



Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

The Committee for Helicopter Safety on the Norwegian Continental Shelf



Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

Status September 2018





Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

Original composition

- Participation from:
 - Relevant authorities,
 - Public service-providers,
 - Employer- and employee-representatives
- The Committee must act as a driver to implement the risk-reducing measures that are decided to be implemented as a result of the Norwegian Official Reports (NOU), and promote safety in helicopter transport on the Norwegian continental shelf.



Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

The mandate to the Committee

- The Committee will work for a significant improvement in helicopter safety on the Norwegian continental shelf.
- The total likelihood of perishing in a helicopter flight shall be at least halved for the next ten-year period, compared with the 1990-2000 period.
- The Committee should be a driving force in relation to responsible authorities and actors so that recommendations in sub-sections 1 and 2 NOU 2001:21 and NOU 2002:17 (Norwegian Official Report) "Helicopter Security on the Norwegian Continental Shelf" are carried out.
- The Committee will also be able to address issues that are of importance to helicopter safety and follow up with proposals for specific measures.



Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

Secondary objectives

- 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 5-year moving average.
- The number of aviation accidents and serious incidents will be reduced continuously and not for any year or any helicopter operator on the Norwegian continental shelf exceeds 15 per million flight hours, measured by moving average.
- Emergency landing at sea should not result in death due to drowning or heat loss.
- Experienced risks should be reduced continuously, and should not lead to personal problems of a serious nature to the passengers.



