

# **OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)**

**Minutes of Meeting – Thursday 28th November 2024**

**Location: TEAMS/CHC – 10:00am to 12:30pm**

Present:

Harm Bos – Co-Chair	CHC
Rick Newsom	CAA
Richard Naylor	CAA
Mark Wallis	CAA
Theo Adams	Bristow
Mike Gislam	NHV
Martin Stubbs	OHSL
Grant Campbell	Shell
Colin Cheesewright	Harbour Energy
Mark Wilson	Offshore Energies UK
Tim Rolfe	HeliOffshore
Niall Robertson	AAIB
Craig Wiggins	Step Change in Safety
Graham Wildgoose	HCA
Matt Rhodes	Bristow

Apologies:

Stuart Algar	CAA
Alan Combe	BP
Colin Cheesewright	Harbour Energy
Joji Waites	Balpa
Mads Neilsen	Uni-Fly

## **1. Welcome and Introduction**

Co-Chair Harm Bos 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**

August 2024 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**

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

*CAA exemptions in place and OEMs to provide a solution before their deadlines.*

Action 01-08: Follow on from Action 05-03 - MR/HB/MG/MS (Heli Operators) will discuss the offer of representation from HeliOffshore and respond.

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Action 28-11. ASTG renewal to be discussed in line with requirements of Helicopter Companies and Off Shore.

## **4. Risk Update**

### **Flight Ops**

No new significant safety risks.

- AP stability and manpower risk remains.
- Night recency.
- Recruitment, CAA working on military accreditation.

### **Engineering**

Ongoing risks:

- Distraction, robberies, daisy chaining parts. Situation unlikely to improve any time soon and may worsen, specifically Sikorsky parts.
- Recruitment and shortage of manpower in Engineering. Individuals are moving between Heli Operators and into other industries. No availability of manpower to backfill. Group questioned how OHSLG can support and assist collectively or individually on how to address this risk for example encouraging individuals to move into the aviation industry, particularly rotary wing, encouraging retainment, supporting engineering apprenticeships (Heli Operators already active in this option). Apprenticeships relatively easy to accomplish, difficulty is in retention of engineering personnel within the industry.

### **Ground Operations**

- Concealment ongoing, looking for more around enforcement of appendix K
- PED's – more events reported of PED's not being set to correct power configuration or not being completely switched off. Procedures are robust however incidents continue and there is a requirement to address this issue. Also looking to be addressed through CAP 437. Looking for alignment from O&G on internal carriage and use of Bluetooth.
- E-Cigarettes, ban should come into effect in April

## **5. HMLC update**

### **Flight Ops HLMC**

- No FOI in attendance, no review of CAA risk register
- CAP 764 publication date still TBD

## **OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)**

- CAP 437 9<sup>th</sup> edition delayed due accessibility issues
- HTAWS Mode 7 discussed
- EASA/EU
  - Possibility of re-entry into EGNOS discussed, no details. Still awaiting update on UK replacement
  - Mutual recognition of licenses ongoing
  - Wet Lease process under review
  - 2026 will be re-negotiation of EU-UK agreement (aviation not a listed priority)
- S92 off shore performance calculations
  - Meeting between CAA and operators 2 Dec
- Handover HMLC Chair to Garteh Bithell of NHV

### **ASTG**

Due to a declining attendance and relevance of the ASTG as was, an alternative meeting had been trialed with help of the member of the HCA.

Discussion was had around the number of separate meetings and the wish from OEUK to keep this meeting centralised under the umbrella of OEUK.

It was mentioned that a requirement would be to keep the group smaller and relevant to the subject. OEUK took away the task to evaluate the ASTG and come with a solution prior to next OHSLG.

OHSLG agreed to see if this would work before deciding whether to continue with ASTG or with the alternative meeting.

