Appendix 1

Fatalities and Causes in the UKCS since the Commencement of the Oil and Gas Industry[1]

Date	Fatalities	Location	Cause of accident	Helicopter type
21st April 1976	1	Forties Field	Tail rotor malfunction	Sikorsky -58T
12th March 1981	4	St Fergus	Main rotor blade separated due to a fatigue failure of the spindle	Sikorsky -76A
12th August 1981	1	East Shetland Basin	Lost power to the main rotor gearbox, going out of control during the ensuing autorotation	Bell 212
13th August 1981	13	Off Norfolk Coast	Insufficient evidence to explain loss of power or control	Wessex
14th September 1982	6	East Shetland Basin	Insufficient evidence, although adverse weather and darkness were factors	Bell 212
10th October 1982	2	Aberdeen Airport	One engine suffered a failure of the gas generator turbine	SA330J (Puma)
21st November 1984	2	North East of Humber	Technical error	Bell 212
6th November 1986	45	East of Sumburgh	Forward transmission spiral bevel ring failed	Chinook
25th July 1990	6	Brent Spar	Pilot allowed helicopter tail rotor to contact handrail on approach to land	Sikorsky S-61N
14th March 1992	11	Cormorant Alpha	Pilot error on take off	AS332L Super Puma
16th July 2002	11	Off Norfolk Coast	Loss of rotor head in flight	Sikorsky S-76A+
27th December 2006	7	Morecambe Bay	Co-pilot loss of control due to bad weather	Eurocopter AS365N
1st April 2009	16	Off Peterhead	Mechanical failure	AS332L Super Puma Mk 2
23rd August 2013	4	Off Sumburgh	Pilot error as the helicopter's flight instruments were not monitored effectively during the latter stages of the	AS332 Super Puma Mk 2

Date	Fatalities	Location	Cause of accident	Helicopter type
			non-precision instrument approach.	
Helideck Accidents	3			
Total	**132**			

Reference:

[1] Oil and Gas UK. Reportable helicopter accidents, https://oilandgasuk.co.uk/wp-content/uploads/2017/07/Appendix-1_Reportable-Helicopter-Accidents-2017.pdf (2017, accessed 19 September 2019)

Appendix 2

Impact of Restricting Operations to Certificated Helicopter Ditching Performance[3]

Operating Area	Helicopter Ditching Performance (Sea State)			
	3	4	5	6
	% Operations Lost			
Average all areas	61.8	27.7	8.55	1.4
Northern North Sea / West of Shetlands (avg. routes A & B*)	66.4	33.8	12.2	2.4
Mid North Sea (avg. routes C & D*)	55.0	19.8	4.3	0.4
Southern North Sea (avg. routes E & F*)	64.0	29.7	9.2	1.4

Appendix 3

Assessment of Helicopter Types in Offshore Helicopter Operations

The CAA in their review of industry safety in 2014 assessed helicopter types themselves where helicopters were ranked by specialist engineers in the following categories:[3] (p66)

1. Types which are currently in service and which potentially have a long life, large or growing fleets, providing support for offshore operations.
2. Types which are in service which have potentially reducing fleets providing support for offshore operations.
3. Types which have or may be phased out or have smaller fleet numbers providing support for offshore operations.
4. Types which only currently operate in the Search and Rescue role or have been phased out. [3] (p66)

Helicopter Age in Offshore Helicopter Operations[3] (p66)

	Type	Rank	Entry into operations	UK Fleet size inc SAR (Nov 13)
a	AgustaWestland AW139	1	2005	16
b	Eurocopter EC225 LP	1	2005	22
c	Sikorsky S-92	1	2005	26
d	Eurocopter AS332 L2	2	1998	6
e	Eurocopter SA365 C (N3)	2	1979 (2009)	0 (3)
f	Sikorsky S-76 C++	2	2006	6
g	Eurocopter AS332 L & L1	3	1982	13
h	Sikorsky S-76 A ++	3	1980	0
i	Eurocopter EC155	3	2007	1
j	Sikorsky S-61	4	Pre-1975	2