

**Location:** C-NLOPB 5<sup>th</sup> floor meeting room

**Attendees:**

Ray Dalton (Suncor – Operator rep)  
Paul Durdle (HMDC – Operator rep)  
Matthew Hawco (C-NLOPB – support)  
Hussam El Din Labib (GSF Grandbanks – workforce rep)  
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 rep)  
Craig Williams (Terra Nova FPSO – workforce rep)  
Don Williams (Husky – Operator rep) – Chair  
Mark Williams (Chevron)

**Decisions and Actions are in bold type**

1. Safety Moment

Don Williams presented a safety moment on driving safety, warning against many unsafe driving behaviours – highlighting alertness and focus.

2. Review Agenda and Action Log

Consensus was positive regarding the adjusted standing agenda. The Action Log was reviewed.  
Notes:

- Operator representatives **will be meeting with Operator management prior to the next meeting** to discuss having *unified communication of aviation occurrences*.
- Ronnie gave an update on *pilot survival suit trials*: A trial of Mustang Survival's MAC300 suit has been completed and put to Cougar's safety department. Transport Canada's (TC) regional office is now involved in the pilots' trials and considering the application of the different suits in many aspects. Trials of additional suits will require an application to TC. It is expected that testing of additional suits will be conducted more quickly as a result of the knowledge gained during the initial trials. He mentioned that there currently are no standards or requirements for pilots' suits. Having Transport Canada engaged will add value to the process, and may lead to the development of a Canadian standard. Cougar pilots are considering proceeding with the testing of several additional suits. **Ronnie will continue to update.**
- Regarding the *HUEBA gauge variation issue*: Paul said that this seemed like a one-time anomaly that hasn't been happening lately. Mike and Committee members agreed:

Awareness has been raised, it is being monitored, but no gauges have been going out of the green zone lately. **Closed. But all will monitor in their usual roles.**

- Paul gave a brief update on *Personal Locator Beacon (PLB) research*. He reminded the committee of the objectives: identify pros and cons of available PLB technology, engage Cougar, DND SAR, and others to ask what they use and why, and issue a recommendation. Paul said Hibernia is still trying to find someone local to carry out this research. However, the fact that this work is tied to the bid for new helicopter transportation suits does give them more time to get this work done. They hope to have the study complete in time to tell the manufacturer of the new suit which PLB they should test the suit with. **Ronnie volunteered to be Cougar's point of contact for this study. Paul will continue to update.**
- Paul mentioned that *Hibernia's study on goggles* has been updated to the workforce and he has passed on some documentation to Matthew for distribution to the committee. The Marine Institute plans to issue its study by the end of the third quarter. **Matthew will distribute the update to the committee. Paul will continue to update.**
- Ray said that the *flight suit body temperature study* report is also expected later this year. He mentioned that the good news from that study was that everyone in the trials was able to function well in the cold water.

### 3. Safety Forum Update

Matthew gave a brief presentation on the May 14-15 Safety Forum, the Board's decisions regarding input for the Forum (topic submissions not discussed at the Forum will be e-mailed to OIMs – copied to relevant C-NLOPB Safety Officers – for consideration, with identifying information removed) and output of the Forum (as explained by Chief Safety Officer, Dan Chicoyne at the Forum, any issues brought forth that could not be addressed would have a party assigned to give an update). Matthew then detailed the Board's plans to hold a one-day Safety Forum followed directly by a one-day JOHSC Session every spring and fall (9 or 11 offshore rotations apart in order to catch both shifts). Minutes of events will be released promptly. Consensus on the Board's decisions and plans was positive. It was also raised that increased worker representation from offshore service companies would improve overall worker participation and representation. **Matthew will continue to discuss the Forum with the Committee.**

### 4. Incident/Event Update

#### a. Eurocopter Ditching

Regarding the May 10 ditching of a Eurocopter 225 in the North Sea (all survived), Don had forwarded information from Step Change in Safety's Helicopter Safety Steering Group via e-mail before the meeting. Peter followed this up with an Air Accidents Investigation Branch special bulletin on the incident, which all reviewed at the table. Ronnie said that the 225 fleet was grounded for about 48 hours before they determined that the problem was a batch of bad shafts used in the gearboxes. There were no changes made to standard operating procedures as a result of the incident.

