

FULLY OPEN

**HEALTH AND SAFETY COMMISSION
OFFSHORE INDUSTRY ADVISORY COMMITTEE
HELICOPTER LIAISON GROUP**

Minutes of the meeting held on 21 June 2005 in the Shakespeare Room,
Rose Court

Present

Chair:	Rae McIntosh	HSE
Members:	Peter Norton	BHAB
	Mike Crabb	BHAB Helidecks
	Kevin Payne	CAA
	Dave Howson	CAA
	John Taylor	TGWU
	Rab Wilson	AMICUS
	Ian Evans	BROA
	Phil Wiggs	IMCA
	Bill Quinn	HSE
Presenter:	Bob Miles	HSE
Secretary:	Phil Sumner	HSE

Item 1 - Introduction/Apologies

1. Rae McIntosh welcomed members to the meeting.
2. Mike Crabb advised HLG of an organisational change within BHAB Helidecks taking place shortly under which staff responsible for offshore helidecks would form the Helideck Certification Agency (HCA).
3. Apologies were received from Brian Teeder (UKOOA), Dave Kerr (IADC) and Mike Lunt (HSE).

Item 2- Identify AOB

4. Members wished to raise the following items:
 - Security aspects at heliports – Phil Wiggs

- OGP Report Safety performance of helicopter operations in the oil & gas industry 2003 data and article by Jed Hart – ‘Managing helicopter risk’, APPEA Journal 2005-1 – Kevin Payne.

Item 3 – Matters arising from minutes of previous meeting held on 19/5/04

5. The minutes were accepted as a true record of the meeting, subject to the following amendments;

Paragraph 5a.2 – “Norne incident.” to read “Norne fatal accident.”

Paragraph 5c.3 – Deletion of the final sentence “John Burt suggested,.....sufficient”.

6. The paper distributed by the Secretary summarising the status of actions was noted and accepted, subject to the clarification at paragraph 1.3 that minutes of OIAC HLG meetings would be placed on the HSE web pages after their agreement by correspondence, rather than at the next meeting.

Item 4- UKOOA Aviation Safety Technical Group

7. In the absence of Brian Teeder (UKOOA representative), Kevin Payne provided an overview of the topics discussed at ASTG’s initial meeting, reminding members that the minutes, when agreed, would be placed on UKOOA’s web site. Dave Howson agreed to provide details of the current proposed external programme of helicopter safety research for which CAA is seeking external funding support and industry priorities through ASTG.

Action point 1 – Dave Howson to provide information on the joint industry helicopter safety research programme to attach to the minutes.

Item 5 – S76 North Sea and West Navion helicopter accidents: CAA/UKOOA response to AAIB recommendations

8. Kevin Payne advised that none of the AAIB report’s six safety recommendations on the S76 accident were directed specifically to CAA. He read out the six recommendations as they related to Sikorsky Aircraft, UKOOA (see paragraph 15), FAA and EASA.

9. AAIB’s West Navion report made four safety recommendations; two of these were addressed to UKOOA while the remaining two were addressed to CAA and included a recommendation for operators to publish crosswind limitations. In response to this recommendation CAA has issued a Flight Operations Communication (10/2005) recommending that all helicopter operators should produce guidance for crews on procedures to be adopted for operating on helidecks during adverse weather conditions.

10. (UKOOA’s response to the S76 and West Navion accidents is covered under Item 10, paragraph 15).

Item 6 – Helicopter under-slung load lifting incident

11. Bill Quinn explained the circumstances of this incident and advised of the main provisions of a Safety Notice HSE intended to issue identifying actions duty holders should take in conjunction with helicopter operators to ensure the safe conduct of offshore helicopter lifting operations. Members made the following points on the draft Notice:

- Adequate training should be provided to all personnel involved in the operation, rather than just Helicopter Landing Operators;
- The LOLER regulations were applicable and should be identified. Bill Quinn agreed to make the necessary amendments to the Notice.

Action point 2 – Bill Quinn to ensure the Safety Notice refers to the provision of adequate training for all personnel, and to the LOLER regulations.

Item 7 – Cranfield University ‘Perceptions’ Survey

12. Rob Miles provided the Group with a short progress report on a survey being conducted by Simon Mitchell of Cranfield University as part of a project to better understand the relationship between safety, safety management and economic forces in the offshore helicopter sector. It was noted that some HLG members had been invited to participate in Phase III of the study which comprised a tick-box questionnaire. Members made the following points on the survey:

- The survey focussed on issues of regulation, rather than how helicopters are operated; as such, the role of the offshore workforce in the survey was likely to be limited;
- The results were likely to be presented in terms of perceptions of ‘trust’ in the regulator and the regulatory framework.

