



C-NLOPB Quarterly Safety Incident Report

January 1, 2021 – March 31, 2021

Date Incident Occurred (YYYY-MM-DD)	Operator	Installation	Incident Classification(s) (Actual/Potential)	Incident Description
2021-01-06	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	During pre-departure checks from the installation, the aircraft reported a fuel level indication alarm, which required a shutdown and re-start. The fault did not clear. Passengers were offloaded back on the installation and the flight returned to St. John's for maintenance. Maintenance crew revealed that faulty fuel probes were the issue. These components were replaced and the helicopter was returned to service.
2021-01-09	Hibernia Management and Development Company (HMDC)	Helicopter	Actual: Helicopter Occurrence	Dual full authority digital engine control fault indication light appeared while approaching the installation. Flight landed without incident. The crew consulted with maintenance and performed troubleshooting, which ultimately led to an engine shut down and re-start. This maintenance action resolved the issue and cleared the fault. The aircraft was serviced upon return to St. John's with no further action required.



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2021-01-09	HMDC	<i>Hibernia</i> Platform	Actual: Lost/Restricted Workday Injury & Medevac	Worker was leveling scaffolding and felt lower back discomfort. Worker was assessed and workplace limitations were recommended. On 2021-01-18, the worker experienced increased lower back discomfort. Worker was transported onshore for follow up assessment.
2021-01-20	Husky Oil Operations	Helicopter	Actual: Helicopter Occurrence	Outbound flight experienced abnormal vibration upon setting cruise power at 1524 m (5000 ft). The flight crew elected to return to St. John's as a precaution. After inspection of the health usage monitoring system, data was reviewed with no abnormalities. The helicopter was test flown and all was reported as normal. The aircraft was returned to service.
2021-02-01	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Impairment/Damage to Critical Equipment	Damage to south west crane inner cheek plate was observed during planned maintenance. Crane was removed from service until repaired.
2021-02-15	Husky Oil Operations	<i>SeaRose</i> FPSO	Actual: Impairment/Damage to Critical Equipment	Communications between the topsides master control station and the SP5 well were lost. The well remained online as per design. A power cycle was completed, which shut in the well and communications were restored.

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2021-02-14	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	Inbound helicopter experienced an engine inlet anti-ice fault. The crew elected to descend from 1219 m (4000 ft) to 457 m (1500 ft) to ensure clearance from cloud and continued to St. John's. Upon arrival, maintenance crew inspected the aircraft and replaced the inlet assembly. Aircraft was returned to service.
2021-02-22	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	Outbound helicopter's active vibration control fail caution illuminated. The crew preformed resets but this did not restore the system. The crew elected to return to St. John's, landing safely without further incident. Maintenance crew carried out another reset and the fault cleared. Aircraft was returned to service.
2021-02-24	Husky Oil Operations	M/V <i>Skandi Vinland</i>	Actual: Impairment/Damage to Critical Equipment	During daily checks of the starboard side fast rescue craft, the davit hydraulics were started but shut down moments later due to a tripped breaker. The davit was taken out of service for further troubleshooting and corrective actions. The vessel standby capabilities were unaffected.
2021-02-27	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	Outbound helicopter's active vibration control fail caution illuminated. The crew preformed resets but this did not restore the system. The crew elected to return to St. John's, landing safely without further incident. Maintenance crew carried out troubleshooting and the fault cleared. Aircraft was returned to service.



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2021-03-04	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	While the aircraft was being lined up on the departure runway, following a 180 degree turn, the crew identified that the nose wheel was not centering. Crew attempted to caster the nose wheel in the correct direction but were unsuccessful. Crew decided to hover taxi back to the helicopter service provider facility ramp. The nose wheel self-centered back to normal position during air taxi and the aircraft landed without further incident. The nose gear and tire were inspected by maintenance crew. Aircraft was returned to service.
2021-03-08	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Lost/Restricted Workday Injury	Upon arrival at the installation, worker experienced discomfort in right shoulder while doffing helicopter flight suit. Worker reported to health center for assessment. Worker had a follow-up assessment on the following day and was placed on temporary workplace limitations.
2021-03-13	HMDC	Helicopter	Actual: Helicopter Occurrence	Helicopter responded to a civilian emergency request resulting in a Search and Rescue (SAR) outage for the offshore. The duration of the outage was approximately 4 hours. Basin operators were aligned on the use of the SAR helicopter for this response. Full medevac coverage remained available.



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2021-03-25	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	<p>A laptop battery was manifested as cargo but not identified as dangerous goods on a flight from the installation.</p> <p>The battery was inspected upon arrived in St. John's with no issues identified. Transport Canada was consulted.</p>
2021-03-29	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	<p>Shortly after departure from St. John's, the crew was unable to couple the aircraft's autopilot to the aircraft flight management system. The crew elected to return to St. John's. Maintenance crew carried out troubleshooting and the aircraft was returned to service.</p>