

Advice provided by the C-NLOPB's Offshore Helicopter Safety Inquiry (OHSI) Implementation Team to the C-NLOPB Board

Advising Document
OHSI Phase I, Recommendation 26
Regarding safety conferences



In November 2010, the Honourable Robert Wells, QC, submitted the Report for Phase I of the OHSI to the C-NLOPB, containing 29 recommendations for enhancing the safety of helicopter travel offshore. Each Advising Document contains the text of the recommendation for which the advice is offered.

The Team's advice for Recommendation 26 was accepted in principle by the C-NLOPB Board at their meeting on April 28, 2011. At that time, the C-NLOPB took responsibility for developing its strategy to implement the recommendation.

The OHSI Reports, other Advising Documents, C-NLOPB OHSI Action Plans, and more can be found on the C-NLOPB website: http://www.cnlopb.nl.ca/ohsi_main.shtml

Advice to the C-NLOPB: Recommendation 26

Recommendation

It is recommended that the Regulator be funded and equipped to initiate high-level safety conferences with the oil operators, the helicopter operator(s), worker representatives, and stakeholders at least every two or three years. The Regulator should engage experts to advise on the most up-to-date safety initiatives and should invite the participation of regulators and researchers from other jurisdictions.

Method

A working group of the C-NLOPB's OHSI Implementation Team reviewed the recommendation, identified the system safety deficiency, and developed an implementation plan. Materials examined in the course of this work included: Issue 21 from Volume 1 of the OHSI Report, materials from helicopter safety conferences and committees in the US, the UK, and Norway. Also, four members of the Team attended the CHC Safety and Quality Summit in Vancouver.

The working group presented their information to the complete OHSI Implementation Team, and this information became the basis for the Team's proposed implementation strategy that will be considered by the C-NLOPB.

System Safety Deficiency (SSD)

There is no mechanism in the C-NL offshore for stakeholders to exchange information on worldwide initiatives to improve offshore helicopter safety.

Background

When writing Recommendation 26, the Commissioner used the example of the UK Sector of the North Sea, where, he indicates, that the UK's Health and Safety Executive (HSE) "sponsors numerous seminars and, from time to time, safety conferences, such as a safety conference for managers of all UK offshore facilities in the North Sea" (OHSI Report, v. 1, p. 82). The Commissioner also discussed the idea of safety conferences in Issue 21, which raises the question: "Should there be safety conferences for all parties involved in offshore helicopter transport, and if so, how often should they be held?" (v. 1, pp. 263). The Commissioner answered this question by stating: "A strengthened Regulator should take the lead in organizing safety conferences on helicopter transport, as do the regulators in the North Sea. A strengthened and more proactive Regulator could be one of the most beneficial enhancements for safety in the C-NL Offshore" (v. 1, pp. 265).

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Discussion

The working group examined existing means of sharing helicopter operations best practices between local industry stakeholders and their counterparts in other jurisdictions. Some examples of how information is currently transferred include:

- Cougar regularly attends international helicopter safety conferences
- Operator Aviation Advisors regularly attend international helicopter safety conferences as well as conducting joint aviation audits
- The C-NLOPB attends the International Regulators' Forum
- Cougar and the Operators conduct aviation operations in other jurisdictions

The working group determined that there is a lack of formal exchange of information between the C-NL offshore industry *as a whole* and offshore industries worldwide. Consequently, helicopter-related issues can be misunderstood, which can lead to a lack of confidence from the offshore workforce and a poor public perception of helicopter transportation. Furthermore, incidents may be unknowingly repeated, and the opportunity missed to learn from incidents outside of our jurisdiction.

