

UK CAA Presentation – Offshore Operations

Solakonferansen Sept 22

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Do the
right thing



Never stop
learning



Build collaborative
relationships



Respect
everyone

Agenda

1. Introductions

2. UK CAA High Level Brief
 - a) Current CAA workstreams/challenges
 - b) Looking at the next 12 months.....

3. Latest Offshore Update
 - a) Finishing one work stream.....
 - b) Looking forward to next steps

A Recap of the UK CAA Journey to leaving EASA

Timeline



~~The Future Relationship between the United Kingdom and the European Union (UK Government White Paper July 2018): “for EASA, becoming a third country member via the established route under Article 66 of the EASA basic regulation, as Switzerland has;”~~

March 2020 - The Secretary for State for Transport announces UK will leave EASA at the end of the Transition Period.



Although the ‘Transition Period’ has ended – the UK CAA is still in ‘Transition’....

Recognising the potential for significant industry disruption following the official end of the transition period, the UK CAA considered it appropriate to apply alleviations to the EU-UK Trade and Cooperation Agreement (recall that this was agreed and signed on 30th Dec 2020 and applied from 1st Jan 2021).



The alleviations included licensing protocols to recognise accept EU state issued EASA licenses for UK registered aircraft (including training and examining privileges, maintenance activities etc).

These are planned to end Dec 31st 2022 – there is currently no sign of political appetite to extend further.



2022/23 Focus Areas



Aviation Recovery

Use our role to encourage good consumer outcomes and operational resilience, while recognising the likely demand/supply constraints in the system this year and the importance of operational and financial recovery for commercial aviation.

Examples:

- Deliver a robust programme for safety, security and consumer protection
- Take an active role in co-ordinating responses to cross-sector/entity issues
- Continue to promote more financial robustness amongst ATOL holders and airlines, while supporting growth and competition
- Realistic and deliverable service levels in place for passengers with reduced mobility



Service Delivery

Enhanced focus on improving the customer experience of CAA's service delivery and dealing effectively with the volume of applications expected with the end of the EU recognition period.

Examples:

- Service level agreements consistently met, with resilience built in to meet increased demands
- Improve how we deal with customers in terms of interactions and complaints
- Transform business processes by leveraging digital solutions to improve customer experience
- Improve transparency and regularly make public our performance data



ICAO Audit

In partnership with DfT, we prepare for the ICAO audit by November 2022, achieving a minimum of 95% score for audited CAA scope.

Examples:

- All continuous monitoring approach tools and information completed, reviewed and uploaded into the online framework before the audit
- Mock audit completed based on ICAO audit scope and timetable
- Online framework maintenance process developed, implemented and documents updated and published
- Fully participate in the DfT's state-level preparation programme



New User Integration





Integrate new users into the existing UK aviation system, including spaceflight, RPAS (remotely piloted aircraft systems), BVLOS (beyond visual line of sight) services and UAM (urban air mobility).

Examples:

- Develop roadmaps and strategies to integrate existing and new users into UK aviation system
- RPAS and UAM entities have clear pathways to air worthiness certification
- Spaceflight licensing decisions are evidence based and made in a timely manner
- All applications requiring authorisation from CAA are issued following adequate assessment of safety risk and compliance with regulations



