

Location: Marine Institute Offshore Safety and Survival Centre, Foxtrap

Attendees:

Ray Dalton (Suncor – Operator rep) – Chair
Paul Durdle (HMDC – Operator rep)
Ralph Evans (Transocean)
Matthew Hawco (C-NLOPB – support)
Peter McKeage (C-NLOPB)
Justin Meaney (SeaRose FPSO – workforce rep)
Colin Moores (Statoil)
Robert Normore (CNSOPB)
Alistair Sim (Chevron)
John Whelan (Hibernia – workforce rep)
Mike Whittle (Cougar Helicopters)
Craig Williams (Terra Nova FPSO – workforce rep)

Decisions and Actions are in bold type

Committee Chair Don Williams was unable to attend the meeting – Ray Dalton was chosen to chair in his absence. Colin Moores attended the meeting to represent Statoil, in place of Clark Stokes.

1. Safety Moment

With a blizzard in the forecast, the committee discussed safe winter driving habits. Also, Paul Durdle raised the importance of having the right sized equipment for lifting jobs. A recent drop was due to not using the proper size of beam trolley wheels, he said, and when the company alerted all their associates, many of them were able to make proactive corrections in their operations. Following safety protocols perfectly will not prevent an incident if the equipment is not what it should be, Paul said. Though thankfully acting safely did keep this incident from resulting in injury.

2. Review of Action Log

The Action Log was reviewed. Notes:

- Following the previous meeting, the communication item was marked for closure, with the understanding that members would monitor the helicopter incident communication situation at their company/installation and discuss with the committee when warranted. Consensus was positive on this decision and on the status of the communication of helicopter incidents to offshore installations. Members took the time to compare the situation among installations and found that most installations were receiving word on *all* incidents, which led to one Operator rep resolving to do the same in his company.
- Various personal protective equipment initiatives being tracked by the committee:
 - Paul reported that Hibernia has received a draft report on the Personal Locator Beacon study. He said that the study does not present a clear best solution and many considerations regarding broadcast frequency and automatic water activation would

have to be weighed. The consensus was that the industry's next beacon should include 406MHz in some form as that is the coming standard. **Paul will forward the draft report to Matthew for committee distribution.**

- Regarding the goggle study, a rep from the Marine Institute will give an update at the next meeting. **Matthew will coordinate with Marine Institute.**
- Ray gave a presentation on the helicopter suit body temperature study carried out by Dr. Jonathan Power of the National Research Council's Institute for Ocean Technology. Subjects wore the suit for three hours in 5°C water with no harmful drop in body temperature. With the data, predictions of up to 36 hours of immersion could be made prior to the onset of hypothermia. It was also understood that the existence of other adverse contributing or confounding factors could result in the onset of hypothermia or death in less than 36 hours. **The committee recommended that Dr. Power be invited to the next Safety Forum to present the study. Matthew will look into this.**
- Regarding worker participation on the CAPP Training and Qualifications Committee (TQC): TQC chair Bob Rodden contacted HOSC members about this. Craig Williams, Terra Nova FPSO worker representative for the HOSC, attended the TQC meeting later on this day.
- No news regarding night flights or a visit to the flight simulator in Lafayette.
- Regarding the issue of flights being delayed leaving installations, Mike said that all information on all delays goes to Operators' logistics personnel. He noted that next to weather and maintenance, Operator issues are the next leading cause of flight delays (e.g., people being late to check in or carrying prohibited items). The consensus was that there is some work to be done on educating offshore populations about this, and that the best way to counter rumours is to communicate why flights are delayed.
- The committee should have new workforce representatives for the West Aquarius and the GSF Grand Banks at the next meeting. **Clark and Ralph will coordinate, respectively.**

3. Cougar Update

Occurrences since the last meeting:

- A flight returning to an installation just after take-off due to an open door indication: a latch on the cargo door was not properly seated. This was not a flight safety issue because the ramp door was not affected. No issues were detected upon inspection of latches. Cougar communicated the issue offshore to ensure that crew properly seat and secure latches ("button arm" will protrude)
- A flight returned to base due to an indication regarding the chip indication monitoring system. A computer system restart was needed to clear the issue.

Stats from December were presented, with numbers typical for the time of year. Mike pointed out that the number of trips was up even though the number of hours was down: this was due to the Henry Goodrich's off-station program in Conception Bay South.

Number and availability of aircraft was highlighted. Cougar has seven helicopters serving the NL offshore industry: four for the long-time producing Operators (Hibernia, Husky, and Suncor), one each for Chevron and Statoil, and the dedicated first response helicopter.

4. Offshore Helicopter Safety Inquiry Recommendation Implementation Update

Peter reported that good progress is being made regarding C-NLOPB's aviation oversight and the initiation of a safety oversight management system – applying to many of the inquiry recommendations. Dr. Susan Coleshaw's assessment of Basic Survival Training is continuing (she interviewed the committee's workforce reps after this meeting). A new status update document on all recommendations will soon be posted to the C-NLOPB website.

5. New Business

A workforce rep observed that helicopter sea state limitations had recently become more strict. When, for example, the helicopter departs YYT and is on final approach to an installation and the wave rider reading changes from 5.8 M (within limits) and increases to 6.05M (above limits) the helicopter must turn around and proceed to town. Another example that is after landing on an installation and the sea heights increase above 6.0M the helicopter must remain on deck or proceed to town with only the pilots. In this instance the installation may then be above its allowable limit for personnel on board. This is due to Operators adjusting their protocols following a letter from the C-NLOPB Chief Safety Officer, Dan Chicoyne, setting out the expectations of the regulator.

Peter noted that the C-NLOPB has recently engaged C-Core for a feasibility study of using high frequency radar to determine –in real-time – the sea states along the entire route to the installations, which would allow for much greater awareness in dispatch and for pilots to be able to maneuver around areas exceeding sea state 6. Committee members had varying stances on sea state limitation, but all agreed that it should be discussed further by the Operators and C-NLOPB.

Matthew will take this request to Dan Chicoyne.

Ralph said that workers on one of Transocean's rigs have signed a petition supporting night flying. He was wondering where best to send this. The consensus was that it should go to Dan Chicoyne.

Ralph will send the petition to Matthew, who will get it to Dan Chicoyne.

6. Next Meeting

The consensus was to continue with the current frequency of meetings (every six weeks) but to change to Tuesdays. Thus, the tentative date for the next meeting is Tuesday, February 19.

7. Marine Institute Offshore Safety and Survival Centre (OSSC) Tour

OSSC staff gave the committee a demonstration of the helicopter underwater escape trainer (HUET) and environmental theatre that were installed last year. The new, modular HUET can be configured

to emulate most any helicopter – the OSSC’s HUET is laid out like a Sikorsky S-92A. A demonstration of deploying the liferaft in the water was given. The tour concluded with a demonstration of the full capacity of the environmental theatre (wind, rain, waves, sound, and light effects).

Dr. Susan Coleshaw, having spent the day with OSSC staff, conducted interviews with the committee’s workforce representatives regarding Basic Survival Training as a means of gaining some workforce perspective for her assessment of the training.