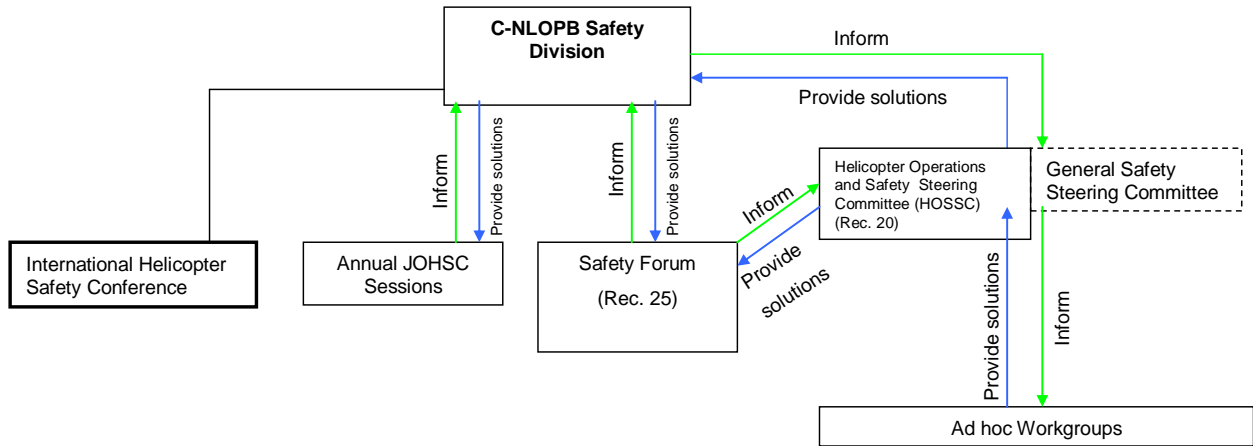
High-level conferences in helicopter safety would be an effective way to bring advancements and lessons learned in helicopter safety to the local industry.

The group deemed three years to be an appropriate interval between conferences, which would help to ensure sufficient time to coordinate a high quality safety conference. This also takes into account the benefits gained from and amount of time and effort to execute proposed activities resulting from other OHSI recommendations (e.g., twice yearly safety forums and bimonthly steering committee sessions). A reasonable target for the first safety conference is 2013.

It was the working group's view that a conference that focused on helicopter safety would be run in the same manner as other industry conferences. The C-NLOPB would be accountable to ensure that these safety conferences occur; however input would be sought from all stakeholders during the organization of the conference.

The Helicopter Operations and Safety Steering Committee (HOSSC) (as proposed in the Advising Document for Recommendation 20) would provide input for the conference on behalf of industry and the workforce. The Safety Forum proposed in Recommendation 25 would also provide input to the topics of discussion for the safety conference. The diagram on the following page presents the place of the Safety Conference within the C-NLOPB, among other proposed initiatives.

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The organizing committee of the conference would establish a theme for the conference and be responsible for finding guest speakers to speak on topics of interest to the conference. The organizing committee would also put out a call for speakers prior to the conference. Initially, the Board would fund the conference; like other conferences, delegates would pay to register and attend, which would offset the cost of hosting and bringing in guest speakers.

Unlike the Safety Forum proposed by Recommendation 25, the Safety Conference would be open to any interested party and provide an opportunity for contractors other than current service providers to present their products and services to the C-NL Offshore industry. For example, several manufacturers of helicopter transport suits might be interested in presenting their products, rather than just the current suit contractor.

The working group identified several challenges that the Regulator might face when hosting such an event. These include the challenge of establishing the event as a truly international helicopter safety conference – one that would attract global leaders in helicopter safety, and the regulators from other jurisdictions. If not properly designed and planned, the conference might have to “compete” with other, similar conferences held around the world. It would be worthwhile for the C-NLOPB to promote the Helicopter Safety Conference with the International Regulators Forum in order to generate interest in the international community.

Conclusion

The OHSI Implementation Team proposes that a Helicopter Safety Conference be held every three years. A proposed Terms of Reference for the Conference can be found in Appendix A. As an example of an existing conference and its topics, the schedule from the 2011 CHC Safety and Quality Summit (attended by members of the Team) is also attached.

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Appendix A

Helicopter Safety Conference Terms of Reference

Charter

To provide a mechanism for stakeholders to systematically exchange information on worldwide initiatives to improve offshore helicopter safety.

