



en arbeidstaker-
organisasjon i YS

Solakonferansen 2019



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President





We are:

NPU -Norwegian

WFF -Widerøe

SNF - SAS

BNF -Bristow Norway Flygerforening

Lufttransport Rotorwing

Blom Geomatic

We have approx. 1600 members, and thus the largest union for pilots in the Nordic countries.

We are supported by Parat and their services.

Background



10 years ago, would you believe these guys are gone today?...



Gamechangers?



Sureley this is not just T&Cs? Does this impact safety?

Table 3-2: Evolution of the air fares between 1992 and 2017 Roundtrip in EUR

		1992	2002		2011		2017	
		Price*	Price	% change to 1992	Price	% change to 1992	Price	% change to 1992
ROM	MIL	190	223	17.4%	101	-46.8%	96	-49.8%
PAR	MAD	538	451	-16.2%	59	-89.0%	111	-79.4%
LON	STO	420	329	-21.7%	125	-70.2%	106	-74.8%
LON	WAW	694	513	-26.1%	124	-82.1%	149	-78.6%
BER	AMS	401	276	-31.2%	64	-84.0%	116	-71.2%
FRA	BER	245	209	-14.7%	65	-73.5%	80	-67.3%
MUC	BCN	434	480	10.6%	83	-80.9%	94	-78.3%
HEL	BRU	634	719	13.4%	185	-70.8%	177	-72.1%

* indicated price is inflation adjusted

Source: European Commission based on Sabre data for 2011 and 2017 prices (Market Intelligence Sep-2011 & Sep-2017 OD-traffic - Average base fare, non-directional, discount coach), OAG (Jun-92 lowest published fares) for 1992 and Amex (Amex fare index – lowest economy) for 2002

History

- Offshore operations in Norway started in the late 1960's with Helikopter Service. Competition appeared in the early 1990's, in the form of Norsk Helikopter, that later became a part of Bristow Group, and thereafter changed name to Bristow Norway.
- These two companies have a combined workforce of about 300 offshore pilots.
- Total offshore flying hours is about 45.000 pr. Year. (Bristow approx 30.000 and CHC approx. 15.000)
- Bristow transports approximately 500.000 passengers per year
- Other operators have been involved from time to time, but Bristow and CHC dominate the Norwegian market.

