

# Helicopter Operations Safety Committee (HOSC)

## Minutes of Meeting – Wednesday, February 17th, 2016

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### Location:

Cabot Place

### Committee Attendees:

Ed Antle (Husky Energy – Operator Rep –Chair)  
Corey Goyman (HMDC – Operator Rep Co-Chair)  
Justin Meaney (SeaRose FPSO – Workforce Rep)  
Dave Beazley (Hibernia – Workforce Rep)  
Craig Williams (Terra Nova FPSO – Workforce Rep)  
Peter McKeage (C-NLOPB) – *via teleconference*  
Ryan Brown (CNLOPB)  
Roberta Spicer (C-NSOPB) – *via teleconference*  
Steve Moore (Cougar Helicopters Rep)  
Lesley Pardy (CHC Rep)  
Derrick Sullivan (Statoil – Operator Rep)  
Mike Whittle (Suncor – Operator Rep)  
Gary Ralph (WHC – Workforce Rep)

### Guests:

Wendell Durnford - Survitec

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## 1. Safety Moment

Corey Goyman recounted a personal instance of being in a vehicle with a driver who checked a text while operating. Discussed how he managed bringing the topic and concern to attention. He actively intervened. Step outside of your comfort zone.

## 2. Review of previous Meeting Minutes and Action

### Action Log

- i. Evacuation into Liferaft from S-92: Rob Brown has updated they are waiting on next steps.
- ii. S92 side flotation project -Nothing new to add – remove from action list
- iii. Use of EBS in HUEBA training-no update
- iv. Jettsoning S92 window – Taber will provide update at next meeting
- v. Resumption of night flights – no update
- vi. Encana undergarment study- remove from action log
- vii. Mask study:
  - Mask donning time 19 sec
  - No reason to stop using mask
  - Move on to stage 2 study

## 3. HPTSS Update

Wendell Durnford – service manager for St. John’s and Halifax

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All operators are back on-line with the SASS-01.

- Re-rollout in Halifax December 14
- Re-rollout in St. John's January 11

All suits under the Suncor contract scope have been modified.

### Training Institutes:

Falck (in both locations) and SSTL have been using the SASS-01 suit and LPU for quite a while now. The Marine Institute has recently taken delivery of their suits and LPUs, and received the related training. All training institutes are therefore now using the new HPTSS equipment.

- Positive feedback from training institute instructors
- Completed training with all instructors
- Based on same SOP as operators
- Communication between training institute and Survitec regarding specific size required for each class.

Justin raised question if personnel will use the correct size suit for training purposes.

Wendell advised that it is possible that there could be instances where this does not occur.

Changes between minor up / down sizes should result in nominal difference and suitable for training. Personnel will however remain within the correct size range.

Issues since implementation:

- Medical issues (4)
- Spare part to build a custom suit not yet on site (1)
- Specific suit size not available (1)
- Custom suit in wrong location (Halifax vs. St. John's) (1)
- Due to change of body composition at time of check-in compared to time of fitting, no properly fitting suit could be identified (2)
- Some allergic reactions.
  - Same sanitizer being used on Survitec as had been on Hansen. Benefac?
  - Allergy testing is ongoing for some passengers on the suit material
  - Survitec is investigating options of change in material for these , these will be customs
- NO further donning and doffing difficulties have been reported to or witnessed by Survitec. This goes to show the implemented solution is solid.

Personnel should be reminded to communicate changes in body size to ensure proper suit fitting.

- Perhaps issue an alert or warning – Pete McKeage for next safety meeting
- HMDC have an information process in place meeting Corey will provide copy of HMDC communication)

One passenger that is currently traveling has been identified as requiring a suit change as is travelling in a suit that may not fit. This is being investigated.

There has been an increase in custom suit requirements, currently around 140

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### **HUEBA reset**

An issue was identified with regards to the effects of low temperature environment on the HUEBAs. Survitec and Aqualung (the OEM of the HUEBA) are working closely together to complete the root cause investigation and final report, which is expected shortly.

