



**HSAC**

Helicopter Safety Advisory Conference

# Helideck Committee

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Committee meeting 14-15 May 2025

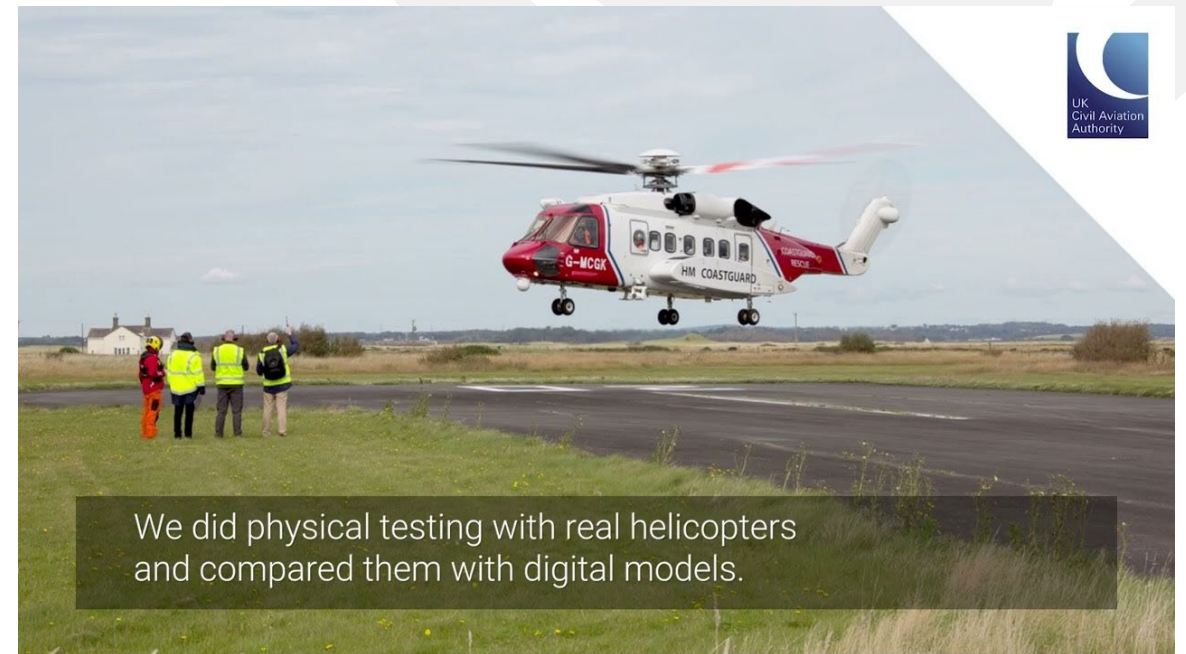
Lafayette, LA

# SAFETY MOMENT- HELICOPTER DOWNWASH

## UK CAA - Protecting the Future: Trials and Simulation of Downwash and Outwash for Helicopters and Powered Lift Aircraft - CAP 3075

### Take-aways

- Cognitive function as well as physical function is greatly degraded once a human is exposed to the rotor downwash, as in the case of the fatality accident that happened onshore at a medical facility in the UK in 2022.
- Learning from how humans react to the outflow and how to train humans for better “safer” reactions.
- Physics based approach to understanding outwash and downwash for better understanding and outcomes.



# INDUSRTY UP-DATES

- IOGP - 697 Offshore Helidecks and Facilities; Version 1.2, published March 2025
  
- HELIOFFSHORE –
  - Info share data input resolved and system now available to all members to provide greater visibility on offshore helideck incidents. Uploads of current historical reports ongoing focusing on past year and looking forward proactive use.
    - ▲ Request in circulation with IOGP / HeliOffshore members for incident data update Safety Staircase. Target completion June 2025.
  - Work is ongoing with plan to finalise all 5 workstreams currently open and conclude by mid year 2025.
    - ▲ Thereafter all outcomes from the workstreams will be published in a HeliOffshore Helideck Guidance manual. Intent is to tie in all this work with RP 697 requirements.
  
