

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Document : Meeting Minutes

Date : Wednesday 24th June 2020

Location : Virtual Meeting

Present: Mark Abbey (CHC) – Co-Chair
Rick Newson (CAA)
David Malins (CAA)
Steve Rae (Step Change in Safety) – in part
Derek Whatling (BALPA)
Matt Rhodes (Bristow)
Trevor Stapleton (OGUK)
Alan Combe (BP / IOGP)
Grant Campbell (Shell)
Ian Cooke (Babcock)
Colin Cheesewright (Chrysaor)
Lorraine Smith (CHC) - Secretariat

Apologies: Rob Bishton (CAA) – Co-Chair
Jake Molloy (RMT)
Jamie Carson (Scottish Government)
Shauna Wright (Unite the Union)
Mike Gislam (NHV)

Welcome and Introductions

Mark Abbey welcomed the meeting, passing on apologies for those unable to attend and advised it would be co-chaired with Rick Newson in Rob Bishton's absence.

This meeting was held immediately following a refresher workshop session facilitated by Mike Turner on directing the Group going forward and will be detailed in the notes.

Agenda items currently outstanding will continue to be discussed until a clear plan is in place for the direction of the Group.

Outstanding Actions

The previous actions were reviewed and updated, as per the action log. Where there was a wider discussion, details are provided in the notes section.

Item	Detail	Responsible	Notes
19.2.2	Understand problem statement for fitting ADSB transponders.	OGUK	See notes. Alan Combe to share details with Rich Newson and Dave Malins to drive forward.
19.2.3	Host a workshop looking at helideck certification audits updates.	Rick Newson	Update given from Rick Newson. See additional notes. Update fully next meeting.
19.3.1	Wrong Deck Landings ASTG to report to OHSAG on their top recommendations to truly minimise the potential for any future occurrences.	ASTG / Trevor Stapleton	Rick Newson / Trevor Stapleton updated Group. See notes. Further update at next meeting.
19.3.4	Invite Mario Ranito (CAA) to the next OHSLG to discuss GHOST information.	Rick Newson	Mario has resigned. See notes. Rick to arrange GHOST video prior to departure.
19.3.5	Current major event and incidents communication flow chart to be reviewed.	Mark Abbey	Lorraine to circulate on return to office.
19.3.7	CAA to give BREXIT update and status, highlighting risk and mitigation plans	Rick Newson	Remain on agenda. No big message at this time.
19.3.9	2020 meeting dates to be issued.	Lorraine Smith	Lorraine to update meetings with next meeting to be held in August.
20.1.1	OHSLG Funding	All	DfT commitment? Rick / Dave to follow up. Steve to look at options.

New Actions

New items were discussed and added for action. Where there was a wider discussion, details are provided in the notes section.

Item	Action Details	Responsible	Notes
20.2.4.1	Babcock to check if Prospect represent passenger offshore before issuing invite to the Group.	Ian Cooke	
20.2.4.2	Top 5 Risks to be discussed going forward.	ALL	

Meeting Notes

19.2.2 ADSB Transponders

Alan Combe updated the Group on his meeting with uAvionix and Heli-offshore detailing the IOGP point of view looking at the technology to see where it could be developed globally going forward. This was discussed in relation to heli-decks and Rick agreed that the HSRMC was a good avenue for this and it was also agreed that uAvionix should be invited along to the next HSRMC meeting.

David Malins advised that the designers certification team are establishing itself at Aviation House and may be able to support this whilst we are still part of the EASA system.

Alan advised he would share who is involved with David and Rick and they can work out how to move this forward.

19.2.3 **Update on Helideck Certification and Audit**

Rick updated the team that Mario Ranito has resigned, however there are now 6 people trained and the workshop is now planned for late August / early September. Rick advised that he will be able to give the Group an update at the next meeting.

19.2.5 **Supply Chain Debate**

Trevor updated as part of the resilience section and can now be closed.

