

HEALTH AND SAFETY COMMISSION
OFFSHORE INDUSTRY ADVISORY COMMITTEE
HELICOPTER LIAISON GROUP

Minutes of the meeting held on 31 January 2007 in Rose Court, London

Present

Chair:	Mike Lunt	HSE
Members:	John Monaghan	HCA
	Mike Crabb	HCA
	Kevin Payne	CAA
	Dave Howson	CAA
	Ian Evans	BROA
	Phil Wiggs	IMCA
	John Monks	IADC
Secretary:	Phil Sumner	HSE

Item 1 – Introduction/Apologies

1. Mike Lunt advised that he would be chairing the meeting at the request of Rae McIntosh who was unable to be present due to illness. He also reported that Rae McIntosh would shortly be retiring from HSE and that Steve Walker who was presently Operations Manager OSD4 would be taking over his responsibilities.
2. Apologies had been tendered by Peter Norton (BHAB), Brian Teeder (UKOOA), Rab Wilson (AMICUS) and John Taylor (TGWU).

Item 2 – Identify AOB

3. The following items were tabled;
 - Morecambe Bay helicopter accident (Dave Howson)
 - Clarification of the definition of 'NUI' for helicopter operating purposes (John Monaghan)
 - Authority needed to impose operating restrictions on helidecks with sub-standard netting (John Monaghan)

Item 3 - Status of matters arising from minutes of the previous meeting

4. **Action 1: CAA to produce an Information Note summarising the issue of the crashworthiness of the S92 emergency flotation system.**

Dave Howson reported that technical information received from the helicopter operators and Sikorsky had largely allayed his previous concerns regarding the water impact crash resistance of the S92 emergency flotation system. The sponson mounted floats are additions to the standard system to increase roll stability and therefore are not necessary to keep the helicopter afloat. The tail boom mounted float is required for buoyancy, however, but the additional sponson mounted bags provide some redundancy. **ACTION DISCHARGED**

- Action 2: HLG members to raise awareness of the offshore training requirements of the Air Navigation (Dangerous Goods) Regulations 2002.**

Industry members and HCA reported success in raising awareness of the training requirements. CAA would also be raising the issue at the next ICAO meeting in Beijing. **ACTION COMPLETED**

- Action 3: HSE to check the position with its Policy staff and provide advice to HLG about the applicability of the EC Noise and Vibration Directives.**

Information regarding the applicability of both Directives to aviation has been provided to the satisfaction of Brian Teeder. Dave Howson thought that it was still not clear whether the Directive applies to aircraft, and undertook to ask EASA. It was agreed that clarification was required of responsibility for enforcing the Vibration Directive – this would be pursued separately by HSE. **ACTION DISCHARGED**

Item 4 – UKOOA Aviation Safety Technical Group

5. In Brian Teeder's absence Dave Howson and Mike Lunt provided HLG with a summary of the topics discussed at ASTG's last meeting. The final version of the minutes would be circulated to HLG members, when agreed. An ASTG seminar is planned for 5 June 2007.

Item 5 – HSE offshore helideck inspection programme report

6. Mike Lunt reported that a total of eleven offshore inspections, including visits to duty holders' onshore premises had been carried out so far as part of an ongoing programme which would continue into 2007/08. The programme had not revealed any major concerns with the way helicopter operations were managed, but shortcomings were evident in the lack of auditing as a means of improving helideck management systems and in the approach to verification of safety critical elements by ICPs - for example, in follow-up action. (These shortcomings have been identified to be a generic issue which OSD is to address as inspection programmes later in the year). Other issues noted

included out of date guidance and the lack of documentary proof of helideck crews having carried out suitable training as required in emergency response plans.

7. Mike Lunt advised that he would be circulating a written summary report on which comments would be welcomed.

Item 6 – Feedback from HCA helideck inspection programme

8. John Monaghan advised that agreement had been reached between HCA and the Norwegian CAA on the mutual acceptance of nominated inspectors from each organisation. This was an important step towards harmonising future changes in helideck standards.

9. Overall standards were good and improving, although HCA would like to see increased proactivity by duty holders in producing documentary evidence to demonstrate compliance with CAP437; this might be due to the lack of accessibility of relevant guidance, including forms and certificates. Commending the quality of guidance produced by OLF in its Helideck Manual (see www.helidecks.org - accessible via link on the Resources page), he saw considerable value in UKOOA and OLF working together to produce common guidance. Mike Lunt mentioned that ASTG might provide a suitable forum for considering this.

Item 7 - Update of the Offshore Helideck Design Guidelines

10. Kevin Payne reported that CAA and HSE, who were jointly managing the update, had identified the main aim as being the need to eliminate overwordiness and duplication of technical information contained in CAP437 and UKOOA's Guidelines for Managing Offshore Helidecks. It was agreed that HLG should be consulted at appropriate stages of the update.

Action 1: CAA to produce a revised listing of the Guideline's Contents for HLG's comments.