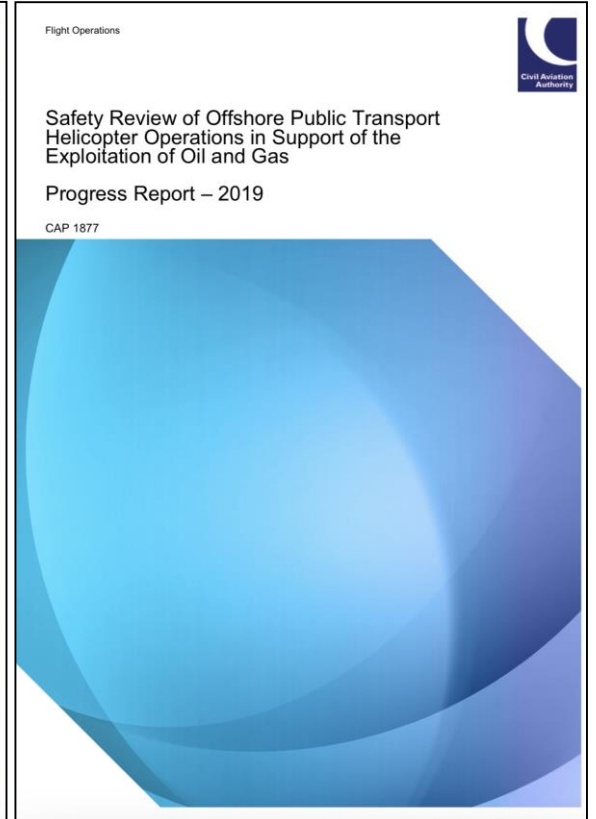
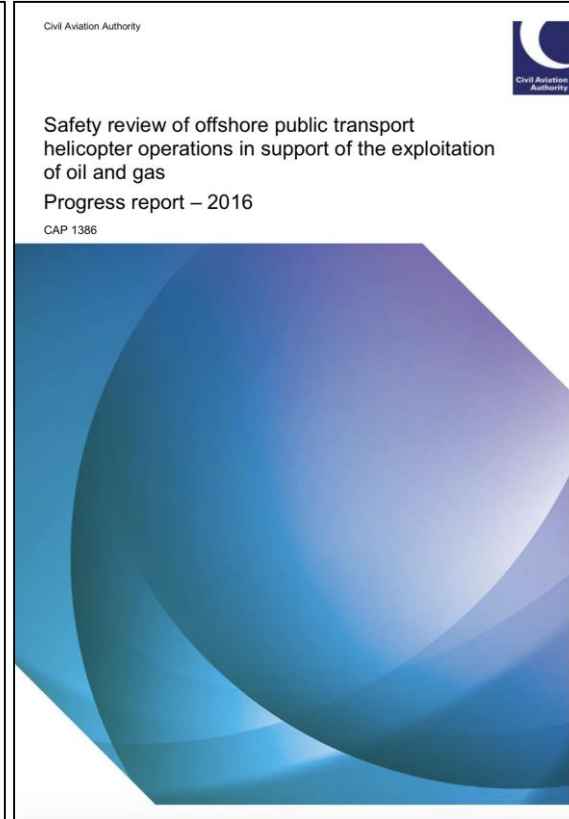
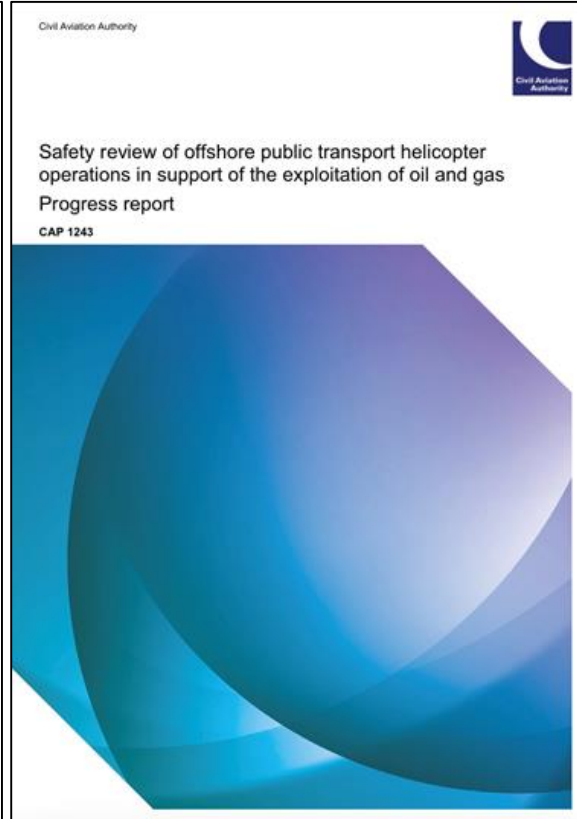
Five Primary Focus Areas for **Any other aviation system shock**