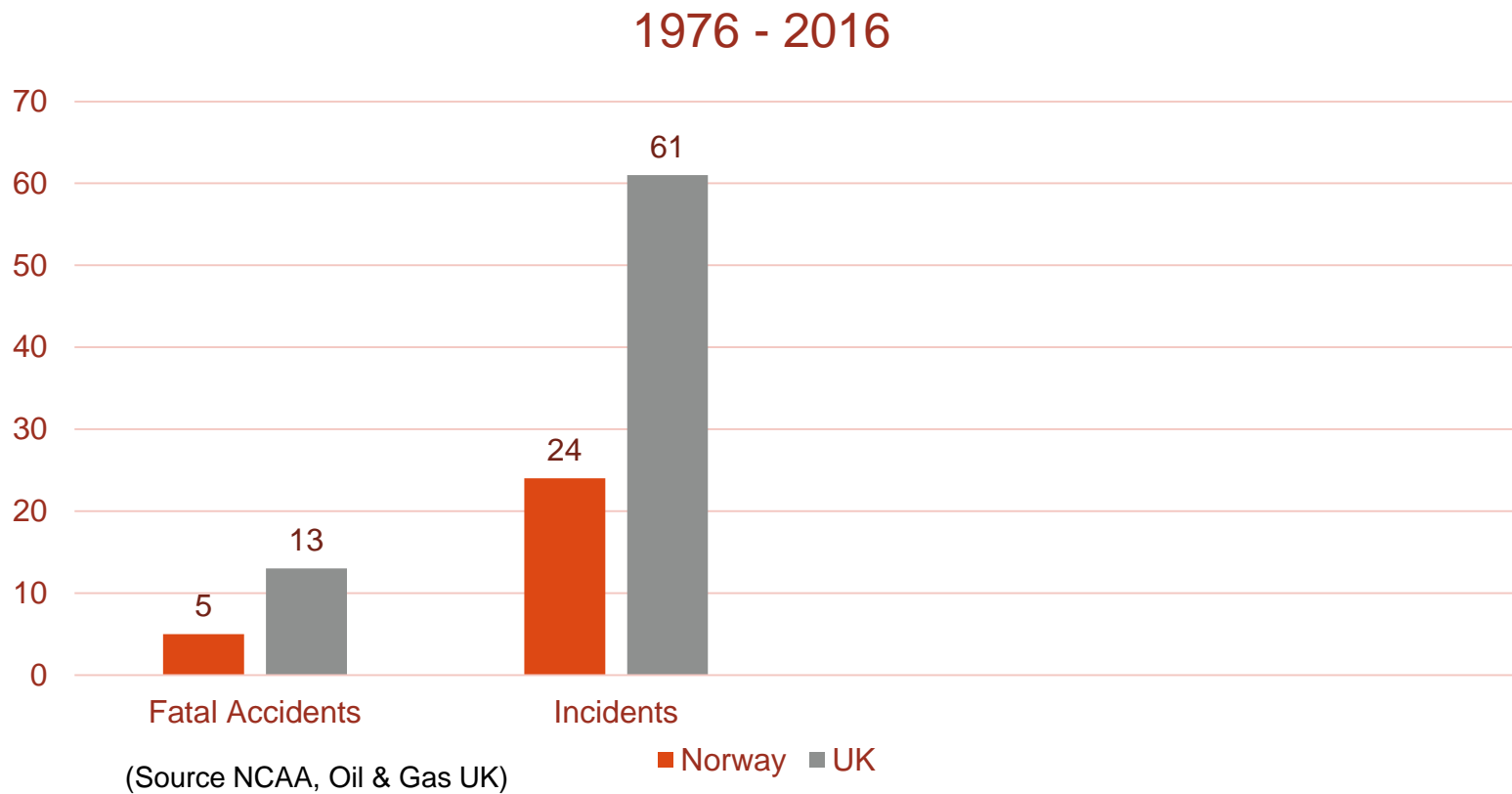
Safety

- In the beginning, the safety was reflected by a lack of proper regulations.
- When the new Jar Ops was introduced in 1993-94, safety was gradually improved, and items such as Point of No Return was implemented, together with a whole new set of regulations.
- Safety has always been the main focus, and the cooperation with the NCAA and the operators has been close and constantly improving.
- Within the companies, strong pilot unions have worked together with management all along with a high focus on flight safety. A combination of good working conditions, and no use of contract pilots, have resulted in a very stable workforce, that cares a lot about their company. This is reflected in a high level of safety.
- People are always willing to «go that extra mile», and there are few pilots that ever leave the field of offshore flying.
- The number of Air Safety Reports filed every year, clearly indicates that the safety attitude is healthy. One is never in danger of being treated unfair after reporting, and this encourages pilots to continue filing ASR's.
- Staffing agencies, such as OSM or Manpower, is not used at all to hire offshore pilots in Norway. The companies have developed thorough hiring processes, that results in the right type of people being chosen for the job.
- Statistics from fixedwing clearly shows that pilots on short term contracts files a lot less ASR,s than full time employees.

Fatal accidents Norwegian sector (5)

- The high focus on safety has resulted in fewer accidents on the Norwegian sector. Statistics show that the number of casualties has been decreasing.
- 9. july 1973: S-61 from Ekofisk (Gulf Tide) to Forus. Tailrotor blade broke off because of corrosion, 4 casualties.
- 23. november 1977: From Forus to Ekofisk, 12 casualties
- 26. june 1978: S61 from Flesland to Statfjord. A rotorblade became detached, 18 casualties.
- 8. september 1997: Norneulykken (the Norne Accident). Eurocopter Super Puma AS332L1 from Brønnøysund to Norne. 12 casualties
- 29. april 2016: Turøyulykken. Eurocopter EC225LP Super Puma from Gullfaks B to Flesland. 13 casualties.

Accidents & Incidents Norway vs. UK



How to maintain a high level of safety?

- The use of **HUMS** (**H**ealth and **U**sage **M**onitoring **S**ystem) A system that records the status of critical systems & components on helicopters so that the early detection of progressive defects (or indications of them) is possible
- A maintenance organisation that is given enough resources, especially when it comes to enough people, proper tool-control, and efficient software for recording, order parts, and register all work that is performed.
- A high level of safety focus amongst the pilots. Simulator training with enough time to cover all aspects of dealing with emergencies.
- And of course, a management that is willing to put safety before cost.