19.3.1 **Wrong Deck Landings**

Trevor advised the Group that OGUK has been working with Shell to try a strobe light trial on some of their installations. This has been halted with COVID however, but will resume when possible.

Rick advised that the CAA are trying to find a way of giving every fixed deck and IKO designator code which will then go into the UKAIP to allow databases to have a fixed location of those platforms. There is a need to have some form of visual identifier more than just a name on the side of the platform.

Matt also believed that Heli-offshore are also doing a fair amount of work on this also, however Rick confirmed that nothing has progressed since Heli-offshore produced their document in 2016.

At Colin's request, Rick will check if there is a benefit of having an oil and gas operator representation at the heli-decks steering group meeting.

19.3.4 **GHOST**

Rick confirmed that Mario Ranito was leaving the business and confirmed there is a need to pull the GHOST information together prior to Mario's departure. Rick hopes to do this with Mario by video presentation to take the Group through what has happened so far.

Colin confirmed that since COVID that there has been little done.

19.3.5 **Flowchart – ERP**

Mark confirmed that this is complete, however it is in the CHC office which is closed due to COVID but as soon as we get back, we'll send it out for our last review. CHC are working towards 27th July as an office return date.

19.3.6 **ADSB Manchester GA Project Findings and Lessons**

Rick discussed this with slides.

Rick advised the object of the trial was to provide the CAA with the evidence on which to base a review of potential ADSB deployment throughout the UK aerodromes. This was carried out on CAA's behalf and was based upon a visual corridor that runs down the western side of Manchester where there are significant concerns of infringements and air proxies with other aircraft. There is a low cost method where the air traffic controllers at regional aerodromes could be able to see general aviation traffic in their area to hopefully reduce the probability of a mid-air collision, provide situational awareness to reduce the airspace infringements and monitor compliance with local traffic regulations.

To do that, a monitor needs to be installed alongside the air traffic controller which gives an ADSB feed to the local airspace.

What the trial found was significant intermittent loss of signal contact from portable devices. Some are fitted using mods, most of the units are hand held and carried onto the aircraft. Poor position of the device gives shielding and masking issues, some admitted to not charging devices, some didn't switch the device on when the aircraft was flying and others didn't switch the kit off when they walked away from the aircraft when it landed.

Therefore the use of the kit inside the aircraft showed a real mixed bag. Using the kit in air traffic control has been 100% successful. So, the recommendation is for a permanent aircraft fit with ADSB which would be a significant safety advantage.

19.3.7 **Brexit Update**

Rick confirmed that there is no big message for the Group at this stage although negotiations have started to be more meaningful.

19.3.9 **2020 Dates**

It was agreed that the next meeting would be held towards the end of August and it is hoped for everyone to meet in person. Lorraine will find a suitable date in the diary.

Lorraine will then reset the following OHSLG meetings going forward.

20.2.1 **Status Update (Operators)**

20.2.1.1 Covid-19

Matt advised that a number of Bristow's clients are testing the passengers before they arrive at the heliport. Matt advised they were also temperature testing all employees prior to starting their shift. One confirmed case of coronavirus was identified at Bristow's Kintore supply chain facility and a number of people have presented similar symptoms but nothing confirmed. This has had no significant impact to operations. Passengers are using snoods that have been put in place by OGUK and Bristow's pilots and staff are also using the snood visors and the relevant equipment that has been issued as barriers to requirement. Bristows continue to provide C-MED flights where necessary and don't see that changing in the coming months. Matt advised the real concern now is around how lockdown easing is going to impact and influence those offshore and also their own staff. They are working through risk assessments protocols to make sure that they can return to work safely.

Ian advised that Babcock have been very similar in the processes for Covid and the transportation process is working well for them. Babcock haven't seen any positive Covid staff or people come through

the business. Ian advised that they did do a recent Cap D recovery using the Oil and Gas SAR aircraft but I believe that was confirmed as not a Covid positive passenger.

