

**Location:** C-NLOPB

**Attendees:**

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

**Guest:** Bob Rodden, Chair, CAPP Training and Qualifications Committee (TQC)

**Decisions and Actions are in bold type**

**1. Safety Moment**

Clark gave a safety moment on winter driving, urging everyone to change to winter tires if they hadn't already and adjust driving behaviour to manage the risk associated with winter driving. Clark highlighted that a significant number of incidents (accident & near miss) occur during the first few snowfalls or freezing events of the season. Ray Dalton volunteered to present a safety moment at the next meeting.

**2. Worker Participation in CAPP TQC**

Bob Rodden, Chair of the CAPP Training and Qualifications Committee (TQC), attended the meeting and provided a background on the activities of the TQC and the purpose and role of having a worker representative(s) participate in the CAPP TQC meetings. He noted that CAPP fully supports worker participation, however, he cautioned that they are keen to maintain a consistent and manageable committee size. He said that the intent of having some workers at the table was not to represent the whole workforce or each offshore installation but to ensure that the TQC understand and integrate the perspective of the offshore worker in the development training and competency requirements. It was also highlighted that the role of the individual worker representatives was not to be responsible for communicating the work of the TQC to offshore personnel but to contribute their perspectives as a worker. The TQC will continue to apply its "Offshore Workforce Engagement Protocol" which entails sending various communication and document revisions to offshore JOHS committees for a 45-day review period.

The TQC holds a monthly meeting and twice a year have a two-day meeting. There was a two-day meeting during the week of November 19th during which a newly-elected participant from the Hibernia Platform attended, in addition to a recently added participant from the Nova Scotia workforce. Bob said that all the TQC really needs now is to formalize the membership model, and he wanted the HOSC's feedback (as a multi-stakeholder entity) on their direction.

The consensus was that there should be one participant per type of installation (i.e., one for fixed platforms, one for FPSOs, and one for drilling rigs). HOSC members Craig Williams and Justin Tibbo agreed to attend a TQC meeting as the FPSO and drill rig participants, respectively. The HOSC Committee will continue to assist/monitor.

### **3. Safety Forum Update**

The third C-NLOPB Safety Forum was held on October 15, with the theme of fatigue management. Helicopters were also a major topic of the Forum, with presentations from military search and rescue, Cougar Helicopters on their search and rescue operations, Oceanic Consulting on the helicopter side flotation research initiated by the C-NLOPB, and a presentation and lengthy following discussion on night flights with the Operators' consultant (Keith Gladstone) on the topic. The event was received very well by the committee members. Matt noted that the Minutes from the Safety Forum are in the final approval stage at the C-NLOPB. The next Safety Forum is currently scheduled for April 23, 2013. Additional information on the Forum is available on the C-NLOPB website.

### **4. Night Flights Follow-up Discussion**

Peter advised the Committee on discussions between the C-NLOPB and the Operators regarding the return to night flights is ongoing. He said that the C-NLOPB had given the Operators feedback on [the report](#) and are awaiting clarification and updates on several aspects on that report. Peter noted that when the C-NLOPB receives more information, the C-NLOPB will review the information with the OHSI Implementation Team (which includes three HOSC members) before making any recommendation to the C-NLOPB Board. **Peter will give a further update at the next HOSC meeting.**

Ralph asked whether the Implementation Team considered that many offshore personnel want night flying. The Implementation Team members in attendance at the HOSC Committee meeting noted that while they were aware of that fact, it did not affect the content of their advice to the Board. It was agreed that the return to night flights should be based on the satisfactory completion or resolution of the recommendations outlined in the Implementation Team's Advising Document for OHSI Phase I, Recommendation #12.

In discussing how important high fidelity in simulation is to the Operators' plan, there was consensus that workforce representatives should have a chance to visit the simulator in Lafayette and it was suggested that members of the HOSC Committee participate in the visit to the training facility. Peter indicated that there will likely be an evaluation visit scheduled for early January in which there may be an opportunity for HOSC members to participate as observers. **Peter and Matthew will coordinate.**

A brief discussion of recent and coming advancements in passenger equipment and training followed, in which there was consensus that the committee should see a demonstration of the new

training capabilities at the Marine Institute. When the timetable becomes clear, **Paul will arrange with Marine Institute for a tour.**

## **5. Cougar Update**

Ronnie Moores provided an overview of Cougar's October statistics. He noted that there were no significant changes in trends or activity with the exception that that search and rescue training time was down moderately due to crew training and familiarization with the use of night vision goggles in simulation.

