

UK CAA Presentation – Life after EASA and Offshore Operations

Solakonferansen Sept 21

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Do the right thing



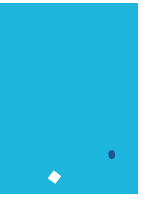
Never stop learning



Build collaborative relationships



Respect everyone



Agenda

1. Introductions

2. A Brief Recap
 - a) The journey to leaving EASA
 - b) Current CAA workstreams/challenges
 - c) Organisational changes to address new priorities

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



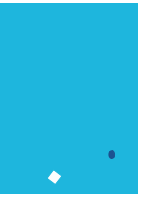
A Recap of the UK CAA Journey to leaving EASA

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).

Bilateral talks to secure reciprocal agreements have been going on since 1st Jan 2021.



Current Work Streams

Work packages include (but not limited to):

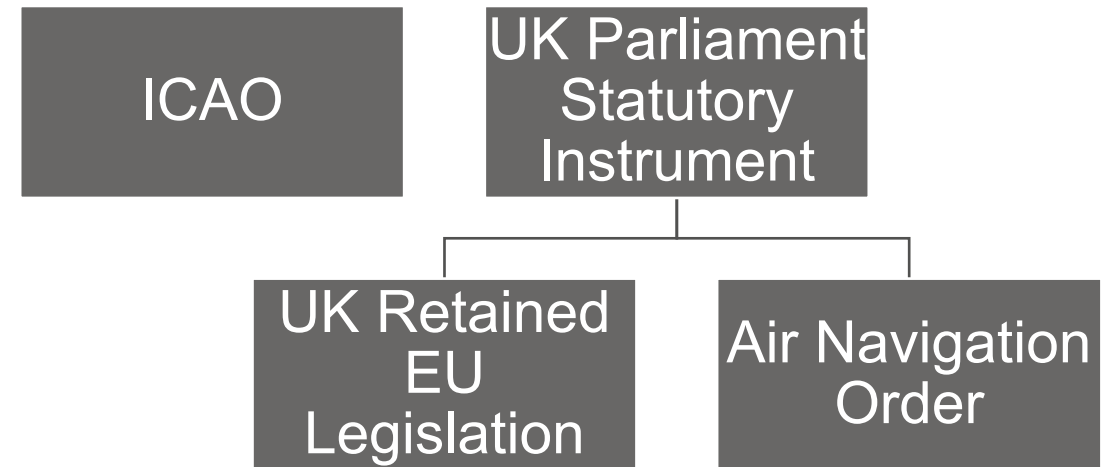
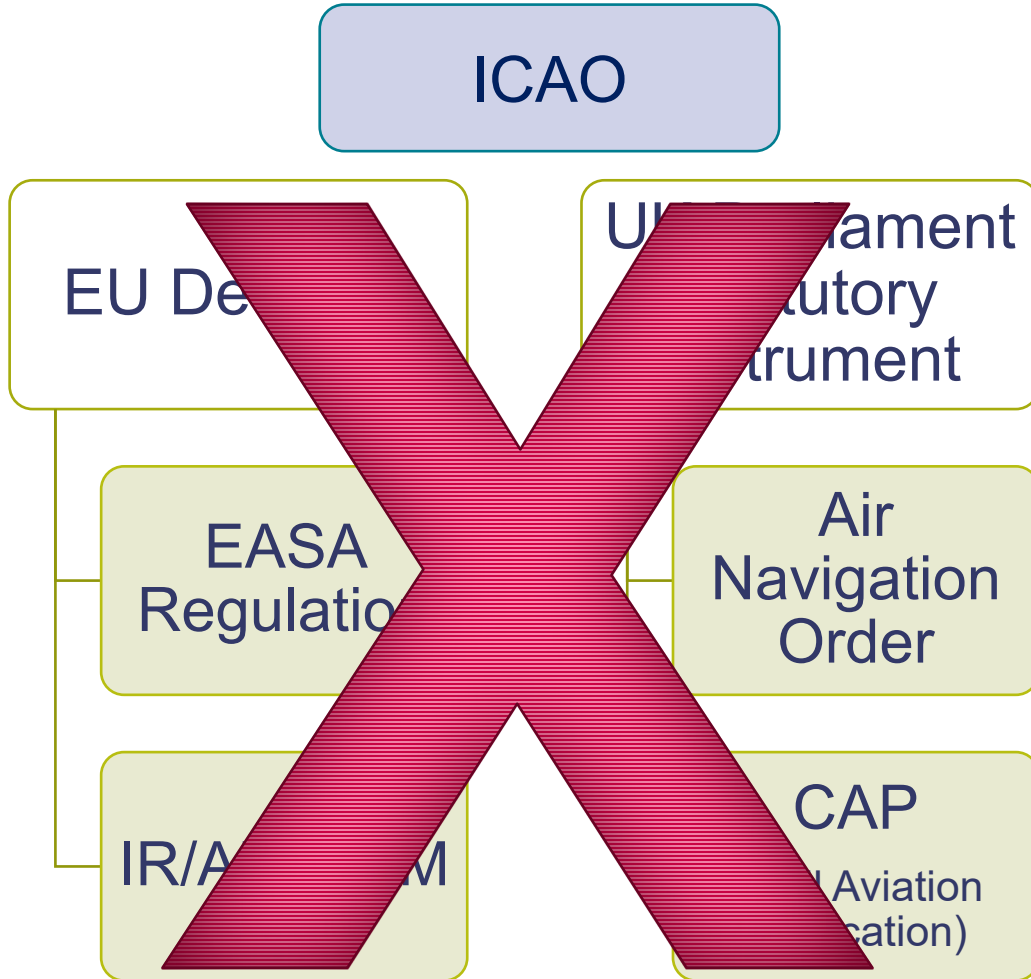
- Re-establishing State of Design and Certification capability
- Reinforcing Policy Making Capability – establishing Rule Making Protocols
- Licensing Oversight
- Establishing Space Capability
- Reinforcing RPAS and Cyber Capability
- Future Innovation (Horizon Scanning)
- Traditional Capability Areas such as Airworthiness, Airports/ATM/Airspace, Flight Operations and Part MED being restructured.

