HSAC
Helicopter Safety Advisory Conference

Helideck Committee

Committee meeting 14-15 January 2026

Houston, TX

Attendance

16 in-person attendees
4 online attendees

AGENDA

08:30 – 08:45 Intro (Daniel Powell)
- Anti-Trust Statement & Introductions

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 – Perimeter Safety Nets Landscape - Philippe Buess, Business Development Manager, Frictape
10:15 – 11.00 RP 191 Bowtie Update (Daniel Powell)
11:00 – 11:15 Coffee Break
11:15 – 11:30 Training Sub-Group Update – (Dylan Sanchez)
11:30 – 12:00 Guest Speaker - Global regulations for Helideck Monitoring Systems (HMS) – Johnny Rabben, Sales Director, ShoreConnection International AS
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

IOGP ASC HDWG, ICAO / IMO & HeliOffshore Updates

697 Offshore Helidecks and Facilities

- January 2026 Up-date
- IOGP RP 697 has gone through some minor amendments and will be reissued as V2 and locked down for a period of time
- This will be to allow operations to focus on implementation
- This is the same direction IOGP ASC is taking with all of the RP's (690/691/699 etc)

ICAO HDWG ADOP (Aerodromes Design and Operations)

- There has been no relevant movement since the last up-date

IMO

- Looking to review and update MODU code and ICS Shipboard helideck standard during 2024, action remains ongoing thru 2026.

IOGP Helideck WG

- There has been little to nothing in the HeliOffshore space, and we are looking to consolidate what to focus on in 2026 at next meeting scheduled for 20th January.

UK CAA (CAP 437): JANUARY 2026 UPDATE ON OFFSHORE HELIDECK ISSUES

1. CAP 437

9th Edition Amendment 1 was published on 07 January 2026. This includes the Master Minimum Helideck Equipment List (MMHEL) in a new Appendix L.

A further update (9th Edition Amendment 2) is anticipated to incorporate changes to the helideck structures material and also any changes that may be necessary in support of promotion of CAP 437 from Guidance Material (GM) to Acceptable Mean of Compliance (AMC) in the Air Operating Regulations.

2. Helideck Monitoring System – Rev.9c Upgrade

Eight of the nine HMS Providers' Rev.9c upgrades have been approved – see here for details. A total of at least 84 vessels are known to have been upgraded to the Rev.9c standard.

3. Helideck Structural Issues

HSE's response to the potential way forwards proposed by CAA is still awaited.

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. This is presently expected to be completed by mid-2027.

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

JIG Bulletin 158 – PARKER VELCON - Filtration Safety Awareness Issued 7th of July 2025 - https://www.jig.org/documents/bulletin-158-parker-velcon-filtration-safety-awareness/

JIG Bulletin 160 – UPDATES ON JIG FILTRATION REQUIREMENTS Issued 17th of October 2025 - https://www.jig.org/documents/bulletin-160-updates-on-jig-filtration-requirements/

JIG Bulletin 161 – Hose Safety Awareness URGENT Issued 24th of October 2025 - https://www.jig.org/documents/bulletin-161-hose-safety-awareness-urgent/

HSAC HELIDECK COMMITTEE – STRUCTURES SUB-GROUP

Progress Since October 2025 Meeting

- Primary focus has been on revising the text in Section 5 of RP 161 for structural design of helidecks.
- Develop talking points for tiedown design.

Path Forward for May 2026 meeting

- Discuss the merits of removing some conservatism for legacy helidecks in RP 162.
  - Allow additional allowable stress modifier (AMOD) of 1.33 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?
- Begin discussions about inspection and maintenance criteria.

