern on the rise of events on the S-92 and RNewson confirmed that this was the result of UK operators increase in reporting, allowing follow up by the CAA. Energy operators will raise with the OEM's through the IOGP channel.
- Turbulent sectors - discussion points raised at Flight Ops HMLC around helideck crews asking aircraft to reposition when landing on deck. Crew are being asked to lift and move out of wind

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or land out of the tail which is further away from refuel pits. Key perception from some HLO's is that the S-92s landing in the circle leaves the tail rotor too close to the fuel pit for safe operations. Heli Operators have asked clients to review the risk assessments leading to this assumption and have asked for the unacceptable landing headings to be notified to the HCA for these to be put onto the plates.

OEUK confirmed they had received 4 ASR's from Bristow and the issue is on the agenda for discussion at the next HTC meeting. HeliOffshore confirmed that no reports of this nature have been seen via Helideck Infoshare.

Action 01-03 - GS: Update from HTC meeting to be fed back into the OHSLG Group at next meeting. Heli Operators: to request crews to identify any issues around this item in order to capture and report into OEUK either via an ops report or ASR. MR: will share one of the Bristow ASR's with HeliOffshore for awareness and potential pass through to Infoshare in order for this item to feed up into the radar of the Energy companies as well as into the Global spectrum, this visibility may encourage global community reporting contribution.

- H175 simulator availability. It has been identified that there is only one H175 simulator available introducing a potential Crew continuation and initial training risk. No action on this item, for awareness only. HB added that the H175 simulator will shut down over summer for a rebuild. Another H175 simulator is expected to be available in 2025.
- H175 CS26 issues/risk on EASA registered H175's in NL relating to aircraft equipment fit. Watching brief between EASA and Airbus and does not affect UK at the moment.

Engineering

- The OHSLG identified as a group that maintenance issues currently present the largest risk across the three main area of operation (Flight Ops, Ground Ops , Engineering/Airworthiness). Although the Engineering workgroup has been formed, slow progress is being made on specific areas of concern. Key risks identified; parts availability, non-conforming parts, failure to follow maintenance procedures, OEM responses to CAMO requests, all common issues. If the structure in place is not working, another way needs to be found to address the Engineering risks.

Action 02-03: OHSLG co-chair will draft a letter outlining the importance of the formation and progress of the Engineering Workgroup for circulation to the Group for approval and subsequent submission to the CAA requesting a decision on how to move forward.

- Top risks; parts availability and non-conforming parts is not unique to any one OEM; Sikorsky, Leonardo and Airbus all have issues and the situation is not improving. Robust procedures are in place for robberies and daisy chaining parts on aircrafts. All members have been actively assisting in and seeking pursuit of solutions to these OEM's issues to no avail. The consensus on requesting the OEM's to attend a potential OHSLG extraordinary meet or the OEUK aviation event date was that the already existing presentations exhibited by the OEM's would be re-shown with no definitive or new solutions offered.
- Supply chain constraints - HeliOffshore, working with IOGP and OEUK, are looking at developing some global supply chain metrics in order to track particular indicators, narrowing down the trackable items to show whether the situation is getting better or worse which is

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helpful, ultimately the aspiration is to try and provide early warning of future deterioration of a general supply chain system.

In summary from an Engineering perspective, support from the OEM's remains a major issue as well as failure to follow procedures already identified as a key risk.

Action 03-03 – RN: to review the possibility of Helicopter Operators sharing of non-commercial best practice solutions and to engage with CAA teams to drive progress of engineering workgroup. HeliOffshore: will review what can be done with regard to global awareness and engagement with manufacturers and engage with maintenance teams within the CAA on how best practices can be captured.

Ground Operations

- Ground Operations workgroup discussions were held around guidance of what PEDs could be carried offshore. Some agreement was reached on guidance for passengers travelling and statements were received from the Heli Operators indicating their satisfaction with the safety case made for transmitting peds and carrying peds onto the aircraft. Interest now is in ensuring passengers have a common set of guidelines with no differences between operators. There is ongoing updates to the working document prior to circulation to the wider energy companies and industry and comments are expected on a common approach. This item is moving in the right direction.

- Packing and management of offshore bags and freight – weight, packing condition, inbound packing, incorrect loading of heavy items. This issue affects all Heli Operators to some degree. Occurrences can be due to seasonal travellers, human factors, lack of training and need for re-education.

As a starting point on this risk item, the Ground Ops workgroup will connect with SCiS and prepare a framework of the Heli Operators expectations for potential use by OIM's who have the authority to insist on the highest standards expected in this area and to engage with the workforce. It was also suggested to include the Safety Reps network. SCiS can assist with this communication.

Action: 04-03 – GS to refresh the SGiS helicopter working group and engage with workforce around issues of packing, ped's, etc, and connect with the Ground Ops workgroup on feedback for framework preparation. SCiS.

5. HMLC update

Flight Ops HLMC

- Windfarms – CAA ongoing work in progress.
- Helideck oversight – discussed at HMLC and during this meeting session.
- CAP 437 amendments are due shortly, legal responsibilities sit with helideck operators.
- Electronic conspicuity, the CAA grant for ADSB will end soon. EASA are looking to use 5G rather than ADSB.
- Out of wind landing requests – will be picked up through reporting.

