OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Agenda

1. Welcome and Introduction

2. Agreement of Previous Minutes

3. Ground Operations / DG (Dangerous Goods)

4. Engineering Update

5. Flight Operations / Regulatory Update

6. HeliOffshore Update

7. HMLC Working Group Update

8. Step Change in Safety Update

9. CAA Update

10. AOB

Appendix 1 – Executive Summary

Appendix 2 – Agreed Actions Tracker

Minutes of Meeting: Wednesday 17th June 2026 (10:00am to 12:30pm)

Location: Offshore Helicopter Services UK Headquarters / Teams

Present:

Martin Stubbs - Chair	OHS
Richard Naylor – Co-Chair	CAA
Mark Wallis	CAA
Theo Adams	Bristow
Ceri Schunmann	Bond Helicopters
Dave Grant	CHC
Colin Cheesewright	Harbour Energy
Grant Campbell	Offshore Energies UK
Graham Skinner	Offshore Energies UK
Gillian Simpson	Step Change in Safety
Tim Rolfe	HeliOffshore

Apologies / No Response:

Mike Gislam	NHV
Joji Waites	BALPA
Nicola Taylor	SCiS
Stuart Algar	CAA
Rick Newson	CAA
Mads Neilson	Uni-Fly
Liam Messor	Uni Fly
Mark Wilson	OEUK
Graham Wildgoose	HCA
N Roberston	AAIB
Craig Wiggins	SCiS

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1. Welcome and Introduction

Chair opened the meeting and welcomed attendees.

RN thanked MS for taking on the role of Chair.

It was identified that there were a few attendees not available, but it was agreed to continue to keep up momentum.

2. Agreement of Previous Minutes

Previous meeting notes have been circulated with no comments received.

3. Ground Operations / DG (Dangerous Goods)

Discussion around PED's continued with the question being raised of "How do we control and manage a collective message". It was advised that StepChange could assist with the messaging to ensure consistency. Combined video message was suggested with all Accountable Manager / Senior Managers being involved.

The risk around an aircraft incident due to a PED was raised as a serious concern.

4. Engineering Update

MS confirmed that although the Supply Chain issues are improving, it is still an area of concern. RN confirmed that the entire Aviation sector is struggling with Parts issues.

Engineering resource was discussed, the shortage of skill set and how that could impact service. Apprenticeships were a key area discussed with it being identified that this is a key element to ensure engineering resource support continues.

5. Flight Operations / Regulatory Update

RN provided an update on HTAWS and confirmed that the S92 has been extended until August 2027.

Offshore Regulations around Wind Farms expected to be issued in August for review. GSKi requested to be advised on a go live date.

RN reemphasised the importance of continuing to report issues with Drones Offshore as the current data does no show there to be an issue.

The new Met Office system MAVIS was discussed and advised if anyone is experiencing any problems with the new system to please highlight and we would take forward as a collective.

6. HeliOffshore Update

TR advised that HeliOffshore has been approached by NATS who are asking if Helioffshore would facilitate two half-day workshops in the next 6 months relating to integrated UAS operations in the North Sea. They would like to explore the risk management of moving from today's TDA infrastructure to an experimental Temporary Restricted Area which, subject to successful test operation, would potentially become permanent.

TR stated that HeliOffshore has always maintained an interest in working towards safe integrated manned / unmanned operations, so we are keen to be involved and support our UK members. The initial request is for UK helicopter operators to nominate 1-2 operational SMEs to participate in the workshops. I understand that the test area in question is in the southern part of the CNS sector, but it probably makes sense for all UK operators to be involved in the workshop activity for transparency of the process.

TR asks those present - are you content that HeliOffshore responds positively to NATS' request to co-ordinate helicopter operator input to this initiative?

TR - At some point, the energy companies will need to be involved - my suggestion is that we assist in co-ordinating the necessary communication via OEUK (and IOGP for any non-UK customers involved).

TR sought approval for to engage with NATS on behalf of OEUK members – approval given by those present at meeting.

CS suggested than it would be a good idea to have an Operator sitting alongside HeliOffshore and the CAA. He advised that he would be happy to act as this role to which MS confirmed no objection but advised that transparency was required.

TR confirmed he would revert to NATS advising of the above.

Areas that were also touched on briefly:

(1) Post conference notes distributed to all members with summary details of discussions and post-conference actions highlighted

(2) Flight Operations Observation Programme (FOOP) RP released in April - outlines best practice in in-person and camera-based observation programmes

(3) Present focus is on implementation of current RPs - all member operators are being approached to engage in the implementation process.

(4) WindFarm WG restarted with planned update of Wind Farm RP by end of year

(5) Wellbeing App available for company 'branded' landing page and links to organisational information to be added. Work underway to achieve this at zero cost to operators for trial period.

(6) Human Hazard Analysis (Engines) workshop planned in Aberdeen with P&WC in September 2026

(7) HeliOffshore seeking approval to facilitate a NATS consultation on potential establishment of a TRA for integrated helo/UAS operations in CNS - two stages planned (1) risk assessment supported by operator SMEs and (2) industry socialisation with wider stakeholder involvement. Planned for completion in next 6 months.

7. HMLC Working Group Update

RN advised that the HMLC meeting was not scheduled to take place until next week, following which he would share the minutes.

8. Step Change in Safety Update

GS discussion around PED awareness continues. Update on PED film was given. CC requested that the transportation of PEDs be looked at rather than focus on Inbound.

9. CAA Update

Items covered under Flight Operations update.

10. AOB

RN raised the question on who represents IOGP with GC confirming that he is happy to take on that role. He advised that V2 of IOGP690 is due to be issued.

