



Samarbeidsforum for helikopter-  
sikkerhet på norsk kontinentalsokkel

# The Committee for Helicopter Safety on the Norwegian Continental Shelf (SF)



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# Status September 2019





## The Committee mandate (2003)

- The Committee shall work toward a significant improvement in the safety of helicopter operations on the Norwegian continental shelf (NCS).
- The likelihood of fatal injury in helicopter operations shall be at least halved for the next ten-year period, compared with the 1990-2000 period.
- The Committee should be a driving force to encourage responsible authorities and other addressees in their work to implement the recommendations in NOU 2001:21 and NOU 2002:17 (White papers) "Helicopter Safety on the Norwegian Continental Shelf".
- The Committee may also address other issues that are of importance to helicopter safety and follow up with proposals for specific measures.



# Original composition of the committee (2003)

- Relevant authorities
  - Norwegian Petroleum Directorate (OD)
  - Norwegian Maritime Authority (S.dir)
  - CAA-Norway (LT)
- Public service-providers
  - AVINOR AS
- Others
  - RNoAF
- Employer- and employee-representatives
  - Petroleum Operators Association (OLF)
  - Norwegian Shipowners' Association
  - CHC Helicopter Service AS
  - Norsk Helikopter AS
  - Norwegian Pilots Union (NF)
  - NOPEF
  - OFS
  - Norsk Helikopteransattes forbund (NHF)
  - Norwegian Air Traffic Controllers Union



# Current composition of the committee

- Authorities
  - Petroleum Safety Authority (PSA)
  - Norwegian Maritime Authority
  - CAA-Norway
- Public service-providers
  - AVINOR AS
- Others
  - RNoAF
- Observers:
  - AIBN
- Employer representatives:
  - Norwegian Oil and Gas (Norog)
  - Norwegian Shipowners' Association
  - CHC Helicopter Service AS
  - Bristow Norway AS
- Employee-representatives:
  - NF
  - Industri & Energi
  - SAFE
  - NHF
  - Norwegian Air Traffic Controllers Union



# Tripartite cooperation

- Tripartite cooperation has a long-standing tradition in Norway:
  - employers
  - unions
  - government
- “Here it specifically means that the three parties sit together in a constructive tripartite collaboration to seek improvements – including for safety and the working environment” (PSA).
- Current membership of SF reflects this, and it is virtually unchanged
- Another aspect represented: Customer – Supplier relationship