- UK CAA - CAP437
  - No current progress on the release of CAP437 9th Ed. Amendment 1.
    - ▲ CAA UK expects this to be release shortly but it is currently under review by their legal department.
  - CAA UK have met with the UK HSE regarding helideck structures.
    - ▲ Presently collecting and assimilating the available information.
    - ▲ Once up to speed CAA UK will restart a joint industry working group.
    - ▲ Any resulting changes to CAP 437 would be the subject of a further update, i.e. 9th Ed. Amendment 2

# TRAINING SUB-GROUP UPDATE

Dylan Sanchez



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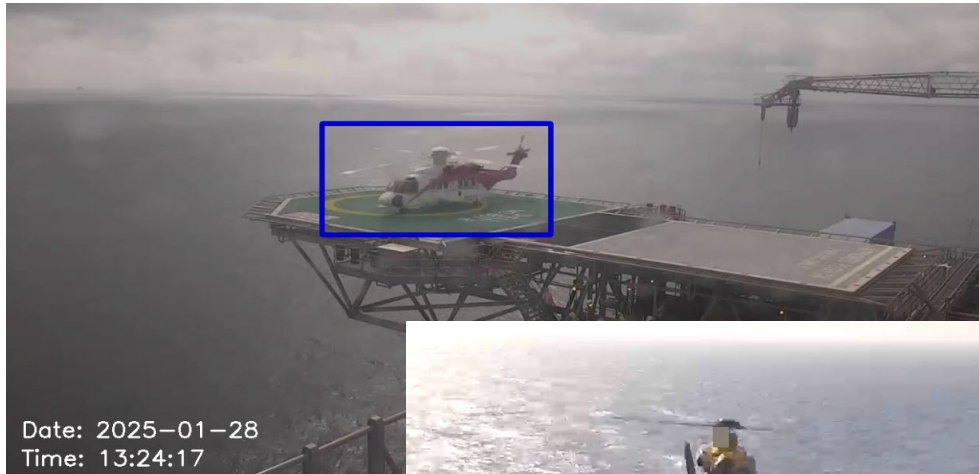
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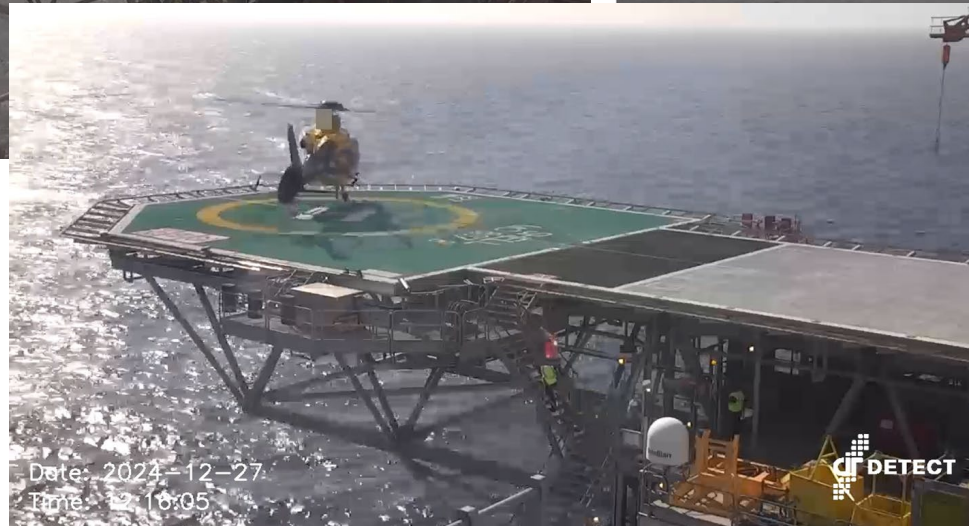
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## SHELL GOM - SAFETY ASSISTANT



Aircraft incorrectly positioned on the TD/PM within TLOF



Helideck Team in Unsafe position while Helicopter in flight



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## Email Alert of "Observation"

Safety Assistant, Olympus, Helideck T-Pulse New Observation Upload Alert!