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- Discussed if certain items can be operator risk based rather than regulations, specifically air pods. Sitting with Ground Ops workgroup.
- Offshore weather stations being audited as part of the HMS acceptance process, awaiting information to determine whether this would be suitable and would allow Heli Operators to use 80% of the wind for offshore performance calculations.
- HTAWS – requirements for Advanced HTAWS from 1st January 2024, legal requirement from CAA perspective, the OEM's are not in position to support timeline being considered. Extension is available, remains a work in progress with the regulator.

Action 05-03 – CAA: HTAWS exemptions, release of Mode 6 separately from Mode 7 as requested by IOGP.

Ground Ops HMLC

Covered in Ground Operation risk update above.

Engineering HMLC

Update to be provided at next OHSLG meeting.

6. HeliOffshore update

- The latest Line Training System Recommended Practice was published at the end of last year. The Recommended Practice is largely based on UK standard practice and will raise the bar globally with a specific focus on night deck training.
- HTAWS – HeliOffshore became aware of the situation that OEM's are unable to provide a solution. The CAA, FAA and representatives from each of the OEM's discussed this item during a meeting held at Heli Expo last month in Anaheim. The OEM's have been tasked to provide a road map outlining their planned certification and installation time frames for Mode 7.
- HeliOffshore are currently working on developing a draft on the contracting principals for aviation and it is hoped to be a HeliOffshore and IOGP co-badged document based on OEUK responsible contracting principals. It will be released for discussion over the next quarter.
- MMHEL trails – HeliOffshore published the Master Minimum Helideck Equipment List around 18 months ago. Some HeliOffshore members are using the MMHEL in various parts of the world including the UK. A global trial is currently underway to assess effective functionality and obtain feedback. An update of the MMHEL will be released later this year, no significant changes expected.
- HLOSA – the industry is calling for the use of LOSA, both HeliOffshore and IOGP also encourage this. Operators around the globe are struggling to work out what good LOSA looks like and how it is achieved. There are challenges around seating positions in the aircraft to perform LOSA observations that the IOGP workgroup are familiar with. Some operators around the world are starting to use cockpit cameras to try to conduct LOSA using cameras and assess the information after the flight. Some are doing it as a hybrid solution. Trials are being conducted in the Middle East over the next couple of months and feedback will be submitted to HeliOffshore and the IOGP. HeliOffshore are also looking at the potential to start a work group to produce a LOSA recommended practice, time lined for later this year.
MG added: NHV have carried out trails using cameras on AW169's in Blackpool – will share results with HeliOffshore.

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7. IOGP update

- IOGP 690 is in force, CAA noted in standards, contracting standards will encourage use of 690.
- IOGP 699 (Energy Industry SAR Recommended practice) is ongoing work. IOGP is currently trying to distinguish from Search and Rescue as a government provided service. Title now is Emergency Response services, designed as a contractable standard to 699 and is output based. IOGP are working with the Heli Operators and HeliOffshore on this document. CAA have held discussions on the right framework for supporting elements that doesn't sit under the national SAR. IOGP will forward the working draft of 699 to the CAA.
- HTAWS implementation – IOGP fully support HTAWS as it provides significant benefits. IOGP requested Mode 6 and Mode 7 to be split. Currently there are some issues within Mode 7 however Mode 1 to 6 is already providing significant benefit.

8. AOB

- GS commented on the research that is currently underway into the population of data on the size of the offshore travelling workforce, a commitment has been made for a review to be conducted every two years. The 2008 review and CAA assessment established a design weight of 98kg for an average offshore person, in 2022 this slipped slightly to 97.6kg and using the same methodology metrics it is estimated to increase in the long term. The Group discussed where risks may lie with regard to extra broad offshore passenger travel and these associated risks will be taken into account in the review process. The CAA recommended the group also attend the upcoming EASA safety webinar.
- SCiS posed the following questions on incident communications – How do we ensure that the workforce do not receive incident communications via local / online press rather than through trade bodies, etc.? How is incident communications set up? What is the expectation and expectation of this group and how does this group interface with the wider industry?

OHSLG Co-chair confirmed there is an OHSLG Decision Tree on Significant Helicopter Events in place and on the CAA website, this indicates how the OHSLG manages communications in the event of an incident. Outgoing comms sits with co-chairs and SCiS is the conduit by which information can be shared from OHSLG to the travelling workforce. The decision tree is a very clear process, depending on what the event is, which Heli Operator is involved and how the comms need to be managed, whether it would sit under AAIB investigation event or if it is an unreportable event.

Action 06-03 – MR: will re-circulate a copy of the Decision Tree to the group for review and comment that the document content is still fit for purpose.

- Derek Whatling announced his resignation as a Group member and suggested a replacement. The Group thanked Derek for his great support and contribution to the OHSLG. The Group is keen to consider a replacement to continue contribution to the OHSLG from BALPA in a technical capacity.
- The CAA announced that it has been 10 years since the offshore review was published and the CAA intend to draw a line under CAP 1145 having achieved its intended purpose. Lasting legacy is OHSLG Group and the OHSLG will take responsibility for future risk and future improvement. The CAA will announce via the CAA website that the Offshore Review is now complete.

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- Certification of helidecks – this is now part of a CAA rule making task that will formalise CAP 437 as legally binding opposed to guidance material.

Closing comments:

The Co-chair closed the meeting and thanked all members for their attendance, support and input.