



HSAC

Helicopter Safety Advisory Conference

Helideck Committee

Committee meeting 08-09 October 2025

New Orleans, LA

Attendance

20 in-person attendees

9 online attendees

AGENDA

08:30 – 08:45 Intro (Jon Conrad)

Anti-Trust Statement & Introductions

Safety moment –

08:45 – 09:00 Industry Updates

HeliOffshore, IOGP, ICAO (John Parker - BP)

CAP437 (Daniel Powell)

09:00 – 09:15 Fuel Systems Industry Update (Jeremy Lenart)

09:15 – 09:30 Structures Sub-Group (Peter Sculley)

09:30 – 9:45 Coffee Break

09:45 – 10:15 Guest Speaker – Offshore Helideck Compliance, Regional Difference and Best Practices (Matts Wilson, Safety and Training Manager / Senior Helideck Inspector, Oryx Aviation Services)

10:15 – 11:00 RP 191 Bowtie Update (Jon Conrad)

11:00 – 11:15 Coffee Break

11:15 – 11:30 Training Sub-Group Update – (Dylan Sanchez)

11:30 – 12:00 Guest Speaker – HLO: The Helideck Authority (Grant Doran, Vice President Strategic Partnerships, OPITO)

12:00 – 12:15 Future Work / HSAC RP Updates (Daniel Powell)

12:15 – 12:30 AOB

12:30 – 14:00 Lunch

14:00 – 17:00 Face to Face Workgroup Meetings

Fuel sub-group – Carmen Room

Structure sub-group – Hotel Boardroom



WHAT HAPPENED? (BRIEF SUMMARY)

Incident: Bell 407 crashed during takeoff from WD-106 platform, resulting in 4 fatalities.

Key Event: Dynamic rollover initiated when right skid contacted a perimeter light during takeoff

Contributing Factors:

- Helicopter not centered on helideck
- Perimeter light exceeded height standard
- No hover check performed before takeoff
- Inadequate visual/physical checks for obstacles



WHERE CAN WE IMPROVE?

Design & Hardware:

- Ensure all perimeter lights are within 2" height limit for <1.0D decks
- Mark and document any legacy non-conformities; risk assess and mitigate

Procedures & Training:

- Reinforce hover check and centering procedures in pilot and HLO training
- Use checklists and visual cues for every operation
- Conduct regular scenario-based emergency drills

Inspection & Documentation:

- Use HSAC RP 163 checklists for daily/monthly/annual inspections
- Update HIPs and NOTAMs for any changes or hazards
- Close the loop on all reported discrepancies

IOGP ASC HDWG, ICAO / IMO Updates

697 Offshore Helidecks and Facilities

- The document first released in June 2023 is currently at **V1.2 last updated in April 2025** following comments received from industry to provide clarification on contract interfaces and general areas of improvement.
- Currently there is **no intent to change** the document other than when necessary to maintain alignment with regulatory requirements if / when they may occur.

ICAO HDWG ADOP (Aerodromes Design and Operations)

- Heliport Manual 9261 being revised into three sections, publication pending in Q3 2024, deferred to Q1 2025 ref ADOP.010.01
 - Offshore heliports (JP)
 - Onshore heliports (will align to 698 work)
 - Heliport SMS (under review)

IMO are looking to review and update MODU code and ICS Shipboard helideck standard during 2024, action remains ongoing thru 2025.

IOGP Helideck WG will be engaged through ICAO HDWG, using below noted JIP's historical information as part of any consultation

UK CAA (CAP 437): SEPTEMBER 2025 UPDATE ON OFFSHORE HELIDECK ISSUES

1. CAP 437

A complete draft of 9th Edition Amendment 1 has been produced and was sent to CAA publications department on 20 August for initial assessment. Many of the “accessibility” issues identified have been addressed and clarification is being sought regarding whether addressing the remaining issues can be deferred to 9th Edition Amendment 2.

Promotion of CAP 437 from Guidance Material (GM) to Acceptable Mean of Compliance (AMC) forms part of an ongoing UK CAA Rule Making Task and may require further changes to the document which will likely be incorporated at 9th Edition Amendment 2.

2. Helideck Monitoring System – Rev.9c Upgrade

Seven of the nine HMS Providers’ Rev.9c upgrades have been approved – see [here](#) for details. Flexibility on the CAP 437 01 October 2025 implementation date for the Rev.9c upgrade is to be allowed without the need for dispensations. A notice to industry has been sent by the HCA by way of clarification.

