

Location: Suncor offices, St. John's

Attendees:

Ray Dalton (Suncor – Operator rep) – Deputy Chair
Paul Durdle (HMDC – Operator rep)
Peter McKeage (C-NLOPB)
Justin Meaney (SeaRose FPSO – workforce rep)
Colin Moores (Statoil – Operator rep)
Alistair Sim (Chevron)
Justin Tibbo (Henry Goodrich – workforce rep)
John Whelan (Hibernia – workforce rep)
Craig Williams (Terra Nova FPSO – workforce rep)
Don Williams (Husky – Operator rep) – Chair

Decisions and Actions are in bold type

1. Safety moment

Ray Dalton gave a safety moment focusing on safe boating practices. One of the most important points was to not consume alcohol if you are operating the boat (one in three boating fatalities is alcohol-related). Some of the safety tips were to always wear a personal flotation device, do not overload the boat, remain seated if possible, and a reminder that boating safety is dock-to-dock (most drownings occur within 10 feet – three meters – of safety).

2. Questions from Marine Institute Offshore Safety and Survival Centre (OSSC)

The Committee had a general discussion on the questions posed by the OSSC (as detailed in the [April HOSC meeting minutes](#)). There were no significant updates. It was noted that the CAPP Training and Qualifications Committee had not met since receiving the request for input from the HOSC. Cougar was also asked to provide some detail, but representatives did not make it to this HOSC meeting. The Committee decided it will wait for feedback from CAPP TQC and Cougar and will include updates on the questions as deemed necessary during future meetings.

C-NLOPB Aviation Advisor, Peter McKeage, noted that Dr. Susan Coleshaw is currently finalizing a report (including a gap analysis) on the BST training including HUET and HUEBA aspects of the training. The Committee will review observations and recommendations put forward by Dr. Coleshaw and in particular those observations or recommendations that are related to the questions from the OSSC. The Committee also discussed a number of issues relating to window removal, underwater escape training in the HUET, and student fatigue during training, but deferred any further comment until a review of Dr. Coleshaw's report has been completed.

3. Resumption of night flights

The Committee reviewed the status of the process for a C-NLOPB decision on the resumption of night passenger flights in the Newfoundland offshore area. This review was facilitated by input from Peter McKeage.

The C-NLOPB responded in January to the Operators' Return to Night Passenger Transport Operations Report submitted in September 2012 with 25 items for action/clarification. Peter indicated that significant progress has been achieved and communication between the C-NLOPB and Operators is continuing. Peter indicated that Operators are working to close existing gaps and ensure that a satisfactory response and action is taken to address the 25 items that the C-NLOPB submitted to the Operator in response to their initial report. It was noted that there were five areas that are receiving noteworthy attention and these include:

- Completion of first response training currently ongoing by Cougar SAR crews, including NVG and night hoisting
- Completion of a technical review of the flight simulator in Lafayette
- Flight simulator curriculum specific to NL offshore floating installations and night flying
- Joint first response exercise protocols and actual exercises with DND/103 Squadron, Gander
- Initiation of a migratory bird study for offshore NL

It is understood that if and when C-NLOPB staff are satisfied that the Operators meet the intent of the requirements put forward by the Implementation Team (and accepted by the Board), the C-NLOPB will then review the Operators' proposal with the OHSI Implementation Team prior to forwarding the proposal to the Board for their consideration. The Committee noted that since some of the workforce members of the original Implementation Team are no longer involved in the industry, it would recommend that HOSC workforce representatives become a part of the Implementation Team review.

[An update on the Operators' work](#) was posted to the C-NLOPB's website in January.

4. Cougar update

Cougar representatives were unable to attend the meeting. The Committee will seek an update via e-mail.

5. Helicopter liferaft weight limit

Following up from an issue brought forth from an offshore facility in April, the Committee discussed the potential for helicopter passenger weight on certain flights to exceed the maximum rated weight capacity (5000lbs) of a helicopter liferaft.

It was noted that the helicopter carries a second liferaft. The helicopter meets Transport Canada regulations, with two liferafts providing significant excess capacity. It was decided by the Committee that there was no further action on this item required at this time.

6. OHSI implementation update

Peter gave an update on C-NLOPB-initiated research and development. Initial funding has been secured by Oceanic Consultants for the research into their helicopter side floatation project. Peter acknowledged that this will be a long project but that updates to the HOSC will be provided as progress is made.

Peter summarized the presentation made by C-CORE on their high frequency wave height measurement project at the last Safety Forum and advised the HOSC that the C-NLOPB was seeking support from the Operators to establishing funding and move forward with the testing and installation of the equipment.

7. Action log review

The following items were updated:

- Flight Simulator Tour: The Committee affirmed its belief that HOSC members should be provided the opportunity to visit the Flight Simulator located in Lafayette. This initiative has also been supported by the Operators. The Committee will plan to conduct the visit over the next few months.
- Worker Representatives: Operator reps continue to work to secure HOSC workforce representation for the West Aquarius and GSF Grand Banks.

8. New business

- OHSI Implementation: A general discussion was held in regards to the follow-up on the effectiveness of the implementation strategies for the actions that have been put in place in response to the Commissioner Wells' recommendations. Part of the draft Committee charter is to regularly review the status of the implementation (as facilitated by Peter's update at each meeting). The Committee reaffirmed its commitment to this work and the consensus was that the HOSC should be an active participant in oversight of the implementation of the recommendations and review the effectiveness of related efforts.
- Eurocopter 225 Investigation Update: Peter presented a detailed update on the progress by Eurocopter towards the "un-grounding" of the EC225. His presentation included a review of the latest findings regarding the cause of the two incidents (which led to the grounding of the fleet). This was followed by some of the initiatives Eurocopter is pursuing to mitigate the findings of the accident investigation. Peter went on to explain that the CAA-UK is being very strict on its acceptance of the proposed mitigation being offered by Eurocopter and that it is not expected to permit a return to offshore transport operations until Q3 2013 at the earliest. This is important to the NL offshore as the grounding of the EC225 has put significant worldwide pressure on the S92 fleet –from operational and parts and maintenance perspectives.
- Helicopter Transportation Suit: Operators have initiated the process to procure a replacement HTS that will be designed and tested to be compliant with the revised

Canada General Standards Board standard. It is anticipated that the process will take several years. The HOSC will receive updates.

9. Next meeting

The next meeting will be scheduled for September. The Committee will conduct interim meetings over the summer if deemed necessary.