

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

Minutes of Meeting – Tuesday 21st June 2022

Location: Bristow Helicopters Boardroom / Virtual via TEAMS – 10:00am to 12:00pm

Present:

Matt Rhodes – Co-Chair	Bristow
Andy Thorington	CAA
Chris Lawrence	CAA
Mark Wallis	CAA
Robin Taylor	CAA
Lee James	CHC (standing in for Mark Abbey)
Mike Gislam	NHV
Martin Stubbs	Offshore Helicopter Services (standing in for Paul Kelsall)
Alan Combe	BP
Colin Cheesewright	Harbour Energy
Grant Campbell	Shell
Derek Whatling	BALPA
Douglas Barnes	AAIB
Mark Wilson	Offshore Energies UK
Jamie Carson	Transport Gov. Scotland

Apologies:

Rob Bishton – Co-Chair	CAA
Paul Kelsall	Offshore Helicopter Services UK Ltd (Babcock)
Mark Abbey	CHC
Tim Rolfe	Heli Offshore
Jake Malloy	RMT (Union)
Shauna Wright	Unite Union
Steve Rae	Step Change in Safety

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1. Welcome and Introduction

Co-Chair Matt Rhodes opened the meeting, welcomed attendees and advised of non-attendance apologies.

Co-Chair Rob Bishton absence due to commitments on current airport situations nationally, AT will back brief on meeting discussions.

2. Agreement of Previous Minutes

The ToR & Decision tree documents were approved. 1st March 2022 meeting Minutes were circulated for review and no comments/revisions were required. Minutes of last Meeting agreed. These will now be published on the CAA website / OHSLG webpage.

Group will discuss in Communication point 4 of the agenda as to where location of OHSLG group appears on CAA website as currently difficult to locate.

3. Standing Items

a) Risk management updates/Actions

CL enquired on the group's understanding of how risks management is managed by CAA. MR indicated from Accountable Managers standpoint and talking to FOI's that a brief is provided on how the CAA monitor and manage the risks with each of the operators. A brief overview for the wider audience in the group was provided by CL;

- The CAA currently have multiple ways of monitoring, a regulatory SMS system within the CAA looks at where the CAA have recognised an industry risk or the industry have highlighted to the CAA areas they believe to be a risk.
- CAA monitor risk independently and attach to each of the risks an action the CAA have to carry out to ensure safety is focussed on. Data is fed into two software packages that is monitored and fed up through food chain and ultimately key risks are fed up to Board level. From an air worthiness perspective, there is movement in this area going forward, scoring doesn't reflect reality.

Action 01-06: CL to provide presentation for the next OHSLG meeting to give better understanding and outline of how the CAA manage risk management and oversee industry risk.

- A31 – stalled at moment. September meeting is scheduled to re-invigorate A31. Good traction in past with good output however this needs to move forward. CL question; are any group attendees part of A31 or is A31 purely manned by CAMS and shopfloor individuals?

MR provided background to previous A31 discussions;

- Lot of effort from Accountable Managers was provided in supporting and sponsoring the A31 group again going forward having identified the risk profiling for each of the helicopter companies in key areas within flight ops, ground ops and engineering.

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Engineering identified as the area of highest risk and the one area that would most benefit from collaboration. It was acknowledged that the A31 working group would be the most effective medium to produce output and workstream. Accountable Managers, the CAMO and the 145 post-holders in the group agreed to progress and make this happen with intention to identify a specific area within Engineering where we believe to be risk and room for improvement. Meetings gradually petered out however it was decided that another meeting would be run in September when various current distractions were less. Intention is to get post-holders for CAMO and 145 for each of the four helicopter operators with accountable managers to endorse and move forward and identify a specific key area. Once identified from post-holders from each helicopter operators front line, teams will group and work out where the issues are and what can be done to resolve. Input is required from front line teams who deal with maintenance procedures, distractions, failure to follow maintenance procedures, issues identified from Safety Management Systems.

