

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

Attendees:

Ray Dalton (Suncor – Operator rep) – Deputy Chair
Matthew Hawco (C-NLOPB – committee support)
Margaret Ann McCarthy (West Aquarius – workforce rep)
Peter McKeage (C-NLOPB)
Justin Meaney (SeaRose FPSO – workforce rep)
Alistair Mellis (Statoil – Operator rep)
Ronnie Moores (Cougar Helicopters – pilot rep)
Robert Normore (CNSOPB)
Dennis Ricard (HMDC – Operator rep)
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

The committee welcomed two new members: Alistair Mellis of Statoil and Dennis Ricard of HMDC.

1. Safety moment

Ray Dalton gave a safety moment on ladder safety, featuring a video interview with a local worker who was injured in a fall from a ladder. All discussed their own and friends' all too common incidents, particularly relevant around holiday decorating time.

2. Action log

- Don Williams re-distributed the draft committee charter with a few, marked changes from the last review. **Members are asked to submit feedback by December 20.**
- Ronnie Moores said that sometime in latter March may be a good time for some members to see a demo of the helicopter training simulator in Lafayette. **Cougar will work out possible date(s).**
- There is a new committee member for the GSF Grand Banks, but unfortunately he was unable to make it to this meeting.
- There has been steady cooperation between committee reps and their facility management in establishing straightforward, simple displays of helicopter flight information on each facility. The "Flight Explorer" feature of Skyrouter mentioned at the last meeting was deemed to be too complex for the intended purpose.
- The committee asked the OEM of HUEBA units used offshore whether the units should be tested (i.e., a very quick purge of air) prior to issue. The OEM replied that yes, there always should be a quick purge by the folks issuing the suit. This much is

consistent offshore, but there is inconsistency in whether the units are tested offshore when headed back to St. John's, sometimes varying according to the amount of time the unit has been offshore. **Matthew Hawco will follow up.**

- The latest detail regarding questions from Marine Institute's Offshore Safety and Survival Centre (OSSC) on training for helicopter ditching (an ongoing discussion between HOSC, OSSC, and CAPP's Training and Qualifications Committee) was reviewed and followed up on where members were able. **The OSSC and Dr. Michael Taber of Survival Systems Ltd. will be invited to a future meeting to discuss some of the issues directly.**
- There was no significant progress to report on various R&D initiatives being tracked by the committee.

3. Cougar update

Ronnie Moores distributed a report from Cougar detailing recent joint Search and Rescue exercises with the Department of National Defence, including a recent exercise held at night. Ronnie said that overall the exercises went very well, with many lessons learned. In the night exercise, both organizations practiced their full roles and performed hoists from a boat. Some committee members voiced their displeasure over the workforce not being invited to observe the exercise.

Ronnie summarized the customer flight notifications issued since the September meeting. Of particular note was a gearbox pump failure: a software upgrade has enabled identification of a pump failure, whereas before this would have been indicated as a loss of pressure without the cause immediately known.

Statistics were normal for the period, with turnarounds trending down.

4. C-NLOPB Aviation Advisor update

Peter McKeage updated the committee on his recent work for the C-NLOPB. In November, Peter along with Terry Kelly of SMS Aviation Safety were scheduled to conduct an operational safety review (OSR) at Cougar Helicopters. The planned date for the OSR has been delayed due to concerns of it taking place during the competitive bidding process for helicopter services offshore NL. The OSR is now planned to take place in March.

Peter recently attended a meeting of the European Aviation Safety Agency's Rulemaking Task Force, examining maximization of post-water-impact operability, auto arming and disarming of floats, redundant floats, and certification requirements for irregular waves. He also recently attended a meeting of the CAA-UK-led Helicopter Safety Research Management Committee. Pete noted that CAA-UK is about to undertake a comprehensive review of offshore helicopter safety as a result of fatal accidents in the North Sea going back to 2009.

Peter noted that Transport Canada is about to amend the Offshore Operations section of the Canadian Aviation Regulations to stipulate that "no person shall operate a helicopter to

conduct an offshore operations flight if the sea state reported at the destination exceeds the sea state for which the helicopter is certified, as part of its type design, to conduct a ditching.” This change, a result of a Transportation Safety Board recommendation following their investigation into Cougar flight 491, has been done relatively quickly for a federal regulation. Peter and then-Chair and CEO of the C-NLOPB, Max Ruelokke, participated in the August 2011 working group to draft the amendment. Further detail is available [here](#).

5. Safety Forum update

Matthew Hawco gave a brief recap of the October C-NLOPB Safety Forum (see [here](#) for details). He noted that the C-NLOPB intends to make future Forums smaller and following closer the [advice of the OHSI Implementation Team](#), to create forums focused on working issues.

6. New business

Ronnie Moores was asked about sea conditions used in the flight simulator. He said that pilots train to 3m seas, noting that the simulator cannot replicate a confused sea.

7. Next meeting

The next meeting is confirmed for January 22, 2014 at the Cougar SAR hangar.