Item 8- Offshore information leaflet – How offshore helicopter travel is regulated

13. Bill Quinn outlined the main changes proposed in order to update the leaflet, advising of HSE’s intention to again publish in hard copy as well as on the HSE website. The leaflet referred to the new BHAB Helidecks/HCA arrangements and it was important to establish that these would be in place at the time of publication. The Chair invited comments from members as quickly as possible.

Action point 3 – Members to provide any comments on the leaflet to Bill Quinn as soon as possible.

Item 9 – CAA revision of CAP437

14. Kevin Payne advised that an extensive consultation exercise to update CAP437 – *Offshore Helicopter Landing Areas: Guidance on Standards, 4th Edition (September 2002)*, which had commenced shortly after Christmas 2004, had led to some significant changes for the 5th Edition of the CAP. He explained the main changes, the overall purpose being to update ‘good practice’ and harmonise offshore helideck arrangements with other North Sea states and thereby reduce the regulatory burden on ‘cross-border’ operators in the North Sea. CAA was aiming to publish the 5th Edition this Summer. Members agreed on the importance of updating in parallel the Offshore Helideck Design Guidelines to ensure their continued accuracy.

Action point 4 – HSE to arrange a review of the Offshore Helideck Design Guidelines in the last quarter of 2005.

Item 10 – Revised UKOOA guidelines on helideck management

15. A short note provided by Brian Teeder setting out the main changes in the 5th Edition of the guidelines, distributed in March 2005, was circulated to members. The note included reference to changes made to the guidelines arising from recommendations made by AAIB in its report into the S76 helicopter accident with regard to radio operator procedures. The revised guidelines also take account of two recommendations made by AAIB in its report into the West Navion helicopter accident concerning (i) the communication of significant environmental changes to the helicopter pilot whilst parked on the helideck and (ii) the requirement for consideration of the potential safety implications for helicopter operations on helidecks in installation accident and incident investigations. .

Item 11 – Helideck inspection programme

16. Bill Quinn reported briefly on the progress of HSE’s offshore helideck inspection programme which was expected to be completed in the last quarter of 2005. Mike Lunt would provide a presentation on the results at HLG’s next meeting.

Action point 5 – Mike Lunt to give a presentation on the results of the offshore helideck inspection programme at HLG’s next meeting.

Item 12 – CAA helicopter research programme update

17. Dave Howson outlined the main features of CAA’s report on the current status of its helicopter research programme which had been distributed to HLG members. The Chair requested members to raise any questions with Dave Howson after they had studied the report.

18. Dave Howson drew attention to the role of the Helicopter Safety Research Management Committee (HSRMC) in directing research covering airworthiness and operational issues, involving both helicopters and helidecks.

AOB

19. Phil Wiggs and Peter Norton briefed HLG members about the serious concerns shared by both BHAB and the offshore industry at the implications of proposals by DfT which would have the effect of bringing offshore helicopter operations into the National Aviation Security Programme. BHAB had made clear to DfT in its response to the consultation exercise that it considered the offshore environment to be sterile in terms of security risk as a result of checks carried out at heliports.

20. DfT's response to comments made during the consultation period was expected later this year and would be closely scrutinised.

21. It was agreed to consider at the next meeting OGP's report *Safety performance of helicopter operations in the oil and gas industry 2003 data* and the article by Jed Hart entitled '*Managing Helicopter Risk*' in APPEA Journal 2005 – 1 which had been distributed to members.

Action point 6 – Members to discuss the OGP and APPEA documents at HLG's next meeting.

Item 13 - Date of Next Meeting

22. It was agreed to hold the next HLG at HSE Rose Court on 15 November 2005. (Secretary's note: the meeting will now take place on 22 November 2005 in order to take account of UKOOA's second ASTG meeting due to be held on 16 November 2005).

Actions agreed at OIAC HLG meeting on 21 June 2005

Action point 1: Dave Howson to provide information on CAA's joint industry helicopter safety research programme to attach to the minutes. (Secretary's note: action completed)

Action point 2: Bill Quinn to ensure the Safety Notice on offshore helicopter lifting operations refers to the provision of adequate training for all personnel, and to the LOLER regulations.

Action point 3: Members to provide comments on the leaflet 'How offshore helicopter travel is regulated' to Bill Quinn as soon as possible.

Action point 4: HSE to arrange a review of the Offshore Helideck Design Guidelines in the last quarter of 2005.

Action point 5: Mike Lunt to give a presentation on the results of the offshore helideck inspection programme at HLG's next meeting.

Action point 6: Members to discuss the OGP and APPEA documents at HLG's next meeting.