3. Helideck Structural Issues

Helideck Structural Requirements - The joint industry working group chaired by CAA has been dormant since Kevin Payne retired in April 2024. CAA is looking to restart this activity and so far, has met with colleagues at HSE who are effectively responsible for the helideck structure.

4. Addition of fixed installations to the UK AIP

A proposal to create a new section (AD4) within Part 3 of the AIP for unlicensed heliports is being progressed within CAA



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Scope

Assigned to Review HSAC RPs for accuracy and align with latest industry standards (Energy Institute, JIG, etc.).

- Updated HS RP 163 to replace the use of water absorbing, monitor filters with approved filter technology.
 - The Board has recommendations for adding the revision number to the references within the RP before the submission of changes from January 2025 will be implemented.

Industry Update

Still Active – JIG Bulletin 155 – Urgent Action for all users of ALL Water Barrier Filtration Issued 13th of December 2024 - <https://www.jig.org/documents/bulletin-155-water-barrier-filters/>

A4A - [A4A Bulletin 2024.4: Additional Required Procedures for Water Barrier – A4A Publications](#)



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Progress Since May 2025 Meeting

- Primary focus has been on revising the text in Section 5 of RP 161 for structural design of helidecks.
- Proposed text sent to subcommittee members on 9/22 for review and comment.
- Additional test cases of load combination matrix run on existing helidecks

Path Forward for Jan 2026 meeting

- Get approval of Section 5 text modifications and issue revised RP 161 document.
- Discuss the merits of removing some conservatism for legacy helidecks in RP 162.
 - Allow additional allowable stress modifier (AMOD) for the heavy landing case? Or,
 - Allow the use of actual wheel load distribution for heavy and emergency landing load combinations? Or
 - Remove the 1.3 dynamic load factor (sympathetic response)?
 - Update section 3.2 of RP 162 with any design exceptions/variations from RP161
 - What additional inspections and analyses would be required if the RP allows legacy decks to be used at a higher utilization in heavy and emergency landing events?

GUEST SPEAKER – OFFSHORE HELIDECK COMPLIANCE. REGIONAL DIFFERENCES, AND BEST PRACTICES

(Matts Wilson, Safety and Training Manager / Senior Helideck Inspector, Oryx Aviation Services)



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Helideck Fire Fighting System Testing

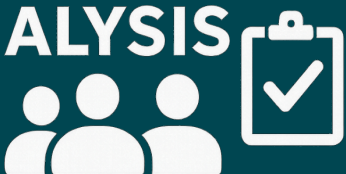


- ❖ Annual Inspection and Functional testing of the Helideck Fire Fighting system and its components
(Mandated by SAUDI ARAMCO & UAE ADNOC)
 - Visual Inspection of the System
 - Function testing of the system to verify the performance of the system against original design expectations.
- ❖ Reserve Stocks for the Primary Fire Fighting media and Complimentary Media.
(100% for ARAMCO; 200% as per CAR HVD)