In the meantime, the reset procedure that was implemented immediately after this finding has effectively eliminated this issue.

### **PLB service monitoring system**

The MRT PLBs went through their annual service cycle. A built-in service monitoring system started to give audible signals to the users and suit room technicians, which caused some concerns.

At no time were unserviceable PLBs in use

In future service cycles, we will now be able to conduct this work prior to any audible service monitoring notification going off.

## **4. C-NLOPB Aviation Advisor Update**

Life raft capacity

170 lbs used as passenger weight, recent review recommends 220lbs

The two specifications (UK CAA Specification No. 2 and FAA TSO C70a) vary on the weight for each occupant. The UK CAA specification requires an average weight of 91kg (200lbs) to be used. The FAA specification requires an average weight of 77kg (170 lbs) to be used.

In this instance, they have applied the UK CAA weight requirement as this represents the worst case scenario. 14 persons, with an overload capacity of 21 at 200lbs per passenger. (payload of 4200 pounds per life raft.. 8400lbs total)

Peter advised possible standard changes, and will share with HOSC.

NS BOARD Rotors Running Refuelling Update (RRR)

In discussions

TC involved

There are certain situations where not advisable

Understand there are times when it is the lowest risk option

Accepts that it is routine as part of normal operations

NS does not request safety case or advisement of each instance of RRR

Corey updated the group that the St. John's RQF was refused on initial submission

## **5. Cougar Helicopters Update**

There were 14 CFN's since last meeting.

1. Chip light illuminated. CHI431
2. Return form Taxi. CHI131R. AVC Degrade
3. Manifest discrepancy. OB. CHI131

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4. AVC degrade. CHI431,
5. Droop stop heater fail. CHI181
6. Fuel Odour. CHI221. RTB in taxi
7. DCU miscompare. CHI531
8. Generator fail indication. CHI171
9. Generator fail indication. CHI271
10. Manifest Discrepancy CHI221/321 . OB
11. Manifest discrepancy CHI221 IB
12. Pitot static system blockage. RTB. CHI171
13. Windshield anti ice fail. RTB. CHI181
14. Windshield anti ice fail. RTB. CHI132

Manifest discrepancy, 2 from Cougar

Peter acknowledged that a lot of mitigation has taken place and asked was there anything unique about these 2 recent ones?

Steve- Cougar- level 2 investigation ongoing into manifest discrepancies

- Expect completion 26th of Feb
- Initially a level 1 was initiated

Steve – investigating a bar code system

Corey raised suggestion to have Cougar conduct information sessions during weather hold. Increase awareness of the positive attributes of Cougar.

Steve , open to this and would like to support it.

### **6. CHC Helicopters Canada Update**

Peter asked CHC to speak in regards to any update on SAR coverage interruption and if the timeliness of communication in relation to interruptions can be improved upon.

Lesley advised there was no issue with communication with CHC.

Protocol was followed and will continue.

When polled, the group reached a unanimous consensus that there are no changes required to the existing SAR interruption protocol as it's currently written.

CFN:

1. Bird Strike

Peter asked if the bird study , as part of return to flight requirements, was completed.

Was advised that it had been

2. FADEC Fault
3. Manifest discrepancy on inbound flight

Peter asked if CHC taking similar actions as Cougar in relation to this item.

Lesley advised that this occurred on the inbound leg and that checks are in place for the outbound leg.

### **7. Recommendations 13/14 Way forward**

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Group asked CNLOPB for guidance on moving forward.

Ryan responded that once advising documents were accepted an action plan was devised for each.

Mike suggested HOSC conduct a GAP analysis/review of the action plan for the specific recommendations compared to action plan to determine level of completion.

Ryan agreed that this would provide a means to determine if HOSC are we satisfied as a safety committee that the action plan has been effectively implemented.

Recommend that all operators read all related documentation, Ryan to take the action to provide to all.

Will review at next meeting.

Importance of placing priority on these was expressed by all.