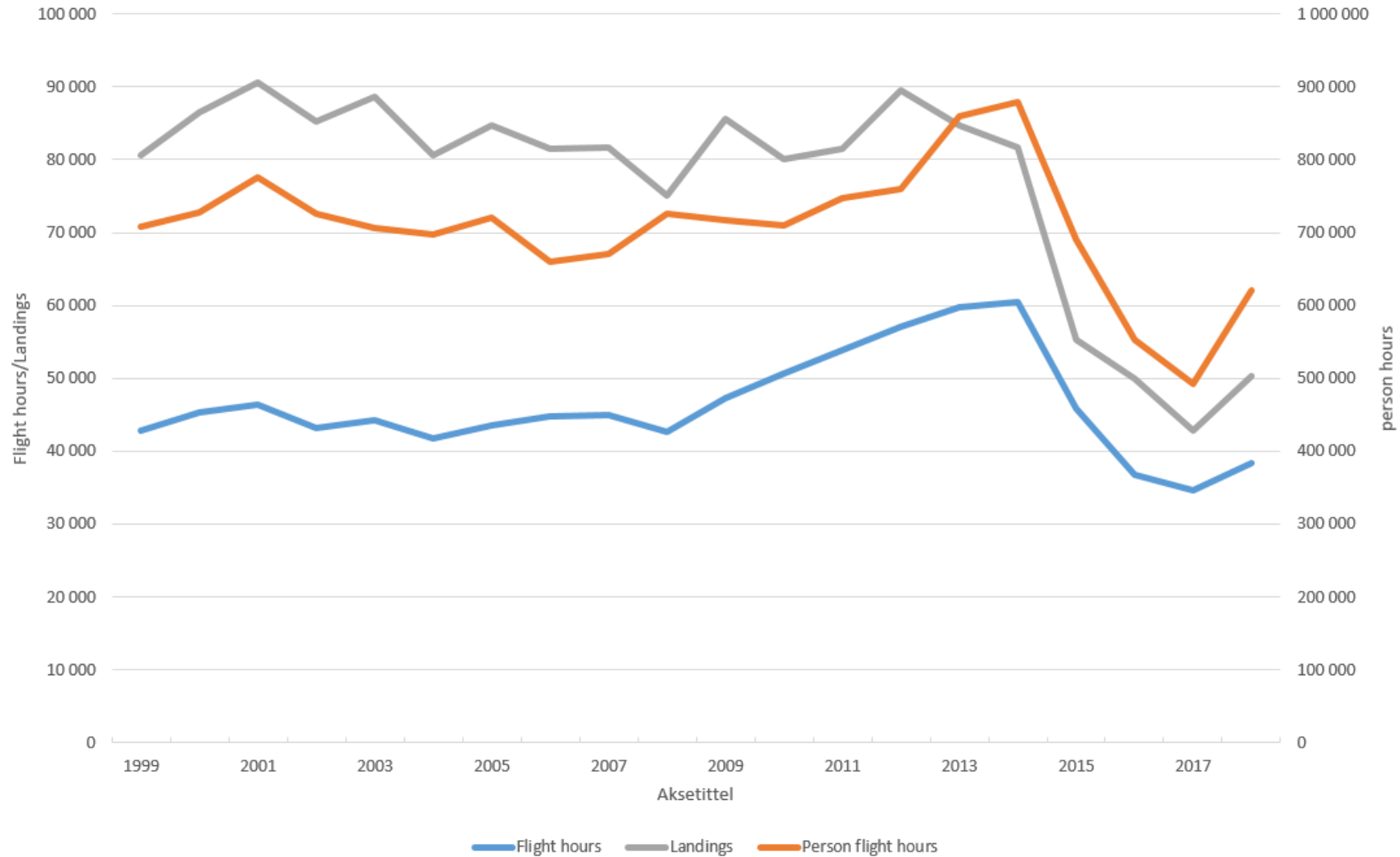


## Objectives (NOU 2002:17)

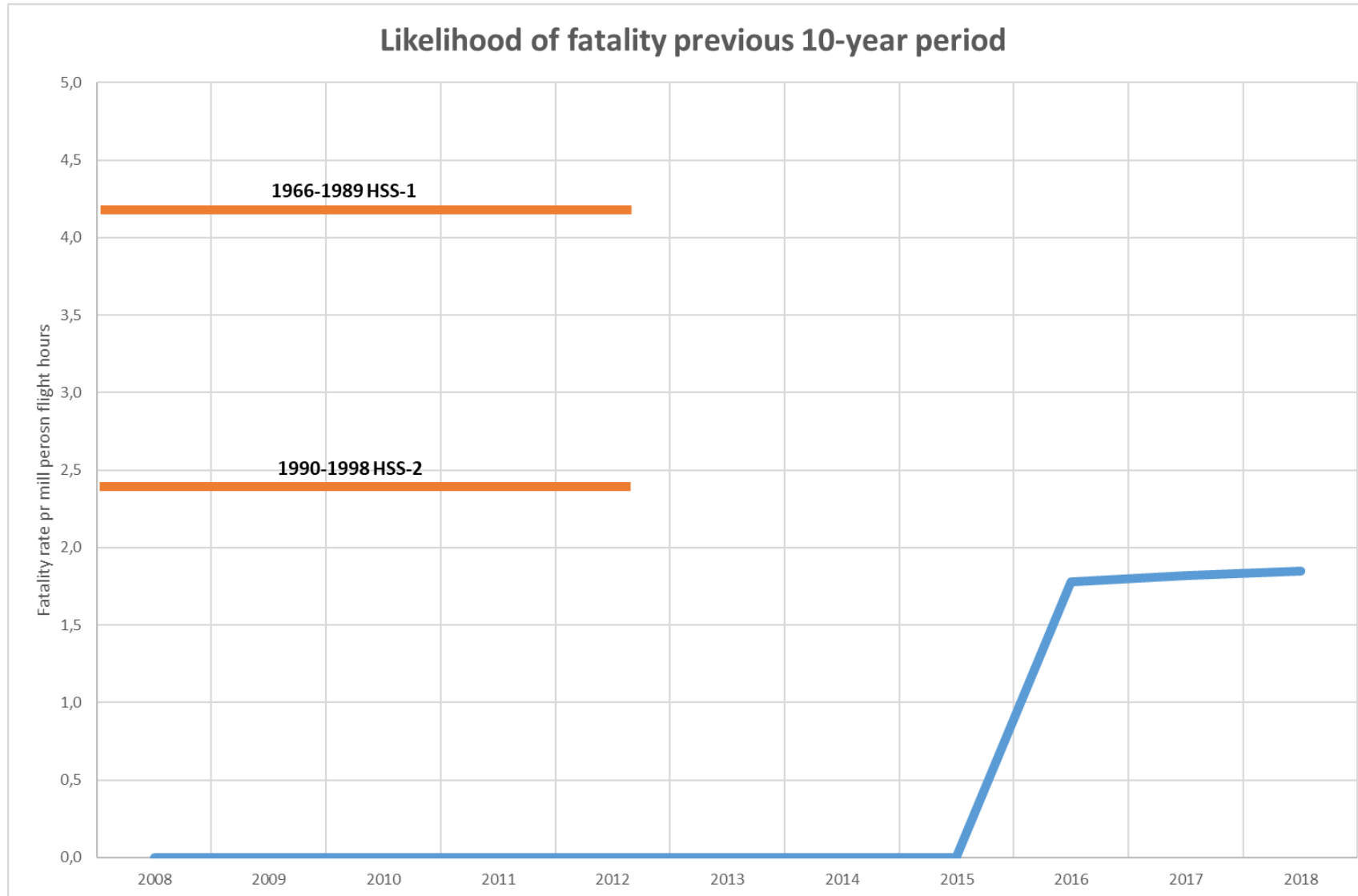
- Observed number of fatalities per million person flight hours (passengers and crew) shall not exceed 1.0 for the next 10-year period, measured as a 5-year moving average.
- The number of aviation accidents and serious incidents shall show a continuous decrease and not exceed 15 per million flight hours, measured by moving average, for any year or any helicopter operator on the NCS.
- No ditching shall result in a fatality due to drowning or hypothermia.
- Perceived risk should be continuously reduced, and should not lead to personal problems of a serious nature for passengers.