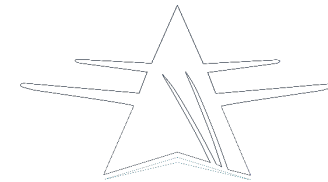
Task Resource Analysis



TASK RESOURCE ANALYSIS

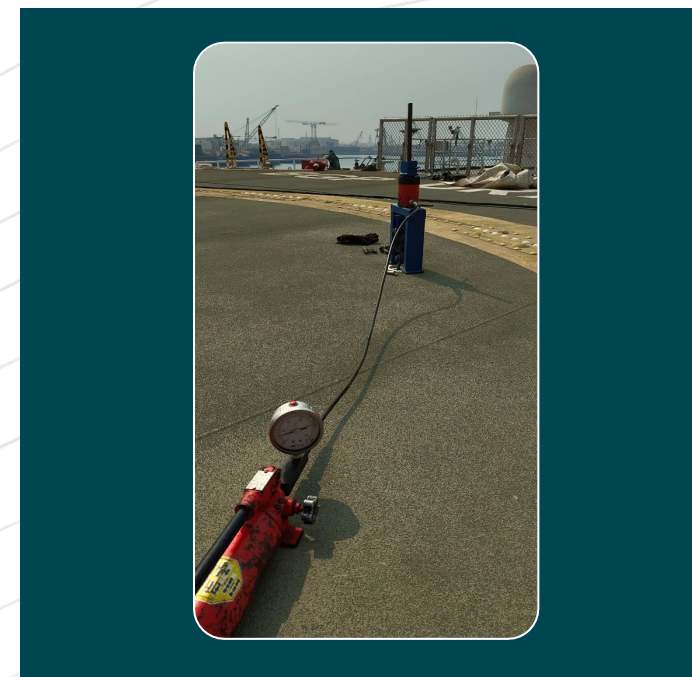
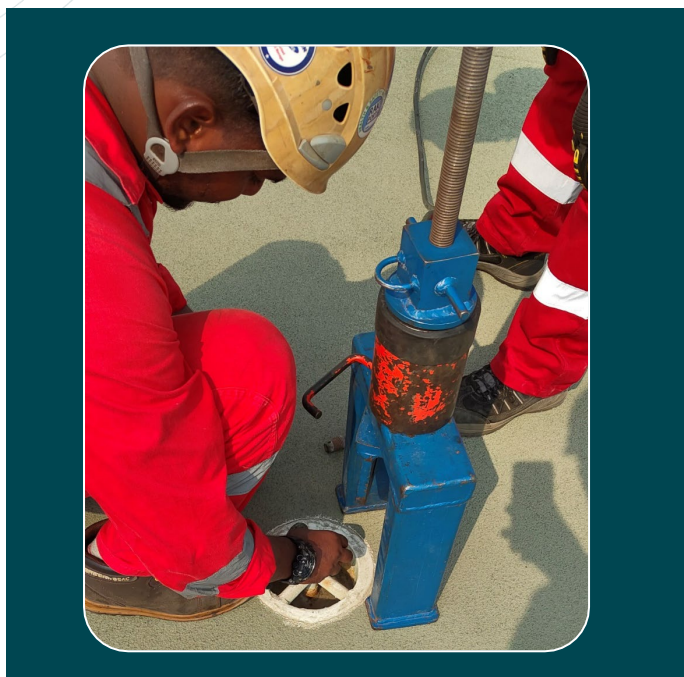
An icon depicting three stylized human figures in white, positioned to the left of a white clipboard icon with a checkmark, all set against a dark teal background.

- ❖ Task Resource Analysis (TRA) to determine sufficient resources. (Mandatory to keep this record for all installations operating under Dubai Petroleum and ADNOC-UAE)
 - Formal assessment to identify the tasks required for safe operations
 - Determine the minimum number of qualified personnel and necessary equipment
 - Crucial for ensuring safety, particularly in emergencies



Tie-Down Points Testing

To verify the tie-down points by Physical testing and NDT methods to confirm compliance.
(Mandated by NORMAM 223-Brazil)

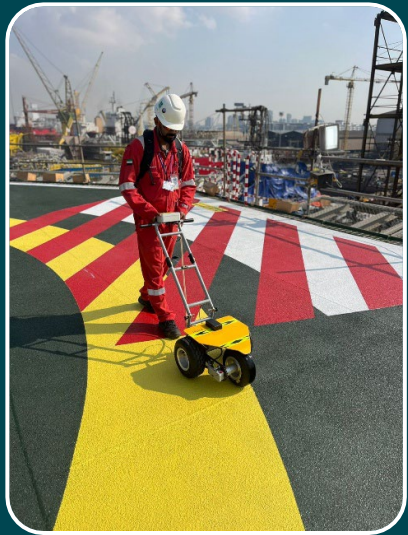


Pull-Down Testing for the Tie-Downs

Annual Requirement- Helideck Inspections and Friction Tests



- ❖ Mandatory Inspections by approved Certifying companies like ORYX, HCA
- ❖ To match with the recertification of Helideck equipment and components, like Friction Test, HMS, weather monitoring system, Fire fighting system, etc.



HSAC RP-191

OFFSHORE HELICOPTER INCIDENT BOWTIE

- As previously discussed, the Bow-tie HSAC RP 191 still contains a 'TBD' in either the 'Safety Critical Items' column or the 'Safety Critical Activity' column (or both). As discussed previously, we will be working to develop this guidance one by one and introduce that new guidance into HSAC RP 163 where applicable, or another helideck related RP if necessary.
- Of the 96 TBDs in RP 191, 28 have been finalized and 0 need a second review, resulting in 69 controls remaining to be actioned.
- The Helideck Committee will review the proposed changes to RP 191 with a view to vote on these at the next HSAC meeting (Jan 26) for subsequent presentation to the HSAC board.





