

DATE: May 2, 2012		LOCATION: C-NLOPB, 5 th Floor Meeting Room		
Attendees:	Jim Beresford (Statoil)	Ray Dalton (Suncor, Operator rep)	Ralph Evans (Transocean)	Peter McKeage (C-NLOPB)
	Justin Meaney (SeaRose FPSO, workforce rep)	Ronnie Moores (Cougar, pilot rep)	Robert Normore (CNSOPB)	Justin Tibbo (Henry Goodrich, workforce rep)
	John Whelan (Hibernia, workforce)	Mike Whittle (Cougar)	Craig Williams (Terra Nova FPSO, workforce rep)	* Don Williams (Husky, Operator rep)
	Mark Williams (Chevron)	Matthew Hawco (C-NLOPB, support)		
Guests:	Lesley Rideout (C-NLOPB Public Relations)			
Additional Dist:				
CHAIRMAN OF MEETING: *		http://www.cnlopb.nl.ca/hosc.shtml		

ITEM	DESCRIPTION	ACTION/FOCAL POINT	DATE RAISED	TARGET DATE
1.	<p><u>Introductions</u></p> <p>New Chairman Don Williams introduced himself to the committee, and the committee to him.</p> <p>Jim Beresford and Ralph Evans noted that they were participating on an interim basis, until permanent representatives are assigned.</p>	All	N/A	N/A
2.	<p><u>Safety Moment</u></p> <p>Ray Dalton led a brief discussion regarding the hazards of aging outdoor recreational equipment: store it away off-season if possible, always do thorough checks at the beginning of the season, and dispose of it before it is too old.</p>	All	N/A	N/A

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3.	<p><u>Safety Forum Update</u></p> <p>Lesley Rideout from C-NLOPB Public Relations joined the committee to discuss the upcoming (May 14-15) C-NLOPB Safety Forum. This will be the second Safety Forum. HOSC members were asked to again be breakout table discussion facilitators. All members able to attend the Forum agreed to help.</p> <p>The Forum draft agenda was reviewed favourably. Members were concerned that due to this Forum's expansion beyond helicopter safety, some of the various topics solicited during the topic submission process might be lost in the shuffle. They asked Matthew to work out a mechanism to ensure there is some form of response to all the safety issues raised.</p> <p>Bringing topic submissions to the HOSC before making the agenda for future Forums was also discussed. This was not possible for this Forum due to the gap between HOSC meetings.</p> <p>ACTION: <i>Matthew will work with the Safety Department and/or the HOSC to ensure that safety issues submitted are reviewed and addressed.</i></p>	M. Hawco	2-May-12	Plan in place by May 14
4.	<p><u>HOSC Charter Update</u></p> <p>The charter was brought back to the table for some fresh input from the new Chairman.</p> <p>Don agreed to work out with Peter some of the finer points that need clarification as well as determining who the signatories to the charter should be. There will also be consideration for further defining the roles and responsibilities</p> <p>Peter pointed out that due to the relatively early age of the committee, the charter may continue to be a 'living document'. Also asked that when final draft is e-mailed that <i>everyone</i> please reply with impressions.</p> <p>ACTION: <i>Don and Peter will work to finalize the charter.</i></p>	D. Williams, P. McKeage + All give feedback when final draft circulated	2-May-12 (renewed)	June meeting

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5.	<p><u>HOSC Communication Protocol Review</u></p> <p>The flowchart developed by Ken Dyer (displayed in his October 31 Safety Forum presentation) was reviewed and discussed.</p> <p>The consensus was that the chart was a little vague (it applies to several situations) - it needs a better title and it should be emphasized that the HOSC is not meant to take over any current operational processes. Most importantly, committee representation needs to work out with the Operators how exactly these ideas can be implemented.</p> <p>Consensus was that the most important thing is to foster the timely release of a single message to all installations whenever there is an occurrence with a helicopter (i.e., issues that are currently communicated to one installation should be sent to all, with the same information). It would also be good to have the HOSC members copied on this communication, for awareness.</p> <p><i>ACTION 1:</i> Meet with Operators to work on implementing the communication ideas represented in the chart.</p> <p><i>ACTION 2:</i> Refine chart.</p>	1 & 2: D. Williams	2-May-12 (renewed)	June meeting
6.	<p><u>Review of Cougar's First Quarter Statistics</u></p> <p>Mike and Ronnie presented Cougar's first quarter statistics, using the criteria they discerned was necessary over past committee meetings. The data and criteria used were received favourably.</p> <p>Mike pointed out a considerable increase in Search and Rescue training hours related to the introduction of the Automatic Flight Control System (AFCS, or autohover). Very good payload utilization over the quarter was also highlighted. Ralph asked whether casevac (or medevac) flights affect the utilization figure – they do not.</p>	M. Whittle, R. Moores	N/A	Ongoing updates