TA raised the topic of Offshore baggage with a request that standard baggage be rolled out to the workforce this was due to volume capacity. Discussion on previous attempt to standardise baggage had failed.

GSK provided an update on Safe weight limit and advised that they are receiving great collaboration and support with most people / workforce on board. Other Countries are following suit.

CC raised the question around exemptions, with the Police being used as an example. GSK advised that whilst he would like a blanket approach, he appreciates that instances will arise and dispensation can be granted through the Energy Company, not the Helicopter Operator.

RN raised the point that Windfarms seems to have dropped off radars but encouraged the group to continue building relationships with Wind Farms but to raise any concerns they may have.

CC asked for an update on CAP 437 9.2

RN advises that he will provide an update on this at next OHSLG as internal CAA changes may impact this update.

GS advised that new posters have been created on the topic of Safe Weight limits. He also thanked the group for support at the recent Aviation Conference and advised that he was looking for volunteers for next year. A final point was made to advise that an HCA Safety notice relating to Tie Downs had been issued.

Meeting Closed – Next Meeting 10th November 2026 (Offshore Helicopter Services Headquarters / Teams)

Appendix 1 - Executive Summary:

The meeting focused on maintaining momentum across key aviation safety, operational, engineering, and regulatory initiatives. The group reaffirmed the importance of managing emerging risks associated with Portable Electronic Devices (PEDs), engineering resource shortages, evolving offshore aviation regulations, and the integration of unmanned aircraft systems (UAS) into North Sea operations.

Key Strategic Themes

Safety and Dangerous Goods (PEDs)

Continued concern was expressed regarding the risks posed by PEDs, particularly the potential for a serious aircraft incident.

The group discussed the need for a coordinated and consistent industry-wide communications strategy.

Step Change in Safety was identified as a key partner in developing unified messaging, including the possibility of a joint video featuring Accountable Managers and Senior Managers.

Work continues with a PED awareness campaign, with a request to broaden the focus to include transportation and handling of PEDs, not just inbound passenger activity.

Engineering and Supply Chain Challenges

Supply chain performance has improved but remains a significant concern across the aviation sector.

Ongoing shortages of engineering personnel and specialist skills were highlighted as a potential operational risk.

Apprenticeship programmes were recognised as a critical long-term solution to sustain engineering capability and resilience.

Regulatory and Flight Operations Updates

Confirmation was received that the HTAWS exemption for the S92 fleet has been extended until August 2027.

New offshore wind farm aviation regulations are expected in August and will be reviewed once issued.

Operators were encouraged to continue reporting offshore drone encounters, as current reporting levels may not accurately reflect the risk environment.

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Feedback is being sought on the new Meteorological Office MAVIS system, with issues to be addressed collectively through the group.

UAS Integration and HeliOffshore Engagement

A significant discussion centred on NATS' proposal to explore integrated helicopter and unmanned aircraft operations in the North Sea.

HeliOffshore sought and received approval to coordinate industry engagement with NATS.

Planned activity will include operator-led workshops and risk assessments examining the transition from current Temporary Danger Areas (TDAs) to a Temporary Restricted Area (TRA), which could become permanent following successful trials.

Members supported transparent engagement involving operators, HeliOffshore, the CAA, energy companies, and wider stakeholders.

The initiative was recognised as an important step towards the safe integration of manned and unmanned aviation operations offshore.

HeliOffshore provided updates on several ongoing initiatives:

Post-conference actions have been distributed to members.

The Flight Operations Observation Programme (FOOP) recommended practice was released in April and implementation activity is underway.

The Wind Farm Working Group has restarted, with updates to guidance expected by year-end.

Development continues on a branded wellbeing app for operators at no additional trial-period cost.

A Human Hazard Analysis (Engines) workshop is planned in Aberdeen in September 2026.

Industry Safety and Operational Matters

Progress on offshore personnel safe weight limits was reported as positive, with strong workforce engagement and interest from other countries.

It was reinforced that any exemptions should be authorised by energy companies rather than helicopter operators.

Standardisation of offshore baggage remains a challenge despite renewed calls for implementation to improve capacity management.

Members were encouraged to maintain engagement with the offshore wind sector and escalate any emerging concerns.

Version 2 of IOGP Report 690 is expected to be issued shortly.

Actions and Follow-Up

HeliOffshore to engage with NATS regarding operator participation in UAS integration workshops.

RN to circulate HMLC minutes following next week's meeting.

RN to provide an update on CAP 437 Section 9.2 at the next OHSLG meeting.

Step Change in Safety to continue development of PED awareness materials and related communications.

Members to continue reporting drone sightings/issues offshore and provide feedback on the MAVIS weather system.

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Executive Takeaway

The meeting highlighted continued industry focus on safety, particularly PED risk management, engineering workforce sustainability, and the safe integration of drones into offshore airspace. While supply chain constraints and regulatory developments remain areas of concern, there is strong collaboration across operators, regulators, HeliOffshore, OEUK, and Step Change in Safety to address emerging risks and ensure operational resilience. The NATS Heli / UAS initiative and safe weight management programme represent two of the most significant strategic areas requiring continued industry engagement over the coming months.

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Appendix 2 – Agreed Actions Tracker

	ITEM (NEW COMMENTS IN RED)	OWNER	DATE RAISED	ORIGINAL DUE DATE	CURRENT DUE DATE	STATUS
1	Request SCiS attend OHSLG to present value add of Operators re-joining SCiS - MS contacted Craig Wiggins 01/07 with invite to present to OHSLG Heli Operators Membership.	MS	17/06/2026	01/07/2026	N/A	
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