

Helicopter Operations Safety Committee (HOSC)

Minutes of Meeting – Wednesday, September 21st, 2016

Location:

Suncor Energy Office

Committee Attendees:

Ed Antle – (Husky Energy-Operator Rep-Chair)
Justin Meaney (SeaRose FPSO – Workforce Rep)
Corey Goyman (HMDC- Operator Rep- Co-Chair)
Craig Williams (via teleconference - Terra Nova FPSO – Workforce Rep)
Ryan Brown (CNLOPB)
Steve Moore (Cougar Helicopters Rep)
Paul Carter (Cougar Helicopters Rep)
Clark Stokes (Statoil – Operator Rep)
Mike Whittle (Suncor – Operator Rep)
Roberta Spicer (CNSOPB)

Safety Moment

Steve Moore provided the safety moment which described use of roundabouts.

The route to the new Cougar Heliport requires transiting a roundabout. As these are not common in Newfoundland some details on their use were provided.

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Steve reviewed the instructions as provided on the city of St. John's website, very useful tool.

<http://www.stjohns.ca/living-st-johns/streets-traffic-and-parking/roundabout>

Review of previous Meeting Minutes and Actions

Overview of previous items, no concerns listed.

HUEBA use in HUET

- In use at all training institutes
- Overall the feedback has been positive

Hosting of HOSC minutes

- CAPP has agreed to host the HOSC minutes going forward
- Process is ongoing with expectation that the minutes from today's meeting will be the first
- Link and information to be provided to group

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7000 foot altitude restriction

- Cougar has recently advised the Operators of their intention to progress with the removal of the restriction.
- Planned effective date is October 15th.
- No concerns noted from any of the participants
- JOHSC meetings completed for all installations with exception of the TNF
 - TNF planned to be completed prior to Oct 15th

PLB Research:

Completing phase two of scope of work under R&D project.
Prototype is in place and next phase includes field trials

Resumption of Night Flights:

- No proposals received from operators to CNLOPB.
- To be discussed if any operator engagement occurs.

Mask study

- Capp safety committee initiated in 2010
- Adhoc request from steering committee
- Dive mask study completed by MI
- MI proposed a second phase study following completion of initial dive mask study.
 - Proposal is under review
- Close and remove from agenda

Recommendations 13-14

HOSC members met with both training institutes (FALCK and MI). HMDC hosted
Positive discussions and assistance in addressing the items related to the training institutes.

#8

BST HUET training does not use egress from inverted aircraft with the floatation inflated. This could cause confusion with personnel as they ascend to the surface of the water.

Both training centers committed to broadening conversation in the theory portion
Strong emphasis on common training
Not practical for in pool
HOSC members agreed to close

#12

BST does not give awareness of the potential debris that could be present when egressing aircraft from underwater (e.g. aircraft debris, ice, etc.). Awareness is only given to debris that could be on the surface of the water when egressing from an aircraft that remains afloat.

Both training centers committed to providing the same information.
Both teaching to have hand up when ascending
HOSC members agreed to close

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#13

HUET training does not give guidance on time spent trying to open assigned exit and when to relocate to an alternate exit. When to move to another exit

Personnel judgement call

Training centres brief on this

Emphasis in training on awareness all alternate exits, Landmark

Introducing a set time, or count is not considered of value

HOSC members agreed to close

#15

If there is a mechanical problem with the aircraft, passengers might not be able to hear the pilot announcement to prepare for ditching. Alternate communication/notification could allow more reaction time for the Pilot and passengers to prepare.

There are other cues currently

Additional PA or light system may not bring forth redundancy

Conversation regarding possible option to visually signal

Hand signal may cause further confusion

Suggestion was made that flight crew carry fluorescent coloured placard that says DITCHING

Placard quickly displayed in event of communication failure within cabin

Bring to next level as proposal

HOSC members agreed to raise the idea/concept of the placard for further discussion

Item remains open

#25

BST training does not train for scenarios in decreased lighting scenarios.