### **8. Action Log**

- i. Evacuation into Liferaft from S-92: rob brown has updated they are waiting on next steps.
- ii. Use of EBS in HUEBA training-no update
- iii. Jettisoning S92 window – Taber, will update next meeting
- iv. Resumption of night flight – no update
- v. Mask study.
  - Mask donning time 19 sec
  - No reason to stop using mask

### **9. New Business**

- a. Cellphones were permitted offshore commencing 1-Feb-2016  
All operators have moved forward with exception of Statoil
- b. Revised helicopter brace position to be incorporated into helicopter pre-flight video. Training institutions will incorporate in their courses with timing to align with introduction of the revised pre-flight video. Estimate 1-Feb-2016.  
This is in the final stages of implementation.
- c. Everyone to bring an item to the next meeting for discussion
- d. All operators currently using the HPTS-1 Survitec suit
- e. Change in method for working 13-14
- f. Implementation of green arm band for new travellers to be explored
- g. View of extra broad category – Peter raised  
Corey advised for clarification Peter will forward details to HOSC  
UK Uses checkered armbands and seating (assigned) for extra broad  
To add to agenda for next meeting

### **10. Next Meeting**

The next meeting will take place on Wednesday, March 30th 2016 at the CNLOPB office at 9:00 am.

## Helicopter Operations Safety Committee Action Log

17-Feb-16

RAISED	TYPE	ITEM DESCRIPTION	STATUS	STEWARD	UPDATE
14-Oct-11	Action	Updates on dive mask study	Open	HOSC	<p>03 Apr 13: Phase II in progress. OSSC (Greg and Kerri-Ann) presented an update at Apr 23 Safety Forum. HOSC to follow up with OSSC upon completion of the study.</p> <p>28 May 14: Dennis discussed with Fred at OSSC; request was sent to PRNL on June 28, 2013. Phase 1 complete - currently with PRNL.</p> <p>9 July 14: This is one of the projects PRNL will be reviewing.</p> <p>1 Oct 14: No updates at this time.</p> <p>14 Nov 14: No updates at this time.</p> <p>4 Feb 15: Suggestion to have MI reps at an upcoming meeting for updates.</p> <p>18 Mar 15: Was discussed at the March meeting. Currently waiting for industry approval for Phase II of the project.</p> <p>29 Apr 15: Corey has a meeting next week regarding the dive mask study. He will send a note to Ray to forward to the committee once completed.</p> <p>2 Sept 15: No updates.</p> <p>14 Oct 15: Corey is planning to have a meeting with the R&amp;D Manager and will have an update at the next meeting.</p> <p>25 Nov 15: Action register was not reviewed. Will have Corey provide an update at next meeting.</p> <p><b>06 Jan 15: No update. Corey to provide at Feb meeting.</b></p> <p><b>17 FEB 2016. Move on to stage 2 study.</b></p>
28-Nov-12	Issue	Resumption of Night Flights	Open	P. McKeage	<p>05 Mar 14: The first C-NLOPB Operational Safety Review is scheduled to take place during the week of March 10-14. The OSR will include a review of the implementation of requirements for the resumption of night flights. Meetings have been scheduled with operators and Cougar during this period and findings will be shared with HOSC at a later date.</p> <p>28 May 14: No update - work is ongoing.</p> <p>9 July 14: Night flight criteria review has been completed in collaboration with the OSR. Overall, moving forward.</p> <p>1 October 14: No update at this time. The OSR report is currently with operators for review.</p> <p>12 Nov 14: The OSR report is still with operators for review.</p> <p>4 Feb 15: No updates.</p> <p>18 Mar 15: No updates.</p> <p>29 Apr 15: No updates.</p> <p>2 Sept 15: No updates.</p> <p>14 Oct 15: No updates.</p> <p>25 Nov 15: No updates.</p> <p><b>06 Jan 16: No updates.</b></p> <p><b>17 FEB 2016. No Updates</b></p>

