

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Minutes of Meeting – Thursday 1st June 2023

Location: TEAMS – 10:00am to 12:00pm

Present:

Matt Rhodes – Co-Chair	Bristow
Mark Wallis	CAA
Andy Thorington	CAA
Stuart Algar	CAA
Harm Bos	CHC
David Richie	CHC
Paul Kelsall	OHSL
Gareth Bithell	NHV
Colin Cheesewright	Harbour Energy
Steve Rae	Step Change in Safety
Derek Whatling	BALPA
Douglas Barnes	AAIB
Tim Rolfe	HeliOffshore
Graham Skinner	Offshore Energies UK
Thomas Meldgaard	Uni-Fly

Apologies:

Richard Naylor	CAA
Alan Combe	BP
Grant Campbell	Shell
Mike Gislam	NHV
Mark Wilson	Offshore Energies UK
Shauna Wright	Unite Union
Jamie Carson	Transport Scotland

1. Welcome and Introduction

Co-Chair Matt Rhodes opened the meeting and welcomed attendees.

2. Agreement of Previous

February 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

Action 01-02: TR to engage with industry and gauge benefit of HFDM conference or workshop. HeliOffshore discussed internally, already covered through the HDM working group and no need for further conference/meeting. Action closed.

Action 02-02: RN – AIP update. CAA will research and raise in SRP within the CAA and update. To be reviewed via HMLC minutes received from TG. Discussions held within CAA and with key stakeholders to ensure the understanding of the update AIP process. This item will be picked up by the triple A team and fed back into Flight Ops HMLC. Action closed.

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Action 03-02: TR to link Uavionics, NATS and HLMC. GC will forward GoM study to DA to circulate. HeliOffshore working with Uavionics who have had discussions with NATS also. HeliOffshore feel a CAA led meeting is required to understand how scope is defined for next developmental trial / scope on what is required by means of new technologies to identify windfarms and supplement information available to pilots. CAA in agreement and will hold further internal discussion to progress. Action closed.

Action 04-02: RN to engage with HSE on rescue craft operations at Windfarms and revert back to OHSLG. To be covered in item 5 IV of meeting agenda. Item ongoing.

Action 05-02: MW to engage with Helimet and windfarm operators to check if weather reports are being produced and can they be incorporated into Helimet for use by helicopter companies. Item ongoing.

Action 06-02: TG (HMLC) and TR to discuss and design high level template of considerations to be given to the installation of single wind turbines supporting O&G infrastructure. Discussions held, template in progress, final template will be incorporated into an imminent update to HeliOffshore's Windfarm Operating Guidelines. Action closed.

Action 07-02: RN to get clarity on CAA intended action from CAA perspective with regard to MMHEL trials. MW to circulate meeting minutes from 20th March. Action remains open and ongoing.

Action 08-02: Guidance on e-cigs, peds, etc. MW to review and update at next OHSLG meeting. Item to be covered under new Group Ops TFG. Action closed.

Action 09-02: OEUK will review concerns and collate data on restricted / no access to Aberdeen Royal Infirmary helideck. Engagement with relevant parties has already taken place. Findings will be fed back into OHSLG when complete. Action remains open.

Action 10-02: MR to distribute new workgroup structure and set up engineering group. Distributed and to be covered further in meeting agenda. Action closed.

Past points of discussion closed:

- HALO Lifejackets approval process complete within all helicopter operators.
- CAA discussed the posting of OHSLG Annual Review Reports on website. Concluded that reports are duplication of the quarterly OHSLG minutes and going forward only the Minutes will be published.

4. Risk Update

Key areas and high-risk items identified within the three key groups; Ground Operations, Flight Operations and Engineering discussed and summarised as;

Flight Operations Risks

- Flight crews have identified significant increase in military traffic in the SNS and have reported potential conflict with military traffic. Flight Ops HMLC conducted a meeting with all stakeholders (ATC, Heli operators, MA, ACA, etc) in Norwich and worked through a number of mitigations that can be put in place, one of those being the use of the CAB system. Bristow crews in the SNS have confirmed that this system has gone live and helicopter routes are being

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entered in the CAD system, one of the best barrier systems available to comfortably mitigate this risk. Feedback from the military is that they are now amending their procedure protocols for flights operating within this area and raising awareness. This system will be tracked for effectiveness.