GUEST SPEAKER – PERIMETER SAFETY NETS LANDSCAPE

Philippe Buess, Business Development Manager, Frictape

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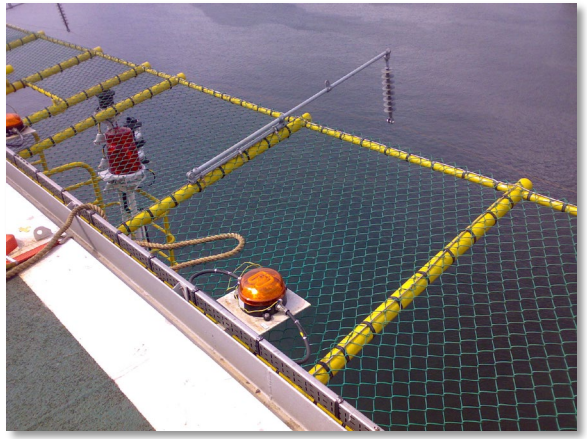
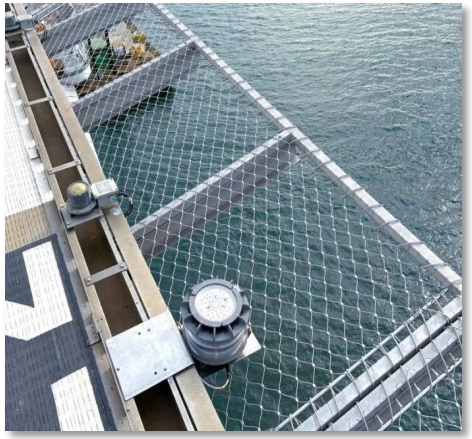
MATERIAL OPTIONS ON THE MARKET



PVC Coated Metal Mesh
(typically galvanized)



WIRE MESH
(Galvanized, stainless steel, various wire designs and thicknesses etc)

Nylon/polyamide
(NOTE one should never use this stuff)

Various ways of how panels are attached to frame (wire, clips)

MATERIAL OPTIONS ON THE MARKET

SYNTHETIC OFFSHORE ADAPTED TAPE

Typically attached to frame with same tape material as in the panel.

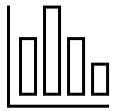
QUESTIONS TO ASK WHEN SELECTING MATERIAL / DESIGN

Design made for offshore helideck use?

How strong is the material and how does it age?

Are test results and calculations available? Is the solution designed for this type of use as safety device?

- Type approvals



Expected lifetime and proof/logic supporting that? Calculations, material aging data, real field performance data.

Installation: what is needed and how long does it take?

Annual testing: how and what's the cost?

Maintenance requirements? (Often the silent killer)

QUICK COMPARISON

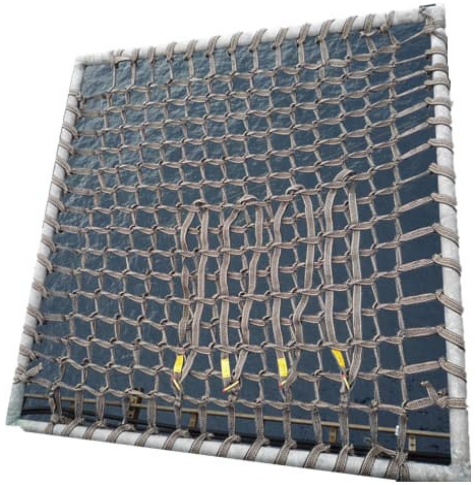
- Exhibit A clearly will not hold anything
- Exhibit B will hold something but what? Bands introduce a potential weak link
- Both structure have multiple components to test – different materials, different construction, inconsistent installation methods, adding joints, attachments, etc.
- A is rightly just a fence; & B is a lightweight architectural mesh
- Which netting would you like to break your fall?

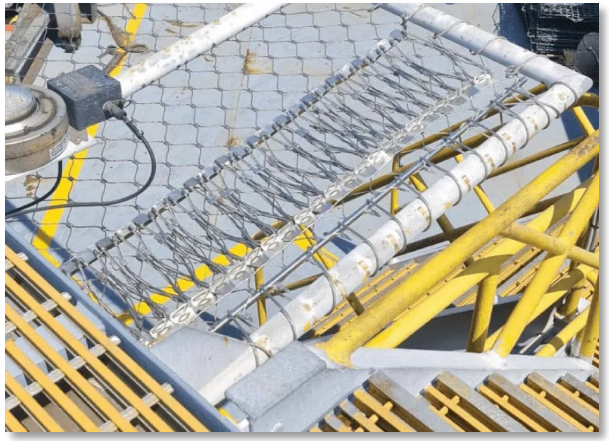
Exhibit A

Exhibit B

ANNUAL TESTING METHODS

1) **Tensile/material testing (in a lab)**





2) **Drop testing (old school and inaccurate, should not be carried out in offshore)**

Minimum sustained kineticenergy should be 2.3kJ*

* OEUK: This equates roughly to 125kgs dropped from 1m with safety factor of 2x = should be 250kgs dropped from 1m

HSAC RP-191
OFFSHORE HELICOPTER INCIDENT BOWTIE

- 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.

- Next steps – Small working groups tasked to finalize remaining controls.
  - Divide remaining TBDs into groups and assign.
  - Review and propose to main Helideck Committee.
  - Up-date RP 191 excel as base document.