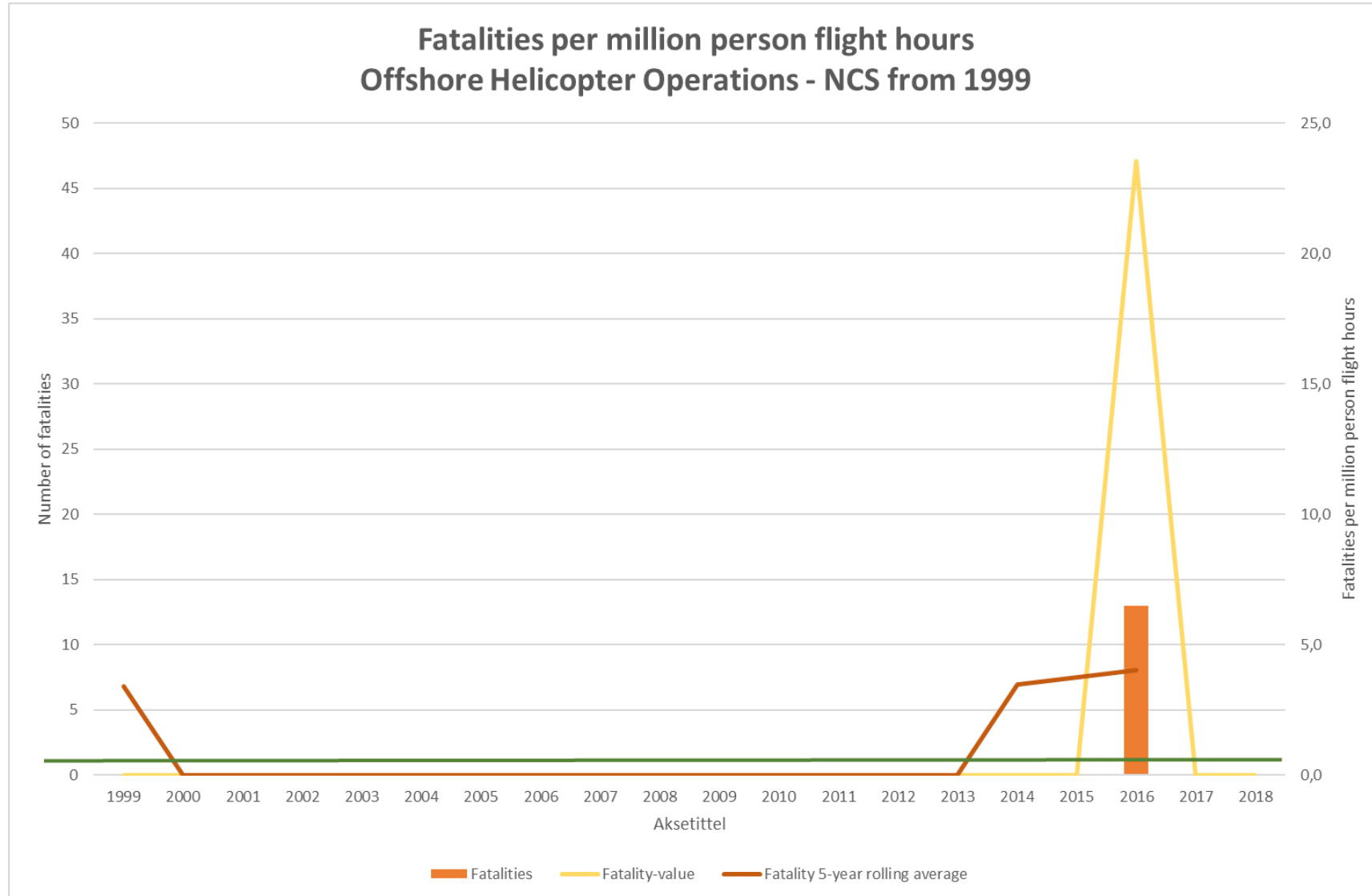


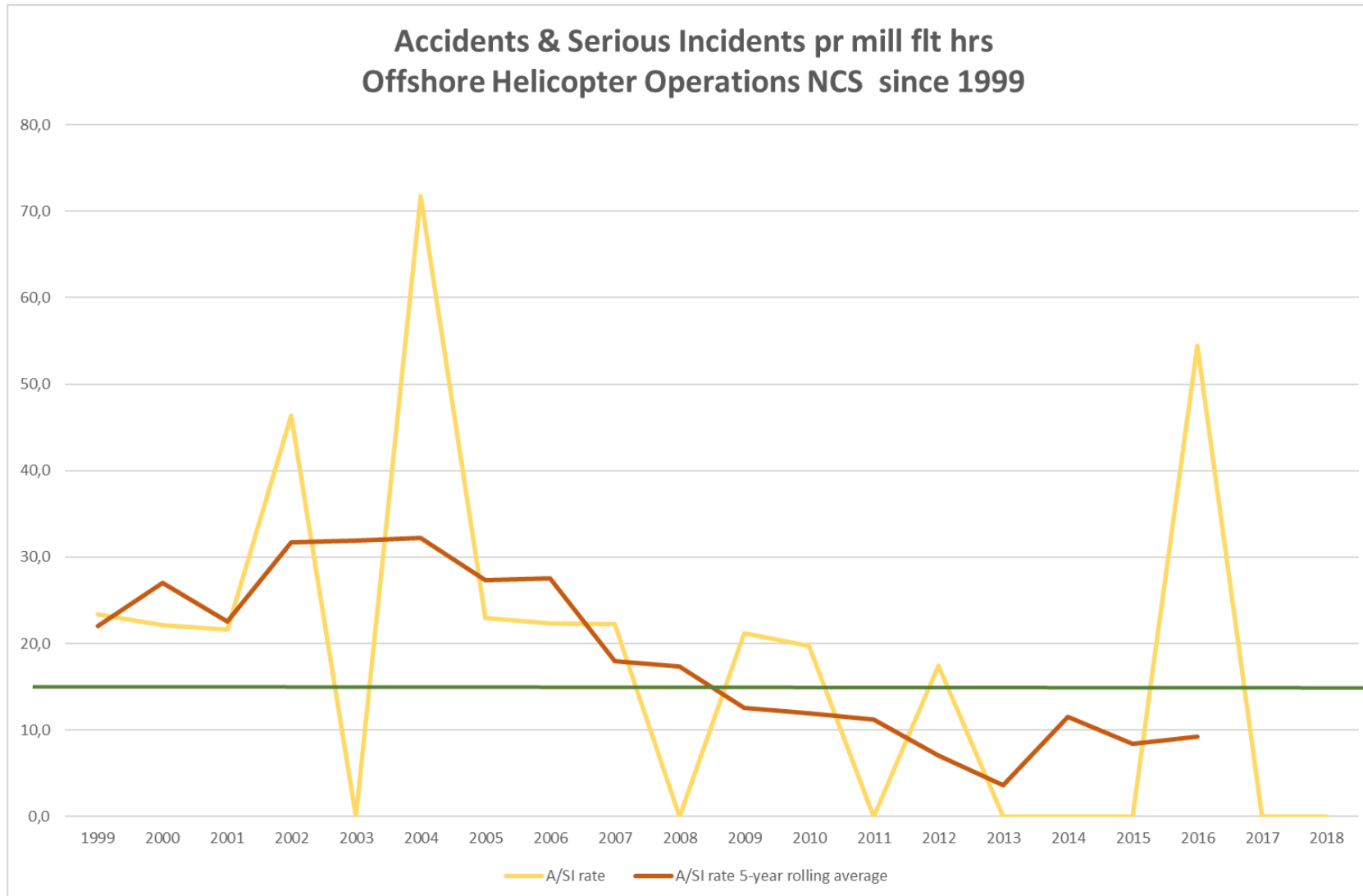
### Offshore Production - NCS





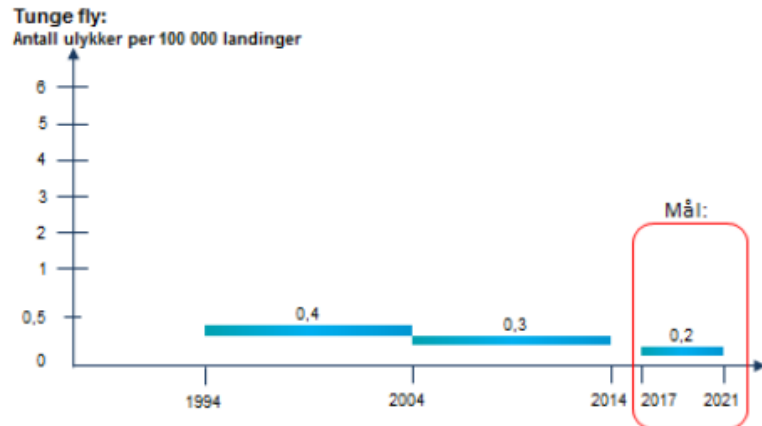




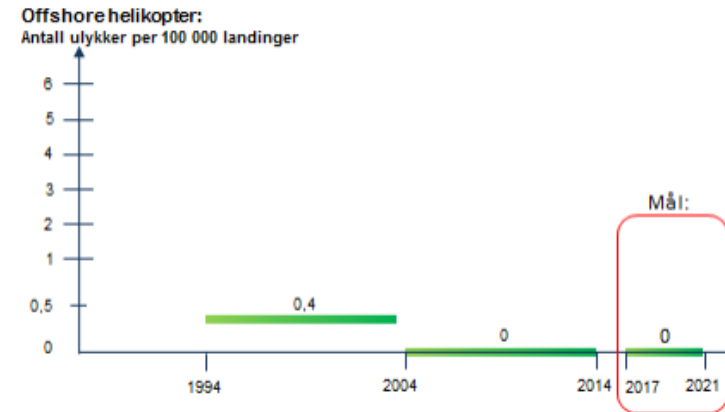




# Norwegian State Safety Programme, accident rates



Figur 4: Historiske verdier for ulykkesfrekvensen, og mål for neste femårsperiode, for norsk, kommersiell luftfart med tunge fly.



Figur 6: Historiske verdier for ulykkesfrekvensen, og mål for neste femårsperiode, for norsk, kommersiell luftfart med offshore helikopter.