Organizing Committee

The C-NLOPB is accountable to ensure that these safety conferences occur. The organization of these events shall be undertaken by a committee made up of a representative from the C-NLOPB, each of the Operators working in the region, and worker representatives from each of the facilities. The organizing committee shall be responsible for ensuring that the conferences are open to all interested parties and are executed in a timely and professional manner.

Note: The actual logistics of hosting such a conference could be contracted to a company that specializes in such events, however it would be up to the organizing committee to set the program.

Participants (anticipated; not limited to)

- Technical presenters, worldwide
- C-NLOPB
- Operators
- JOHSC Representative from each of the installations
- CAPP
- Representation from each of the major contractors
 - Helicopter service providers
 - Helicopter manufacturers and industry associations
 - Flight suit providers
 - Marine contractors
 - Training providers
 - Service companies
 - Shore-based contractors
 - CEP
- Research and Development entities
- Other regulators (Transport Canada, Environment Canada, HSE, PSA, etc.)
- All other interested parties

Roles and Responsibilities

- Organizing Committee – Establish a theme, call for papers/presentations, establish a program/agenda.

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- C-NLOPB – Host the conference, promote the conference, establish liaison with other agencies, and share information. Also, solicit issues from the workforce through Safety Forums (Recommendation 25).

Scheduling













The Safety Conference is to take place every three years, at a time when it would not conflict with other conferences in the industry.

Consideration should be given to holding a Safety Forum in conjunction with the Safety Conference.

Feedback and Improvement





































- Mechanism to attain continuous feedback
- Surveys (initially)

CHC Safety and Quality Summit 2011 Schedule

Monday, March 28, 2011									
TIME	Salon A	Salon B	Salon C	Salon D	Salon E	Cypress 1 & 2	Mackenzie	Oak 1 & 2	Seymour
7:00 - 8:30	BREAKFAST - STANLEY PARK BALLROOM								
8:30 - 9:30	<p align="center"><u>Plenary Sessions in Grand Ballroom</u></p> <p align="center"><i>Greg Wyght, Vice President Safety & Quality - CHC Helicopter - Welcome & Safety Briefing</i> <i>Bill Amelio, President & CEO - CHC Helicopter - Opening Remarks</i> <i>Bill Chiles, President & CEO - Bristow Helicopters</i></p>								
9:30 - 10:00	BREAK - BALLROOM FOYER								
10:00 - 12:00	<p align="center"><i>Debate: Corporate Responsibility vs. Personal Accountability</i></p> <p align="center"><u>Keynote Speakers</u></p> <p align="center"><i>Graham Braithwaite</i> <i>Tony Kern</i> <i>John Nance</i> <i>Scott Shappell - Facilitator</i></p>								
12:00 - 13:30	LUNCH - STANLEY PARK BALLROOM								
13:30 - 15:00	 SESSION A1 Michael Soltynski Sean Taylor Tony Trost The Butterfly Effect: Fairness, Logic and Million Dollar Claims	 SESSION A2 Jim Burin Aviation Safety – Successes and Challenges	SESSION A3 Scott Shappell Fatigue Management	SESSION A4 Doug Wiegmann Culture Assessment	 SESSION A5 Mike Hurst Just Culture applied in a Safety Management System	 SESSION A6 Dave Huntzinger SMS for Operations	 SESSION A7 Alexandra Wrage TRACE Anti-Corruption	 SESSION A8 Dave Eherts Achieving Competitive Excellence - Cultural Evolution	 SESSION A9 Tom Anthony The Secret Language of Threat & Error Management
15:00 - 15:30	BREAK - ALL BALLROOM FOYERS								
15:30 - 17:00	SESSION B1 Dave Downey Corporate Responsibility – Bell Product Safety Board	 SESSION B2 Shawn Coyle Corporate and Personal Growth to Improve Safety	 SESSION B3 Doug Wiegmann & Scott Shappell Aeronautical Decision Making	 SESSION B4 Stuart Doyle Risk Management for Safety and Quality Management Systems	SESSION B5 Tony Cramp Simplified Hazard Management	SESSION B6 Mark Stevens The Oil & Gas Producers view on Aviation Safety	 SESSION B7 Jerry Allen Safety Leadership	SESSION B8 Dave Huntzinger SMS for Operations	 SESSION B9 Patrick Hudson Meeting Expectations: Developing a Just and Fair Culture in a Corporate Setting