### **Ground Ops HMLC**

- Issue around PED's still ongoing, consensus need to be arrived from OEUK members.
- Ground Ops HMLC concluded that the most important influence the group can provide is a Guidance to Passengers, with very consistent advice on the rules of travelling with PED's. The HMLC Ground Ops workgroup sought to resolve agreement of the Guidance to Passengers document from the OHSLG following an impasse reached by the Ground Ops representatives around the transportation of e-Cigarettes. The aim is for the same guidance being applied at every check in and the Ground Ops HMLC is seeking agreement from all six Heli Operators as well as looking to the offshore installation operators to implement changes with messaging also conveyed via the OIM networks and Safety Reps. It should also be clarified that any new guidance agreed forms part of the heli admin training and bag search training. When all stakeholders are in final agreement the new guidance will be communicated through OEUK and SCiS. The Group sought final agreement and an implementation date. Agreement in principle established on the banning of all e-cigarettes on offshore flights by all OHSLG participants proposed implementation start of Q2 2025.

**Action 06-08:** GS to progress through OEUK. This needs to be outlined as an industry raised action and implemented by the offshore industry, supported by the Helicopter operators and CAA. Communication of the role out will be conducted by OEUK industry wide with comms support from SCiS.

*E sigs to be banned from beginning April 2025.*

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- Further discussion is required on travelling with earbuds, fitness trackers, smartwatches and items that would require complete switch off (items that continuously charge/transmit).
- SCiS asked the groups view on communications associated with the IOGP letter and prelim report published on the recent Norway incident and if there was any new comms release to be communicated to the travelling public.
  - HeliOffshore confirmed that other than the preliminary report out of Norway being considered very closely by the Norwegian organisations involved, HeliOffshore will await the final report and stand by any introduction of safety recommendations that emerge from the final report. OHSLG Heli Operator members were aligned, no more to be communicated at this moment to the travelling workforce.
  - MR confirmed there was no update following the release of the IOGP letter around supply chain issues, the situation remains the same and issues are being worked through. Specific questions can be raised to the OHSLG. SCiS confirmed that frequent requests for updates around helicopter safety received from the travelling public will be relayed to the OHSLG.

### **Action 07-08:**

Heli Operators: Agreement on the e-Cigarettes will be directed into Heli Operators businesses and responses will be fed back into OHSLG. Ground Ops HMLC: will revisit discussion on other PED's such as earbuds, power banks, etc and feed back into OHSLG.

**Action 08-08:** HB to identify/nominate a replacement representative from CHC to act as Ground Ops HMLC Chair. GS also confirmed he will officially step into the role of the workgroup Chair, replacing Mark Wilson.

### **Engineering HMLC**

Update to be provided at the next OHSLG meeting.

## **6. HeliOffshore update**

- HeliOffshore celebrated its 10-year anniversary in September - triggering a review of past achievements and improvement opportunities for the decade ahead.
- Flightpath Management WG plans release of FPM RP v4 in December - incorporating guidance on 'last mile', final approach and departure from offshore helidecks (aligned with actions contained in Industry Action Plan published in December 2022)
- Phase 1 of Pilot Monitoring research focused on the assessment of lower level training devices completed in November. Phase 2 is planned in Q2 2025.
- Enhanced Decision-making in Engineering (EDM-E) training programme and tools to be released in early 2025. All related materials are planned to be free to members only initially. Tools are new to aviation having been proven in public service and military sectors.

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- Work is developing in conjunction with IOGP ASC to review and publish updated guidance on audit protocols, process and evaluation. Aim is to avoid production of two documents, one each aimed at customers and operators respectively.

- Use of cameras in LOSA - ongoing discussions focused on allowing for both in-person and camera-based observations. To be discussed with IOGP ASC for clarification on terminologies to support planned publication of LOSA RP in Q3 2025.

### **7. IOGP update**

- 690 implemented world wide
- Focus on PED

Inbound check to be incorporated in 697

### **8. AOB**

- Matt Rhodes leaves OHSLG, thanks to him for his services over the past years