Over 200 extra staff employed over the last 12 months

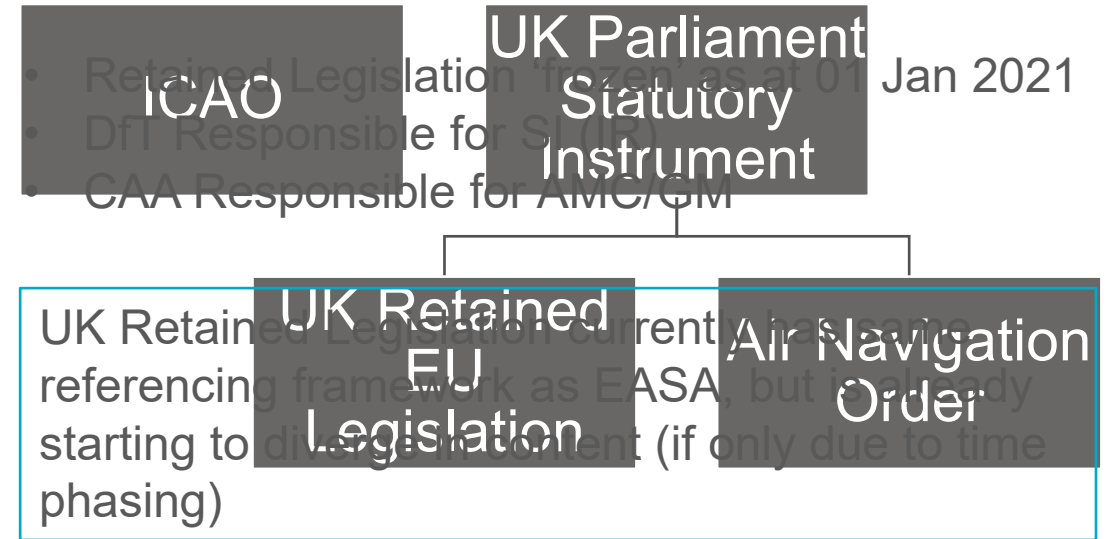




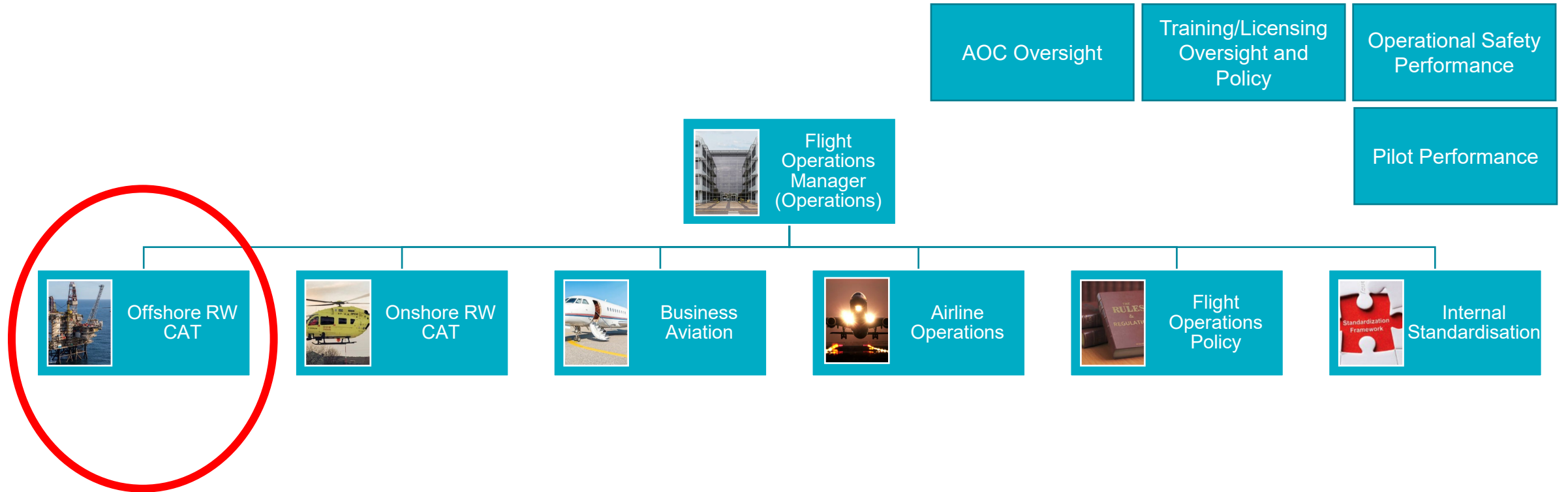
UK Regulatory Framework



UK Regulatory Framework







UK Flight Operations Restructure



26 Flight Operations Inspectors (pilots, most active with training and managerial background). Supported by similar number of Inspecting Officers (specialising in Cabin Safety, DG, Ground Operations, FTL etc). Total of approx. 80 in Flight Operations team.

Offshore Update

 <p>Civil Aviation Authority – Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas</p> <p>CAP 1145</p>	 <p>Civil Aviation Authority</p> <p>Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas</p> <p>Progress report</p> <p>CAP 1243</p>	 <p>Civil Aviation Authority</p> <p>Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas</p> <p>Progress report – 2016</p> <p>CAP 1386</p>	 <p>Flight Operations</p> <p>Safety Review of Offshore Public Transport Helicopter Operations in Support of the Exploitation of Oil and Gas</p> <p>Progress Report – 2019</p> <p>CAP 1877</p>
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CAP 1877 was published as an ancillary progress report containing a review problem statement

‘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?’

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

Once the FO department restructure is complete, the ‘Offshore Lead’ will have a prime deliverable of reviewing what has changed since 2013, and what we need to consider looking to the future.



Offshore Helideck Operations Safety Directive



Civil Aviation Authority
SAFETY DIRECTIVE
Number: SD-2020/003



Issued: 17 December 2020

Offshore Helicopter Helideck Operations

At Annex 1 to this Safety Directive is an Operational Directive mandating action that is required to restore an acceptable level of safety. The Operational Directive is issued in accordance with Article 248 of the Air Navigation Order 2016.

Recipients must ensure that this Directive is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisation and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Helicopter Operators Conducting Offshore Operations
Licensed Personnel:	Not primarily affected

1 Introduction

