
Extended Flying Day Update



Hibernia



Husky Energy



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Context

- **Offshore operators have been looking at options for extending the flying day for helicopter travel**
- **Significant consultation with offshore workforce**
- **Continuous improvement in terms of equipment, training and processes**
- **Transport Canada – Aviation (TC-A) regulates helicopters**
 - has not expressed concerns with flying during hours of darkness
 - helicopters and pilots are both certified to fly at night by TC-A
- **Will be seeking approval for limited extension to flying day**
 - Offshore take offs and landings will occur in daylight
 - Leave STJ before daylight and land offshore in daylight
 - Leave offshore in the daylight and arrive STJ after civil twilight

Background

- **May 2011 - OHSI Implementation Team comprised of Operators, workforce, Cougar Helicopters, DND and C-NLOPB formed to determine if risks of night flying could be managed to an acceptable level**
- **Team recommendations accepted January 2012 by C-NLOPB**
 1. The C-NLOPB remove restriction on night helicopter transport operations provided 8 requirements met (night operations defined as 0600 up to 2359 hours)
 2. Develop measurement framework
 3. Consider different levels of night flight
- **STEPS**
 1. Operators submit action plan for C-NLOPB approval
 2. If approved, C-NLOPB staff to monitor Operator's progress
 3. When all conditions are met, Operators will submit request to resume passenger night flights.
 4. Final decision to be made by the C-NLOPB
 5. C-NLOPB is expected to take the time it needs to assess the proposal and make its decision

Implementation Team

- Four members from the offshore workforce
 - One pilot from Cougar Helicopters
 - Three representatives from the Producing Operators
 - Four staff from the C-NLOPB
- 
- The Team assessed each recommendation and ensured that each was safe, sound and appropriate.
 - Determined how to best implement each recommendation
 - Team recommended returning to night flight based on implementing 8 recommendations

October, 2013 Update

- **Operators have been working through the process with the C-NLOPB to extend the helicopter operating day**
- **Industry is seeking flexibility to fly during extended hours when conditions warrant - for example:**
 - winter months when days are shorter
 - to clear backlogs created by weather delays
 - to access new basins further from shore and northern latitudes which experience fewer daylight hours during winter
- **This flexibility will mean more crew changes can take place on time and workers can get home to families on time**
- **Update being provided to:**
 - provide current status update on process
 - clarify what extended hours would look like

OSHI Advising Document

Recommendation 12 – Night Flying Actions

1. The First Response SAR aircraft dedicated to the C-NL Offshore Industry is equipped with an updated automatic flight control system (or 'auto hover'), and the crew are able to meet the wheels-up time specified in Recommendation 1.

FLIR / Night Sun Console and Equipment



OSHI Advising Document

Recommendation 12 – Night Flying Actions

2. The Helicopter Service Provider demonstrates that pilots conducting night flights are capable of successfully ditching in no-light conditions through training in the full flight simulator.
3. The fidelity of the S-92A simulator enables pilots undergoing night training to experience circumstances that closely approximate those that can be expected during an actual ditching in no- or low-light conditions.
4. There is a night simulator training program that enables pilots to demonstrate proficiency while conducting approaches, arrivals, landings, take-offs and departures at offshore installations.



OSHI Advising Document

Recommendation 12 – Night Flying Actions

5. A Fatigue Management Program (FMP) is in place for helicopter transport pilots and First Response SAR pilots. The FMP is customized to account for the operating conditions in the C-NL Offshore Area.
6. An FMP for maintenance personnel is in place, and the FMPs for pilots and maintenance personnel are integrated with the Helicopter Service Provider's safety management system (SMS).
7. Periodic exercises involving the key responders (e.g., Cougar First Response SAR resources and DND SAR resources) are conducted to simulate the search for a helicopter that has ditched at night, and the rescue of its occupants. Initial exercise held in July.
8. A \$1 million study is being undertaken on the nocturnal behaviors of birds that seasonally migrate along the coast of Newfoundland.

Extended Operating Hours – Helicopter Travel

- **Will be seeking C-NLOPB approval to extend the standard operating day:**
 - Leave STJ before daylight and land offshore in daylight
 - Leave offshore in the daylight and arrive STJ after civil twilight
- **If future extensions are proposed, expect them to be subject to:**
 - Additional worker engagement
 - Additional regulatory approval
- **Flying during extended hours will continue to be an exception**
 - Prior to restrictions being placed on night flying, flying during hours of darkness accounted for less than 10% of all flying hours

Feedback from Aviation Experts

- “If there was any doubt about the ability of Cougar to operate their helicopters effectively at night in transporting offshore workers to the offshore installation in an airline-style operation, or being able to effectively ditch at night, or conduct search and rescue operation at night, these were put to bed in a most effective manner during this demonstration.
- “Dispatchers are an integral part of the airline method of operation, and play a large part in reducing pilot workload and providing management oversight of day-to-day operations. Cougar is the first operator that has implemented this system (Type B Dispatch) in the helicopter world, and is to be commended for taking this significant step.”

Shawn Coyle, Marinvent Corporation - July, 2013

Feedback from Aviation Experts

- “It is evident that extensive efforts have been implemented to upgrade the search and rescue capabilities of the S92 and flight crew.”
- “Additional flight simulation training for pilots has improved proficiency in emergency landing procedures and places Cougar flight operations at an extremely high level.”

Dr. Michael Taber, Survival Systems, 2013

Other Flight Operations Improvements

- **Airframe**

- Enhanced flotation
- Main gear box (MGB) upgrades and auto by-pass

- **PPE**

- Customized suit fitting
- HUEBA
- Pilot helmets

- **Procedures**

- Cockpit manuals (electronic tablet)
- Sea state and altitude limits
- Improved passenger briefing and incident sharing
- Additional resources for flight operations quality assurance and flight data monitoring

Recent Updates

- **OSHI Implementation Team Sept 4**
- **Helicopter Operations Steering Committee Sept 17**

Facilities

- Hibernia: August 15, Sept 5
- SeaRose FPSO: August 13, Sept 7-8
- Terra Nova: August 21, Sept 11
- Henry Goodrich: Sept 4-5, 25-26
- GSF Grand Banks: Aug 14-15, Sept 6
- Stena Carron: Aug 26, Sept 22
- West Aquarius: November (planned)

Next Steps

- **Complete reviews with all installations**
- **Respond to feedback from JOHSC on the proposed plan to extend the flying day**
- **Address OHSI Implementation Team action items (if any)**
- **Seek approval from the C-NLOPB**