

Rear Admiral S B Charlier CBE FRAeS

25th January 2014

Mark Swan
Group Director Safety and Airspace Regulation
CAA House
45-59 Kingsway
Holborn
London
WC2B 6TE

Dear Mark,

**CAA STRATEGIC REVIEW OF OFFSHORE HELICOPTER OPERATIONS –
CHALLENGE TEAM REPORT - JANUARY 2014**

Reference

- A. CAA Offshore review challenge team TORs.
- B. CAA Strategic Review of Offshore helicopter operations report.

The challenge team scrutiny of the CAA's offshore review report is now complete in line with the original TORs and objectives set for the team (Reference A), and we fully endorse your report.

I fully support this method of review as it provides an instant challenge to the report writers from a fresh, impartial and "expert" perspective. I believe that given the time available to collect, assess and make recommendations the report has tackled the key areas of safety that require improvement or change. Separate advice has been provided to potentially improve the challenge process itself.

I note there are appropriate time-scales against the recommendations and would urge the CAA to ensure these are not allowed to slip or lose the impetus that this report provides. I believe the CAA should set up a formal review of recommendation/action progress at the 6 and 12 month point, in addition to other internal review mechanisms to maintain the pace of implementation. I am particularly pleased that the CAA will lead an offshore governance body to share, drive and manage change which will help maintain the appropriate focus.

There are a number of key recommendations and actions surrounding ditching provisions, training and SOPs which I place as potentially the most important aspects of the report, some of which require urgent and immediate implementation.

Whilst fully appreciative of the commercial aspects and potential consequences surrounding these matters I believe these should be robustly tackled, allowing the owners of "Risk to Life" to hold responsibility and accountability for delivery.

Offshore flying is undoubtedly an operation that carries with it an additional element of risk and hazard which requires greater focus and oversight to minimise "Risk to Life". There would be benefit from exploring an "off shore" role qualification covering all aspects of the operating environment and training (including sophisticated automation) appropriate to the operational requirement.

Finally, I would like to express my sincere thanks to the other members of the challenge team for their detailed contribution and amendments to the report, in addition to the CAA panel for producing such a comprehensive report in such a short time. I would specifically wish to thank your CAA panel for their assistance and openness in responding to the challenge team's questions.

Yours Sincerely,

A handwritten signature in blue ink that reads "Sonia Chah". The signature is written in a cursive style and is underlined with a single horizontal line.

Information:
Gary Cox
Jim Lyons
Filipe Nascimento
Peter Norton
Ørnulf Lien
Geir Hamre
Barry Cleaver