

A Call to Action by and for Offshore Helicopter Operators

Great strides have been made in helicopter safety performance over a number of years and many operators have exemplary records, yet our industry as a whole needs to work harder to improve our safety performance and cultivate an even stronger reputation for safety. Our efforts to improve our safety performance and the public's perception of our industry have been set back by a number of recent high-profile accidents in the oil & gas sector. The public's impressions of helicopter safety are predominantly driven by media reports that sensationalize the accidents that do occur and often compare the helicopter industry's accident rate to the very low accident rates of commercial airlines. To be clear, our objective should be to reduce the accident rate to zero, but in the near-term we can certainly bring our accident rate closer to the accident rate that commercial airlines have achieved. The leading helicopter operators in our industry have made significant investments in safety programs focusing on robust Safety Management Systems (SMS), new systems and equipment, training, cockpit resource management (CRM) and cultural/behavioural change, setting an outstanding example for the rest of the helicopter community. It is clear that we must now all act together to improve our safety performance and improve the public's perception of our industry.

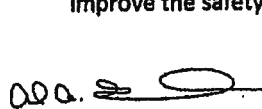

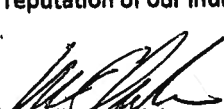
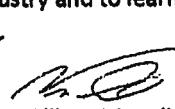

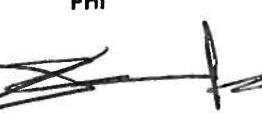


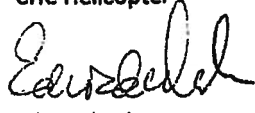

We, the undersigned helicopter operators, reaffirm our commitment to take the necessary steps to reduce our industry's accident rate to or below the target rate set by the International Helicopter Safety Team (IHST)¹, and call upon all those who operate helicopters in the offshore environment to implement the manufacturers' recommended maintenance and flight operations practices and the safety enhancements recommended by the IHST.

Since the IHST's inception in early 2006, teams in Australia, Brazil, Europe, India, Japan and North America, along with members of the Cooperation Council for the Arab States of the Gulf, have analysed hundreds of helicopter accident records to find the dominant causes and the strongest means of prevention. Reports on these studies can be found at www.ihst.org. While the IHST recognizes that each helicopter make/model/operation may have unique needs to improve safety, the analysis identified four common areas with strong potential to reduce accidents:

1. Safety Management Systems (SMS)
2. Intense Focus on Cultural/Behavioural Change and Crew Resource Management (CRM) Programmes
3. Effective Training and Evaluation of Adherence to Standard Procedures
4. Use of Systems and Equipment
 - a. Flight Data Monitoring (FDM) Systems will permit a more complete understanding of flight operations.
 - b. Strict compliance with the manufacturer's maintenance program and, where such systems are available, Health and Usage Monitoring Systems (HUMS) or Vibration and Health Monitoring (VHM).

The IHST has produced toolkits to help operators with SMS, training and FDM (see the "Safety Resources" tab on the IHST website). We commit to continue our support of the IHST Initiative and to contribute where possible to the continuing development of 'best practice' material made available to all.

We are committed to work with all IHST volunteers, from small or large operators, to implement these safety enhancements to improve overall safety performance and the reputation of our industry; we encourage all operators, especially those in the offshore industry, to join the IHST at www.ihst.org to learn about opportunities to improve the safety performance and reputation of our industry and to learn about safety training events in your area.

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¹ The IHST goal is to reduce the global helicopter accident rate from 9.4 to 1.9, or fewer, accidents per 100,000 flight hours.