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RAISED	TYPE	ITEM DESCRIPTION	STATUS	STEWARD	UPDATE
14-May-13	Action	Evaluation of OHSI implementation	Open	R. Dalton	<p>14 May 13: Operators support the "proposal of assessing the suitability and effectiveness of the implementation of OHSI recommendations."</p> <p>05 Mar 14: It was decided that OSHI recommendations would be reviewed. Time required to complete review will be better understood after the first review session.</p> <p>28 May 14: Ongoing.</p> <p>9 July 14: The HOSC started the review at the July 9 meeting.</p> <p>1 Oct 14: Recommendation 10 and 16 were reviewed on July 9. Recommendation 20 was briefly reviewed at the October 1 meeting; review will be finalized during next meeting in November.</p> <p>12 Nov 14: Recommendation 20 review was completed at the meeting; Recommendations 25 and 26 will be reviewed next.</p> <p>4 Feb 15: The review of Recommendations 25 and 26 will be finalized at the next meeting. A spreadsheet should be created to track the review of Recommendations. Andrea will create and will provide an update at the next meeting.</p> <p>18 Mar 15: Reviews ongoing. Recommendations 25 and 26 are now complete; 27 (Research and Development) will be the next Recommendation reviewed (which will begin at the meeting in April).</p> <p>29 Apr 15: Recommendation 27 was reviewed by the committee. The next Recommendation is TBD.</p> <p>2 Sept 15/14 Oct 15/25 Nov 15: Recommendation 13-14 review ongoing; will be completed at the next meeting.</p> <p><b>06 Jan 16: Ed to discuss history with Ray and recommend next steps at Feb meeting.</b></p>
22-Jan-13	Issue	Evacuation into LifeRaft from S-92	Open	HOSC	<p>16 Apr 14: Marine Institute to consult with Survival Systems to determine if passengers can directly board life raft from helicopter when flotation is deployed. HOSC will continue to follow with MI on developments for this issue.</p> <p>9 July 14: Dennis to check with MI to see if a note can be incorporated into the HUET training to let students know that they may have to exit the helicopter in water.</p> <p>1 Oct 14: Dennis spoke with Fred at MI; Fred stated he will discuss with instructors but no response received yet. Dennis will follow up with Fred before the next meeting.</p> <p>12 Nov 14: MI cannot commit to anything at this time - will be reviewed in 6-12 months.</p> <p>4 Feb 15: Robert Brown and Greg Harvey from MI will be attending the next HOSC meeting to discuss.</p> <p>18 Mar 15: Robert and Greg from MI attended the March meeting. All attendees agreed that this requires further analysis. A proposal will be prepared by Robert and Greg and will forward to HOSC for review.</p> <p>29 Apr 15: No updates.</p> <p>2 Sept 15: No updates - Andrea will check with Robert and Greg.</p> <p>14 Oct 15: Andrea received a response from Robert and Greg. Working is ongoing on proposal. Update at the next meeting.</p> <p>25 Nov 15: Will arrange to have MI provide an update in new year.</p> <p><b>06 Jan 15: Ed will contact MI to provide update.</b></p> <p><b>17 FEB 2016. MI waiting on next steps.</b></p>

