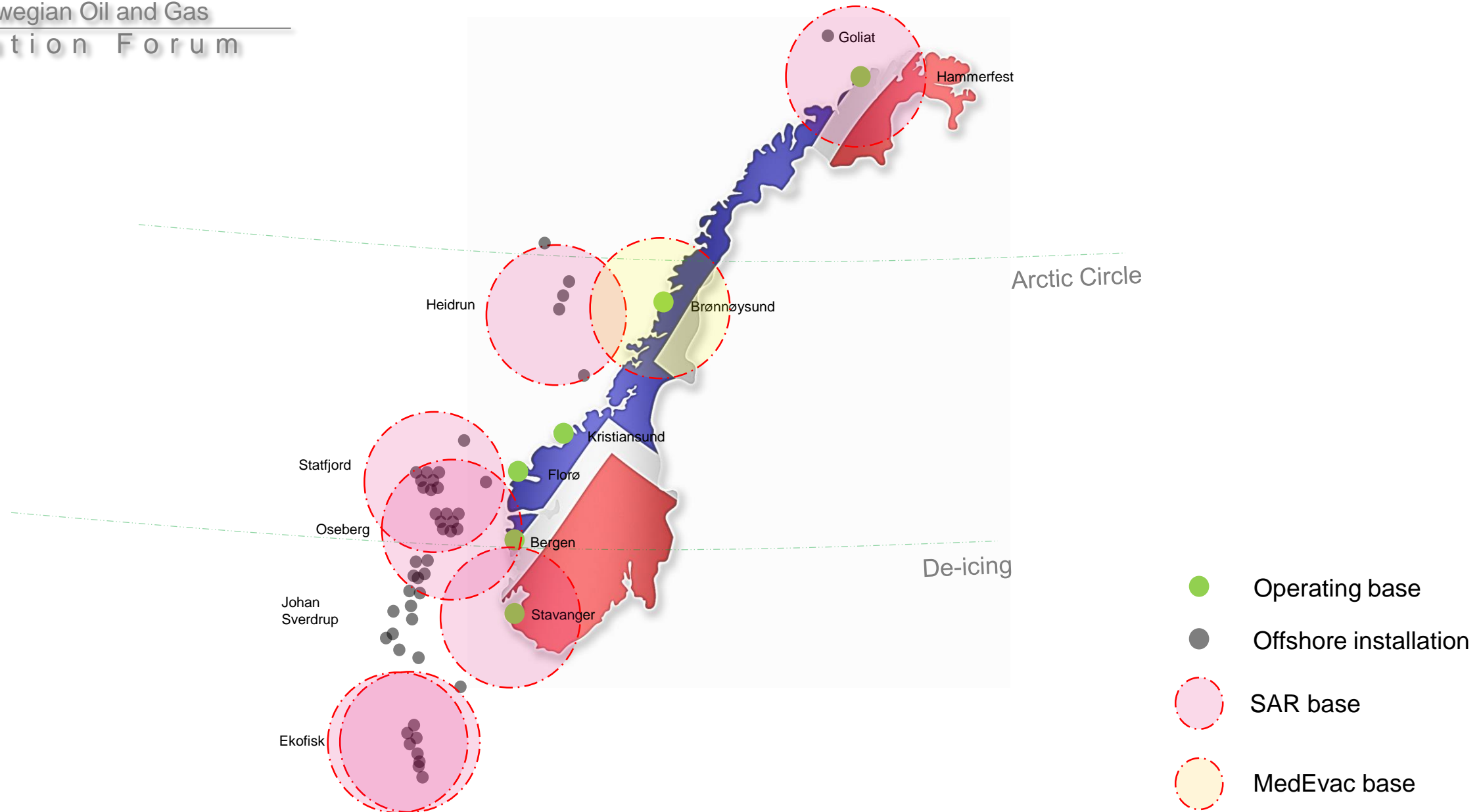


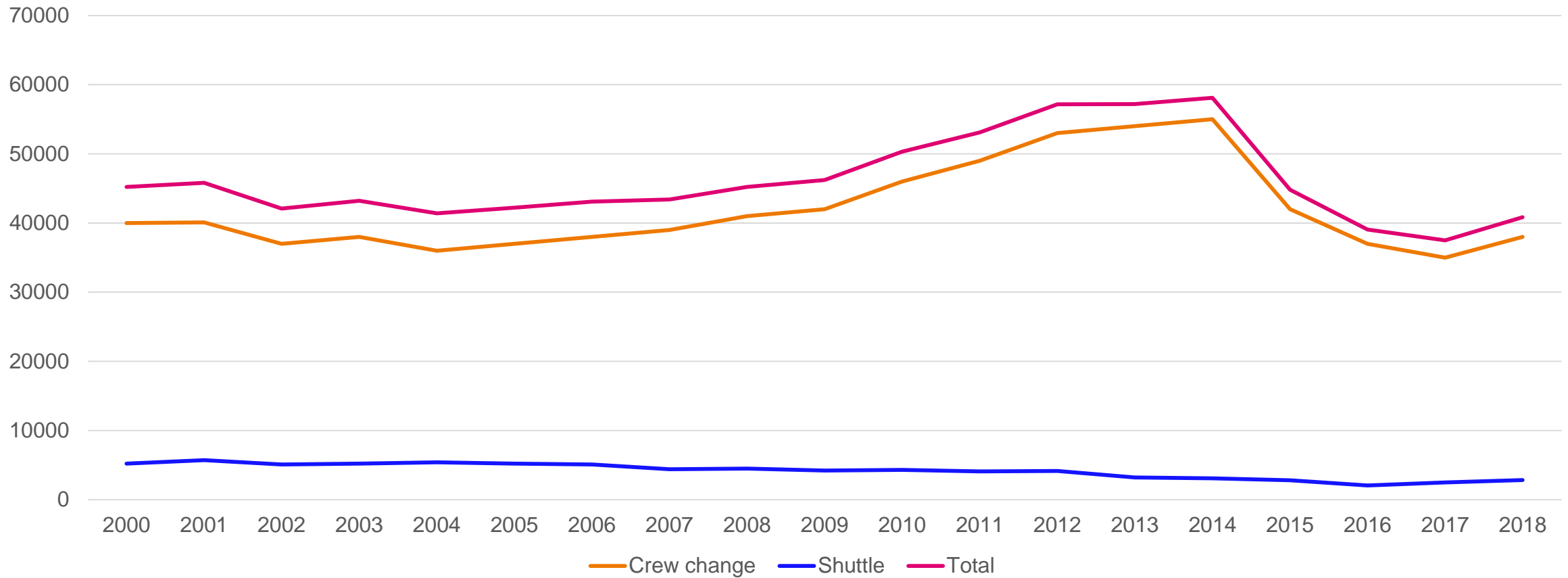
Norwegian Oil and Gas

A v i a t i o n F o r u m





Flight hours crew change and shuttle NCS



Recommendations

Currently no collective initiative on the table. Oil and Gas recommendations going forward.....



Accept risk

- Continue S-92 operations as today but monitor. Remote risk for regulatory grounding
- Communications and coordination crucial (OEM, authorities, unions, operators)
- Easy to forget that single type ops yield positive effects (safety, efficiency, cost, etc)



Support intro new type

- Should an operator offer H175 or AW189, oil and gas should support if a viable option
- Multiple oil and gas companies within AF express interest if available in market
- B525 certification expected first half 2020 (EASA) as a third super medium helicopter
- Intro of new helicopter type would add resilience to ops – but also increase risk (accident)



Support WG

- Working group (WG) initiatives underway to support introduction of new types aiming to secure safe and efficient entry onto the NCS



Guaranteed Options

- If company not willing to accept risk the helicopter operators may be prepared to sell guaranteed access to other helicopter types within the global fleet as an insurance
- Such guarantees would require negotiations and come at a cost

Introduction of a supplemental helicopter to the S-92 will likely take 2-4 years

Norwegian Oil and Gas
Aviation Forum

- Efficient forward leaning collaboration
- Norog 066 update Q4, 2019
- Norog 074 update Q1, 2020
- Working groups

Norwegian Oil and Gas
Aviation Forum



HeliOffshore
Safety Through Collaboration





BRIM

Helikoptersikkerhetsstudie 4

Helicopter Safety Study 4

SINTEF

bp GDF SUEZ Shell ConocoPhillips Mærsk IE

TOTAL Luftfartstilsynet Statoil nexen Eni Norge oif SAFE

Hovedrapport / Main Report