HSAC HELIDEC COMMITTEE – TRAINING SUB-GROUP

13 Jan 2026
F2F Working session Minutes

1. HMS - Helideck Monitoring and Weather Data System
   - ShoreConnection AS - OEM review of 9c.
2. Discussed an the OPITO HMS Standard application to 9c.
2. Reviewed OPITO Revised Helideck Specification
3. Reviewed HUET with Compressed Air Emergency Breathing System (CA-EBS)
4. Reviewed Shoulder Breadth Measurement Training Product Specification
5. Train the Measurer (Shoulder Breadth Measurement) Training Product Specification

GUEST SPEAKER – GLOBAL REGULATIONS FOR HELIDECK MONITORING SYSTEMS (HMS)

(Johnny Rabben, Sales Director – ShoreConnection International AS)

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ShoreConnection

Helideck/HMS Regulations & SARPs

- Evolving regulations and SARPs driven by continuous improvements

10 Helideck Regulations, Standards & Recommended Practices (SARPs)

There are several helideck regulations and SARPs to consider for a helideck and an HMS/HAV system, below is a list of the prevailing Helideck regulations and Recommended Practices.

Helideck Regulation/RP/Standards/HLL	Dated
ICAO Annex 14 – Aerodromes Volume II Heliports, 5th Edition.	July 2020
ICAO Doc. 9261 – Heliport Manual, 5th Edition.	November 2021
ICAO Annex 3 – MET Service for International Air Navigation. 20th Ed.	August 2025
CAA UK CAP 437- Standards for offshore helicopter landing areas 9th Ed.	February 2023
Standard Helideck Monitoring Systems Rev. 9c.	June 2023
HCA HLL Part C Limitations for Operations to Moving Helidecks- Issue 06.	May 2025
DPC-Brazil NORMAM 223	July 2025
CAAM Malaysia-CAD 1406	May 2022
RED Ensign Group Yacht Code Common Annexes (H)	July 2024
CAA Norway BSL D 5-1 *(ON-074 Enclosure K, HMS Standard NCS 9.2 Rev.03 09.07.2025)*	December 2023
USA - HSAC RP 161- 162 2nd Edition	December 2023

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HMS Rev 9c/HLL

Vessels experience dynamic motions due to wind and wave actions which represent a potential hazard to helicopter operations.

In the interest of landing safety prior to touchdown, the helicopter pilots need to know the magnitude and rate of movement of the helideck surface ROLL, PITCH, INCLINATION and HEAVE RATE, including the combined Motion Severity Index (MSI)/Wind Severity Index (WSI).

Once the helicopter has landed, it remains vulnerable to environmental conditions, the most significant of which is the relative wind direction (RWD) and 2 min average wind speed, as wind speeds over 15 knots from the side of the helicopter (crosswind) have effect on its on-deck stability.

Operational touchdown/landing limitations and on-deck stability limitations to moving helidecks are therefore set by the helicopter operators in the Standard HMS Rev 9c chapter 7 and in the HCA Helideck Limitation List (HLL) Part C Limitations for Operations to Moving Helidecks- Issue 6.