- It was previously felt to be a more collaborative discussion if kept within the helicopter operators and then fed back into the group.

Question raised to whether there is benefit to others taking part?

GC informed the group that HeliOffshore is doing work within their Technical Steering Group and currently assembling a document for publication on Engineering Competence, distraction, amongst others. There is also an ICAO document on the same subject. All appear to be working in similar direction on similar documents, perhaps beneficial to have some co-ordination on who is doing what.

LJ added that the HeliOffshore work has two outputs; first is a white paper (as yet unpublished) on Maintenance Resilience, currently in final draft. 2nd piece – Maintenance Competency based assessments – Rob Pendall leading through HeliOffshore workgroups. Will be worked into ASTG. The Resilience paper delivered 2 or 3 outputs that would be fed into the MCBTA that has JIP funding and the team is keen on competency based training.

GC highlighted this also appears to be aimed in similar direction and touches on the previously discussed Maintenance Resilience in the A31 working group.

MR agreed that Maintenance Resilience is all encompassing and captures every aspect of the challenges and risks the group has identified. Uncertainty is; from this paper what is HeliOffshore going to do? and how is the document going to be driven into action within helicopter operators particularly for the UKCS?

O&G Operator suggestions;

- Avoid everyone doing the same thing. A draft copy of the report is available and permission can be sought from HeliOffshore to circulate.
- As opposed to large group ask each member to indicate their part of A31 and work through the OHSLG instead of ASTG.

Action 02-06: CL – will request Mark to liaise with all parties to ascertain where they are and who is doing what. Will report back in September when better informed for discussion on best way to progress.

MR commented: The A31 group will work through OHSLG. A31 originally stemmed out of CAP 1145 and identified as a leadership group undertaking. Action to be taken is on

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Maintenance Resilience to identify one key target initially. Group was endorsed by Accountable Managers and driven by their post-holders for CAMO & 145 to look at specific issues in UKCS. . Focus needs to be more specific to this area (as opposed to HeliOffshore global focus). Aim is for Group motivation, commitment and collaboration to identify areas from OHSLG perspective that could feed back to HeliOffshore.

Question/feedback comments:

Potential to have a working group within the UKCS focussing on one specific item?

- Bp have read the document and provided feedback. UK Centric at the moment. Element of the work is already done. May be elements that have been done, how do we break up the workgroups and review what IOGP, HeliOffshore and operators require.
- Paper was discussed at the initial A31 meeting – 6 months later, still in draft and some parties still not seen draft.
- O&G Operator members cited that they expect the paper to be published by September 2022.

MR overview: Progress timeline - paper publication, reviewed by CAMO & 145 teams, OHSLG identify parts that align with risks UKCS and others deal with their own pieces. Pull in HeliOffshore members from engineering team. Look to deliver output from the OHSLG potentially by next year or set timeline on what the group is looking to achieve, what does that achievement look like and what has been delivered. As a leadership group OHSLG intention is to identify risk, look for solutions and working with our own organisations supporting as necessary working collaboratively to put improvements in place.

All members agreed that each participant should know each other's goals, avoid duplication and take it forward to the wider audience. This approach was agreed by the members. If operators to be involved CC was suggested as poc due to links into ASTG, IOGP, and HeliOffshore.

Action 03-06: LJ will inform HeliOffshore the white paper document draft will be circulated to department heads for feedback.

Question raised: does it link to the risk picture from the CAA?

CL confirmed it does and CAA requested copy of the report. CAA needs to commit to supporting – CAA views risks within rotorcraft sector (based on nature of what the sector does and the type of machines that fly), higher priority than fixed wing. CAA committed to give support needed to deliver output as a group and confirmed this is high on the CAA risk matrix.

Group decided that CAA offer to potentially use their comms with FAA and EASA and various other NAA's to share beneficial data with rest of world would not be necessary, this report sits with HeliOffshore and should be beneficial to members and as a means of encouraging more engagement with HeliOffshore.

LJ to pick up with Tim, advise strategy and check if comfortable to share with this current group.