Both training institutes advocate low light scenarios however not for HUET

Concern with divers ability to see

No issue with using low light once at surface

Falck does have some areas where they do that

Cougar pilots do a single iteration in HUET in low light

Item remains open

#34

There are no established performance standards for operating limits across supply vessel fleet .Established limits across supply vessels.

Ryan Brown to review new supply vessel guidelines

The new supply vessel guidelines may fully address the issue

Item remains open

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Recommendations 13-14 matrix update:

		Communication Information	Training familiar	Flight Planning	Passenger Physk	Environmental C	Survival/SAR Eq		
1	Bluesky information is not readily available to pilot while in flight. In the event of an emergency, pilots could avail of knowing the location of supply vessels for decreased time for recovery in the event of a ditch.	X	X					Mitigated by use of radar and OCC support	Closed
2	Pilots do not currently have specific command and control training for ditching/egress scenarios.			X				They now have this. Is provided in sim training	Closed
3	Pilots are currently not cross-trained with the BST training that is provided to passengers and are not aware of the expected passenger actions upon egressing. This may limit the Pilot's ability to effectively take command once the aircraft has landed on the water surface			X				They have this training.	Closed
4	In discussions regarding visibility of passengers, it was noted that keeping the life rafts attached to an upright and stable aircraft (if sea states permit) would increase the visibility of the life raft to the SAR team and would also allow access to additional medical supplies from the aircraft if the supplies diminish in the life raft. It was also noted that if the life raft remains attached that one person should be assigned to keep watch of the aircraft and cut the painter immediately if there is any indication that the aircraft starts to roll or		X	X				Current practice in training.	Closed
5	Pilots do not know if the aircraft isn't being tracked unless notified by Cougar Flight Following or Installation CCR Operator. There is no way to know the precise location of the aircraft if Bluesky malfunctions. Consider the use of AIS for helicopter operations	X	X					Current dispatch process provides flight crews with information. Failure of Skyrouter is identified within 1 minute and assets are contacted and manually tracked. Location is known.	Closed
6	BST training currently does not train with removing windows underwater.			X				Confirmed, this training is provided.	Closed
7	HUET training does not include the use of HUEBA while exiting the HUET (including while inverted). Passengers are unfamiliar with the ease/difficulty required to remove window once submerged.			X				Change is now in process.	Closed
8	BST HUET training does not use egress from inverted aircraft with the floatation inflated. This could cause confusion with personnel as they ascend to the surface of the water.			X				Included in classroom training. Not practical for pool.	Closed
9	All stakeholders are not engaged when developing BST training curriculums.	X	X					Work force representatives are now on team	Closed
10	HUET training does not include escape with the presence of Auxiliary tanks in the cabin. There is uncertainty with respect to the particular height or size of person that may have difficulty in reaching over the Auxiliary tank to remove the escape window. This could be a consideration for assigned seating scenarios.			X	X	X		Seating configuration has been changed. No passenger sitting next to auxiliary fuel tank. Training has been adjusted.	Closed
11	HUET training does not cover the stroking of seats that would occur upon impact with the water.			X				New HUET included stroking seat	Closed
12	BST does not give awareness of the potential debris that could be present when egressing aircraft from underwater (e.g. aircraft debris, ice, etc.). Awareness is only given to debris that could be on the surface of the water when egressing from an aircraft that remains afloat.			X		X		Included in classroom training. Not practical for pool.	Closed
13	HUET training does not give guidance on time spent trying to open assigned exit and when to relocate to an alternate exit.			X				Included in classroom training.	Closed
14	Pilot simulator training is limited in scenarios involving landing in reduced visibility.			X				Fidelity of simulator confirms no longer limited	Closed
15	If there is a mechanical problem with the aircraft, passengers might not be able to hear the pilot announcement to prepare for ditching. Alternate communication/notification could allow more reaction time for the Pilot and passengers to prepare.	X						Ongoing	Open
16	Current ice conditions are not known to the pilots. Pre flight updates should include current ice status.	X	X			X		Cougar included in Ice report DL	Closed
17	HUET training provided in NL does not prepare tandem person for exit after person next to window exits.			X				Current curriculum does include this training.	Closed
18	Personnel size is not considered in seating arrangements.				X	X		Based on current HUEBA and identification of extra large seat belt equipped seats on the S92.	Closed
19	Escape through window not considered in medical clearance to work offshore.					X		Based on current HUEBA and identification of extra large seat belt equipped seats on the S92.	Closed
20	BST training uses immersion suit vs. flight suit on sea day.			X				Not fit for purpose	Closed
21	There is currently no training for cold water shock.			X	X			Included in training. Classroom.	Closed
22	There is no personal accountability for personnel undergarments				X			New standard. New suit.	Closed
23	HUEBA training should clarify use of HUEBA for breathing in presence of heavy smoke.			X				Not fit for purpose	Closed
24	Pilot suits are different from the passenger flight suits (colour, no CBSG design standard, no D-Link on suits), etc.				X	X		New suits in use. Similar to passenger suit.	Closed
25	BST training does not train for scenarios in decreased lighting scenarios.			X				Discussed with training institutes	Open
26	Limited aids for pilots to conduct ditching at night.			X		X			Closed
27	Commercial flight planning considers weather window to allow enough time to fly to installations and return prior to forecasted weather deteriorating but do not consider SAR response time that would be required in the event of a ditching.				X			Remove from 13-14 and raise to HOSC agenda	Removed
28	Formal communication protocol between Cougar and DND is not yet established. Refer to Inquiry Recommendation 4.	X						Rec 4 has been implemented	Closed
29	There are no established weather limits with respect to wind and sea states for the safe execution of SAR activities on site by SAR air craft (if weather limits allow the SAR aircraft to launch) or by Supply Vessel.					X	X	Remove from 13-14 and raise to HOSC agenda	Removed
30	There are no two-way radios currently in the aircraft life rafts to allow communication between SAR team and life raft.	X				X		Remove from 13-14 and raise to HOSC agenda	Removed
31	Auto-hover certification is outstanding.					X		Implemented and in use	Closed
32	TP 7920E does not mandate use of the SAR equipment (PLB direction finders, Dacon scoops, etc.) on FRCs and Standby vessels.					X			Closed
33	There are no drills or other training for FRC operations at night.			X					Closed
34	There are no established performance standards for operating limits across supply vessel fleet.					X		Ryan Brown to confirm standard	Open

