

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Minutes of Meeting – Tuesday 3rd of February 2026 (10:00am to 12:30pm)

Location: TEAMS/CHC IOC Braemar room

Present:

Harm Bos - Co-Chair	CHC
Richard Naylor - Co-Chair	CAA
Stuart Algar	CAA
Mark Wallis	CAA
Theo Adams	Bristow
Mike Gislam	NHV
Gareth Bithell	NHV
Martin Stubbs	OffshoreHeli
Colin Cheesewright	Harbour Energy
Grant Campbell	Offshore Energies UK
Graham Skinner	Offshore Energies UK
Gillian Simpson	Step Change in Safety
Nicola Taylor	Step Change in Safety
Tim Rolfe	HeliOffshore
Graham Wildgoose	Helidecks
Ceri Shunmann	Bond Helicopters
Niall Robertson	AAIB

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

1. Welcome and Introduction

Co-Chair opened the meeting, welcomed attendees, and confirmed attendance both in the room and online.

A reminder was given that the meeting is focused on safety and collaboration, and that no commercial discussions should take place. Attendees were advised to raise any concerns if required.

2. Agreement of Previous Minutes

Previous meeting notes had been circulated.

It was confirmed that these will be updated and published as formal minutes.

3. Ground Operations / DG (Dangerous Goods)

It was noted that there are still a number of DG and non-compliant items being identified during inbound searches.

A reduction has been observed, indicating that recent communications are having a positive effect, however issues remain.

Audit and Assurance

It was suggested that offshore audits should include processes beyond the helideck, particularly passenger handling and DG compliance

Evidence shared that where offshore audits have been implemented:

- Significant reduction in non-compliance
- Some operators reporting near zero issues

It was noted that:

- Additional audit scope may require increased time and cost
- Current audits do not always capture the full process

Observations

- Most operators have appropriate procedures in place

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

- The primary issue remains non-compliance rather than lack of process

Actions / Improvements

Guidance and Communication

- Review and update of:
 - Existing guidance
 - FAQs
 - Communication materials

Development of:

- Updated videos
- Clear examples (e.g. acceptable cases, damaged items)
- Engagement

Opportunity to raise awareness through:

- Aviation Conference
- Step Change in Safety events
- Step Change event scheduled for 28th April
- Audit and Assurance

Potential workshop to be arranged focusing on:

- Audit practices
- Competence and compliance
- Request for identification of organisations demonstrating good practice

4. Engineering Update

It was noted that there are ongoing delays in parts supply, particularly:

- Sikorsky (windscreens highlighted)
- Leonardo (quality issues and rework required)
- Airbus performance currently reported as stable.
- Regulatory (Part 26 / CS26)
- Discussions ongoing with CAA regarding implementation

Concerns raised regarding:

- Operator responsibility for modifications
- Availability of approved solutions

5. Flight Operations / Regulatory Update

- Engagement with FAA continues regarding North Sea operations.
- RPAS (Drones)

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

- Trial areas proposed within the North Sea
- Concerns raised regarding operational impact

Trials have been delayed to allow:

- Consideration of operator requirements
- Improved integration planning

6. HeliOffshore Update

Updates provided on:

- Pilot monitoring research
- Flight Operations Observation Programme
- Critical parts and inspection work
- Focus for the year will be on implementation of existing Recommended Practices.
- Additional Updates
- Wellbeing App to be launched
- Industry conference scheduled for April
- Request made for a key industry topic to be raised at the conference.

7. HMLC Working Group Update

- Life Jackets and Survival Suits
- Compatibility issues between providers remain
- Risk assessments currently used for exceptions
- It was noted that future regulation is likely to require mandatory compatibility testing, which may remove the ability to rely on risk assessments.
- Action: Ensure risk assessments include appropriate passenger briefing.

Windfarm / Airspace

- Increasing number of windfarms continues to present airspace and operational challenges.
- It was agreed that proposed restrictions (e.g. no overflight at night/IMC) are not considered appropriate.
- A subgroup is developing a formal response to the CAA.
- Engagement with external organisations (including renewable sector groups) is ongoing.

8. Step Change in Safety Update

Work ongoing on:

- PED awareness video
- Updated FAQs
- Improvements made to ensure documents are easier to access online.

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Upcoming engagement opportunities include:

- Site manager forums
- Safety representative events

9. CAA Update

Progress reported on:

- Maintenance standards
- CAMO competencies
- Critical parts management
- Regulatory Update

Future restrictions will require foreign operators to operate only from home-country bases.

10. AOB

General discussion highlighted the need for the industry to:

- Improve self-regulation and compliance
- Reduce reliance on regulatory enforcement

Continued emphasis placed on:

- Leadership engagement
- Consistent communication
- Operational discipline

Next Meeting Date to be confirmed