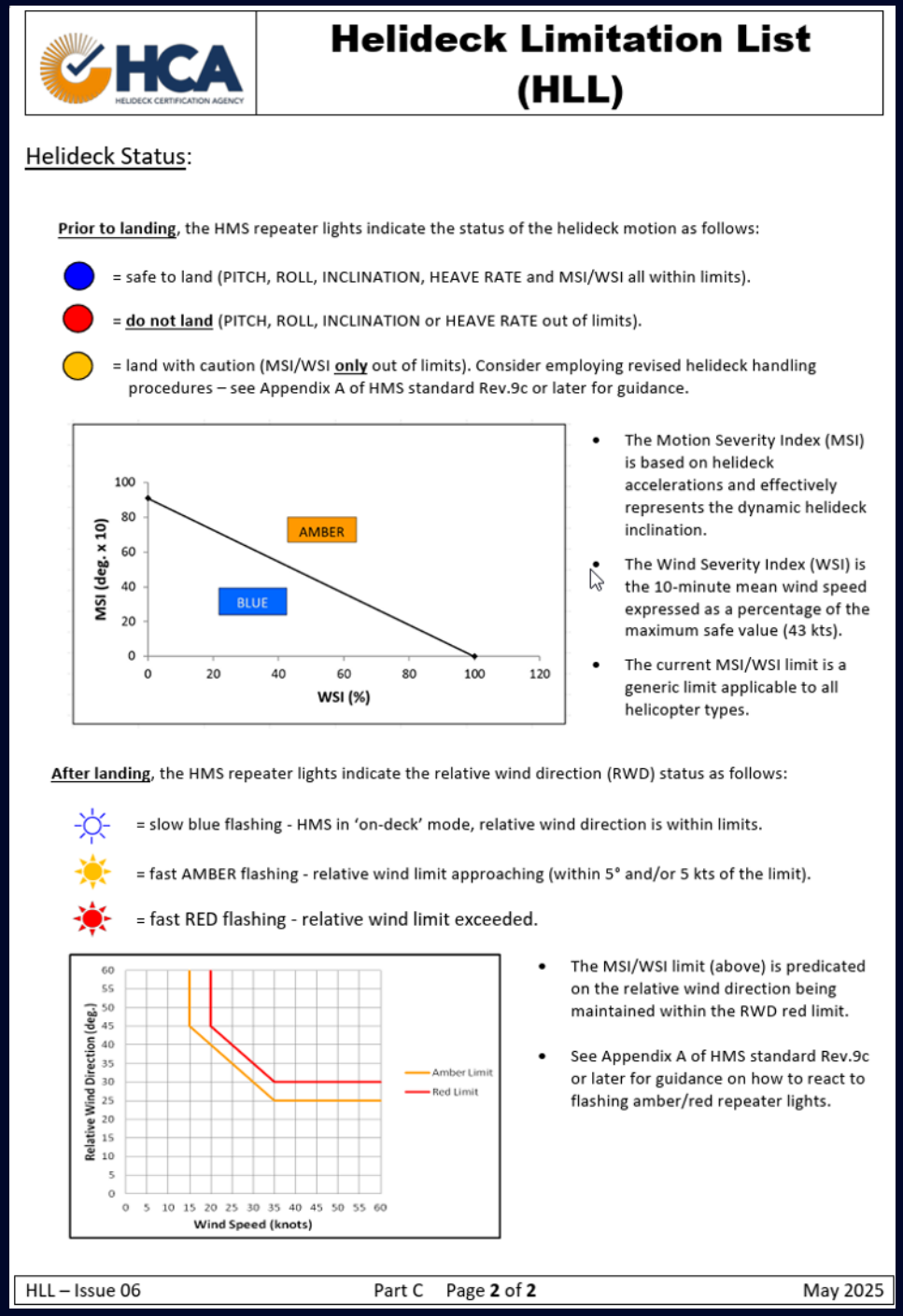

Bristow CHC OFFSHORE HELICOPTER SERVICES NHV

HCA HELIDECK CERTIFICATION AGENCY

Standard Measuring Equipment
for
Helideck Monitoring Systems (HMS)
and
Weather Data

(Bristow Group, CHC, Offshore Helicopter Services, NHV, HCA, UK CAA)

Standard Helideck Monitoring Systems Rev 9c 2023 06 02 Page 1 of 39


HCA HELIDECK CERTIFICATION AGENCY

Helideck Limitation List (HLL)

Helideck Status:

Prior to landing, the HMS repeater lights indicate the status of the helideck motion as follows:

- = safe to land (PITCH, ROLL, INCLINATION, HEAVE RATE and MSI/WSI all within limits).
- = **do not land** (PITCH, ROLL, INCLINATION or HEAVE RATE out of limits).
- = land with caution (MSI/WSI **only** out of limits). Consider employing revised helideck handling procedures – see Appendix A of HMS standard Rev.9c or later for guidance.

- The Motion Severity Index (MSI) is based on helideck accelerations and effectively represents the dynamic helideck inclination.
- The Wind Severity Index (WSI) is the 10-minute mean wind speed expressed as a percentage of the maximum safe value (43 kts).
- The current MSI/WSI limit is a generic limit applicable to all helicopter types.

After landing, the HMS repeater lights indicate the relative wind direction (RWD) status as follows:

- = slow blue flashing - HMS in 'on-deck' mode, relative wind direction is within limits.
- = fast AMBER flashing - relative wind limit approaching (within 5° and/or 5 kts of the limit).
- = fast RED flashing - relative wind limit exceeded.

- The MSI/WSI limit (above) is predicated on the relative wind direction being maintained within the RWD red limit.
- See Appendix A of HMS standard Rev.9c or later for guidance on how to react to flashing amber/red repeater lights.

