

Location: Cougar Heliport, St. John's

Attendees:

Ray Dalton (Suncor – Operator rep) – Deputy Chair
Matthew Hawco (C-NLOPB – committee support)
Peter McKeage (C-NLOPB)
Justin Meaney (SeaRose FPSO – workforce rep)
Alistair Mellis (Statoil – Operator rep)
Dennis Ricard (HMDC – Operator rep)
John Whelan (Hibernia – workforce rep)
Craig Williams (Terra Nova FPSO – workforce rep)
Don Williams (Husky – Operator rep) – Chair
Mark Williams (Chevron)

Guests (segment 2):

Fred Anstey, Director, Marine Institute Offshore Safety and Survival Centre (MI OSSC)
Paul Brett, Assistant Director (Programs), MI OSSC

Decisions and Actions are in bold type

The committee welcomed a new Cougar Helicopters rep: Steve Moore, Area Operations Manager.

1. Safety moment

Ray Dalton gave a safety moment on carbon monoxide, a recent safety concern due to the power outages experienced across the province in early January. There were several cases of carbon monoxide poisoning of people working near generators, even in ventilated areas. Ray reminded that generators must be used outdoors.

2. Discussion of helicopter training issues with MI OSSC

Concerns raised by MI OSSC last year continued to be discussed, among others.

- MI OSSC will work with Survival Systems Limited to see if they can answer the question of whether it's possible to evacuate a ditched helicopter into a liferaft without getting into the water.
- **Steve Moore will take inventory of all the survival equipment provided with liferafts, so that MI OSSC might make training more specific to the gear in use.**
- Matthew Hawco received word from Aqualung (the manufacturer of the HUEBA units) via Helly Hansen that the units should *always* be quickly tested at the point of issue prior to flight, no matter how short the turn-around time. Operator reps requested a formal letter to that effect in order to help them pursue the issue with management and ensure consistency across installations on this matter. **Matthew will request a letter.**

- The new Cougar pilot suit system (including a new emergency breathing apparatus) has been selected and is now with the board of the company.
- OSSC hasn't had any course failures over exiting the helicopter simulator from a stroked seat. They encourage everyone to report difficulties in training, during or after the course, so that they can keep up with any and all issues.
- It was noted that trials in Dr. Mike Taber's study of force required to jettison a helicopter underwater escape trainer's windows was going well and would be completed by the end of February. **Don will invite Dr. Taber to the mid-April meeting to discuss.**
- **Steve Moore will look into whether a stroked S-92 seat will "un-stroke".**
- MI OSSC is not experiencing as many difficulties with trainees releasing the recently introduced seat harnesses as they did at first. They are nonetheless considering changing the seat harness buckles to stainless steel, which will hold up better in repeated use.
- MI OSSC has a new helicopter simulator coming soon. It uses motion, audio, and video to simulate flight and ditching.
- There is some talk of changing the BST Refresher training's sea day to a pool day. However, moving the sea day from St. John's to Holyrood has greatly reduced sea day postponements, making this less of an issue.
- The practicality of continuing to train scramble net climbing was questioned. MI OSSC clarified that they are still a SOLAS requirement, plus there is no guarantee that a vessel conducting rescues offshore will necessarily be a well-equipped industry standby vessel.

3. Operators update

Committee leadership recently discussed the HOSC with Operator leadership. It was decided that the Operators would take on administration of the committee, as encouraged by the C-NLOPB. Husky will provide a new secretary, starting at the March meeting, with Matthew Hawco staying with the committee temporarily to assist in the transition. Minutes of meetings will be distributed on offshore installations. The C-NLOPB will be welcome to continue posting the documents on their website.

The Operators support committee involvement in relevant conferences and events. When a member is interested in traveling to an event, the member should consult with the relevant Operator for support. The events on the HOSC's radar at the moment are the CHC Safety & Quality Summit, the Search & Rescue Europe Conference, and a demonstration of the flight simulator used by Cougar in Lafayette.

The Operators will provide financial support to the HOSC on an as-needed basis. The committee's Operator reps will consult with their leadership when needs arise (e.g., travel for a meeting guest).

Operator leadership support the committee's plans for an assessment of the suitability and effectiveness of work done to date on the implementation of recommendations from the Offshore Helicopter Safety Inquiry.

Steve Moore will keep the committee apprised of Flight Safety Officer training dates.

Steve Moore (with Ronnie Moores) will work out possible dates for a flight simulator demo. In the meantime, interested committee members are encouraged to advise dates that work for them.

4. Cougar update

Steve Moore reviewed the four customer flight notifications issued since the December meeting:

- Autopilot failure indication just after liftoff (helicopter was then landed).
- High oil pressure indication. Pilots elected to return to base.
- Weather radar failure during taxi.
- With winds higher than expected, a crew elected to return to an installation for more fuel. Two passengers were offloaded to allow for the weight of the added fuel. However, due to a miscommunication, the two passengers' bags were not offloaded (meaning the flight manifest was incorrect). This incident is now being investigated.

Statistics were normal for the period.

5. C-NLOPB Aviation Advisor update

Peter McKeage updated the committee on his recent work for the C-NLOPB.

The first C-NLOPB operational safety review at Cougar Helicopters is still on track for March.

Peter is reviewing the UK CAA review of offshore helicopter safety. The final report is due in March. Peter says its recommendations will be far-reaching.

He noted his recent work with the European Aviation Safety Agency's Rulemaking Task Force. He says that their work, informed by the past 5-6 years of accidents, will be effective in making new helicopter models safer. Asked who sat on that committee, Peter said that it was European aviation regulators, the FAA, CHC, Bristow, and Eurocopter, among others. Peter noted that he and C-NLOPB Chief Safety Officer, Dan Chicoyne, meet with Transport Canada and the Transportation Safety Board quarterly to keep them engaged in the process.

6. Night flight discussion

A workforce rep tabled a new discussion of restrictions on night flights. He recalled that the OHSI Implementation Team put forth a [detailed list of requirements](#) for what should be done to allow "full" (i.e., as late as midnight) night flying and noted that lesser requirements could be considered for a shorter night flying schedule (the Team could not come to a unanimous

consensus on what exactly these lesser requirements would be). The Operators since declared their intention to meet all of the requirements, yet they only intend to fly an “extended day” (i.e., no flight activity at installations in darkness – which was [determined to be the riskiest part of night flying](#)). This has led to delays in the process as the Operators work towards meeting all the requirements. The worker rep wondered if it wasn’t too late to change course and come to some agreement with the C-NLOPB that the “extended day” could be flown without meeting all of the requirements for “full” night flight.

Peter clarified that there has not yet been any formal request made by the Operators to the C-NLOPB regarding night flights. Peter said that he had recently talked to the night flight project leader, who said that he was looking forward to the C-NLOPB’s operational safety review at Cougar Helicopters so that it could be verified that the requirements have been met.

7. New business

Don thanked everyone for feedback to the draft charter. He made some changes and **will circulate a new version soon.**

Dennis Ricard noted that he will soon have an update on Oceanic’s progress with the helicopter side floatation study.

8. Next meeting

The next meeting is confirmed for March 5, 2014 at Statoil’s offices.