

**Location:** Cougar Search and Rescue (SAR) facility

**Attendees:**

Ray Dalton (Suncor – Operator rep)  
Paul Durdle (HMDC – Operator rep)  
Matthew Hawco (C-NLOPB – support)  
Hussam El Din Labib (GSF Grandbanks – workforce rep)  
Ralph Evans (Transocean)  
Peter McKeage (C-NLOPB)  
John Whelan (Hibernia – workforce rep)  
Mike Whittle (Cougar – management)  
Don Williams (Husky – Operator rep) – Chair  
Mark Williams (Chevron)

**Decisions and Actions are in bold type**

Prior to the usual agenda, the committee was given a presentation on the Operators' work plan for the commencement of night flights and a tour of the Cougar SAR facility. Joining in for those activities were members of the OHSI Implementation Team as well as Dan Chicoyne and Max Ruelokke – Chief Safety Officer and CEO, respectively, of the C-NLOPB.

1. Night Flight Work Plan

JJ Gerber, Director of Flight Operations for Cougar Helicopters, gave a presentation on the Operators' work plan for the commencement of night flights. JJ noted the major achievements of having automatic flight control systems ("auto-hover") installed and the operation of the dedicated SAR helicopter and facility. The Operators plan to meet all of the requirements laid out by the OHSI Implementation Team in their [Advising Document on OHSI Recommendation 12](#) (which was accepted in principle by the C-NLOPB). The Operators will submit a full, detailed work plan report to the C-NLOPB for review. Peter noted that the Board will be talking to the committee and Implementation Team members about the plan again. Max Ruelokke reminded everyone that if there is going to be night flying, there will be a communication plan including town hall meetings on all installations. Peter and Max will soon be going to Lafayette to review the simulator used by Cougar's pilots. *See item 9 for further discussion.*

2. SAR Facility Tour and Demo

Candace Moakler, Public Affairs Officer for Cougar Helicopters, took everyone on a very informative tour of the facility. The visitors took the opportunity to ask questions to the SAR crew on duty and discuss the plan for night flights. Following the tour, Mike Whittle initiated a surprise demonstration. The helicopter was in motion after approximately 11 minutes.

Committee members were impressed with the facility and expressed their desire for more offshore workers to have a chance to see it. Paul Durdle suggested having a tour of the facility following the

C-NLOPB Safety Forum (as was attempted for the Forum in May). **Matthew will work with Cougar and Operator contacts to arrange a tour for Safety Forum participants who work offshore.**

### 3. Safety Moment

Don emphasized the increasing importance of safe driving practices as we transition into a new school year.

### 4. Review Agenda and Action Log

The Action Log was reviewed. Notes:

- No progress to report regarding *unified communication of aviation occurrences*. More examples of inconsistent and delayed communication of incidents were discussed and the important balance of timeliness and accuracy highlighted (i.e., it often takes too long to learn “all the facts” before making any report at all). **Operator reps will continue to work.**
- *The HOSC charter* is in a near-finished state and will be discussed with top Operator management in concert with the above item. **Operator reps will continue to work.**
- No update on *pilot survival suits* in Ronnie’s absence. **Ronnie will update at October meeting.** There was another action item for Peter to obtain the criteria used in the North Sea for pilot suit certification. He did that and forwarded the material to Ronnie, Mike, and Don. **Item closed.**
- *Personal Locator Beacon research*: Paul expects a draft report in September. Based on the result, he anticipates that the Operators will be able to tell bidders on the helicopter transportation suit contract what PLB the Operators want. He noted a new suit is going to be built based on the new standard and it will probably be a couple of years before we see it in use. The suit will not be required to also meet marine abandonment suit requirements. **Paul will continue to update.**
- *Flight suit body temperature study*: report is expected in the 4<sup>th</sup> quarter. **Ray will update the committee at that time.**
- Paul noted that Encana’s study on undergarments for helicopter transportation suits will not be ready until 2013. **Paul will update the committee at that time.**
- Don noted that there has been nothing new received by the committee regarding the draft C-NLOPB/CNSOPB incident reporting guidelines. **The committee will have an opportunity to comment when a new draft is available.**
- *Safety Forum*: the event and the JOHSC Session were announced as previously briefed: for Oct 15-16 at the Holiday Inn. **Matthew will continue to discuss with the committee.**
- *CAPP TQC*: As a number of facility representatives were unable to attend this meeting the HOSC participation / engagement with the CAPP TQC will be discussed at the October HOSC meeting.

#### 5. Incident/ Event Update

##### Cougar's customer flight notifications

Mike briefed the committee on the following:

- On August 6, there was a return to base due to a fluctuation in speed and torque in one engine. The SAR helicopter accompanied the flight back to base as a training opportunity – as it was already engaged in a training flight. A FADEC was swapped out in the affected helicopter and it was test flown for six hours with no issues. Then the issue appeared to come up again regarding engine speed, but it was a bad sensor. Mike noted that sensors are made to be oversensitive: if they are not working at all, it will be obvious.
- On August 13, a helicopter returning to St. John's had an indication of a fire in an engine. The SAR helicopter was launched and escorted it home. This turned out to be another faulty sensor.

#### 6. Cougar Statistics Update

Offshore trips were down in July due to the FPSOs being away. Days of all flights cancelled was normal for the season. There was an increase in first response training, which will go higher still if there are to be night flights.

#### 7. OHSI Update

Peter said that the successful demo of the SAR helicopter meant that the C-NLOPB would consider OHSI Recommendation 1 implemented. He highlighted the importance of establishing a framework for the Board's aviation oversight for implementing many of the recommendations left. Also noted was that the scope of work for side flotation research was finished (related to Recommendation 27) and would be sent to the Operators soon.

#### 8. General Feedback/Update

Nothing reported.

#### 9. New Business

There were more questions regarding the night flight work plan. John asked if there were any national regulatory hurdles for night flights. Mike said that Transport Canada would have to approve aircraft using night vision goggles (NVGs). Peter noted that the only civilian use of NVGs currently in Canada is by just one police force. He will be reviewing the training for NVG use here. John asked if only SAR pilots would be using NVGs. Mike said that was correct.

The hazard of transport pilots ditching helicopters at night with and without NVGs was discussed. JJ Gerber re-entered and joined the discussion. The consensus among the Cougar representatives and Peter was that there is very little difference between ditching a helicopter day or night. Though the helicopter's lights are relatively powerful, it is very difficult to see what is happening while approaching the ocean in the conditions normally encountered here. It is Cougar's procedure – any time of day – for the pilot to slow down the aircraft and keep it straight (i.e., to control what you can

control). JJ also noted that Cougar is considering the possibility of having NVGs on transport flights later on, as it would be beneficial to have all pilots trained in their use.

10. Next meeting

The committee thanked Cougar for their hospitality and very informative tour. Consensus was to keep the meetings going at the usual frequency.

Soon after the meeting, the remaining dates for 2012 were decided: Wednesday, October 3 and Wednesday, November 28.