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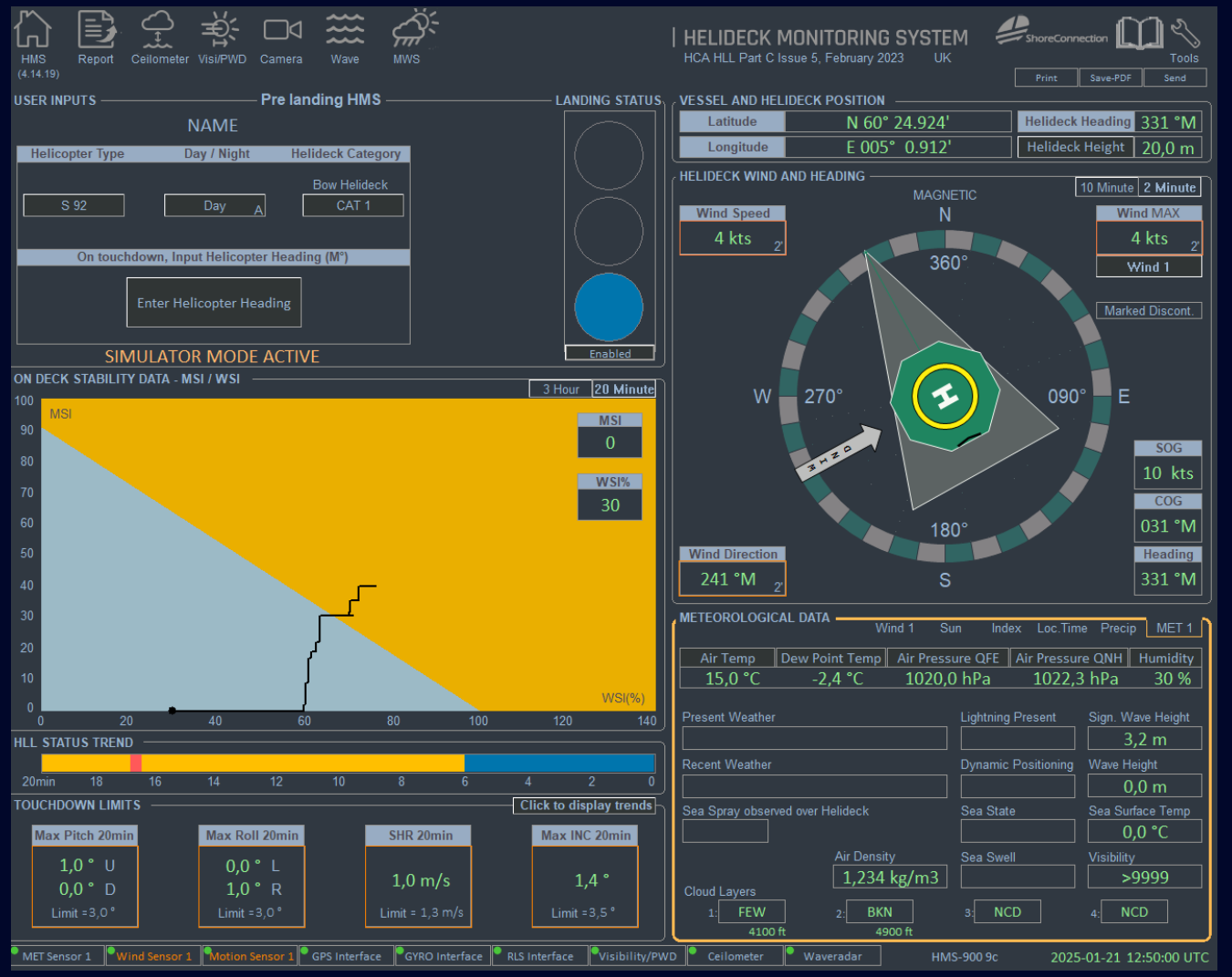
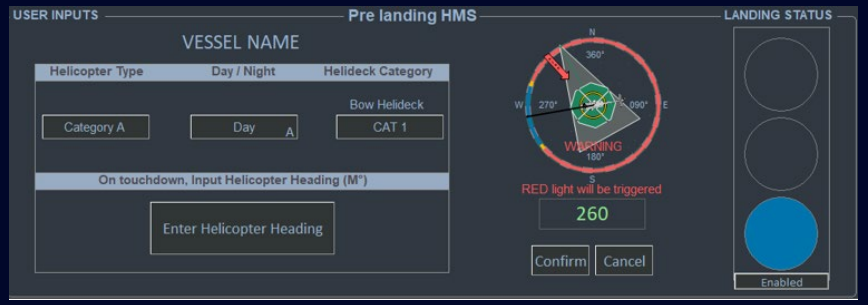
Pre landing HMS