Mark advised that he is seeing the same in the CHC organisation. He added that CHC are taking a dedicated Covid aircraft off contract during the month as the oil operators are looking for a more flexible solution. Mark advised CHC are going to maintain some of the safety protocols around the aircraft, particularly the screens.

Matt raised concerns around the passengers in the cabin and the use of the air-con in aircraft, particularly as they are wearing immersion suits leading to overheating.

He stated it was a significant issue for passengers at the moment and the EASA guidelines are you shouldn't be using recirculated air within the aircraft. Each helicopter type have a different system, where you can either use direct airflow from outside or a complete recycling of the air. Matt explained that he felt that the risk of overheating probably exceeds the risk of potentially moving the contamination around the aircraft. Rick suggested that David could look at this through a risk management exercise and see what the numbers look like in terms of mitigation. He agreed that Matt had made a case already.

Mark asked if this would be done as a cross industry risk assessment. Rick advised that this would be ideal for the CAA regulatory management system framework. It was agreed that this could be the first OHSLG risk to be managed using this system.

Trevor advised that it will be raised again with the ASTG group and it has already been raised with Dr Furness, OGUK doctor.

It was agreed that Matt would send Rick an email to start the process.

20.2.1.2 Market Behaviours

Matt advised Bristows have seen behaviours whereby clients have put pressure on pricing, resulting in a commoditized view of the helicopter segment. He confirmed that Bristows are facing similar challenges as the rest of the industry and are looking at headcount reductions. Having removed a number of aircraft from their fleet this year, Matt said they will continue to review their fleet structure going forward. It is hoped that with a slight improvement in the oil price it will ease but his personal feeling is that this dip may be very sharp and then return as opposed to the prolonged process seen last time. Matt advised that there are some real challenges ahead to continue to provide the service that they have. Matt did stress however that safety will not be compromised in the Bristows operation. And they will only rationalise and look for efficiencies in the business if they can do so safely.

Ian advised it was very similar at Babcock and have rationalised their fleet too. Ian stated that was a process which started early last year and may continue to move forward with that activity depending on the number of flight hours that come through from the industry.

Ian advised Babcock were preparing for a return to the office but do not expect a full return until September and this will be a staged process.

20.2.2 Return to Normal Operations

Rick advised that there is a weekly meeting involving the Aviation Task Force and SAGE. At this meeting they discuss the epidemiology of medical risk. Following this the Cabinet Office makes a decision. The Cabinet Office have been on a trajectory towards the 4 July where things will happen. Rick advised that in the last few weeks, as part of the combined tasking air cell he has been told by the Cabinet Office to keep this running because there is the distinct risk of a second wave. SAGE are concerned at the speed at which Brits are getting back to normality and may well lead into a second spike. Emergency services have been told to prepare for this and not to make too many changes in the background because it may need to be ramped up pretty quickly. Something we should be mindful of.

Rick also advised that Airbus show a slightly different picture to the recovery post Covid in terms of air travel and an international air transport. A few weeks ago, Eurocontrol predictions showed us that if we all did the same thing at the same time we should find ourselves within 80% of where we were by the end of the year. Airbus has suggested we won't get back to the 9 trillion passenger movements of 2019 for three years, January 2023. Airbus think we should reach the 80% level somewhere in 2022. Rick confirmed this is a very bleak image that's being portrayed by Airbus as a manufacturer. He advised what is driving this are three issues; the length of lockdown to the passengers and travellers travel ban, more importantly the perception of travellers on how safe do they feel on long haul flights. Short haul seems to be fine, but there is concern for long haul travel, whilst other countries find themselves in the second wave.

20.2.3 **Current Risk Profile**

Rick gave a comprehensive insight to this which is detailed below. Rick shared various slides.