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MR added that the same risks are prevalent in aviation industry as a whole and keen to see OHSLG champion ways to reduce risk.

b) Current issues

i) **Helideck certification/oversite**

- There is no current plan for CAA to take certification in house. Early discussion had with the HCA on how the CAA can mature the model and intent is when time allows CAA will talk to prime users (operators) for views on strength & weaknesses of current model. Reality to do nothing option is probably untenable. CAA messaging to reflect action to be taken. Resource, enthusiasm and ambition to bring everything in house not there. Would involve lengthy legal frameworks to work through. CAA likely to look at current model with members feedback on case by case basis from some OHSLG members, particularly views on strengths and weaknesses of the current process. From regulator perspective, how CAA demonstrate that the confidence they have in this part of the operation is well founded. What level of oversight do CAA have, what does that MOU look like if CAA have (with the HCA) to demonstrate required visibility from a regulators perspective. Unless members feel otherwise, this will be a soft consultation to gain opinion from all key stakeholders over next 6 – 9 months.

Points raised as concerns in this area:

- Gap between 2 yearly inspections. What happens in between? Not so much for fixed platforms but for those who mobile vessels that come & go.
- Harbour looking at the issue closely over last 2 years, lot of reliance in having HCA certificate that is issued every 2 years. Certification may be carried out Norway or NL or UK, not a guarantee that if passed in Norway that it is appropriate in the UK.
- Not seeing 6 months fitness checks being carried out. Harbour currently carrying out a readiness check, reviewing on Ad-hoc (one to two flights), and full review on contracted services.
- Helicopter operator allowing operations to go ahead when operator fails to agree.

MR indicated 2 elements to this issue.

- 1st - mature operation with fixed platforms, HCA process works.
- 2nd - falls into Emerging Issues category with visiting vessels.
- In differentiating between the two, when talking about Helideck oversight – consider from 2 perspectives? One being fixed permanent asset and separate piece for non-fixed, does the industry need additional support on oversight from HCA on assets coming in?

Key questions:

- Where does responsibility sit?
- Is there a need to identify the risks?
- Are there near misses, etc, because certification not up to speed or not compliant. Do we need to be more robust?

In summary responsibility sits with helicopter operators to fly to oil rig, the responsibility to make sure facility is available sits with duty holder of the installation.

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Overseeing all is the HCA performing a function under an MOU with each of the helicopter operators. MR shared fact that Bristow still do not have a signed MOU with MG indicating a similar situation for NHV and suggesting that the industry needs to be aligned in sharing of information by means of live data availability for all.

Questions/Comments/Suggestions to improve visiting vessel concerns:

- Consistency needed.
- Is the information readily documented?
- Who are key individuals willing to join a workgroup and willing to support?
- Documented gaps.
- Items not ASR'd.
- Irregularities are picked up on visiting vessels that are not covered on regular audits, e.g. individuals out of compliance, training out of compliance.
- Revalidate if visiting vessels; certification, accountability for deck check, personnel certification, key items to be answered prior to operating.
- Mandate 6 monthly check – not in CAP 437, only HCA requirement, certificates not robust enough to deal with visiting vessels.
- Information should be documented on centralised system.
- Does a working group already exist? HeliOffshore and IOGP have done some work on the issue of visiting vessels.
- Set up of new workgroup must include the correct key stakeholders.
- In agreement there will be no lack of contribution.
- Mandate 6 monthly check on any mobile vessel.
- CAA perceived belief that the issuance of certificate of HCA is snapshot of what is done at audit with no mechanism of process to ensure standard is maintained.
- ASTG currently have a number of helideck issues under review.
- Helicopter Operators feed their information into the HCA, benefit being everything feeding through into one system as opposed to potentially numerous different systems and possibly unaligned. Multiple provider systems may overcomplicate.
- Various solutions around, all different (SafeHelidec, Aviatec, etc). Need to avoid different systems. Some systems are checking status in between 6 monthly checks, Gulf of Mexico system has similar. HLO prior to each flights does a check list on iPads that filter into system database. Pilots can therefore see helidecks are safe. These can be checked via audits. Offshore audit on behalf of customers. Individual systems feeding into HCA system as an option?
- How do we join all parties? Currently 3 or 4 helideck workgroups. Input required from all groups to ensure all parties priorities are covered.
- Where can CAA as regulator facilitate/reinforce what needs to be achieved; aspects CAA can sign MOU with HCA to demonstrate CAA have oversight on this part of the offshore operations. CAA looking to get operators view on strengths and weaknesses of current model, what can CAA do to constructively reinforce what all are trying to achieve. Certification process as a continuous cycle of events as part of ongoing service provision, entities to demonstrate how it ensures and provides continuous evidence that helideck is safe. As part of process, include triggers on oversights. CAA perspective; opportunity to define what is required from certification process.