Support Services <support@detecttechnologies.com>  
 To: Smith, Philip G SEPCO-PTC/U/DD; Sanchez, Dylan SEPCO-PTC/U/DA; Kramer, Chris C SEPCO-PTC/U/DD; Verda, Dan J SEPCO-PTC/U/DD; Bouillon, T.J. J SEPCO-HUD/R/PM/B; Simpson, Steven S SHLUSA-A; Dewar, Toni JE SEPCO-PTC/U/DD; Wycoff, Reggie G SEPCO-PTC/U/DD; Clark, Randy SEPCO-PTC/U/DA; Jablonski, Robert F SEPCO-PTC/U/DD  
 Retention Policy: NonRecordDisposalPolicy-AS-EXO (3 years) Expires: 2/18/2028  
 If there are problems with how this message is displayed, click here to view it in a web browser.

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**T-PULSE [ SAFETY MONITORING SOFTWARE ]**

**Observation #111 uploaded in HC category in the Olympus unit Helideck zone**

Name	Value
Observation	HC Unsafe Act: Non-Compliant Landing
Recommendation	None
Date	2025-02-18
Time	08:15:10

To view/close observations, please go to [T-Pulse Portal](#).

**CONFIDENTIALITY NOTICE:**  
 The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this message and/or any attachments are sent to you in error, please notify the sender immediately by e-mail and delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

**Disclaimer:**  
 This is an automated email, replying to this email will not send an email to the person who has shared the observation.

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## Dashboard View

SHELL GOM - SAFETY ASSISTANT

Dec 18, 2024 - Feb 18, 2025 | All Units

INSIGHTS

Number of High Risk observations: 1  
 Most repeated observation: #NA Observation  
 Most Viewed Observation: #NA Observation

Total Observations till date: 100 | Total Observations by date range: 16

Safety trend

Unit Wise Comparison

Riskwise Attribution

Stats View | Map View

- Personal Protective Equipment: Total - 0, Closed - 0
- Hazard Communication: Total - 16, Open - 12
- Work at Height: Total - 0, Closed - 0
- Housekeeping: Total - 0, Closed - 0
- Confined Space Compliance: Total - 0, Closed - 0
- Falling Objects: Total - 0, Closed - 0
- Lifting and Hoisting: Total - 0, Closed - 0
- Vehicle Safety: Total - 0, Closed - 0



## Observation Status function

The screenshot displays the HSAC observation management interface. On the left, a list of observations is shown, all categorized as 'HC: Unsafe Act: Non-Compliant Landing' with a 'Medium' risk rating. The main view shows 'Observation#106' with a video recording of a helicopter landing on a helideck. The observation is marked as 'Open' and has a 'Medium' risk rating. A dropdown menu is open, showing options for the observation status: Open, Snooze, Archive, Closed-No Action, Closed-Action Taken, and Closed-False Positive. The interface also displays statistics for similar observations and a 'Remarks' section.

Observation ID	Description	Date	Time	Location	Status	Risk Rating
03-Feb-2025	HC: Unsafe Act: Non-Compliant Landing	03-Feb-2025	14:41:36	Olympus > Helideck	Open	Medium
02-Feb-2025	HC: Unsafe Act: Non-Compliant Landing	02-Feb-2025	10:09:31	Olympus > Helideck	Open	Medium
01-Feb-2025	HC: Unsafe Act: Non-Compliant Landing	01-Feb-2025	08:44:50	Olympus > Helideck	Open	Medium
28-Jan-2025	HC: Unsafe Act: Non-Compliant Landing	28-Jan-2025	13:24:17	Olympus > Helideck	Open	Medium
28-Jan-2025	HC: Unsafe Act: Non-Compliant Landing	28-Jan-2025	09:13:57	Olympus > Helideck	Open	Medium
28-Jan-2025	HC: Unsafe Act: Non-Compliant Landing	28-Jan-2025	08:42:29	Olympus > Helideck	Open	Medium
26-Jan-2025	HC: Unsafe Act: Non-Compliant Landing	26-Jan-2025	10:50:46	Olympus > Helideck	Open	Medium
19-Jan-2025	HC: Unsafe Act: Non-Compliant Landing	19-Jan-2025	10:32:41	Olympus > Helideck	Closed-False Positive	Medium
16-Jan-2025	HC: Unsafe Act: Non-Compliant Landing	16-Jan-2025	09:40:06	Olympus > Helideck	Open	Medium

