

# Helicopter Operations Safety Committee (HOSC)

## Minutes of Meeting – Wednesday, March 30th, 2016

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### Location:

CNLOPB office

### Committee Attendees:

Ed Antle (Husky Energy – Operator Rep –Chair)  
Justin Meaney (SeaRose FPSO – Workforce Rep)  
Corey Goyman (HMDC- Operator Rep- Co-Chair)  
Dave Beazley (Hibernia – Workforce Rep)  
Craig Williams (Terra Nova FPSO – Workforce Rep)  
Ryan Brown (CNLOPB)  
Steve Moore (Cougar Helicopters Rep)  
Paul Carter (Cougar Helicopters Rep)  
Lesley Pardy (CHC Rep)  
Derrick Sullivan (Statoil – Operator Rep)  
Mike Whittle (Suncor – Operator Rep)  
Gary Ralph (WHC – Workforce Rep)

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## 1. Safety Moment

Ryan Brown provided an overview of world incidents/events in the oil and gas industry

Subtopics:

- Spill at Stratfjord A Platform, Norway
- Helicopter Crash in Mubai High Oil Field Area
- Fire in Azerbaijan’s Guneshli Offshore Oil Field
- Gas Leak in the UK North Sea
- Fire in FPSO turret
- Major incidents East Coast
  - Ocean Ranger, 1982
    - 84 lost lives
  - Cougar Near Miss, 2011
    - Descent halted 38 ft from water
  - Universal Crash, 1985,
    - 6 lives lost
  - Hibernia spill, 2013
  - 6000 litres from the offloading facility
  - Terra Nova Spill, 2004,
    - 1000 barrels of crude
  - Cougar 491, 2009
    - 17 lost lives

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### **2. Review of previous Meeting Minutes and Action**

- i. Suit sizing
  - a. Important to be aware when resizing is required.
- ii. Depleted cylinders offshore. Management.
  - a. This is in the final stages of completion
- iii. Manifest discrepancies
  - a. Meeting to be hosted by Cougar regarding cause and mitigations
- iv. Revised method for working OHSI 13-14
  - a. Discuss during today's meeting
- v. Implementation of green arm band for new travellers to be explored
  - a. To be discussed at today's meeting
- vi. Extra Broad Category
  - a. To be discussed at today's meeting
- vii. Cell phones permitted offshore
  - a. 3 violations of new policy/procedure

### **3. HUEBA use in HUET**

Discussed requirement for a HOSC recommendation/view on the matter.  
Cougar has been utilizing HUEBA or HEEDS in their training for 7 years  
Request information from those involved in study, RA.  
Agreed to include on next Agenda.

### **4. Broad Shoulder**

Broad Shoulder

Agreed that a HOSC position/recommendation is required for this item

Discussed logistical issues with safe implementation

To seek additional information relating to the Sumburgh incident

Were there passengers who were unable to exit the aircraft utilizing the windows?

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### 5. Cougar Helicopters Update

There were 12 CFN's since last meeting.

Pitot static system blockage. RTB. CHI171	CGR-PMC-6297
Windshield anti ice fail. RTB. CHI181	CGR-PMC-6298
Windshield anti ice fail. RTB. CHI132	CGR-PMC-6299
Door open indication. CHI431	CGR-PMC-6300
Loose Panel Fastener. CHI421. RTB	CGR-PMC-6301
Maifest discrepancy. CHI432 OB	CGR-PMC-6302
Manifest discrepancy. CHI581/521 IB	CGR-PMC-6303
Engine chip light illumination. CHI431	CGR-PMC-6304
Nose wheel Shimmey. CHI432	CGR-PMC-6305
CHI132. Stuck Brake. Onshore.	CGR-PMC-6306
CHI171. manifest discrepancy. IB	CGR-PMC-6307
CHI181. AVC fail Caution.	CGR-PMC-6308

### 6. CHC Helicopters Canada Update

2 CFN's

- De-Icing Fault
- Cargo / Ramp Door Open Indication

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### 7. Recommendations 13/14

Rec 13                      Advising Document  
 Conducted review of Appendix A  
 Helicopter Operations Hazard Identification and Gap Analysis