- Potential distractions and risks highlighted are heat stress in summer months, immersion suits, etc, and two key areas (from Bristow standpoint) is around contract changes that will have significant impact towards the end of the year, impacting on both flight operations and engineering due to continued instability within the industry and directly impacting frontline teams. The second risk is around spares provision (applicable also to Engineering). Spares and OEM support still proving a major challenge as well as the commercial pressures that introduces to the industry. The industry is not seeing an immediate change or improvement, although operators are managing the risk within their own business, clients are starting to understand the challenges (with the distribution of an IOGP letter also highlighting the issues) and that issues related to supply chain and OEM support may continue for a further two year period until potentially resolved. Industry with OEM support to continue to try to create a better picture on visibility around supply chain and demand chain.

Engineering Operations Risks

- Continue to be identified as manpower issues and staff attrition and more importantly robberies and spare parts. Operators seeing increase in daisy chaining of parts between aircraft as they come in and out of base maintenance to maintain line aircraft availability Increased intervention also increases the potential for Human Factors errors. All of these issues have been identified and are being managed through each companies maintenance procedures. The risk of aircraft being unavailable to the line introduces the secondary risk from a welfare perspective with passengers potentially being unable to return onshore due to aircraft unavailability. The question was raised if more can be done from a regulatory standpoint around these risks and the previously suggested and discussed formation of an Engineering HMLC could be used to drive this key agenda item for that working group. SA added that he has produced a white paper on data gathering around supply chain, increased robberies, ADD's and RIE's levels and the health impact and will arrange to distribute to the OHSLG group. TR added during recent Technical Steering Group, it was suggested there was room for appropriate guidance around practice for robberies and HeliOffshore happy to participate and contribute on data gathering on recommended practice, scale, etc, shared by all stakeholders on robberies.
- Form 1's for EASA CAA, currently in better position, less risk on certification of components.
- Failure to follow maintenance procedures, ties back into A31 working group and would be welcomed as a key risk area to be covered within new Engineering HMLC.
- Non-conforming parts from OEM's. Effective risk barriers are in place within helicopter operators and continued diligence within operators processes and procedures required.

Action 01 – SA : will distribute to the wider Group SA's white paper on the supply chain health impact due to increased ADD's, increased robbery levels and increased RIE's data for review and welcome feedback.

SA raised item being addressed by CAA; overall numbers of Nominated Persons in the industry. A CAA guidance document is currently in production and expected to be published soon to provide assistance on what CAA are looking for on the completion of Form 4's and SRG 1769 and the expectation of post holders to effectively carry out their role.

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Ground Operations

- Main risks and issues remain around Peds, e-cigarettes, manifesting of passengers and appropriate weighing of passengers, dangerous goods management and loading, currently no key concerns to raise. Any future risks or issues will be managed by the establishment of a Ground Operations HMLC to be chaired by OEUK and feedback into OHSLG.

5. Current Issues

i) Helideck certification and oversight

- Going forward Current Issues will be removed from agenda and will fit within the three established working groups on Flight Ops, Engineering and Ground Ops.
- Helideck Certification and Oversight. A significant amount of work has been carried out by the HCA on this item and all helicopter operators are now signatories of the MOU.

ii) Brexit

- CAA and helicopter operators confirmed risk remains within manpower issues, this is being felt both by the operators and the regulator.
- Pilot and Engineering licencing. CAA are attempting to build on bilateral sense with other NAA's. CAA have 7 route pathway to UK licencing and will endeavour to assist/advise operators on the easiest pathway to use based on individual's needs.
- EASA – CAA have some sharing capacity, e.g. safety data but generally limited on EASA processes.

iii) COVID

- OEUK have withdrawn their guidance in relation to Covid and have published a lessons learned report to be carried over to any potential future pandemic.
- Occupation Health Group have requested OEUK to provide them with an overall understanding and how the different operators manage Covid as part of a standard communicable disease. OEUK agree that this would be worthwhile. Operators agreed and will coordinate through Flight Ops HMLC.