Samarbeidsforum for helikoptersikkerhet på norsk kontinentalsokkel

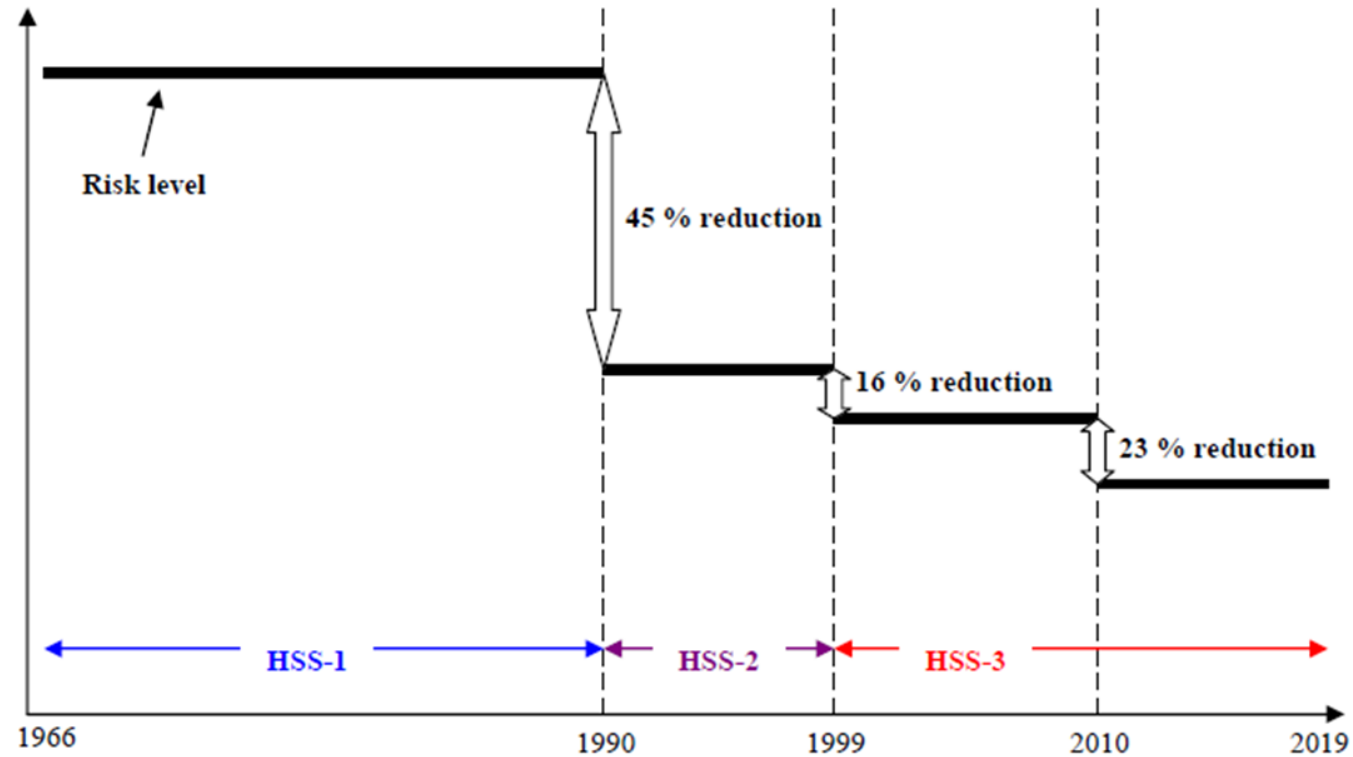
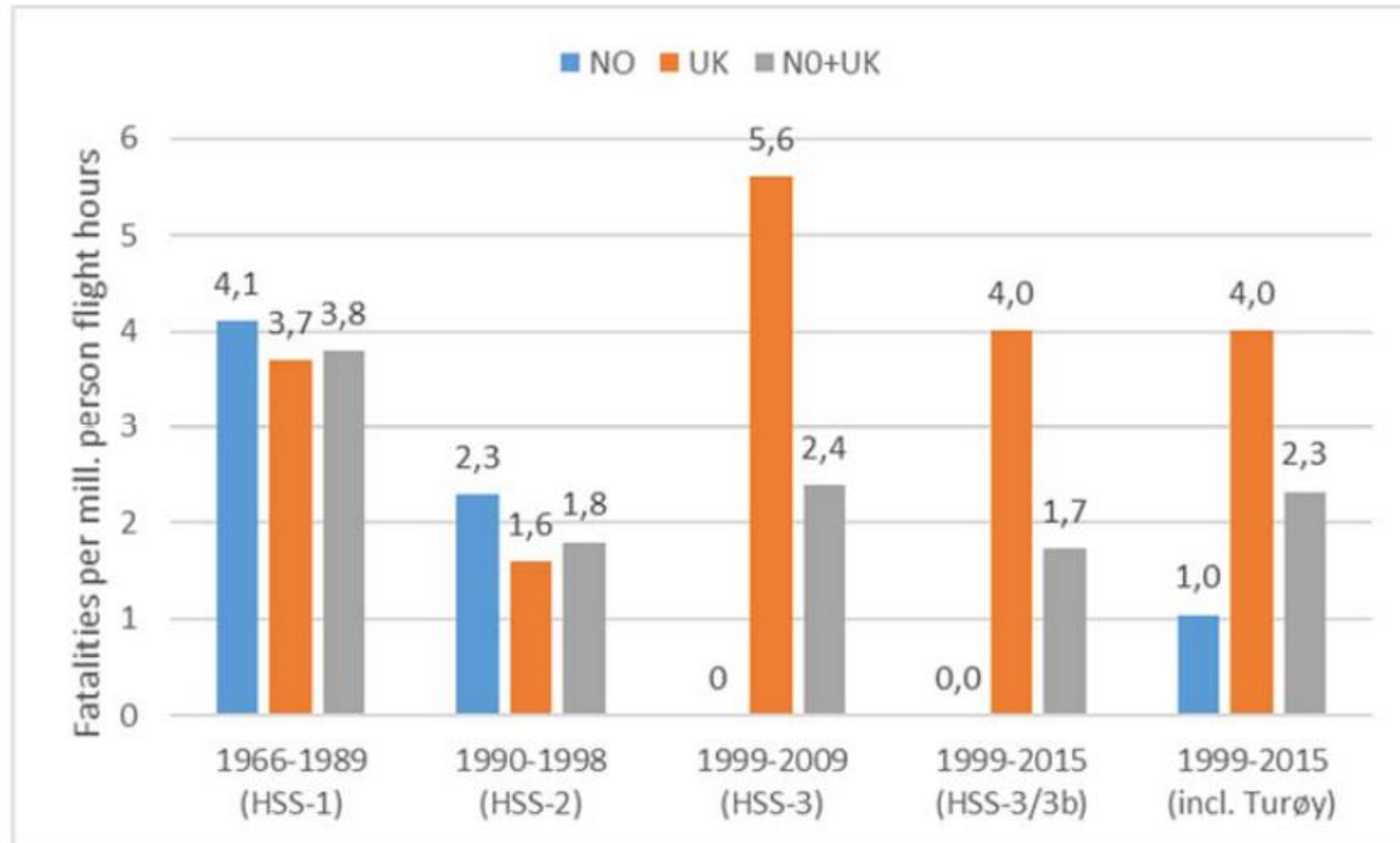


Figure 0.1: Estimated change in risk levels 1966–2019.



Samarbeidsforum for helikoptersikkerhet på norsk kontinentalsokkel





Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

Status September 2018

- Some issues that have been addressed- 1:
 - The Helicopter-accident over Turøy i 2016
 - The Airworthiness for EC225LP, AS332L2 and the investigation after the accident in 2016
 - The implementation of change to regulation 965/2012 (SPA.HOFO)
 - Helicopter-operations in the Barents-Sea
 - The implementation of controlled airspace on the NCS with ADS-B
 - Participation in EASA «R.COM»



Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

Status September 2018

- Some issues that have been addressed- 2:
 - Extension of AIP with helicopter manual that includes helideck data and procedures
 - Helicopter Safety Study HSS-3b and related recommendations
 - Wave-height limitations
 - Location of passengers in the helicopter-cabin
 - Formalization of Norog 066 guidelines
 - Work methodology in the Committee



Samarbeidsforum for helikopter- sikkerhet på norsk kontinentalsokkel



<http://www.helikoptersikkerhet.no>



Samarbeidsforum for helikopter-
sikkerhet på norsk kontinentalsokkel

Thank you for your attention!