	Area		Operator Relevance	CAA Activity
<p>Human Performance</p>		<p>Assessment of human performance and resilience</p>		
<p>Crew Competency</p>	<p>Cause of fatal aircraft accidents worldwide</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>32%</p> <p>lack of non-technical skills</p> </div> <div style="text-align: center;"> <p>14%</p> <p>lack of flight crew handling skills</p> </div> </div> <p><small>Source: Total Aircraft Accidents Worldwide 2000-2022</small></p>	<p>Assessment of effectiveness of training</p>	<p>Relevant to all users of the aviation system. Although the impact will vary across the various industry sectors, consideration needs to be made for your key service providers and stakeholders.</p>	<p>Operator Generic: Safety Publications and Links associated with key likely ‘stress points’; Seminars, FOLG etc.</p>
<p>Safety Management Systems</p>		<p>Assess effectiveness of change processes</p>		<p>Operator Targeted: Combination of meetings, site visits and (where appropriate) audits, bespoke and proportionate to each operator.</p>
<p>Third Party activity</p>		<p>Validation of oversight of third party activity</p>		
<p>Flight Time Limitations</p>		<p>Assessment of the effects of FTL issues</p>		<p>Individuals in the System: Safety Notices and Industry collaboration to ensure message consistency.</p>

Offshore Updates



Offshore Safety Update



Whilst this report provides a final statement regarding progress against each action and recommendation within the Offshore Review, there is still further activity ongoing in both the offshore and onshore Helicopter operating domains,



Offshore Safety Update

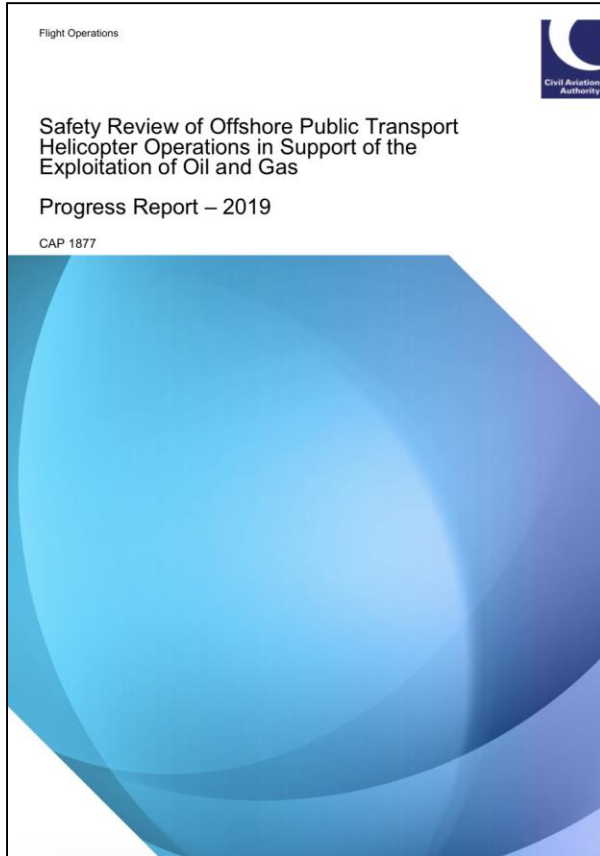


CAP 1877 was published as Post Implementation Review of the actions and recommendations detailed within The Offshore Review (CAP 1145). The review problem statement was:

'Have the Recommendations and Actions in the Offshore Review (CAP 1145) been adequately implemented and have these achieved the objective of improving the survivability of passengers and crew following an accident?'

What has been achieved?

Offshore Safety Update



The previous updates and this publication (CAP1877) demonstrated that **progress has been achieved** with measures to improve the survivability for passengers and crew and to help minimise the likelihood of an accident in the first place.

