

**Location:** C-NLOPB offices, St. John's

**Attendees:**

Ray Dalton (Suncor – Operator rep) – Deputy Chair  
Paul Durdle (HMDC – Operator rep)  
Matthew Hawco (C-NLOPB – support)  
Justin Meaney (SeaRose FPSO – workforce rep)  
Robert Normore (CNSOPB)  
Alistair Sim (Chevron)  
Clark Stokes (Statoil – Operator rep)  
Justin Tibbo (Henry Goodrich – workforce rep)  
John Whelan (Hibernia – workforce rep)  
Mike Whittle (Cougar Helicopters)  
Craig Williams (Terra Nova FPSO – workforce rep)  
Don Williams (Husky – Operator rep) – Chair

**Guests:**

Scott Tessier, Chairman and CEO, C-NLOPB  
Segment 3: Clinton Cariou, ExxonMobil Canada

**Decisions and Actions are in bold type**

The Committee welcomed the C-NLOPB's new Chair and CEO, Scott Tessier, who observed the meeting.

**1. Safety Moment**

Don Williams gave a safety moment highlighting the importance of proper use of car mirrors. He promoted a way of adjusting the mirrors in order to eliminate the "blind spot", using [this video](#).

**2. Questions from the Marine Institute Offshore Safety and Survival Centre**

At the January HOSC meeting which was hosted by the Marine Institute's Offshore Safety and Survival Centre (OSSC), an OSSC instructor presented a number of questions to the HOSC Committee relating to evacuation from the Sikorsky S-92A helicopters and Basic Survival Training (BST). The questions provided by the OSSC Instructor were reviewed and discussed by the Committee. The discussion was led by Ray Dalton, who presented additional background information to support the discussion. It was agreed by the Committee that each question should be furthered reviewed and responded to by the appropriate subject matter expert.

The Committee decided to solicit the input of both Cougar Helicopters and the CAPP Training and Qualifications Committee to evaluate the queries and provide a response to the Committee on any further action that should be taken. The Committee will include updates on the questions as deemed necessary during future meetings.

The questions are paraphrased for inclusion here:

- a) Evacuation to a helicopter life raft is demonstrated as being directly from an exit into the raft (i.e., without getting into the water). It is questioned whether this is possible with an actual S-92A and if student instruction should be modified
- b) Access to the liferaft release handle may be difficult in the event the helicopter is inverted. Can the raft be deployed if the helicopter is inverted?
- c) The helicopter Liferrafts are equipped with a 500-12Y voice-capable emergency locator transmitter (ELT). Are passengers aware of this and do they know how to operate it? If not, then should the location and use of the ELT be included in the BST training program?
- d) Is there any further evaluation being undertaken in regards to using the Helicopter Underwater Emergency Breathing Apparatus (HUEBA) in the HUET training?
- e) The current practice of passengers conducting a purge test on the HUEBA may be unnecessary and result in loss of available air unnecessarily. Should passengers test their HUEBA when suiting up (i.e., do a quick purge of air)?
- f) How much force is required to jettison a window underwater in an S-92A?
- g) The OSSC have observed that many students fail to release all three points on the helicopter seatbelt correctly during training exercises – how can this be improved?

### **3. Helicopter transportation suit undergarment study**

Clinton Cariou joined the committee by phone to give an update on Encana's study to determine the best fabric to wear inside a helicopter transportation suit (undergarment). They have narrowed it down to a "push/pull concept" in which water next to skin is moved quickly to the layer furthest from the skin, and a "mesh concept" which drains water to a lower body area immediately. In both concepts, water absorbent material is strategically located in the buttocks, back, elbow, neck, and wrist areas to mitigate the impact of water entering the suit. Both concepts will be tested on a thermal mannequin wearing the current transportation suit. Trials will be conducted in the spring and results are expected by the end of the 3<sup>rd</sup> quarter 2013. Clinton also noted that Encana is considering both suit-lining and wearable garment formats, as well as seasonal variations. The study results will become public, so that the future procurement of the helicopter transportation suit will incorporate a lining or undergarment based on the study results. Going public will also allow other jurisdictions to benefit from the research.

### **4. Cougar Update**

Occurrences since the last meeting:

- One helicopter returned to base two days in a row due to a bad FADEC. Mike Whittle explained that Cougar was unable to trace the exact problem until after the second occurrence. There was no flight safety issue in either occurrence.
- Return to base due to an indication related to AFCS ('autopilot')
- Return to base due to the vibration compensation computer not working. The flight could have continued, but the vibration would have fatigued people if it continued, Mike explained.
- Return to base following failure of weather radar on approach.

February and March statistics were normal for the time of year.

### **5. Helicopter life raft weight limit**

John Whelan brought forward an issue raised by a colleague on the Hibernia Platform: an issue already raised to the Hibernia JOHS Committee that the individual felt could benefit from HOSC member input: the weight limit for helicopter life rafts. That is, since the limits for lifeboats at the installations are now calculated based on 100kg per person (formerly 75kg), should the same not apply to helicopter life rafts? The rafts are rated for 14 people with an overload of 7, for a total of 21 people. Mike Whittle calculated that all 21 people (the rarely reached maximum capacity of an S-92A) could be 200 pounds and come within the rated limit of the raft. John said that there have been trips in which the weight of all people on board exceeded 5,000 lbs, and he wondered if there ought to be a limit imposed. No one at the table was aware of any regulatory requirement saying that all people on board must be able to fit into one of the two life rafts. The Committee requests that **Peter McKeage look into the life raft weight issue and get back to them.**

### **6. Safety Forum update**

Matthew Hawco presented the [tentative Safety Forum agenda](#) to the committee. It was received positively. Committee members look forward to participating in the Forum on April 23.

### **7. Conference participation**

Due to the committee not being aware of recent international helicopter conferences in time to organize participation, Don Williams decided that **the committee should keep a calendar of helicopter-related events to keep awareness up. Matthew will create and maintain an event calendar.**

### **8. Action log review**

The following items were updated:

- Mike Whittle said that the Cougar pilots were leaning towards a specific new flight suit and will soon go through the management of change process

- Paul Durdle advised that Hibernia had received the final report on personal locator beacon options and is now considering the results.
- Regarding a tour of the helicopter simulator in Lafayette, Peter McKeage will be attending the simulator evaluation (relating to the night flight work plan) taking place this month. Operator management welcome a workforce tour some time after that. The committee will continue to track this.
- Reps are working within their own companies to bring useful displays of helicopter transport information to all installations (such as the SeaRose FPSO's display which displays the arrival and departure schedules and SkyRouter). Mike Whittle offered help to any members whose installations will be needing a customized SkyRouter display.

## **9. New business**

Don Williams distributed [an update on Eurocopter's grounded EC-225 fleet](#). It is requested that Peter McKeage give an update on his knowledge of the situation at the next meeting, as well as updates on C-NLOPB initiated R&D projects on helicopter side flotation and HF radar wave height measurement.

## **10. Next meeting**

The next meeting is tentatively scheduled for Tuesday, May 14.