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Summary: HOIT-A and HOER Implementation

•Overview & Feedback:

OPITO provided an update on the HOIT-A and HOER standards. Feedback from learners and operators has been largely positive.

•Competence Assessment:

Operators currently use their own frameworks. There is interest in collaborating on a **standardized competence assessment** for HDAs and HLOs.

•HSAC Adoption:

HOIT-A and HOER will be included in **HSAC recommended practices**, making them standard for all HSAC members.



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Digital Delivery - OPITO highlighted the ability to deliver the HOIT-A and HOER theory training digitally, which would ease logistical issues for staff to attend training

Helideck Facility Specification Document - OPITO gave an overview of the Helideck facilities document and explained the facility requirements for training centres to be approved for the HOIT-A and HOER training

CA-EBS in HUET - OPITO gave an overview of the CA-EBS in HUET project which aims to introduce use of the CA-EBS during HUET practical training. OPITO confirmed there has been a successful pilot and the finalised standard is being developed.

Shoulder Measurement Standard - OPITO gave an overview of the incoming Shoulder Measurement Standard which would include train-the-measurer and enable training centres & heliports to conduct shoulder measurement against an international standard. This would enable learners to attend BOSIET/HUET training and undergo Shoulder Measurement at the same time, and this would be recorded within the HUB.

Helideck Monitoring System Standard - OPITO gave an overview of the HMS Standard currently under development

GUEST SPEAKER – HLO: THE HELIDECK AUTHORITY

(Grant Doran, Vice President Strategic Partnerships,
OPITO)



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Primary Helideck Authority

The HLO is the main authority managing all activities on the helideck during helicopter operations.

Coordination and Communication

HLO coordinates with pilots, deck crew, and control room to ensure safe and efficient helicopter operations.

Safety and Operational Readiness

HLO ensures safety protocols are followed and the helideck team operates cohesively and efficiently.

Incident Management Importance

Even minor helideck issues can escalate quickly, requiring swift and effective management by the HLO.

Coordination and Communication

HLO coordinates with medical teams and controls passenger movement, maintaining critical communication.

High-Risk Rotor-Turning Environment

Rotor-turning turnarounds are high-risk; HLO's control is vital to ensure safety during these times.

Training for Effective Incident Handling

HLO training enables quick identification, mitigation, and management of incidents in dynamic environments.

HOIT-A & HOER

Helideck Operations Initial Training – Americas & Helideck Operations Emergency Response

The Products

- Developed with Shell, Maersk, HSAC members.



MAERSK



- Defines HDA & HLO roles and competencies
- Promotes consistency across Gulf operations

The Training

Blended Training Approach

Training combines theoretical lessons with practical exercises for effective real-world readiness.

Focus on Emergency Response

Emphasizes emergency response skills to prepare personnel for high-pressure situations.

Leadership and Safety Emphasis

Training develops leadership skills and ensures strict adherence to safety protocols.

Competence Beyond Compliance

Focuses on deep understanding and readiness beyond standard compliance requirements.

DISCUSSION FUTURE WORK

- AFFF sub-group in hibernation unless a new topic is raised.
- HSAC RP 191 Bowtie 'TBD' replacement now complete. To be voted on in January meeting for readiness for board for approval.
- Review & align HeliOffshore Tier 1 Helideck accident prevention goals – on-going
- Review Fuel updates previously submitted in line with HSAC board external document revision/date requirements.
- Continue new work in Fuels sections contribution to RP 161, 162 & 163 standards.
- HeliOffshore MMHEL incorporation into HSAC RP 163
- OPITO Helicopter Admin Training and CAP 437 Heli Admin Requirements Review for implications to HSAC RP 160 series.
- Finish Training contribution to HSAC RP 163 revision (Jan 25)
- Review OPITO training structure around Helideck Monitoring Systems – potential new sub-group to update RP's to be discussed in January HSAC meeting.
- Implement Structures Workgroup changes into HSAC RP 163. To be voted on in January meeting for readiness for board for approval.