CHC Safety and Quality Summit 2011 Schedule

Tuesday, March 29, 2011

TIME	Salon A	Salon B	Salon C	Salon D	Salon E	Salon F	Cypress 1 & 2	Mackenzie	Oak 1 & 2
7:00 - 8:30	BREAKFAST - STANLEY PARK BALLROOM								
8:30 - 10:00	 <p>SESSION C1 Martin Eley Leadership - Building Trust and Confidence</p>	 <p>SESSION C2 Randy Rowles Night Vision Goggles Program Lifecycle Management</p>	 <p>SESSION C3 Tony Kern Going Pro: The Why's and How's of Formalized Professionalism</p>	 <p>SESSION C4 Kimberley Turner Emerging concepts in Governance & Risk Management – a must for every Aviation Executive</p>	 <p>SESSION C5 Jerry Allen Safety Leadership</p>	 <p>SESSION C6 Doug Wiegmann & Scott Shappell Proactive Side of HFACS (Risk Assessment) 1/2 Day Part 1 of 2</p>	 <p>SESSION C7 Mark Stevens The Oil & Gas Producers view on Aviation Safety</p>	 <p>SESSION C8 Sonya Tietjen Mike Pilgrim FDM & Risk Management: Back to the Roots</p>	 <p>SESSION C9 Fernando Moraes Unnecessary Complexity, A Prime Corporate Hazard</p>
10:00 - 10:30	BREAK - ALL BALLROOM FOYERS								
10:30 - 12:00	 <p>SESSION D1 Michael Soltynski Sean Taylor Tony Trost The Butterfly Effect: Fairness, Logic and Million Dollar Claims</p>	 <p>SESSION D2 Dave Downey Corporate Responsibility – Bell Product Safety Board</p>	 <p>SESSION D3 Graham Braithwaite Incident / Accident Investigation</p>	 <p>SESSION D4 Dave White Hanif Mawji Regulator View on SMS</p>	 <p>SESSION D5 Tony Cramp Simplified Hazard Management</p>	 <p>SESSION C6 Doug Wiegmann & Scott Shappell Proactive Side of HFACS (Risk Assessment) 1/2 Day Part 2 of 2</p>	 <p>SESSION D7 Patrick Hudson Rethinking safety: Why Reaching Zero is so Hard</p>	 <p>SESSION D8 Gary Grass Organizational Leadership & Organizational Viability</p>	 <p>SESSION D9 Gerry Binnema Can You Manage Your Employees When They are Not at Work?</p>
12:00 - 13:30	LUNCH - STANLEY PARK BALLROOM								
13:30 - 15:00	 <p>SESSION E1 Matthew Collins Marc Schoenrank How VIH Measures its Safety Culture</p>	 <p>SESSION E2 Diane Grady Environmental Issues - What are they? Common Practices and Best Practices Tentative</p>	 <p>SESSION E3 Steve Walters Advanced SMS</p>	 <p>SESSION E4 Shawn Coyle Corporate and Personal Growth to Improve Safety</p>	 <p>SESSION E5 Doug Wiegmann Culture Assessment</p>	 <p>SESSION E6 Scott Shappell Spin & Puke</p>	 <p>SESSION E7 Patrick Hudson Meeting Expectations: Developing a Just and Fair Culture in a Corporate Setting</p>	 <p>SESSION E8 Mike Hurst Just Culture applied in a Safety Management System</p>	 <p>SESSION E9 Gerry Binnema Can You Manage Your Employees When They are Not at Work?</p>
15:00 - 15:30	BREAK - ALL BALLROOM FOYERS								
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CHC Safety and Quality Summit 2011 Schedule