USER INPUT Helicopter Type, Helideck Category, on Touchdown enter/confirm Helicopter`s Magnetic Heading
LANDING STATUS steady BLUE or AMBER or RED (Disable lights if Helideck is not in use)
ON DECK STABILITY DATA – MSI/WSI 20 Min or 3 hrs data display/plot.
HLL STATUS TREND BAR last 20 minutes colour code BLUE, AMBER, or RED (Click to display trend 3 hrs, 20 Min, 2 Min)
VESSEL MOTION HISTORY trends in 2 Min, 20 Min or 3 hrs
TOUCHDOWN LIMITS Max Pitch, Roll, SHR, Inc 20 min- limit
VESSEL AND HELIDECK POSITION Latitude, Longitude, Helideck Heading Magnetic – Helideck Height
MAGNETIC HELIDECK WIND AND HEADING 10 Min or 2 Min Apparent/Relative Wind Speed, Wind MAX or Gust if Gust
Vessel Speed/Course (SOG) Course over Ground (COG) Magnetic Heading, Indication of what Wind Sensor #1 or optional Wind Sensor #2 is used. Restricted sector if two wind sensors with restricted sector is used.
METEOROLOGICAL DATA: Air Temp, Dew Point Temp, Air Pressure QFE and QNH, Humidity, Density.
Optional: Visibility, Cloud type/ Height in 4 layers (applicable for vessels with high movement rate e.g. over 12 scheduled flights per year) Wave height and Sea surface Temp if automatic sensors are installed and available for HMS.
User input for Helideck Report Present Weather, Resent Weather, Lightning Present, Dynamic Positioning, Sea spray observed, Wave Heights, Sea surface temp.
SIMULATOR MODE ACTIVE Pop-up flashing orange if any signals are manually simulated





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On deck HMS

USER INPUTS
Helicopter Departed, Helicopter Heading at time of landing, Corrected Helicopter Heading (if corrected)
RWD STATUS Traffic lights flashing BLUE or AMBER or RED

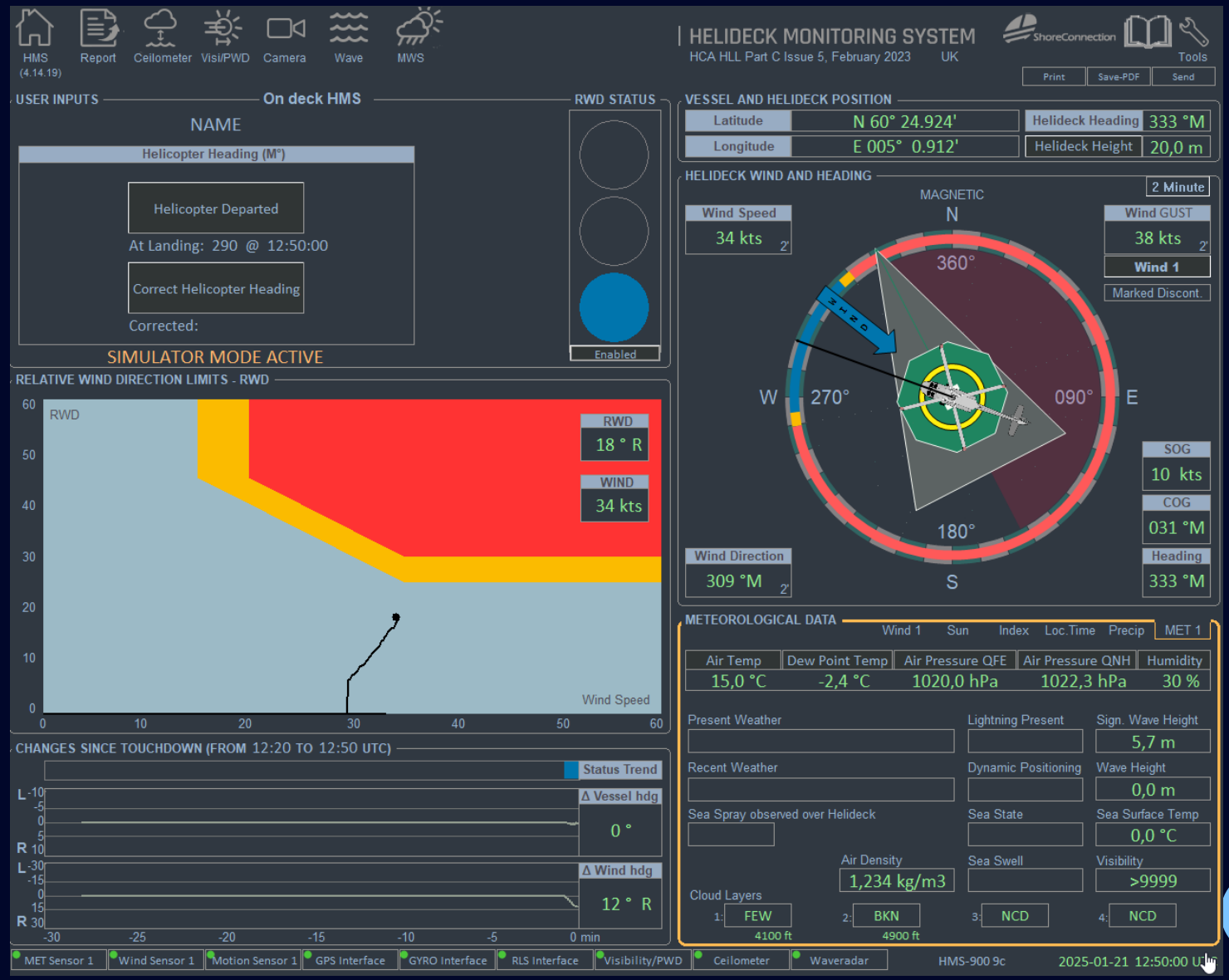
RELATIVE WIND DIRECTION LIMITS – RWD
Plot of the RWD degree and speed status/ limit, RWD degrees and Wind Speed in kts/s.