Airworthiness Risks

Rick advised that the CAA are an intelligence gathering organisation. The data is based upon the last year of MOR data and conversations the CAA have had with individual AOC's and merged together so the CAA have got a connective sector risk picture. It doesn't tell us what is happening today, each company has its own safety reporting system internally and it is only those of serious magnitude that make it to the CAA in terms of mandatory occurrence reporting. The CAA regulatory safety management system portrays the information in two ways. Firstly, as an individual sector risk, which comes out of the blue of such significant consequence that we want to put into our own regulatory management system and then we'll take that as its sector level within the individual teams, and the second is the current airworthiness risks. Those of higher risk are indicated with triangle and red dot. Two significant ones are rotorcraft critical life no whole life parts managed by the operator and the AW169/189 loss of tail rotor effect.

Dave added that this stems from the offshore reviews still around critical parts management by the operators, as a whole, critical part certification, which sits with the EASA at the present time. For the AW169/189 tail rotor effectiveness reduction, with this risk factor CAA captured all the data and confirmed it was effective. Dave also advised that the bearing is in the final throes of certification but has been impacted by Covid-19. CAA also understand from EASA that they should have compliance regarding the thermal strip that should produce the thermal strip replacements. Dave also advised that he was aware there was a spike in S92 in-flight shutdowns caused by compressor rubbing. He explained this was initially a small amount of engines and CAA are monitoring the in-flights shutdown rate and a link to Sikorsky and EASA make sure that the operators are within the compliance of the CAP345 requirements. This is not being exceeded at the moment and it looks like it's going to be acceptable which is being monitored.

Rick added that the output the CAA are getting from the regulatory management system has now proven to give the whole sector risk picture. This is a data driven exercise and it starts the conversation and then they can use that to get more detail.

Current Flight Ops Risk

Rick stated that those shown in the table relates to the wider helicopter industry, but undeclared Dangerous Goods carried by passengers for offshore oil and gas installations is a really significant element noticed by the CAA. These are essentially soft passenger bags and portable electronic devices with lithium batteries you can purchase offshore which are put into a bag and then get put into the boot of an aircraft. Mario has been working with all of the operators to hopefully get on top of this.

Rick advised he will report back when he has got Mario to give us a presentation.

CAA Regulatory Management System

This slide detailed the most significant items on the CAA regulatory management system. Some of them are aeroplane only some of them relates to mutual risks and others are helicopter. Details were given of undeclared undetected large shipment of lithium batteries. Incorrect performance data relates to aeroplane overruns, but equally could apply to flight management systems on helicopters. Crew fatigue is something that that has increased with the covid crisis. This will continue to be an issue when the regeneration of operations starts.

Checked baggage containing lithium batteries is a significant risk along with undeclared Dangerous Goods carried by passengers from offshore. Degraded safety performance due to cost controls to protect the business relates to the commercial issues that are in the North Sea at present.

Dashboard Report

The MOR dashboard is very useful. Bristow, Babcock and CHC are on there but unfortunately NHV are not due to lack of data prior to the system was migrated to the UK.

The top four are:-

- Human error
- Return to base events
- Pan Calls
- Baggage security checks

Of course these all need to be drilled down further to get the detail.

MOR by ATA Chapter

This is a reporting chapter to see in terms of where you think risks sit. Items such as main rotor system, track and balance, equipment and furnishings, are always there. Oil is always an issue too.

Colin questioned if that was specifically engine oil and not gear box oil, which was confirmed but Rick advised you need to dig deeper to get the real details. Items come in and they get coded, so it may be skewed slightly. From an awareness perspective he MOR's are retrieved on a weekly basis and if there is anything that is significant it will be highlighted.

EPT Sector Risks

This shows the entity performance tool, a method of collecting all of our human intelligence around the table. We talk about your top five risks and anything we think should be discussed. Once agreed with your accountable manager it gets logged and then it gets presented to myself and I could look at those individual risks for that individual operation. This system now enables check to see if there are clusters.