Action 02-06: MR will pass to Flight Ops HMLC Chair to coordinate, gather information and feedback to OEUK

iv) Windfarms

- Windfarm risks – to be covered under the new proposed workstream structure.
- Avionics and Rescue Craft ongoing.
- Helimet and Windfarms – ongoing.

TM: Combination of info from both wind farm and POP (Point of Presence) channels, happy to share our process regarding weather reporting in and out of windfarms. Liam – UniFly flight Ops Manager to work together with Graham Skinner of OEUK to ascertain what information is available, how to overcome any issues that are required to provide information into the Helimet system.

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- TM raised suggestion of creation of a Fleet based work group to share data regarding safety on maintenance, etc to feed into this forum. Discussions have been held on this topic previously on OEM and operators collaborating to improve serviceability of aircraft parts, maintenance, etc. TR suggested there is no need to reinvent, data exists within OEM's. Operators feed into all OEM's on this issue but receive no output back. Operators are provided with de-sanitised information back from TC Holders. Group agreed that this should sit within the Engineering HMLC and ultimately feed back into OHSLG.
- HeliOffshore informed the group about Leonardo's energy seminar taking place in Stavanger on 21/22 September 2023.

6. HMLC update

- Last HMLC was on 10th May 2023 with full participation.
- Windfarm workshop 3 was completed, ops to O&G helidecks within windfarms agreed and shared with CAA.
- SNS military traffic as highlighted above. Number of ASR's and few airprox's, access to CADS now available. RAF are updating their low flying guide.
- Helimet – unreliable offshore data. HCA have alerted us to issue of instances of equipment failures. Rignet have 90 days to inform the platform operator who then has 90 days to rectify the situation. Can this be reduced to 28 days or a time frame significantly less than six months? Where can we change/improve requirements against the operator/Rignet to achieve reasonable compliance. TG offered MMHEL as a potential vehicle. OEUK can look within the UK guidelines.

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

- Use of Vantage outbound passenger weights being used for inbound flights. Current inbound weight survey will highlight any issues. Information being consolidated from operators survey will be sent to CAA, anonymised for specific helicopter operators. Further action where required will be decided on outcome of survey results. DR active on this item internally and provided an overview of recent CHC survey results and volunteered to consolidate results, share with the Accountable Managers for review and discussion and then pull together all complete and accurate data results (including as requested by the CAA safety and performance indicators) for presentation to the CAA and other applicable forums.
- Helideck monitoring systems, no means of testing the lights and a built in test function. Item with Dave Howson to review work in progress. No action from OHSLG on this item at the moment.
- AIP revision – out of date, will remain on issues list until amendment process is clarified and effective. Air Force have now also raised concerns in relation to the HMR description of the AIP and it being out of date (not reflecting platforms that are removed, new wind farms that have been put in place, etc). Item will be picked up by the triple A team and fed back into Flight Ops HMLC.
- Dangerous goods – some operators still waiting for approval from CAA for appropriate computer based training and assessment tool/course. CAA confirmed new Manager has been appointed to take over as dedicated dangerous goods manager. CAA hope to release guidance information over the next few months.