CHANGES SINCE TOUCHDOWN
(from time -to time) Status trend for the vessel and wind heading from the time of landing

HELIDECK WIND AND HEADING
Image showing helicopter magnetic heading on deck.
2 Minute Apparent/Relative Wind Speed, Wind MAX, Wind Direction Magnetic, Magnetic Heading
Vessel Speed/Course (SOG) Course over Ground (COG) Magnetic Heading, Indication of what Wind Sensor #1 or optional Wind Sensor #2 is used. Restricted sector of selected sensor if two wind sensors with restricted sector is used.

VESSEL AND HELIDECK POSITION
Latitude, Longitude, Helideck Heading Magnetic – Helideck Height

METEOROLOGICAL DATA



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Typical HMS/HAV Equipment

-Software and Operator Station
-Control/Interface Cabinet
-Motion and Wind sensor(s) Ex or Non-Ex
-Meteorological sensors
-HMS-Repeater Light System
-Helideck Camera/Air-VHFs

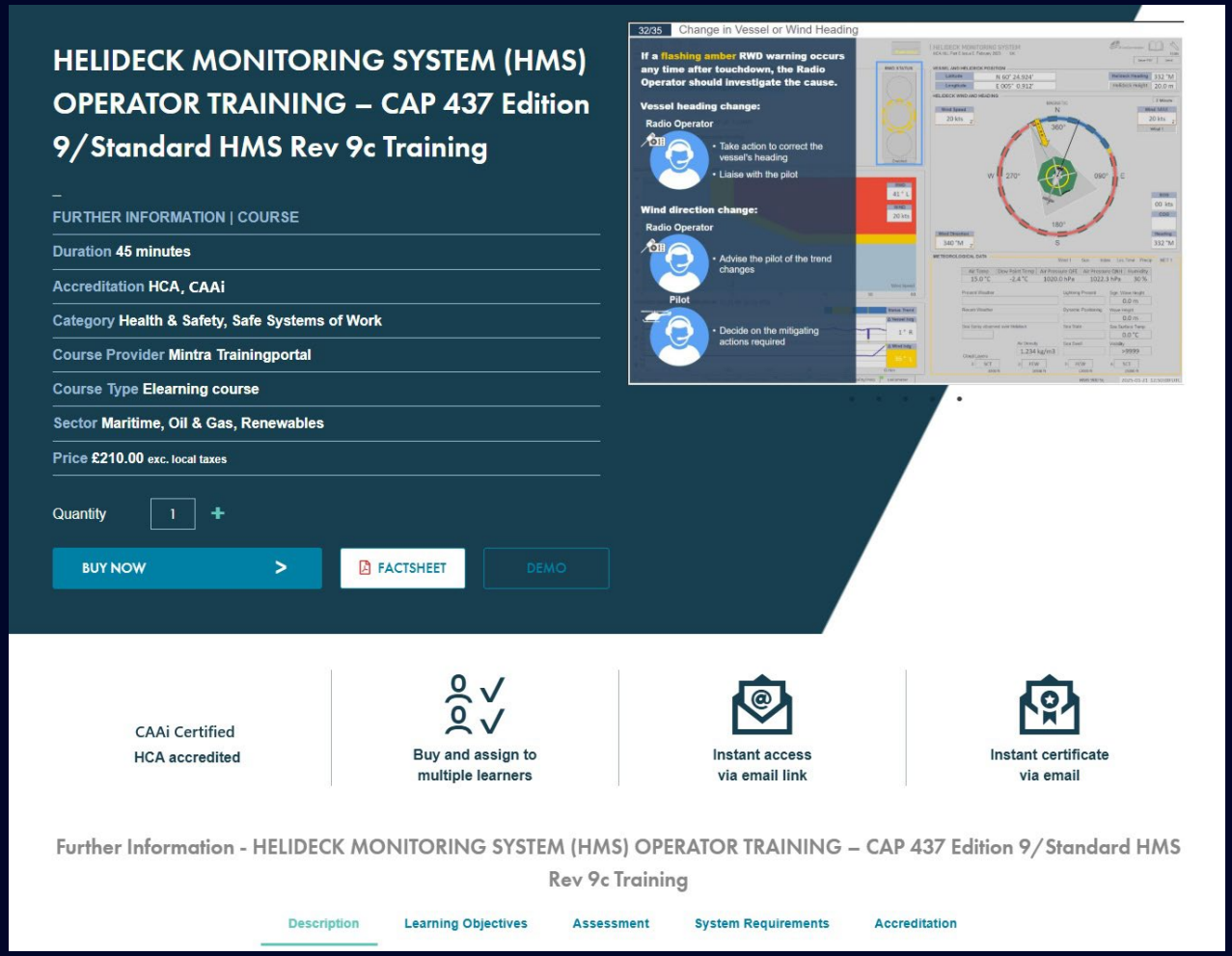
ShoreConnection

Std HMS 9c, Ch. 8.2 - Training

- All CAAi Certified HMS 9c providers must offer HMS 9c training program for their HMS 9c.
  This is part of the CAAi 9c approval.

- The ShoreConnection/Mintra developed Universal HMS 9c online training course may be used for users of any make/type HMS 9c.

  www.trainingportal.com



Demo1: https://www.trainingportal.no/ui/public/directAccess/8b4cd2d7-1461-44aa-9366-a121275aec3a

HSAC RP UPDATES - FOR HSAC BOARD APPROVAL 2026

VOTE 1