- 1.1 This Safety Directive (SD) promulgates the Operational Directive (OD) (see [Annex 1](#)) issued by the Civil Aviation Authority (CAA) on 17 December 2020 and which replaces and revokes SD/OD 2019/002 issued on 28 March 2019. It is applicable to operators conducting offshore Commercial Air Transport (CAT) helicopter operations in support of offshore oil, gas and mineral exploration, production, storage and transport, and the offshore renewable energy industry.
- 1.2 Following concerns raised by helicopter accidents in the seas around the UK, the CAA conducted a Safety Review of Offshore Public Transport Helicopter Operations ("the review") in association with the Norwegian CAA and the European Aviation Safety Agency (EASA) in 2013. The report of the review was published in [CAP 1145](#) (Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas) and progress and final reports on actions and recommendations arising were published at CAP 1243, CAP 1386 and [CAP 1877](#).
- 1.3 This SD builds on SD 2019/002 by introducing an additional requirement to meet the upgrade of Helideck Monitoring Systems (HMS) incorporated in CAP 437 at 8th Edition Amendment 1 published in September 2018.

2 Reason and Explanation

- 2.1 This SD is made in the interests of safety of operations to offshore locations (helidecks) for the reasons set out in Chapters 10 and 14 of CAP 1145. Additionally, it is made in further response to the Air Accidents Investigation Branch (AAIB) Safety Recommendations 2003-133 and 135 issued following the accident to Eurocopter AS332L Super Puma G-BKZE at the West Navion

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Applicable to helideck fire fighting scheme, helideck lighting scheme and helideck monitoring system standard. Originally a three year voluntary retrofit programme, but due to slower than anticipated progress now formally mandated.

The CAA has extended the dispensations for 32 vessels to 14 January 2022. This was in response to unforeseen difficulties in the supply of repeater lights. A date of 14 January 2022 has been set to avoid the possibility of urgent action being required during the Christmas and New Year period.



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 will form part of the 2022 Rule Making Programme.
- Wind Reporting - correct all offshore anemometer measurements to 10 m above helideck height.



Questions....