Conclusion

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Workgroup creation - bring in the HCA (in collaboration with other stakeholders including OEUK & relevant OHSLG members) to inform of issues and challenges and proposed improvements in terms of helidecks issues to be addressed and resolved. MW confirmed this can be driven through the ASTG (technical group). CC agreed to co-chair workgroup along with ASTG and include relevant parties/stakeholders adding on new layers when necessary on items to be included into the 2023 plan and deliver 2 – 3 issues robustly.

Action 04-06: CC/MW to co-ordinate workgroup and agree scope/deliverables. CC/MW to brief back to OHSLG members ahead of/at next meeting. CC to forward ASTG minutes to AT. Topic to be moved to OHSLG Current Issues.

ii) Brexit

- Building on from previous update that there is no further appetite for negotiation and organisations need to take responsibility for ensuring that they have the appropriate approvals in place for any inter-European operational requirements. AT informed the group that the end of this year is also the end of transition period within trading cooperation agreement resulting in a number of requirements being enforced on UK operators. CAA looking for information from industry (all parts of aviation sector) as to concerns about continuity of operation and service at the end of this year. There are changes to requirements on certain maintenance activities (Form 1's). Licencing requirements for pilots, co-pilots and engineers all become cast in stone at end of year.
- Training issues – huge uptake on UK approved ATO's and FSTD devices. 350 ATO's currently going through the process to get UK certification. CAA put together picture of exposure, joint airworthiness/flight ops programme, gathering information for overview and looking to hear concerns from organisations of where exposure might be.
- Current state of UK retained implementing rules and AMC GM material. As part of Brexit preparation, all emphasis was based on legal transposition, achieved but system is not user friend. UK version of easy access rules being released this Autumn. On track for phased release starting October this year. Fallout from Brexit continues.
- CAA having first ICAO audit this year.

Questions/Comments:

- Concerns raised on potential risk in skills gap of pilots and engineers. By January 2023 issue will become increasingly difficult if talent pool does not have UK licences, bringing risk and distraction to helicopter operator sector. Is there any work being doing in background by CAA facilitate transition the EASA to UK licence?
- Some pilots currently working towards UK licences however a potential 6 months transition period will place increasing pressure and arising issues from recruitment perspective. Need to keep communicating on this issue with both pilots and engineers.

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- Skills pool in UK it has shrunk significantly. Helicopter operators can no longer pull on exits from military, HEMS, police or onshore charter market that were feeders to the O&G market for both flight ops and engineering. Option no longer there and individuals don't want to join O&G having identified market challenges and prolonged downturns over past few years. There are some routes to address shortages but limited due to significant cost. Some doing self-improvement routes but skills shortage a definite risk.

AT informed group that the CAA have had high level discussions regarding reciprocal arrangements with EASA and from UK perspective that would be a win-win. At the moment conversations haven't gone anywhere, UK reticent in being too one sided, ease of EASA licence holders to get UK licences could kill off the UK ATO environment. DFT have to take balanced approach. Pilot supply chain within larger airlines also coming up woefully short. Expected as common problem across aviation industry over next 2 – 5 year period.