And most important:

- 22.July 2016, the EU commission adopted regulation EU 2016/1199 that had consequences for 965/2012. This affects:
 - **HOFO, Helicopter offshore operations**
 - Performance Based Navigation (PBN)
 - Certification and supervision with DAT providers (providers of data services)
+ certain other operations & regulations.
- May 24th 2017: The Norwegian Ministry of Transport announced it is the government's view that the parts of the regulation that applies to HOFO are not EEA (EØS) relevant.
- This was the great reward of hard work from IE (Industri & Energi), CHC pilots and many others.
- The political importance of HOFO is huge. For now, the Norwegian government states that these parts of the regulation are not EEA relevant because they apply to activities that are predominantly outside the geographical scope of the EEA Agreement.

Note: The parts of the regulation that did not apply to HOFO were considered EEA relevante, and are implemented in the EEA agreement. Some of these are already made into Norwegian law to ensure actual / practical legal unity in the EU inner market.

We believe that it is of great importance for the safety that the AOC (Air Operator's Certificate) for offshore operations should remain on Norwegian hands.

There are plenty of examples from the fixed-wing world where there are disputes on which civil air authority who is responsible for issuing certifications, checking, to perform audits, and to investigate incidents and accidents when they happen. The authorities, and our politicians, have a great responsibility to assure a safe and sound operation in the Norwegian offshore sector. The pilots and the operators will do the rest.

If, in the future, the AOC's are registered in other countries, the Norwegian CAA must make clear agreements to maintain the right to control & check the operators in the Norwegian offshore sector.

Unlike fixed wing, all offshore helicopter pilots in Norway are given a type rating upon initial training.

All clothing, helmets, drysuits, and other necessary equipment are paid for by the company.

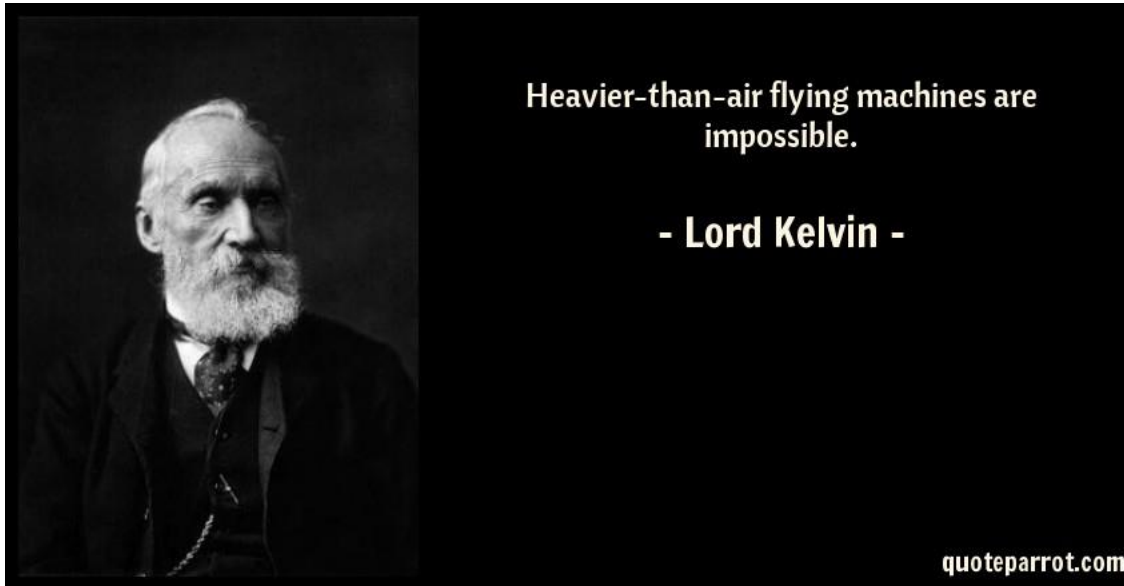
Also, the climate between the unions and management have been good, avoiding industrial actions, and other large and expensive conflicts.

We believe the management in the helicopter offshore business consider the pilot unions to be a useful resource and strive to have the best cooperation, and vice versa for the unions.

For the future:

- We want to make sure the competition for offshore flying contracts is based on quality, not degrading the level of safety.
- Maintain professional companies, that values and support their hard working employees. Full time employment, with good collective labor agreements.
- We need management that dare to resist the ever tougher demands from the oil-companies to continue to cut cost + operating margins. This will, in the end, suffer consequences related to Flight Safety.

The future is now, so lets get started!



Nothing is impossible, the impossible just takes a little more time.

Thank you for the attention!