Covid-19 Mitigation Measures

This is a challenge we have with all AOC's, no matter what size or scope. The CAA want you to look at where you were pre Covid-19 to where you are now, post COVID-19. If you've been grounded that's

probably going to be quite significant. If you haven't and you have flown throughout you will still find yourself in a different place.

Lack of Effectiveness of the Compliance System

The CAA are seeing an increase in human error. We are seeing in terms of reporting significant issues in terms of both practice in the hanger and practice in the aircraft but we would need to deep dive into that and find out exactly what that is. The operators are reporting it, as the data being received through MOR but, what are you doing about it is the other side of the story? What also comes through very loud and clear as a group sector risk picture is everybody is finding significant commercial pressure, clearly current oil price is one key issue for that but of course this is not new, this has been something that's been going on for some years.

Oil and Gas Authorities (OGA)

One of the things that the oil and gas authority do is to influence so OGA has a critical role to influence and encourage a culture of greater collaboration on the UK continental shelf, improve commercial behaviours and help enable a more efficient industry and to support and influence the UK transition to a low carbon economy. They are not a safety regulator, but are there to ensure the commercial behaviours are appropriate so I think all of us recognise where we are at the moment, and we have two regulators who could play a role here.

20.2.4 Lightning Round

20.2.4.1 Unions

Ian raised that Prospect is one of the unions that Babcock deal with and asked if they could be invited to the Group.

Matt added that NHV are represented by IPA and asked if there was a way for the unions to co-ordinate to just have a representation at the meeting rather than every union.

There is a need to ensure everyone is represented accordingly, we need to be mindful of ending up with loads of people on it on these meetings.

Mark asked if there was adequate voice through Jake and Shauna and BALPA already?

Matt advised Unite represent a significant amount of the offshore workforce and asked Ian if Prospect support a number of the offshore workers as well or are they primarily focused on the aviation industry as a whole?

Ian advised they support aviation in Shetland but will check if they represent passengers offshore and revert.

20.2.4.2 Top Risks

Matt shared his thoughts on the safety review from the CAA and their oversight of what they're experiencing as an industry on the whole. Matt stated that this will likely be included on 'how do we share our safety data'. Matt detailed that he has top five risks on his risk register which he was happy to share with the Group which include the S92 AP issue, oil pricing issues and increasing bird strikes.

Matt asked whilst we progress through the structure of OHSLG can the Group share our top five risks. To see if there is alignment and identify solutions so we can attack it as an industry instead of as individual companies.

The Group agreed and will be added to the action list.

20.4.2.3 Resilience Review

Trevor updated the group on the resilience review and advised OGUK was looking at other sectors - drilling, oil services, shore based logistics and also the helicopter industry. The review was completed in March and Matt Abraham presented to the OGUK board. However, Covid has delayed this but it was agreed that the review should continue and ultimately go to the operators Council. Firstly OGUK will go back to our operators supply chain forum and get the message across that its difficult for all disciplines and sectors. Supply chain principles should also be followed. John McCall is going to reach out to NHV and Babcock on a one to one basis and then all four operators will be asked to form an operators resilience group to discuss the industry in terms of helicopter operations. This will then go forward to the operator Council particularly looking at IOGP 690, a simplified industry programme striving common standards and looking for standard logic contracts for UK CS aviation. The next OGUK board meeting is going to be September where they are expecting an update from John.

Trevor also advised he was meeting with the HSE on the radiation inspection guide which he hopes will be discussed at the next ASTG meeting.

20.3.2.4 Wrong Deck Landings

Colin raised the AIB wrong deck landing and added he wanted to discuss the wording about calls being stowed at the ASTG and how that differs from CAP 437. Colin enquired if any representatives of the operators could attend the ASTG meeting to cover that item.

Matt advised that Bristows flight ops manager attends.

Colin confirmed Chris Daly has already talked with him he wanted to ensure the helicopter operators are aligned.

Mark to contact Colin separately.