John said that he noticed that recently flights departing offshore have been a little late taking off. **Ronnie will look into this and get back to the committee.**

## **6. October 22 Eurocopter 225 ditching, UK**

Ronnie Moores provided the Committee with an in depth review of the analysis available from Eurocopter in regards to the ditching of two EC225 helicopters in May and October of 2012. Ronnie shared the technical presentation available from Eurocopter (available [here](#)) to explain what is currently known about the cause of this ditching. An EC225 ditched on May 10<sup>th</sup>, due to a cracked shaft in the gearbox. That issue was thought to have been addressed throughout the fleet following the ditching. However, as the linked article states, "Despite similarities between the two incidents, the actual failure of the shaft in the second ditching on October 22<sup>nd</sup> is not identical to the shaft failure which occurred in May, in terms of where the crack originated. However, it is very similar and both are expected to have the same root cause, when this is finally determined." Ronnie noted that if there were such a problem with a Cougar helicopter, it would be noticed right away because Cougar downloads HUMS card data after every flight to assess for significant anomalies. At this time, perhaps due to the size of the North Sea industry and fast turnaround requirements, the data is not analysed between flights.

Ronnie noted that it may be some time before the EC225 fleet returns to normal service, which is putting considerable pressure on other manufacturers to provide new helicopters, and on trainers to train pilots in other helicopters.

*The Committee would like to express their appreciation to Ron for providing an informative overview of the Eurocopter information!*

## **7. OHSI Recommendation Implementation Update**

Regarding the recommendation on fidelity of training, Dr. Susan Coleshaw has been engaged by the C-NLOPB to carry out an independent assessment of Basic Survival Training which is now ongoing. Peter looks forward to discussing the results with the committee.

Regarding the recommendation for performance-based goals for first response, Peter summed up his recently delivered report, "[Level of Service Requirements for First Response Helicopters](#)". Accepted by the C-NLOPB Board and forwarded to the Operators for their implementation, the report sets a higher standard for training and equipment available to the first response crew.

Regarding several of the recommendations relating to regulator oversight, Peter said there will soon be a follow-up meeting with the Operators on an aviation oversight framework.

## **8. Incident Reporting Guidelines Update**

Robert said that both the C-NLOPB and CNSOPB boards approved the joint guideline and it will be published soon. *The document was posted online on Friday, November 30, on the [C-NLOPB Guidelines webpage](#).*

## **9. Review of Action Log**

The Action Log was reviewed. Notes:

- Regarding communications: As noted at the last meeting, timely notice of helicopter events offshore has generally been going well. The Operator reps noted some of the refinements to their processes, including the fact that notices of occurrences from Cougar now go to a wider range of contacts within the Operators than before. **All will continue to monitor.**
- Regarding the charter: **Don will make some refinements to the budget section.** It was agreed that the HOSC does not operate under an allocated budget and that requirements for expenditures will be presented to Operators via Operator representatives for approval. **Matthew will circulate the draft charter for comment once more, along with the draft minutes of the meeting.**
- On the various initiatives being tracked by the committee:
  - Paul reported that a report on personal locator beacons was received from Memorial University and that the report will be shared with the Committee. It is hoped that the report will be available prior to the next meeting.
  - Ronnie advised that the Cougar Pilot Immersion Suit Trials are ongoing and will likely continue for approximately another 10-12 months before being completed. Ron will update Committee as necessary. **A presentation providing an overview of the work will be shared with the Committee.**
  - Ray said that Suncor has received the helicopter transportation suit body temperature study report from the National Research Council and **he will share the results at the next meeting.** As mentioned in a previous meeting, test subjects were able to perform well in the cold water.
  - Paul is continuing to work with Encana to obtain an update on the helicopter suit undergarment study. In the event that the HOSC are unable to acquire or review the work the HOSC will consider initiating a review of the subject. The matter will be further discussed in the January meeting.

### **10. New Business**

West Aquarius - Statoil will be bringing the drilling rig West Aquarius offshore NL soon, so their workforce will be invited to have a representative on the HOSC. Clark noted that a worker representative will accompany him at the next HOSC meeting.

2013 Plan - It was emphasized that the Committee needs to be more proactive in planning and it was requested by the Chair that all members provide input into events, activities and/or research that the Committee should be considering for 2013 in order to plan in advance and receive appropriate funding and/or approval as required. He asked members to take the time to present their ideas for this planning effort and send an e-mail to all members for review and consideration.

### **11. Next Meeting**

The next meeting will be held around January 8, 2013. Timing of any tours of the helicopter simulator in Lafayette and the Marine Institute Offshore Safety and Survival Centre will be considered before the meeting date is set.