

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

Attendees:

Ray Dalton (Suncor – Operator rep) – Chair
Paul Durdle (HMDC – Operator rep)
Matthew Hawco (C-NLOPB – committee support)
Margaret Ann McCarthy (West Aquarius – workforce rep)
Peter McKeage (C-NLOPB)
Justin Meaney (SeaRose FPSO – workforce rep)
Ronnie Moores (Cougar Helicopters – pilot rep)
Robert Normore (CNSOPB)
Alistair Sim (Chevron – Operator rep)
Clark Stokes (Statoil – Operator rep)
Justin Tibbo (Henry Goodrich – workforce rep)
John Whelan (Hibernia – workforce rep)
Craig Williams (Terra Nova FPSO – workforce rep)

Guests:

Des Power (C-CORE) – segment 5
Jamie Long (HMDC), Reg Mullett (Husky), and Dwayne Zeller (Suncor) – segment 6

Decisions and Actions are in bold type

The committee welcomed a new member: Margaret Ann McCarthy, representing the workforce on the MODU West Aquarius. Long-time Cougar Helicopters rep, Michael Whittle, has left the company and thus the Committee. The committee wishes him well in his new position with Suncor.

1. Safety moment

Ray Dalton (chairing this meeting in Don Williams' absence) gave a safety moment focusing on safe boating. He referenced [Transport Canada's boating safety website](#) – please click the link for more details.

2. TSB Report on Cougar flight 851 (July 23, 2011)

The Transportation Safety Board (TSB) recently released [the report on its investigation](#) into the “inadvertent descent during departure” experienced by Cougar flight 851 on July 23, 2011 (the HOSC received a preliminary briefing on this incident from its Husky Energy rep in September 2011). Peter McKeage (C-NLOPB's Aviation Advisor) briefly reviewed the facts of the incident and emphasized spatial disorientation as a key factor. Cougar knew the seriousness of the incident after it happened and have since enhanced their simulator training for recovery from an unusual attitude. Ronnie added that pilots are also trained for the subtleties of autopilot activation, as inadvertent autopilot activation was a contributing factor in the incident.

Peter was asked whether C-NLOPB safety auditing of Cougar has commenced. He explained that the C-NLOPB had been in talks with the Operators for some time and he expects to conduct an operational safety review of Cougar in November. Paul Durdle added that the Operators' annual joint audit of Cougar is coming up soon.

4. Cougar update

Ronnie summarized the occurrences of note since the May meeting. There were four false indications of engine fire within four months, which was a wiring condensation issue on #2 engines (this wiring has since been changed). In the four occurrences, the engine fire light came on and then quickly went out, with no verbal fire indication from the helicopter. Pilots turned around to check for smoke and saw none.

Cougar has also experienced Air Data Computer issues. While they were benign, Ronnie explained, the flights had to return to base as there was a risk of getting stuck offshore. The computers were then fixed by Sikorsky.

Recent flight statistics were displayed – normal for the period. Recently there have been around 80 hours of First Response training per month. Ronnie says that First Response crew training with night vision goggles is 90-95% complete. They recently did a lot of boat rescue training and are now training with dummies in the water.

5. High frequency radar for wave height measurement R&D

Des Power of C-CORE came to gather stakeholder feedback on the R&D project that the C-NLOPB initiated with C-CORE to measure wave heights with high frequency radar. The aim of the project is to attain almost real-time knowledge of the sea state all the way from St. John's to the offshore installations. Currently, wave rider buoys are used in St. John's and at the installations, with no measurement in between. Des recapped the [overview of the project that he presented at the Safety Forum in April](#), outlined several scenarios for funding the project, and then discussed the feasibility of the project with the committee. From its questions, the committee learned that:

- The system would be able to derive wave direction but it would not be as straightforward as measuring the height.
- Wave speed could also be measured, making the system valuable for iceberg forecasting.
- There would be no interference with any existing systems offshore.
- The system runs on just 100 watts, so it would not need a large onshore backup generator.

The consensus was that knowing more about the offshore operating environment could only be a positive.

6. Night flight update

Leadership from HMDC (Jamie Long), Husky (Reg Mullett), and Suncor (Dwayne Zeller) came to discuss with the committee their plans for helicopter flight after dark. The Operators have been making many presentations regarding their work and the proposal they are preparing to make to the Board of the C-NLOPB: in offshore town halls, to C-NLOPB staff, to the OHSI Implementation Team, etc. Jamie Long went through the presentation slides. He explained that the Operators are not asking for permission to fly helicopters all night: there would be no change to the aircrew duty day hours. Jamie explained that the Operators want permission to conduct the inbound cruise and St. John's landing phases of flight following civil twilight (i.e., no take-offs or landings at installations in the dark). He went on to explain that if the Operators ever wanted more than that, then this process of multi-stakeholder consultation and proposal to the C-NLOPB would repeat. Jamie outlined how the Operators have or will meet all of the [requirements stipulated by the OHSI Implementation Team](#). The committee thanked the Operators for the discussion. The next step in the process for the Operators is to hear from the OHSI Implementation Team whether the intent of their recommendations has been met.

7. Offshore Helicopter Safety Inquiry (OHSI) implementation update

Peter noted that two recommendations were recently declared implemented by the C-NLOPB's Chief Safety Officer: those regarding personal accountability for safety (#6) and establishing areas of oversight for helicopter transportation (#23).

The OHSI Implementation Team and C-NLOPB Board were satisfied with the Operators' plans regarding personal accountability for safety in 2011. The Chief Safety Officer has since received many updates from the Operators on their efforts to promote personal accountability for safety and is satisfied with this work, which is of course ongoing.

In talks regarding C-NLOPB safety audits of helicopter operations, Peter adapted areas of oversight taken from [advice provided by the OHSI Implementation Team](#). The areas are now established and auditing will soon commence.

7. Action log

- There was little to report on any R&D projects being monitored.
- John noted there was a new version of Skyrouter (and its "Flight Explorer") out, which he's working with Cougar and HMDC Logistics to display to personnel on the Hibernia Platform.
- Whether or not HUEBA units should be purged prior to a flight is still not completely clear. **Matt will seek the OEM's opinion via Helly Hansen.**

8. New business

- Craig Williams asked whether a stroked helicopter seat might pin one's knees in. Peter noted that there was debate about this in Europe. **Ray will ask Mike Whittle about this.**

9. Next meeting

Committee meetings will move to Wednesdays to better accommodate members' schedules. As the C-NLOPB Safety Forum is being held in six weeks (on Oct 29) and will include participation from committee members, it was decided that the next HOSC meeting should be held six weeks after that, on **December 11.**