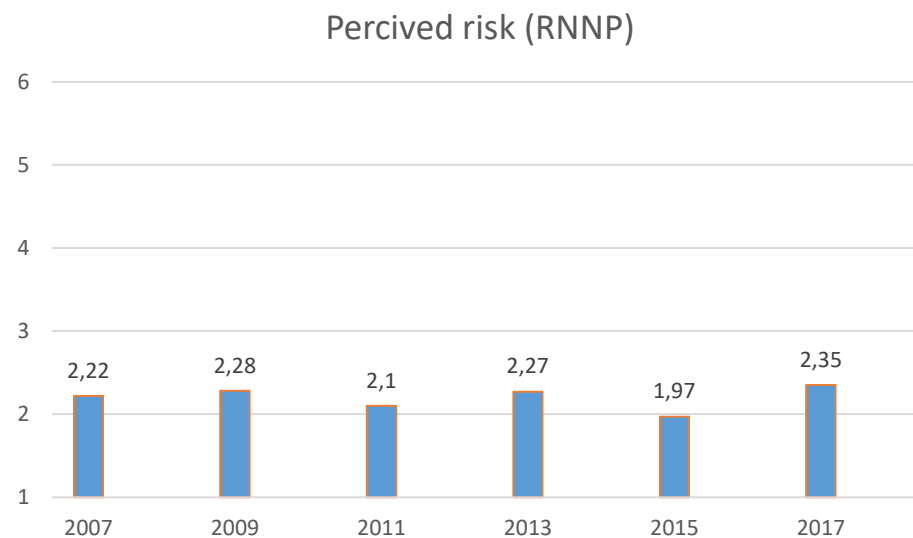
Target for offshore helicopter operations for the period 2017-2021: 0 accidents



# Other objectives

- Ditching
  - Latest survivable ditching related to offshore operations - 1996

- Perceived Risk





# Status September 2019 - Regulations

- Current regulations (flight ops):
  - Reg 965/2012 (SPA.HOFO) (national regulation, but implemented in full - as recommended and worked hard for by SF)
  - AltMoCs and Exemptions (EBS for passengers and crew, seating/emergency evacuation - as recommended by SF)
  - BSL D 2-3 Additional requirements for offshore operations (formalised some of the industry standards in Norog guideline #066 - as recommended by SF)
  - BSL D 2-10 Surveillance/flight tracking (incl. ADS-B)
  - BSL D 5-1 Operations to helidecks, with guidelines, and soon a version in English
- Regulatory development:
  - State aircraft (limited scope – Police, some SAR)
  - BSL D 1-8 Restrictions on routes or areas of operation (incl. expand the offshore standard to scheduled CAT, and some additional requirements for “particularly hostile sea-areas”)
  - BSL G 7-1 Meteorological services offshore



# Some issues that have been addressed -1

- BSL D 5-1 (1<sup>st</sup> July 2019)
  - Harmonisation with ICAO Annex 14 vol 2, CAP 437
  - “Friction” to “slip”
- Sea-state “limitations” (Current version of CAA expectations: AIC-N 24/19)
- Engine performance calculation on T/O offshore (trial period in effect)
- “All these limitations ...”
  - Wind on the helideck
  - Fog around the rig and the airport
  - Sea-state around the rig and enroute
  - Triggered lightning everywhere



## Some issues that have been addressed -2

- Military excises (NATO and Russia) (significant worry at present)
  - Unregulated traffic along the coast, ships with helidecks, carriers, lack of knowledge/communications
  - Jamming/spoofing of GNSS,
  - Live missile and other naval artillery firing
  - Effect on: regularity, safety, phase-out of NDB requirements
- Longer distance operations in the eastern Barents sea ( $\approx 279$  NM)
  - Satellite based ADS-B, AVINOR project established (strongly encouraged by SF)
- Continuation training for maintenance personnel in the simulator vs CBT





## Some issues that have been addressed -3

- Helideck regulation, oversight and audit regime
  - Challenges reported by the Helideck Steering Committee Norway (HSCN)
  - CAA-N concern regarding authority oversight and the helicopter operators' audit practices and relationship to the helideck operators (O&G operators)
- Offshore wind-farms (e.g. Hywind Tampen) and their effect on helicopter operations
- EASA R.COM
- (Follow up of recommendations)
- SF mandate and rules of procedure need an update to revitalise the forum



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<http://www.helikoptersikkerhet.no>