CL added from an engineering perspective the CAA are working through a huge backlog of applicants who have EASA licences and who want to convert to UK. Held up by NAA's in not sharing records of individuals. Some NAA's are now sharing information with CAA and the process is progressing. Goal is to get through back log in next 6 months. Overall huge shortage.

MR concluded that from an OEM and third party vendor perspective relating to CAA approval to issue Form 1 components - in reasonable place, however manpower & workforce capability a definite challenge going forward whether due to Brexit or people not wanting to come into the industry.

iii) COVID

Reported numbers of CAT C is around 30, CAT B's removed. Last week rose to 94 of CAT C's being moved onshore. Not anticipating much in controlling arrangements or from government. OEUK continues to monitor and are still engaged with rotary bodies.

iv) Windfarm construction

- Chrysaor looking to put single generator next to one of the platforms, Mike Prior was engaged to complete a review. Also seeing East Irish Sea restrictions coming in.
- Windfarm Construction potential risk raised previously by HeliOffshore and Gplus were going to be supporting awareness. Construction vessels CFIT issue identified over winter period.
- Shell informed that Gplus Group are reviewing their Windfarm document. Shell involved in review of Gplus and HeliOffshore documents on windfarms best practices.
- OEUK have had conversations with Orsted and other operators looking at windfarm development. Potential opportunities if joint meet can be had with HeliOffshore, Gplus and Orsted for knowledge sharing session. How can OEUK facilitate? MW to discuss with ASTG (TR).

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- CAA raised this as an emergent risk within CAA RSMS system, what is issue and how manifested? Any documented or particular concerns, organisations are encouraged to inform CAA who will feed into system.
- Heli Operator perspective, ensure during winter period, crews are vigilant in identifying windfarm activity with potential risk and that any issues are ops reported and captured.
- MG question raised – the CAA (Andy Wells) formed part of the ORAF (Offshore Renewables Aviation Forum), is the CAA still sitting on this workgroup? Potential to link into some of these discussions around Windfarm construction risks. AT will follow up with Andy Wells.
- It was confirmed that Helicopter Operators carry out risk assessment and outcome is shared with other Helicopter Operators at local levels. Should be reported into HCA/CAA.

Action 10-06: all helicopter operators ASR observations that are MOR'd - send to CAA.

v) Helicopter Awareness Course

Action 04-03 from 1st March meeting remains open for action.

Value in taking forward with more individuals coming through post Covid. Consider options; operators to give safety reps update? Produce digital version? Group could work with Step Change and run course content through their website. MA to continue to action and MR to discuss with SR.

c) Emerging issues

(i) Visiting vessels – moved to current issues

(ii) EASA's Helicopter Underwater Escape #2 project

How do we see this develop over coming months?

- AT confirmed the project is a CAA International project and totally separate from CAA activities. Being run by CAA Commercial arm. Members of CAA capability team will support. EASA funded project that will require input from other stakeholders. Scope is a broad approach rather than specific aircraft type issue. Does cover within terms of reference. Sikorsky for example, one of the initiators. Touted as general underwater escape review rather than specific model and case study. AT stated the CAA do anticipate it is an opportunity for key stakeholders to join part of that working group. For specific questions or to take part AT can act as conduit to find out how to register interest.
- AT commented on the EASA & CAA Intl news release, the project is primarily an exercise looking at underwater escape, certain aircraft types of more interest. Anticipating that the people who make up the working group define focal areas of what is attempting to be delivered. Dave Howson will be one of the supports to CAA International. Shouldn't be seen as a CAA led exercise, will be driven by CAA International on behalf of EASA.

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4. Communications

- i. Primary communications support (SCiS)
MR will have a conversation on any specific issues around comms to travelling workforce through Step Change. No concerns raised.
- ii. CAA website
OHSLG page refers back to OHSAG. Historical to be removed and recent history of events to be updated.
AT advised CAA website requires various updates and will be discussed internally for action including; OHSLG archiving is completed and current information is relevant.
RT added that during this OHSLG meeting the OHSLG link was worked on and now corrected along with addition of OHSLG, November and March minutes inclusion underway.