**Observation#106 Details:**  
Date: 2025-01-28  
Time: 09:13:57  
Status: Open  
Risk Rating: Medium  
Number of similar observation in last 30 days: 11  
Number of similar Category observation in last 30 days: 11 HC  
Remarks: No remarks

# FUEL SUB-GROUP UPDATE

Jeremy Lenart

Ross Edmonds & Jan Erik Hustvedt



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Energy Institute released standard EI 1587 – Recommended Practice for Single Cartridge Filtration Units for Aviation Fuel

- This publication provides a specification for single cartridge filter housings (filter vessels with a single element mounting position) used primarily for the low pressure overwing fueling of general aviation (GA) aircraft and helicopters.
- This publication is intended to help those involved in the design, manufacture, installation and operation of single cartridge filtration units or aviation fueling facilities that incorporate single cartridge filtration units.

Sub-group will discuss the influence and process for incorporation into the RPs .

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

# GUEST SPEAKER – HELICOPTER FUELING FILTRATION

(David Gillaspy, Facet – Filtration Group)



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# STRUCTURES SUB-GROUP UPDATE

Peter Sculley



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## Progress Since January Meeting

### Fundamental changes/clarifications to make to HSAC RP 161.

- Remove references that contain weights and contact areas since those values are not at all consistent between helicopters and manufacturers.
- Change punching shear area.
- During landing operations, the weight of the helicopter is to be split evenly.
- 0.5gMTOW lateral load is to be applied at the same point as the wheel loads in a landing.
- Hover load of 42psf is not to be combined with a landing helicopter load.
- The wind speeds to be used for design with a parked helicopter and for active helicopter operations.
- Basic allowable design stresses are to be used for all cases with exception of the 2.5 MTOW
- During the 100yr storm event, AMODS are permissible, and it is assumed that the helideck is empty.

# GUEST SPEAKER – HELIDECK AND ENVIRONMENTAL MONITORING SYSTEMS

(Amund Korneliussen – Swire Energy Services)



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# RP 191 OFFSHORE HELICOPTER INCIDENT BOWTIE SUB-GROUP UPDATE

Jon Conrad



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# HSAC RP-191

## OFFSHORE HELICOPTER INCIDENT BOWTIE

- Started biweekly (Fortnight) meetings
- Reviewed 36 TBD that have been written
- 33 TBD that need to be written
- Future Plan
  - Have 33 TBD written and RP's Updated
  - Review 33 TBD's next meeting
  - Publish updates January 2026



# HSAC RP UPDATES & FUTURE WORK

HSAC Helideck Committee



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# HSAC RP UPDATES SUBMITTED TO HSAC COMMITTEE FOR APPROVAL

- ✦ The helideck committee have now completed and passed the vote for the proposed updates to RP 163 - Inspection Maintenance and Operation of Offshore Helidecks.
- ✦ The up-dates covers for the following areas:
  - Fuel
  - AFFF
  - Training
- ✦ Under review for publication by the main HSAC Committee (May 2025)



# DISCUSSION FUTURE WORK

- Continue HSAC RP 191 'TBD' replacement in Bowtie by reference material during bi-weekly meetings
- Continue Fuels sections contribution to RP 161, 162 & 163 standards.
- HeliOffshore MMHEL incorporation into HSAC RP 163
- Continue Training contribution to HSAC RP 163
  - OPITO Helicopter Admin Training and CAP 437 Heli Admin Requirements Review for implications to HSAC RP 160 series.
- Continue Structures Workgroup to HSAC RP 163

