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OIAC HLG/11 M2

**HEALTH AND SAFETY
EXECUTIVE
OFFSHORE INDUSTRY ADVISORY COMMITTEE
HELICOPTER LIAISON GROUP (OIAC HLG)**

Minutes of the meeting held on 20 June 2011 at IMCA, London SW1

Present

Representing

Chair:	Tom McLaren	HSE
Members:	Robert Paterson	Oil & Gas UK
	Mike Crabb	HCA
	Alex Knight	HCA
	Kevin Payne	CAA
	Dave Howson	CAA
	Simon Webb	CAA
	Ian Evans	IADC/BROA
	Paul Bayliss	IMCA
	Tony Ridley	BALPA
	Mark Robinson	Unite, Amicus Section
	Pat Naylor	HSE
	Monica Langton	HSE (as observer)
Secretary:	Phil Sumner	HSE

Item 1 – Introduction/Apologies

1. Tom McLaren welcomed Paul Bayliss as a new member of HLG, replacing Phil Wiggs on his retirement and thanked IMCA for the use of its facilities enabling the meeting to be held in London. Apologies had been received from Phil Ley, (OCA), John Taylor, (Unite, TGWU Section), Peter Norton, (BHA) and Paul Heeney, (HSE).

Item 2 – Status of Actions arising from the minutes of the previous meeting

ACTION 1: Tom McLaren to request that HLG's mandate should be extended for a further year when presenting HLG's annual report to OIAC's meeting on 17 March 2011.

Authorisation has been given by OIAC for HLG to continue for a further year with Tom McLaren becoming HSE representative on HSSG to ensure good coordination and communication between the two Groups. **ACTION COMPLETED.**

ACTION 2: CAA to prepare a NUI fire-fighting methodology initially incorporated as a letter to industry and later added as an Appendix to CAP437. Prior to formal issue CAA will arrange a process of consultation with major stakeholders.

Developments on this issue since the last meeting are covered on the agenda.

ACTION COMPLETED

ACTION 3: Dave Howson to advise at the next meeting whether CAA had identified any specific issues in Sintef's report (comparing helicopter safety performance on the NCS with the UKCS).

A presentation on the SINTEF report scheduled for the 25 May 2011 HSRMC meeting had been rescheduled for the 8 November 2011 meeting to accommodate discussion with C-NLOPB and Transport Canada on the March 2009 Sikorsky S-92 fatal accident. **CARRIED FORWARD TO THE NEXT MEETING**

ACTION 4: Pat Naylor to produce a draft article on Sintef's report for Teashack News; Robert Paterson to circulate for comments within industry.

The agreed article will be included in the next issue of TSN. **ACTION COMPLETED.**

ACTION 5: Pat Naylor to consider how Safety Representatives could be informed of the rationale behind when restrictions and/or limitations needed to be imposed by HCA for operations to helidecks due to environmental considerations.

CARRIED FORWARD TO THE NEXT MEETING

Item 3 – NUI helideck firefighting provisions

2. Pat Naylor provided members with a summary of discussions between the Regulators, the helicopter operators, HCA and Oil & Gas UK over recent weeks aimed at clarifying respective responsibilities for prescribing fire-fighting arrangements on NUI helidecks and the way forward towards their implementation in accordance with the action agreed at HLG's previous meeting.

3. A letter to industry prepared by CAA providing a detailed fire-fighting methodology and which would later be added as an Appendix to CAP437, had been circulated to members in draft form shortly before the meeting, in response to Action 2 from the note of the previous meeting. Kevin Payne confirmed that it was CAA's intention to issue the letter on 1 July 2011 and requested members' comments by 28 June.

4. Robert Paterson advised that in order to inform the way forward, industry was proposing that a Joint Industry Project (JIP) to develop guidance on the appropriate provision of helideck fire-fighting equipment for all NUIs should be initiated. He tabled an outline paper identifying twelve issues to be considered. (An electronic

copy was subsequently provided to members and comments were requested to be sent to him by 8 July 2011).

5. Kevin Payne explained that the timescale for issue of CAA's letter to industry fitted within the overall timescales determined by CAA for completion of rectification action to upgrade NUI helideck fire-fighting equipment across the UKCS. This was set to be within six years with an absolute cut-off date of 30 June 2017. It was important to set realistic timescales which were understood by all parties in order to bring about a resolution of the issue.

Items 4 & 5 –HSE's system of working with CAA and feedback from CAA and HCA on the impact on possible changes to the HSE/CAA Memorandum of Understanding.

6. Pat Naylor illustrated to members, by means of a sketch diagram, the demarcation of Regulatory responsibilities between HSE and CAA for helicopter operations to offshore helidecks as presently set out within the Memorandum of Understanding. He explained that the need for certain changes to Annex 4 (Offshore Operations) of the MoU had recently been considered between HSE and CAA and were needed in order to better reflect the shift which had occurred in the balance of risk from the offshore installation to helicopter travel itself. It was hoped that the necessary changes would be completed by the date of HLG's next meeting. Kevin Payne and Alex Knight confirmed the need for amendments to the MoU in order to achieve better alignment with the Air Navigation Order.

Item 6 – Canadian S92 helicopter Aviation Investigation Report

7. Dave Howson referred to Transportation Safety Board of Canada's report into the Sikorsky S-92 offshore helicopter water impact accident which occurred in March 2009 which he had circulated to members earlier this year. The Canadian Regulators, C-NLOPB and Transport Canada, had attended the last meeting of HSRMC to discuss lessons learned and C-NLOPB had also presented to Oil & Gas UK's Aviation Seminar earlier that month. A number of safety actions that had resulted from the accident had been completed and there were several common areas of interest in respective research programmes, e.g. the side-floating helicopter concept and emergency breathing systems (EBS). It was notable that TSB in Canada had recommended that EBS be mandated for overwater flights in its report. Liaison with C-NLOPB would continue over the coming months.

Item 7 – HSE Offshore Information Sheets

8. Tom McLaren advised that the two draft HSE Offshore Information Sheets - covering (i) offshore helideck design considerations, environmental effects, and (ii) testing of helideck foam production systems, on which HLG had been consulted, were currently subject to an increased level of scrutiny as part of a wider policy aimed at reducing the amount of information and guidance produced and published by HSE. It was hoped that decisions regarding both documents would be made by HSE senior management shortly. **POST MEETING UPDATE:** Offshore Information Sheets 5/2011 and 6/2011 have now been published on the HSE website.

Item 8 – Research update

9. Dave Howson briefly summarised progress on helideck related and other HSE co-funded research projects within the HSRMC programme which were contained within the June 2011 update circulated to members. Tom McLaren thanked Dave Howson for including a nomenclature of aviation acronyms within the update. Regarding retrofit of the new helideck lighting, CAA and HCA agreed to work together to produce a priority list of platforms by oil company.

Item 9 – Any other business

10. Kevin Payne drew attention to CAA's discussion paper 'Raising the standards of offshore helideck compliance for existing normally unattended installation assets in the UKCS', identifying other topics of concern for NUI operations in addition to fire-fighting arrangements.

Item 10 – Date and venue for next meeting

11. It was agreed to hold the next meeting in London in the week commencing 9 January 2012. The Secretary would progress arrangements and consult members in due course.