Wednesday, March 30, 2011

TIME	Salon A	Salon B	Salon C	Salon D	Salon E	Salon F	Cypress 1 & 2	Mackenzie	Salon 3	Seymour
7:00 - 8:30	BREAKFAST - STANLEY PARK BALLROOM									
8:30 - 10:00	NEW SESSION G1 Joann Michalik LEAN/Six Sigma Theory/Case Study Part 1 of 2	SESSION G2 Bart Hoogvelt Anthony Venetz BowtieXP in Aviation Safety Management	NEW SESSION G3 Doug Wiegmann & Scott Shappell FOQA/FDM/HFACS & ASAP	NEW SESSION G4 Diane Grady Environmental Issues - What are they? Common Practices and Best Practices Tentative	SESSION G5 Steve Walters Advanced SMS	NEW SESSION G6 Lindsay Cunningham Jared Simon IHST Flight Data Monitoring	NEW SESSION G7 Aroon Shah Organizational and Employee Responsibilities to Ensure Successful Change Management	NEW SESSION G8 Dave White Hanif Mawji Regulator View on SMS	NEW SESSION G9 Gianvito Teoli The Air Carrier Organization and its Flight Crews	NEW SESSION G10 Chris Reynolds Ian McLuskie Search And Rescue (SAR) Customer requirements within the "Regulatory" Framework
10:00 - 10:30	BREAK - ALL BALLROOM FOYERS									
10:30 - 12:00	NEW SESSION G1 Joann Michalik LEAN/Six Sigma Game/Lessons Learned Part 2 of 2	NEW SESSION H2 Ray Reynolds Darren Edwards James Ford New Software in Safety Management	SESSION H3 Doug Wiegmann & Scott Shappell Use or Warnings and Alerts in the Cockpit	NEW SESSION H4 Fred Brisbois IHST Overview	NEW SESSION H5 Tom Anthony The Secret Language of Threat & Error Management	NEW SESSION H6 George Santos Developing an Amalgamated Resource Management and Evaluation System	NEW SESSION H7 Aroon Shah Organizational and Employee Responsibilities to Ensure Successful Change Management	NEW SESSION H8 Randy Rowles Night Vision Goggles Program Lifecycle Management	NEW SESSION H9 Linda Tavlin The Reality of Communicating in the Worst-Case Scenario - the Formula for Getting it Right	NEW SESSION H10 Chris Reynolds Ian McLuskie Search And Rescue CRM and Risk Assessment in SAR & How Training & Technology Mitigate the Risks
12:00 - 13:30	LUNCH - STANLEY PARK BALLROOM									
13:30 - 15:00	NEW SESSION I1 Joann Michalik LEAN/Six Sigma Root Cause Analysis Part 1 of 1	NEW SESSION I2 Gary Grass Organizational Leadership & Organizational Viability	SESSION I3 Doug Wiegmann & Scott Shappell Automation Friend or Foe	NEW SESSION I4 Sonya Tietjen Mike Pilgrim FDM & Risk Management: Back to the Roots	NEW SESSION I5 Matthew Collins Marc Schoenrank How VIH Measures its Safety Culture	NEW SESSION I6 George Santos Developing an Amalgamated Resource Management and Evaluation System	SESSION I7 Terry Palmer Nick Mayhew IHST Training	NEW SESSION I8 CAE	SESSION I9 TBD	NEW SESSION I10 James Cycon Frederic Moha Health and Usage Monitoring System
15:00 - 15:30	BREAK - ALL BALLROOM FOYERS									
15:30 - 17:00	SESSION J1 TBD	SESSION J2 TBD	SESSION J3 Doug Wiegmann & Scott Shappell Aeronautical Decision Making	NEW SESSION J4 Sue Gardner CHC SMS	NEW SESSION J5 Stuart Doyle Risk Management for Safety and Quality Management Systems	NEW SESSION J6 Fernando Moraes Unnecessary Complexity, A Prime Corporate Hazard	NEW SESSION J7 Renee Dupont-Adam Bill Foyle Just Culture	NEW SESSION J8 CAE	NEW SESSION J9 Gianvito Teoli The Air Carrier Organization and its Flight Crews	NEW SESSION I10 Andy Dollin HUMS Panel Health and Usage Monitoring System