Action 06-06: MR to provide CAA with last 2 years of OHSLG minutes for inclusion to site and will review site and comment back to RT content that requiring revision. Additional note: Name on webpage should be changed to 'Leadership' group – not 'Liaison'. RT will arrange revision.

5. Heli Offshore Update

Brief from TR:

Action 03-05 update, redeveloping the Action Plan continues, work around Visiting Vessels and associated practices would be incorporated into any documentation developed. Timeline for the production is probably early next year.

On other initiatives, we recently launched the following documents:

- (1) Focused Work paper
 - (2) Master Minimum Helideck Equipment List (MMHEL)
 - (3) Industry Safety Performance Report
- (1) and (2) are accessible via the HeliOffshore website www.helioffshore.org
(3) is accessible via its own website www.helioffshore-industry-report.org

Shortly to be released:

- (4) Maintenance Resilience paper
- (5) North Sea ADS-B Trial Report

Looking at working with the DfT through OEUK to source a reliable and predictably priced supply of SAF for the offshore operators, but this is in the early stages.

6. ASTG Update

MW reported that the ASTG decided to split ASTG into 2 groups that are linked. 1st technical, 2nd safety compliance. There are 2 sets of minutes currently being produced and these can be shared with the OHSLG.

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Points covered at ASTG update:

- Technical discussion of 14th June focussed on helideck tech aspects, lighting operations to black platforms, contamination to bird scare, etc. Number of areas discussed, MW will connect with CC to move forward in a risk based approach.
- IOGP update covered off work group on 690 update, draft available in next few months.
- CAA update covered ditching of water, trigger lighting, HTAWS, etc.
- MMHEL – conversations were held at both meetings in terms of equipment helideck listing, a final copy is being produced. It is a global document and has not been trialled anywhere in world. Looking at UK version of MMHEL, this will be discussed at HTC being held on 29th June and will be put to OHSLG as discussion point. ASTG are taking the view for the UK version to adopt a collaboration approach. Recognising that the UKCS bar is already quite high in MMHEL, there are examples available that would be good practice. From UK perspective, it is to look at the why and how. From operator (i.e. duty holder) perspective, needs to be clearly articulated why this should be adopted. Need to build why and how to implement, govern and comply? From UK perspective aim is to work with HeliOffshore and stakeholders and collaborate on UK version of this document to adopt across UKCS.
- Recommendation to form a group through ASTG to help and support these conversations. Desire is to work in collaboration mode rather than consultation mode.

O&G Operator comments:

- Shell – agree, read document and agree with MW. Not trialled, Shell put to 2 assets and feedback is that everything is addressed already and this would be an extra document. Have communicated that if document does come into effect it would be an output based document rather than prescriptive. Feeling is we address everything already in the UKCS.
- Harbour - (CC) was involved with MMHEL through HeliOffshore workgroup but, it then went to the stage that it had to be viewed as a UK CAP 437 document and then reviewed to ascertain how it was worked, presented and controlled. Waiting to see if that comes in. Harbour Energy communications with Heli Operators and HCA indicates Harbour believe to have this well managed.
- Bp, biggest issue is third party decks? The document is issued, Bp haven't trialled it anywhere. Worry from our perspective in reading the minutes is that the helideck technical group made announcement that this is how it is. For us, how would it be managed, concept of everyone having same information. Took it to offshore personal, feedback was that it is complex and difficult for offshore personnel. Is this the biggest priority at the moment? Collaboration more important to decide should we do it and why, then how would we do it and then commence. Concerned it will be launched before how and why questions answered. Differs from an HLO perspective. It's about what is the need, when is the need. Would like to see trialled elsewhere.