Paul commented that the main message for our industry here is that every aircraft has its own unique challenges: if we had switched to the 225 (the only current alternative to the S-92A for our offshore requirements), we would have these issues now as well. Peter noted that there are aircraft on the horizon being engineered from the ground up for longer run-dry capability due to the needs of industries like ours.

Don noted that **the committee will have another look at this 225 incident after the report is issued**. Peter noted that the Transportation Safety Board's report on the occurrence here on July 23, 2011 – expected later this year – will also be reviewed.

#### b. Cougar Customer Flight Notifications

Mike said that there were no events, but there was a data concentrator unit (DCU) miscompare on the Hibernia Platform – just a shutdown and restart, nothing wrong with the system. Also there was the shutdown on the Terra Nova FPSO that the media covered. That was due to a hydraulic pump remaining in high mode (it didn't fail, but was not switching back to low). The crew elected to shut down and check it out. In the meantime, the wind began to exceed startup limits so the helicopter was stuck on deck for a while. When the helicopter returned, the pump was replaced as a precaution. Paul noted the considerable difference between wind limits for take-off and landing compared to the limit for startup.

John asked about communication of these issues to the offshore workforce, asking if anything had changed since the last meeting. Mike replied that Cougar notified all its customers as usual, and then it is the Operators' information to disseminate. As noted earlier in the minutes, there will be a meeting with the Operators soon.

#### 5. Cougar Statistics Update

Updated statistics were shown by Mike – up to the end of May. He noted the increase in total flying time due to the good weather in May.

John asked about the definition of CAT 3. Ronnie summed up CAT 1 through 3, noting that Cougar utilizes CAT A aircraft using a CAT 2 approach, but within CAT 3 limits.

#### 6. OHSI Update

Peter said that Recommendations 1 (dedicated first response helicopter) and 5 (worker familiarization with non-technical aspects of helicopter travel) were now implemented, given the new SAR hangar in operation and the [Operators' video](#) being released. **There will be an update on Recommendation 12 (night flight) at the next meeting**. Peter also noted that he is now working on an aviation oversight framework for the C-NLOPB (related to many of the OHSI recommendations).

#### 7. HOSC Charter/Terms of Reference

The charter – which was e-mailed to all in advance of the meeting – was reviewed. It was received positively, with some comments for Don's consideration before the next meeting. **Don will make the necessary adjustments to the charter.**

#### 8. General Feedback/Update

The issue of undergarments suitable for helicopter passengers was discussed. There is no official word on what is best to wear due to there being conflicting or inconclusive studies on the subject. Encana has been engaged by Helly Hansen to study this issue and it is expected that the report will be made available to Operators. Further action regarding to the use of undergarments will be determined following a review of the report and the recommendations. **The committee will continue to monitor.**

#### 9. New Business

*Guidelines for Incident Reporting* - Robert noted that both Boards are incorporating more specific criteria or guidance for reporting helicopter incidents in the next revision of the Board's Incident Reporting and Investigation Guidelines. It was recommended that the proposed criteria pertaining to the reporting of helicopter related incidents be submitted to Committee members for comment.

Paul reported that the CAPP Training and Qualifications Committee (TQC) is seeking worker representation. He feels it should come from this committee, so that the representative is someone already engaged in helicopter safety. **There was consensus that: 1) Every installation should be represented on the TQC; 2) It would be fine for the HOSC workforce reps to serve on the TQC, but as representatives of their installation only – not the HOSC; 3) It would be good to coordinate the meetings (e.g., HOSC meeting in the morning, TQC meeting in the afternoon); and 4) All of the HOSC's workforce representatives would be happy to sit on the TQC. Paul will bring this information to the TQC.**

#### 10. Next meeting

The committee will continue to meet every six weeks. Next meeting: July 25, 2012.