Item 8 – Proposed amendment of the IMO MODU Code – helidecks

11. Kevin Payne (KP) explained that he had been invited by the International Maritime Organisation (IMO) to attend the 50th session of the Sub-Committee on Ship Design and Equipment (DE50), taking place in London from 5-9 March 2007, with a view to providing aviation expertise on the proposal to develop helideck requirements in the IMO MODU Code revision. KP agreed that he would attend for two days in his capacity as the UK Member of the ICAO Heliport Design Working Group (HDWG), which had been tasked with reviewing the standards and recommended practices for offshore helicopter landing areas contained in ICAO Annex 14, Volume 2. IMO had invited KP to attend DE50 due to concerns about the possible divergence of technical requirements for offshore helicopter landing areas between the IMO MODU Code (chapter 13 revision) and revised ICAO

requirements for offshore helicopter landing areas being considered for Annex 14 Volume 2. He had been invited to attend DE50 to explain ICAO's proposals, which covered areas including changes to visual aids, physical characteristics and obstacle limitation requirements as well as proposing clearer definitions to differentiate between helidecks located on oil and gas installations and shipboard heliports located on ships. KP explained that, to his understanding, MODUs are sometimes classed as installations (e.g. semi submersibles) but in other instances are classed as ships (e.g. a drill ship). KP explained that with the exception of some of the minor marking issues ICAO's proposed changes would become effective for new build installations and vessels from 1st January 2012. He confirmed that with the ability to update CAP 437 on a frequent basis, any safety critical changes identified by HDWG could be incorporated into CAP437 at the next revision (probably 2008). His conclusion was that a review of the IMO MODU Code to ensure commonality with ICAO requirements would be both appropriate and beneficial to ensure that both Codes could operate in conformity.

Item 9 – Research update

12. Dave Howson summarised the position on each item within the joint industry HSRMC research programme as set out in his written update circulated to the meeting and attached to these minutes.

Item 10 – Proposed new Danish draft helideck rules

13. Ian Evans explained that BROA had encountered an anomaly between CAP437 and Danish helideck rules, in respect of the Danish requirement for a safety kerb around helidecks. Although this was intended to prevent helicopters falling off the helideck, in reality the kerb presented a potential obstruction as it protruded above the helideck. This was an example of the sort of issue which needed to be addressed if harmonisation between offshore safety regimes was to be realised. Kevin Payne reported that a meeting between North Sea states' aviation inspectors would be held in May 2007 aimed at moving towards greater standardisation and this would be the appropriate forum for raising the issue. Inspectors were best placed to recognise these anomalies.

Item 11 – Report to OIAC on HLG activities

14. The draft report circulated to members prior to the meeting was accepted without amendment. Comments would be invited from those members who were unable to be present and would be taken account of prior to the report being submitted to OIAC's next meeting taking place on 16 March 2007.

Item 12 – The future of HLG

15. There was strong support for the continuation of HLG as a separate group reporting to OIAC. The following points were made in discussion;

- HLG provided a valuable forum for information exchange not available elsewhere.
- HLG provided an important vehicle for consultation on proposed workforce and industry guidance, for example the Helideck Design Guide and leaflet on offshore helicopter regulation.
- Certain members were not represented on UKOOA's ASTG and HLG provided a vehicle for keeping abreast of current industry issues and initiatives.

The Chairman advised that members' views would be incorporated in the report submitted to OIAC under Item 11. Comments would similarly be sought from those members who were unable to be present.

Item 13 - Any other Business

Morecambe Bay Helicopter Accident

16. Dave Howson provided members with copies of AAIB Special Bulletin S1/2007, outlining briefly the main facts determined up to the time of its issue.

Definition of 'NUI' for helicopter operating purposes

17. John Monaghan reported that HCA was experiencing practical difficulties with the application by duty holders of the existing definition of unmanned installations - which determined the levels of safety provisions for helideck operations. Some installations certified by HCA as being unmanned were being manned for up to 180 days annually.

ACTION 2: HSE to clarify the definition of NUI.

Helideck operating restrictions due to sub-standard netting

18. Mike Crabb reported that HCA had placed windspeed operating limitations on those helidecks having perimeter netting which had failed to satisfy UKOOA's testing requirements and were therefore unfit for purpose. This had resulted in duty holders taking prompt replacement action. He requested HSE's opinion as to the basis of authority for taking this action.

ACTION 3: Mike Lunt to provide HSE's view of the responsibility for imposing helideck operating limitations when helideck netting is unfit for purpose.

Item 14 – Timing of future meetings, including possible agenda items

19. The next meeting will be held on 6 June 2007 in HSE's Aberdeen office. (This date has the benefit of immediately following UKOOA's ASTG seminar). The secretary reported that BP had indicated its willingness to

provide a presentation on the aviation aspects of Project Jigsaw. Other topics would include;

- International Helicopter Safety Team (IHST)
- HSE and HCA offshore helideck inspection programmes
- Research update
- Offshore Helideck Design Guidelines update

20. Members conveyed their appreciation of the work of Rae McIntosh as HLG Chairman, and their best wishes for his retirement.

ACTIONS

ACTION 1: CAA (Kevin Payne) to produce a revised listing of the Offshore Helideck Design Guidelines Contents for HLG's comments.

ACTION 2: HSE to clarify the definition of NUI.

ACTION 3: HSE (Mike Lunt) to provide a view of the responsibility for imposing helideck operating limitations when helideck netting is unfit for purpose.