Heli Operators comments:

- NHV perspective, feeds into previous discussion on mobile assets. Need to sort how implementation would work. Approach similar to the check list that the HLO does, looking to make sure key items are in place, what is mandatory, type of MEL.
- Bristow perspective, agree. Read document. Clearly desperate to get feedback also. Produced from global perspective and trying to accomplish everything. Personally not concerned on feedback about fixed platforms, we could support and probably fully comply already. Shouldn't be significant concerns or more workload, similar to MEL in ops manual. Anything that improves communication from offshore to onshore with regard to unserviceability and the way they would be managed is seen as positive. Not a major issue at the moment. Ties into wider piece visiting vessels, HCA and other platforms where this could be managed.
- MW – will bring comments/feedback into wider conversation around helideck items with CC. Will review and discuss with Operators and feedback.

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- CC suggested that a request is needed from OHSLG to the HTC team, asking them to involve us and please work with us.
- MR will research contacts and can approach HTC/Chair of Committee from Accountable Managers perspective requesting MW & CC be present to outline issues & concerns we have and address visiting vessels issues. AT suggested to pose the question of including operators and commented there shouldn't be any reason not to.

Action 07-06: MW/CC to connect and come back on prioritisation. Will relay the intent of the OHSLG.

Action 08-06: MR to approach HTC/Chair of Committee to request representation attendance and will feed back to MW/CC.

Action 09-06: MW will distribute as a side document within this group the ASTG minutes when finalised.

IOGP brief :

Next IOGP meeting is in Doha 26th-28th September.

General - Encouraging collaboration and information sharing to enable learning from incidents (E.g. Omni/Weststar events.)

- Helideck WG - MMHEL Position – HeliOffshore WG document is issued with IOGP support for this being a reference document. Many companies have their own systems to ensure the availability of safety critical equipment and so would hope any authority looking at the process would focus on the outcome as opposed to the specific methodology.
- 690 Phase 2 WG - Progress on 590 / 690.
 - o Work has initially focused on making sure as much of the 690 (RW CAT Offshore) as is possible is applicable to all subsequent elements of the types of operation undertaken by Energy companies. 690 is broken into the following
 - Scope and intro
 - Key Elements
 - 690-1 SMS
 - 690-2 Aircraft operations
 - 690-3 Support
 - 690-4 Engineering
 - 690-5 Equipment
 - 690-6 will be a new section for helidecks and landing areas
 - o Over and above 690, the rest of the old 590 will be updated into 691 FW CAT, 692 RW CAT onshore, 693 Geophysics, 694 pipeline, 695 RW Ext and HESLO, 696 HHO on/offshore, 697 medevac and 698 SAR
- Compliance WG – Working to encourage all members to adopt the documents produced and sharing with the wider industry encourage use of these same documents.
- Human Factors WG – Working closely with the Safety Committee Human Performance committee.
 - o Action areas – requiring and promoting the application of HF analysis in incident investigation. HFACS preferred to enable a common taxonomy/language and to enable data sharing and trending. This is also being picked up by the Safety Committee for wider IOGP adoption.

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- Aircraft Incident and Assurance WG – Reviewing risk and incidents to focus Aviation Safety Committee’s work in right areas leading to smart development of the 690 series of documents.
- RPAS WG – Creating industry guidance for members
 - o Draft RPAS document prepared, along with initial bowtie and start-up checklist. for RPAS
 - o Next steps;
 - Test draft document against other industry publications any obvious omissions,
 - Test bowtie against RPAS document content for appropriate coverage,
 - Test start-up checklist.
- Aircraft and System Reliability WG – working in parallel with HeliOffshore System Reliability Group
 - o Reviewing the Design amendment status identified in 690 to identify conforming types
 - o ELT status
 - o Use of technology in maintenance
- Helideck WG – Working with HeliOffshore’s helideck WG on items such as MMHEL
 - o Production of Helideck interface document
 - o Representing IOGP at ICAO
 - o Monitoring other work being done on helidecks globally
- JIP 37 – Helping with funding HeliOffshore highest priority projects for the benefit of all

7. Watching Brief

No reported wrong deck landing issues since last meeting.