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7. ASCG/ASTG update

- Establishment of Group Operations HMLC as referred in OEUK TOR May 2023.
- Exact meeting agenda and reporting set up underway. Group to be kept tight by means of a compact group of nominated ground ops personnel from the helicopter operators. This is seen to be the most efficient way of achieving quick collective agreement on core ground ops issues. From that group the OEUK will look to report back into oil companies and explain/gauge acceptance on key issues which are; PED's, dangerous goods management and manifesting and loading. All need to be tackled at the same time, all common causes that are rooted in the offshore environment.
- Ground Ops HMLC will be co-chaired by OEUK and a representative from the helicopter operators and input will be provided by helicopter operators AOC Nominated Persons for Ground Ops. David Richie, CHC appointed as Co-Chair representing the helicopter operators on the Ground Ops HMLC alongside Co-Chair Mark Wilson, OEUK.
- The group will report to OHSLG where ultimate accountability and approval will sit with the UK Helicopter AOC accountable Managers and the UK CAA.
- Group agreed that Ground Ops HMLC output would seek to complement and enhance guidance already in place under Appendix K. Fundamentally the focus will be entirely on completing safe helicopter flights.
- Outputs from Ground Ops HMLC to be reviewed by OHSLG from safety perspective followed by release to ASTG and oil companies.
- ASG will continue to meet quarterly on aviation safety in addition to the Ground Ops HMLC.

MR added, Mark Wallis from CAA and Scott Palmer from OHSL were appointed as Co-Chairs of the new Engineering HMLC group

8. HeliOffshore update

- HeliOffshore have released the recommended practise on maintenance and competency based assessments and TR thanked all involved.
- Flight data monitoring recommended practice updated version 2 is due to be released imminently.
- Maintenance resilience white paper complete and due for release.
- HeliOffshore have an insurance sub committee that over the past year have created a template that can be used between helicopter operators and insurance brokers for use at renewal time. The content base is around safety work being done and how it relates to HeliOffshore practices. Brokers will be circulating this document to help shape the conversations at renewal times and to help derive better understanding of safety value in operations.
- Line training recommended practice guide has been shaped from information gathered from operators. This provides details of what good line training looks like and encourages individuals to be open with sharing information around best practice. Operators continuing to support their company reps on these type of groups is appreciated.
- HeliOffshore are currently going through the process of actively pushing for implementation of existing recommended practices. Flight path management sits at Version 3, released for edit earlier this year, HUMS version 2 recommended practice is being pushed for implementation and the same will be done with FDM when it is released in version 2. Also Wind Farm recommended practice 1.2 scheduled to be released in near future. HeliOffshore

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requested the helicopter operators representatives of OHSLG to encourage their accountable managers to participate in implementation requests to allow HeliOffshore to gain valuable data and visibility of quality of information and level of update and alignment across the industry.

- HeliOffshore have available the report from the LOSA collaborative based on around 10 offshore LOSA campaigns over the past 3 years. As yet, the report has not been released.
- HeliOffshore have received a query from EASA on progress of rulemaking tasks 724 on FCOM. OHSLG helicopter operators present agreed that it is valuable to progress FCOM guidance to OEMs, HeliOffshore will report back to EASA.
- IOGP safety notice has been welcomed and is available. On actions required, it is noted that monitoring lead indicators in this area is a requirement. HeliOffshore have no expectation that individual operators have to invent or define a set of leading indicators. This is something that is being done at industry level.

9. IOGP update

- Latest IOGP update to be included in next OHSLG meeting.
- HeliOffshore encouraged the continued participation in 690 version 1.3 due soon for publication.

10. AOB

- HeliOffshore advised the group ICAO are holding their Air Navigation World Seminar in August, within the seminar is a section on improving safety in helicopter operations. Helicopter Operators to advise HeliOffshore if they have a company representative attending. AT will also establish if a CAA representative is aware of the seminar and this section within it.
- Structure of new Engineering HMLC group was agreed and all three key operating groups of Flight Ops, Ground Ops and Engineering will follow the same RECI model and reporting structure within the area workgroup. As a starting point for the newly formed Engineering group, a TOR will be drafted for input back to the OHSLG.
- It was agreed by the OHSLG group that RMT and Unite participation at OHSLG is no longer required but will continue to receive feedback from this group via Step Change in Safety.
- Step Change in Safety confirmed that they are currently reviewing MIST and looking to move this towards a more digital approach. Step Change are also looking to produce an induction guide offering individuals arriving offshore/onboard insight to the expectation around areas such as PED awareness, weight logistics, etc, and to allow individuals the opportunity take more accountability from their own side in these areas.

Closing comments:

MR thanked all participants for their attendance and input and confirmed that the OHSLG will now meet three times per year instead of quarterly.