Of the 32 actions only 4 remain open

Of the 29 recommendations 14 are still progressing

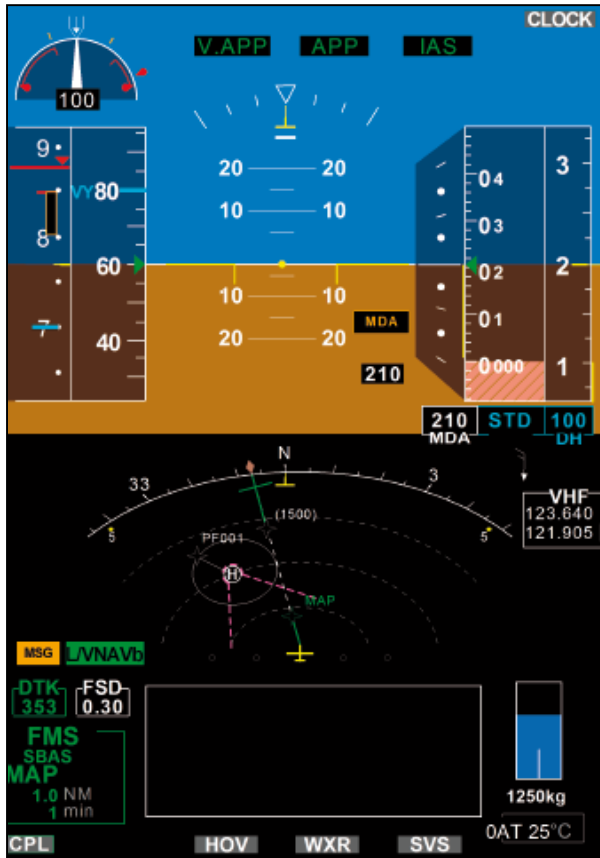
Offshore Safety Update



Actions Completed:

- Offshore Helicopter Safety leadership Group meets every six months (2014 and ongoing)
- Increased awareness of risk picture (2014 and ongoing)
- SPIs developed for more effective FDM (2014 and ongoing)
- Training matters for EFIS, IMC skills and instructor training (2014 and ongoing)
- Enhanced safety around Sea States, Emergency Exits and Survival Equipment (2016)
- Safety hazards and Risk mitigation for operations and helidecks (2018 and ongoing)

Offshore Safety Update



Actions Remaining:

A04 – FDM development

A13 – Certification of Helidecks

A15 – Offshore communication

A32 – Helideck lighting, HMS, HTAWS and DGPS approaches

Offshore Safety Update



Recommendations completed in the following areas:

Matters dealing with collecting and sharing data for trends in accident causes, safety actions and recommendations in both operations and maintenance.

Requirements for offshore personnel to be properly trained in safety and survival.

Work towards helideck improvements in fire and lighting capabilities.

Work towards Pilot Training improvements.

Work towards Maintenance improvements around critical parts.

Met Office triggered lightning forecasting system fully implemented from September 2015.



Offshore Safety Update



Recommendations remaining in the following areas:

R05 – Aircraft and passenger safety features such as self-righting lifejackets, life raft mechanisms and emergency exits / many of these items are now a mandatory part of CS29 but will not be retrofitted.

R10 & 11 - Areas around the agreement on best practices and auditing pooling.

R13 to 19 – Work with OEMs to standardise structure and terminology in documents across different types and also to standardise ATOs teaching of philosophies, SOPs and handling techniques.

R21 to 29 – Continuing work towards aircraft monitoring systems, critical parts and possibly ETOPS rules and the research around these matters.



Offshore Safety Update



What is next?

Of all the outstanding Actions and Recommendations, many could now be considered to be either in the mature stage of “Continuous Improvement” or they have reached a level at which no more can be done.

So we will look at closing them out of the Offshore Review and continue monitoring them through our normal PBO work.

Other Issues being looked at:

Utilising Industry forums such as UK Offshore Safety Leadership Group and Helideck Steering Committee, includes but not limited to:

- Wrong Rig Landings – Helideck identifiers; geometric centre of installation (lat/long to resolution of 0.01'), plus more identifying data.
- Winching Operations and Limits for Wind Farm Operations (including provision of MET equipment)
- Ditching and Survivability – following EASA NPA 2020-16 it is anticipated the CAA will run a parallel rule making exercise (broadly aligned)
- Triggered Lightning Forecast – User Group working with UK MET office to improve resolution and accuracy of forecasts
- Helicopter Terrain Awareness & Warning Systems – A UK CAA rulemaking task finished and implementation by start of 2025
- Wind Reporting - correct all offshore anemometer measurements to 10 m above helideck height.





CAAi to conduct Helicopter Underwater Escape Study on behalf of EASA.



Wind Farm Proliferation – The Next Big Problem?



Questions....