8. AOB

Next OHSLG meeting date was confirmed as 20th September 2022.

MG raised concerns on weighing calculations of Life Jackets in Vantage and briefed group; Some years ago Vantage introduced automatic calculation on lifejacket weight to move the jackets to correct place in aircraft. Procedure was never fully introduced in Aberdeen. NHV have monitored and feel it is now causing issues. NHV looking to adopt same process in Aberdeen. Where automatic lifejacket calculation done for all flights in Aberdeen also. Unsure if this will cause problem for customers, currently all Heli Operators working it differently. Function now tried and tested, NHV have no issue to move to automatic calculation in Aberdeen.

Questions/comments:

- Can this be taken to safety and compliance group – does it lie with ASTG?
- Being run through Vantage group. CHC manage jackets and bags different from other operators. Came to light with Shell, within Vantage, tick box to remove outbound weights, Shell now forcing offshore teams to weigh passengers rather than rely on outbound weight so currently manually adding weight of jacket (jacket & survival suits). Potential to see aircraft taking off overweight if not managed correctly. A concern that needs attention.
- Successful in south for many years, will reduce pilot workload for COG’s, etc.
- NHV flight ops working internally. Observed occasion on departing from Aberdeen where outbound empty with no lifejackets on. This method mitigates risk when manifest indicates lifejackets.

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- One size may not fit all, example of a southern oil company there deciding to keep jackets offshore and therefore not carried on aircraft. Something to be aware of.

Action 10-06; MG to advise Chris Cooper (NHV) to work with flight ops groups for discussion and feedback to Vantage working group. Ideally Heli Operators to seek alignment.

Closing comments:

Group members expressed that the meeting session and OHSLG intentions are going in right direction. MR reiterated that formation of the group and commitment of members is valuable time spent and all agreed should start delivering positive and productive output. AT was requested to feed back to Co-chair Rob Bishton and also extended appreciation for attendance at next OHSLG session if available.

Co-chair extended thanks to the group and informed that the meeting minutes (along with OHSLG meetings coordination will now to be administered by Denise Allan) will be distributed for review/revision/approval.

Actions list:

04-03	Helicopter Awareness Course Matt Rhodes to engage with Mark Abbey and Steve Rae to progress.	MR	Remains open from March 1 st actions
01-06	Risk Management CL to provide presentation for the next OHSLG meeting to give better understanding and outline of how the CAA manage risk management and oversee industry risk.	CL	
02-06	Risk Management CL – will request Mark to liaise with all parties to ascertain where we are and who is doing what. Will report back in Sept when better informed for discussion on best way to progress.	CL	
03-06	Risk Management LJ will inform HeliOffshore the white paper document draft on Maintenance Resilience will be circulated and will circulate to department heads for feedback.	LJ	
04-06	Helideck Certification/Oversight	CC/MW	

OFFSHORE HELICOPTER SAFETY LEADERSHIP GROUP (OHSLG)

	CC/MW to co-ordinate workgroup and agree scope/deliverables. CC/MW to brief back to OHSLG members ahead of/at next meeting. CC to forward ASTG minutes to AT.		
05-06	Windfarm Construction Helicopter operators observations that are MOR'd - send to CAA	MR/LJ/MG/MS	
06-06	Communications MR to provide CAA with last 2 years of OHSLG minutes for inclusion to site and will review site and comment back to RT content requiring revision.	MR/RT	
07-06	ASTG – MMHEL MW/CC to connect and come back on prioritisation. Will relay the intent of the OHSLG.	MW/CC	
08-06	ASTG – MMHEL MR to approach HTC/Chair of Committee to request representation attendance and will feed back to MW/CC.	MR	
09-06	ASTG MW will distribute ASTG minutes as a side document within this group the ASTG minutes when finalised.	MW	
10-06	AOB – Life Jackets Automatic Calculation MG to advise Chris Cooper (NHV) to work with flight ops groups for discussion and feedback to Vantage working group.	MG	