

Helicopter Operations Safety Committee (HOSC)

Minutes of Meeting – Wednesday, March 18, 2015

Location:

Cougar Helicopters – SAR Hangar Boardroom

Attendees:

Ray Dalton (Suncor Energy – Operator Rep – Chair)
Ed Antle (Husky Energy – Operator Rep – Co-Chair)
Craig Williams (Terra Nova FPSO – Workforce Rep)
Alistair Mellis (Statoil – Operator Rep)
Steve Moore (Cougar Helicopters Rep)
Justin Meaney (SeaRose FPSO – Workforce Rep)
Matthew Hawco (C-NLOPB)
Andrea Gruchy (Husky Energy – Operator Administrator)
Corey Goyman (HMDC – Operator Rep)
Lesley Pardy (CHC Helicopters Canada Rep) – *via teleconference for portion of meeting*

Guests:

Rob Brown (Research Scientist – Marine Institute)
Greg Harvey (Instructor – Marine Institute)

Decisions and Actions are in bold type

1. **Safety Moment**

Steve's safety moment was a light-hearted approach to at-risk behaviours which although comical, focused on the serious outcomes that could occur from unwise safety choices.

A tour of the SAR hangar commenced mid-way through the HOSC meeting. The committee would like to thank Steve for arranging the tour and for initiating a SAR drill for HOSC members to observe.

2. **HOSC Member Update**

Dave Beazley has been appointed the new worker representative for HMDC. Due to a change in schedule, Mark Sullivan has resigned from the committee as worker representative for the West Aquarius. A new member is required.

3. **Marine Institute Update**

Rob Brown and Greg Harvey attended the meeting to provide updates on current and proposed research opportunities. Discussions occurred regarding the use of dive masks in helicopter underwater escape. This project is currently in Phase II awaiting direction from the industry.

The main reason for attendance was to discuss evacuation into life rafts from an S-92. All agreed that this requires further research and analysis. A proposal will be prepared by Robert and Greg and forwarded to the HOSC for review. The committee would like to

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thank both Rob and Greg for attending the meeting and all members look forward to reviewing the proposal.

4. Cougar Helicopters Update

There were 13 Customer Flight Notifications (CFNs) since the last HOSC meeting in March. Regarding manifest discrepancies, Ray asked if there is a threshold regarding how heavy the discrepancy can be. Steve stated that there isn't a specific threshold as long as it doesn't go over the max gross weight.

5. CHC Helicopters Canada Update

Alistair provided the update on behalf of CHC. On February 21, a CHC flight took off over the max gross weight (48 pounds over); due to this error, changes have been made to the baggage handling procedures. Craig questioned about the consequences of flying over max gross weight. Steve stated that each helicopter has a certain maximum operating weight for safety reasons and a limit is implemented to stop people from being complacent.

6. Recommendations 25 and 26 Review

The committee completed the review of [Recommendation 25 \(Safety Forums\)](#) and [Recommendation 26 \(Safety Conferences\)](#) and all agreed that the Recommendations are satisfactory. If any member has any further comments on these two documents, please respond to Andrea who will compile any responses for review.

The next Recommendation that will be reviewed is [Recommendation 27 \(Research and Development\)](#). **Ray has requested that all members review the document prior to April's meeting. As well, Matthew will prepare a one page document for the next meeting regarding Recommendation 27 as some options in the document have not been explored yet.**

The spreadsheet for tracking the review of Recommendations has been completed (it is located in the committee's action log (extra tab called "Advising Documents Review")).

7. C-NLOPB Aviation Advisor Update

Peter was unable to attend. An update will be provided at April's meeting.

8. Changes to the Work Refusal Process for Traveling Offshore

In accordance with recent amendments to the Canada-Newfoundland and Labrador Atlantic Accord Implementation Act, instructions regarding the process of work refusals have been posted at Cougar and CHC. At the February meeting, Ray asked that Matthew check with the board to ensure these posters is satisfactory. Matthew confirmed that the posters are acceptable.

The Act also states that the operator must immediately notify the Chief Safety Officer (CSO) regarding work refusals. Ray asked Matthew to clarify the role of the CSO. At the

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March meeting, Matthew indicated that notification to the CSO is for awareness purposes only.

As well, Steve noted that a request came forward to increase the size of the work refusal posters (which has since been completed (now size 11 x 17)). The question was raised if there is a specific standard size for the posters. Matthew inquired and there is no specific size required.

9. Action Log

The action log was reviewed and the following items were updated:

- i. Dive mask study: this was discussed with Rob and Greg from MI. Currently waiting for industry approval for phase II of the project.
- ii. HUEBA purge test: this will be rolled into the new HPTSS. Training started on March 17.
- iii. The review of Recommendations 25 and 26 was completed on March 18. The next Recommendation to be reviewed is Recommendation 27 (Research and Development).
- iv. Evacuation from Life Raft from S-92: As discussed previously, Rob and Greg presented this to the committee. All agreed this is of great importance and requires further analysis. They will prepare a proposal and will forward to the committee for review and comments.
- v. Use of EBS in HUET Training: risk assessment has been completed; engaged through TQC. The first draft is out for review. Comments are due back on March 18. Progress is ongoing.

10. Assigned Seating Presentation

Ed gave a presentation to the committee about assigned helicopter seating and its recent implementation in the UK sector. Helicopter assigned seating is a safety measure to protect all passengers travelling offshore in case of an emergency evacuation.

In the UK, all passengers are required to sit by an emergency exit that is compatible with body size. All personnel travelling offshore are measured for shoulder width; those exceeding 22" are designated "extra broad" or XBR and a minimum of 25% of seats per helicopter are designated reserved for XBR passengers. Seats are designated on each type of airframe; all passengers are required to wear either a regular or XBR armband indicating seat assignment. As well, seats are clearly marked corresponding to the arm band.

At present, assigned seating has not been implemented in the Atlantic Region.

11. Review of HOSC Presentation

This presentation was created for representatives to present at workplaces for improved HOSC awareness. The committee reviewed the presentation and only suggested that

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the HOSC membership slide with names be removed. This will be completed and forwarded to all again for final review and approval.

12. Next Meeting

The next HOSC meeting will take place at HMDC on April 29.