\* See attached

#	System Deficiency	Communication	Information	Training Familiarity	Flight Planning	Passenger Physical Conditions	Environmental Conditions	Survival/SAR Equipment/Procedure	Comments	Status
1	Bluesky information is not readily available to pilot while in flight. In the event of an emergency, pilots could avail of knowing the location of supply vessels for decreased time for recovery in the event of a ditch.	X	X						Mitigated by use of radar and OCC support	Closed
2	Pilots do not currently have specific command and control training for ditching/egress scenarios.			X					They now have this. Is provided in sim training	Closed
3	Pilots are currently not cross-trained with the BST training that is provided to passengers and are not aware of the expected passenger actions upon egressing. This may limit the Pilot's ability to effectively take command once the aircraft has landed on the water surface			X					They have this training.	Closed
4	In discussions regarding visibility of passengers, it was noted that keeping the life rafts attached to an upright and stable aircraft (if sea states permit) would increase the visibility of the life raft to the SAR team and would also allow access to additional medical supplies from the aircraft if the supplies diminish in the life raft. It was also noted that if the life raft remains attached that one person should be assigned to keep watch of the aircraft and cut the painter immediately if there is any indication that the aircraft starts to roll or sink.		X	X						Open
5	Pilots do not know if the aircraft isn't being tracked unless notified by Cougar Flight Following or Installation CCR Operator. There is no way to know the precise location of the aircraft if Bluesky malfunctions. Consider the use of AIS for helicopter operations	X	X							Open
6	BST training currently does not train with removing windows underwater.			X					Ryan Brown to provide syllabus	Closed
7	HUET training does not include the use of HUEBA while exiting the HUET (including while inverted). Passengers are unfamiliar with the ease/difficulty required to remove window once submerged.			X					Ongoing	Open
8	BST HUET training does not use egress from inverted aircraft with the floatation inflated. This could cause confusion with personnel as they ascend to the surface of the water.			X					Raise again at next HOSC	Open
9	All stakeholders are not engaged when developing BST training curriculums.	X	X						Work force representatives are now on team	Closed
10	HUET training does not include escape with the presence of Auxiliary tanks in the cabin. There is uncertainty with respect to the particular height or size of person that may have difficulty in reaching over the Auxiliary tank to remove the escape window. This could be a consideration for assigned seating scenarios.			X	X	X			Raise at next meeting	Open
11	HUET training does not cover the stroking of seats that would occur upon impact with the water.			X					New HUET included stroking seat	Closed
12	BST does not give awareness of the potential debris that could be present when egressing aircraft from underwater (e.g. aircraft debris, ice, etc). Awareness is only given to debris that could be on the surface of the water when egressing from an aircraft that remains afloat.			X			X		Check with training institutes	Open
13	HUET training does not give guidance on time spent trying to open assigned exit and when to relocate to an alternate exit.			X					Check with training institutes	Open
14	Pilot simulator training is limited in scenarios involving landing in reduced visibility.			X					Fidelity of simulator confirms no longer limited	Closed
15	If there is a mechanical problem with the aircraft, passengers might not be able to hear the pilot announcement to prepare for ditching. Alternate communication/notification could allow more reaction time for the Pilot and passengers to prepare.	X							Ongoing	Open
16	Current ice conditions are not known to the pilots. Pre flight updates should include current ice status.	X	X				X		Mike Whittle	Open
17	HUET training provided in NL does not prepare tandem person for exit after person next to window exits.			X					Check with training institutes	Open
18	Personnel size is not considered in seating arrangements.				X	X			Ongoing. Extra Broad	Open
19	Escape through window not considered in medical clearance to work offshore.					X			Ongoing. Extra Broad	Open
20	BST training uses immersion suit vs. flight suit on sea day.			X					Not fit for purpose	Closed
21	There is currently no training for cold water shock.			X	X				Discuss with training institutes	Open
22	There is no personal accountability for personnel undergarments					X			New standard. New suit.	Closed
23	HUEBA training should clarify use of HUEBA for breathing in presence of heavy smoke.			X					Not fit for purpose	Closed
24	Pilot suits are different from the passenger flight suits (colour, no CMSG design standard, no D-Link on suits), etc.					X	X		New suits in use. Similar to passenger suit.	Closed
25	BST training does not train for scenarios in decreased lighting scenarios.			X					Check with training institutes	Open
26	Limited aids for pilots to conduct ditching at night.		X					X	Paul Carter	Closed
27	Commercial flight planning considers weather window to allow enough time to fly to installations and return prior to forecasted weather deteriorating but do not consider SAR response time that would be required in the event of a ditching.				X				Remove from 13-14 and raise to HOSC agenda	Removed
28	Formal communication protocol between Cougar and DND is not yet established. Refer to Inquiry Recommendation 4.	X							Rec 4 has been implemented	Closed
29	There are no established weather limits with respect to wind and sea states for the safe execution of SAR activities on site by SAR aircraft (if weather limits allow the SAR aircraft to launch) or by Supply Vessel.						X	X	Remove from 13-14 and raise to HOSC agenda	Removed
30	There are no two-way radios currently in the aircraft life rafts to allow communication between SAR team and life raft.	X						X	Remove from 13-14 and raise to HOSC agenda	Removed
31	Auto-hover certification is outstanding.							X	Implemented and in use	Closed
32	TP 7920E does not mandate use of the SAR equipment (PLB direction finders, Dacon scoops, etc.) on FRCs and Standby vessels.							X		Closed
33	There are no drills or other training for FRC operations at night.			X						Closed
34	There are no established performance standards for operating limits across supply vessel fleet.							X	Ryan Brown to confirm standard	Open

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Reviewed:

Rec 13 Report      Health and Wellness. Dr. Maureen Capshaw  
Rec 14 Report      Goals for BST. Dr.Sue Coleshaw  
TQC Response to SRK Coleshaw Report

### **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. Chip detector light concern was raised by some personnel to Dave Beasley.
  - i. Commented that it was good to see that other agencies were involved
  - ii. Notifications were laid out and distributed well
- b. HSP will no longer read through each CFN
  - i. CFN's to be distributed to the group in advance of the meeting
  - ii. All participants to review in advance and raise concerns at the HOSC meeting
- c. Extra Broad Category to be included on next agenda
- d. HOSC agenda meetings no longer being posted on the CNLOPB website
  - i. Need to discuss option if continuing to post
- e. HUEBA use in HUET to be discussed at next meeting
- f. Change in method for working 13-14
- g. Implementation of green arm band for new travellers to be explored
- h. View of extra broad category  
Prepare to make recommendation for implementation and requirements

### **10. Next Meeting**

The next meeting will take place on Wednesday, May 11th 2016 at the Scotia Centre (Suncor) at 9:00 am.