- HSAC RP Nbr 163 - Inspection Maintenance and Operation of Offshore Helidecks - 2nd Edition - proposed revision March 25 & Jan 26
  - We previously voted and agreed on the up-date proposed by the Fuel, AFFF and Training groups in March 2025, however the HSAC board had some comments with regards to the use of external documentation that needed to be addressed.
  - These changes have now been reviewed and up-dated within Section 3 – REFERENCES.

RESULT – Unanimously passed for HSAC board approval

VOTE 2

- HSAC RP Nbr 161 - New Build Helideck Design Guidelines - 2nd Edition - Rev 3 - Changes proposed Jan 26
  - The structural group has been working to up-date Section 5 – DESIGN PROCEDURES FOR OFFSHORE HELIDECKS.
  - Additionally, Section 3 – REFERENCES has also been up-dated in line with the HSAC boards requirements for external documents.

RESULT – Unanimously passed for HSAC board approval

2026 PLANNING

- HSAC RP 191 Bowtie ‘TBD’ review outstanding TBDs.
- Review & align HeliOffshore Tier 1 Helideck accident prevention goals – on-going
- Continue new work in Fuels sections contribution to RP 161, 162 & 163 standards.
- HeliOffshore/CAP437 MMHEL potential incorporation into HSAC RP 163
- OPITO Helicopter Admin Training and CAP 437 Heli Admin Requirements Review for implications to HSAC RP 160 series.
- Review OPITO training structure around Helideck Monitoring Systems – potential new sub-group to update RP’s to be discussed in May HSAC meeting.