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Move to new Cougar

OCT 3rd start date

Dedicated Passenger Facility:

- No Aircraft Hangar connected
- The entire facility is assigned for passengers
- Fit for purpose

Departures:

- 4 Passenger Check-in Desks
- Large Walk-Thru Security Screening area
- Spacious Main Concourse
- 6 Departure Briefing Rooms
- Cafeteria
- Quiet Room
- Games Room
- Computer (Internet) Room
- Smoking Area (inside secure area)

Arrivals:

- 2 Suit Doffing Rooms
- Baggage Hall
- Bathrooms
- Families Waiting Room

Possible start with WAQ a week prior

Meals at new facility

- Cougar menu will be onsite
- Passengers will fill out a request form shortly after check-in (select the meal)
- These will be provided to the vendor
- In the event that a flight delay is incurred Cougar will contact the vendor and activate the order
- Meals will be delivered to the new facility
- Passengers will eat in the dining room

Passengers will not leave the facility for meals

Annual Aviation Safety Review of Cougar Helicopters

Scheduled for Nov 14th

Full one week review of Cougar

Aviation advisors for all operators will participate along with HS&E and logistics/operations representatives

Safety forum

Oct 26th

HOSC members to give an update



Next meeting to be hosted by Statoil on 2-Nov-2016 at 09:00