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7.	<p><u>Review of Action Register</u></p> <p>a) Airworthiness Directive (AD)/Alert Service Bulletin (ASB) review criteria Mike and Ronnie suggested that the mechanism for bringing AD/ASB items forth would be through Peter’s ongoing oversight, and through questions from other HOSC members. If Mike or Ronnie receive a query about an AD or ASB, they will consult with their team of experts at Cougar and brief the committee. Consensus was positive on this plan.</p> <p>Pete emphasized that he has oversight and volunteered to be the conduit for the HOSC on ADs and ASBs in case anything needs to be discussed quickly. It was agreed that there would no further action required for this item and that it should be removed from the register.</p> <p>b) Incident/Occurrence review criteria Needs for this item have also become clearer. Mike proposed that the occurrences that trigger customer notification forms (i.e., notices to the Operators) are what the committee might want to review. Consensus was positive. The discussion emphasized the earlier assertion that a single message across installations regarding these occurrences is needed.</p> <p>ACTION: <i>Begin committee review of occurrences where customer notifications were issued</i></p> <p>c) Discussion of pilot flight suits Ronnie pointed out that there is no regulation on the suits worn by pilots. The first suit certified for pilot flight use was in the North Sea eight months ago, and Ronnie has been unable to obtain the criteria used for this certification; Peter said he could probably get it.</p> <p>Pilots at Cougar are currently demoing three different new suits – they are very expensive and require a lot of maintenance. Each suit is a different colour, and there are tradeoffs with each one (essentially: visibility in water vs reflectivity in the cockpit). Ronnie stated that pilots spend 7-9 hours a day in their suits, and this is a very important issue. Ronnie will continue to update.</p> <p>ACTION: <i>Obtain details of pilot suit certification done in North Sea.</i></p> <p>d) HUEBA gauge variation issue</p>	<p>b) M Whittle</p> <p>c) P. McKeage</p> <p>d) J. Beresford M. Whittle</p> <p>e) R. Dalton</p>	<p>b) 2-May-12 (clarified)</p> <p>c) 2-May-12</p> <p>d) 2-May-12</p> <p>e) 14-Oct-11</p>	<p>b) ongoing</p> <p>c) Before June meeting</p> <p>d) June meeting</p>

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	<p>Mike Whittle was able to help clarify this issue. There is some fluctuation of the gauges in the air, but as long as they return to normal they are fine. The bottom line is that no one is issued a HUEBA unless its indicator is green. As this issue was raised by a worker on a rig operated by Statoil, Jim will follow up with Helly Hansen to see exactly what their response was, and report back to the committee. Also, Mike will follow up with the Operators' Logistics Working Group (as he initially discussed the issue with them).</p> <p>Mike was asked if the fact that some variation on the gauge being normal should be pointed out in pre-flight briefing. Mike said that was best to leave out, as that might decrease the likelihood of discovering an actual problem with a HUEBA.</p> <p>e) Updates on Operators' initiatives Paul Durdle was not present to brief on PLB and goggle studies, but had recently told Matthew that there was not yet any progress to report.</p> <p>Suncor's trials with the HTS-1 suit's performance relative to body temperature has concluded at the Institute for Ocean Technology. Ray reported that subjects were in the water for three hours, and initial feedback was positive. When the report is ready, Ray will update.</p> <p>f) Pilot HEEDS study Ronnie reported that the study concluded and the pilots, after studying other options, are keeping the HEEDS that they have been using. They determined that they have the best one available. Closed.</p>			
8.	<p><u>New Business</u></p> <p>No new business, but Justin Meaney confirmed with the Cougar reps that seats in the S-92A will stay down once stroked, and that the HTS-1 suit's boots will fit between two stroked seats.</p>	N/A	N/A	N/A

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9.	<p><u>Helicopter Operations Video</u></p> <p>Don brought a copy of the Operators' recently finished 26-minute DVD meant to familiarize offshore passengers (and their families) with helicopter operations in the NL offshore. The video was made in response to OHSI Recommendation 5 ("familiarize [workers] with the non-technical aspects of helicopter transportation and safety"). Impressions of the video were positive.</p>	N/A	N/A	N/A
10.	<p><u>2012 Meeting Schedule</u></p> <p>Don suggested, and it was agreed, that at this stage in the committee's development, meetings be held approximately every six weeks.</p> <p><i>ACTION: Matthew check workforce reps' rotation schedules and suggest time to meet in approximately six weeks.</i></p>	M. Hawco	2-May-12	ASAP
<p>DATE/TIME OF NEXT MEETING: June 13, 2012</p>				
<p>LOCATION: C-NLOPB, TD Place (140 Water St.) – 5th Floor Meeting Room</p>				