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17-Feb-16

RAISED	TYPE	ITEM DESCRIPTION	STATUS	STEWARD	UPDATE
22-Jan-13	Issue	LifeRaft Deployment from S-92	Open	HOSC	<p>16 Apr 14: HOSC is working with MI to confirm that the liferaft can be deployed manually during an inverted helicopter situation as the release handle is under water.</p> <p>9 July 14: Dennis to follow up with MI to determine if this can be simulated using the HUET.</p> <p>1 Oct 14: Dennis spoke to Fred at MI and his recommendation is that this should be considered for an R&amp;D project.</p> <p>12 Nov 14: Fred indicated that there are too many variables. Marine Institute can put forward this initiative as an R&amp;D project but it cannot be incorporated into the training at this time.</p> <p>5 Feb 15: Ray will discuss with R&amp;D representatives and will provide an update at next meeting.</p> <p>18 Mar 15: Ray to provide update at next meeting.</p> <p>29 Apr 15: No updates.</p> <p>2 Sept 15: No updates.</p> <p>14 Oct 15: No updates.</p> <p>25 Nov 15: No updates.</p> <p><b>06 Jan 16: Ed to contact MI to provide an update.</b></p>
22-Jan-13	Issue	Use of EBS in HUET Training	Open	R. Brown	<p>16 Apr 14: Research required to determine if risk to personnel is acceptable to allow more realistic training with the EBS in the actual HUET.</p> <p>9 July 14: Discussion required to determine what role HOSC will play because it may require a change to the worker's medical. (see comment).</p> <p>1 Oct 14: A taskforce has been implemented through TQC. Hoping to have it completed by the end of the year.</p> <p>12 Nov 14: A meeting is scheduled to take place next week. Work is progressing. Update will be provided at next meeting.</p> <p>4 Feb 15: Ray will ask TQC for an update before the next meeting.</p> <p>18 Mar 15: Gone through risk assessment; engaged through TQC. First draft is currently out for review. Comments due back on March 18. Progress ongoing.</p> <p>29 Apr 15: No updates.</p> <p>2 Sept 15: Ryan noted that a 3rd party conducted risk assessments but is not sure if the results are available. Ryan to provide an update at the next meeting.</p> <p>14 Oct 15: No updates.</p> <p>25 Nov 15: No updates.</p> <p><b>06 Jan 15: No updates.</b></p>
22-Jan-13	Issue	Jettisoning S92 Window Exit when Submerged	Info	HOSC	<p>16 Apr 14: Study currently ongoing led by Dr. Mike Taber with Falck Safety Services to evaluate passengers ability to jettison the window while submerged.</p> <p>9 July 14: Proposal currently with PRNL.</p> <p>1 Oct 14: No update.</p> <p>12 Nov 14: Work is ongoing. This was discussed at the recent IASST Safety Conference in Halifax.</p> <p>4 Feb 15: Project start date of November 2014 with PRNL, RDC and Falck.</p> <p>18 Mar 15: No updates.</p> <p>29 Apr 15: No updates.</p> <p>2 Sept 15: No updates. Andrea will check if Falck representatives would be interested in hosting a future meeting in their new facility in Mount Pearl. Updates could be provided at that point.</p> <p>14 Oct 15: Falck Safety Services is available to host the next HOSC meeting on November 25. Further information to follow.</p> <p>25 Nov 15: Will discuss with Mike Taber to confirm his availability at updating the committee in the new year.</p> <p><b>06 Jan 16: Ed to contact Dr. Taber about update.</b></p>



## Helicopter Operations Safety Committee Action Log

17-Feb-16

RAISED	TYPE	ITEM DESCRIPTION	STATUS	STEWARD	UPDATE
14-Oct-11	Study	PLB Research (ExxonMobil)	Ongoing	C. Goyman	<p>11 Dec 13: Report is completed and options are being considered. New PLBs will be tested in conjunction with new suits. Note: Action will be closed upon final selection of PLB.</p> <p>9 July 14: Work ongoing.</p> <p>1 Oct 14: Contract with Canatec to come up with the newest PLB based on non-traditional SAR program. Currently have some good ideas and work is ongoing.</p> <p>12 Nov 14: A meeting occurred with JRCC to discuss options. Results are not known at this time. Work is ongoing.</p> <p>4 Feb 15: Work ongoing.</p> <p>18 Mar 15: No updates. Corey to provide update at next meeting.</p> <p>29 Apr 15: No updates.</p> <p>2 Sept 15: A few meetings have occurred with Canatec. Engaging Survitec to loan a few suits for field tests. HDMC will provide services required. A demonstration will be given internally in the next few weeks to HMDC. Core will provide further information at the next meeting, if available.</p> <p>14 Oct 15: An update will be provided at the next meeting. Exxon representatives will be attending the demonstration prior to the next HOSC.</p> <p>25 Nov 15: Corey will arrange to have Canatec provide an update at next meeting.</p> <p><b>06 Jan 15: Canatec provided update. Study is ongoing.</b></p>