

Helicopter Operations Safety Committee (HOSC)

Minutes Package

GEN-0202-0153

19-April-2017

Location:

Offshore Safety and Survival Centre Fox trap

Meeting Attendees:

Eddie Frampton – (Husky Energy-Operator Rep)
Amanda Keough– (Statoil-Operator Rep)
Keith Pike (HMDC- Operator Rep- Chair)
Dave Beazely (HMDC- Workforce Rep)
(Terra Nova FPSO – Workforce Rep)
Dan Chicoyne (CNLOPB)
Ryan Brown (CNLOPB)
Mike Whittle (Suncor Energy- Operator Rep)
Paul Carter (Cougar Helicopters Rep)
Robert Normore (CNSOPB) – Telecom
Justin Meaney (Husky Energy=Workforce Rep)
Fred Antsey (OSSC)
Linda Gregory (MUN)
Randy Hart (HSEQ OSSC)

Safety Moment

Situational Awareness

The perception of environmental elements with respect to time and/or space, the comprehension of their meaning, and the projection of their status after some variable has changed, such as time.

Situational Awareness involves being aware of what is happening around you to understand how information, events, and your own actions will impact your goals and objectives, both now and in the near future.

Presentation included information on:

- 2015 stats
- Causes of Loss of SA:
- Contributing Factors to Loss of SA:
- Ways to Combat some of these Factors & Causes (through Nudges)

SLAM model, which consists of four steps:

1. STOP Engage your mind before your hands. Look at the task in hand.
2. LOOK at your workplace and find the hazards to you and your team.
3. ASSESS the effects that the hazards have on you, the people you work with, equipment, procedures, pressures and the environment. Ask yourself if you have the knowledge, training and tools to do the task safely.

Helicopter Operations Safety Committee (HOSC)

Minutes Package

4. MANAGE If you feel unsafe stop working. Tell your supervisor and coworkers. Tell your supervisor what actions you think are necessary to make the situation safe.

MI Presentation

Research and development presentation

Detailed information relative to:

- Industry Partners
- SAR collaborations
- Simulation Fidelity
- Communication
- Visual search
- Cold water effects on manual skills
- Skill forgetting
 - Following training.. how long before the skill starts to erode
 - Studying to determine optimal recertification intervals
 - What can be done to assist with retention
- Learning and Skill Complexity
 - Training Specificity
- Team Communication
- Lab Technology

- Ocean Safety Research at MI
- Fully immersive electronic helicopter passenger simulator
 - Able to simulate ditching in controlled cabin conditions
 - Movement
 - Learning skill complexity
- Cold Human Immersion Lab
- Future/Planned research

Discussed

Operator interface for research

Research Unit expanding

Will soon have 7 PHD's on as part of the research group

Presentation well received ACTION: Provide contact information for them

Review Previous Minutes

New Heliport

Provided update on heliport seating

- Sign to be removed from the Quiet room door
- Area remains accessible however is not a rest area

Helicopter Operations Safety Committee (HOSC)

Minutes Package

- 13 club style chairs (selected from Cougar Survey) to be placed in the main passenger waiting area

Medevac thermal protection

- All expressed continued support to explore options.
- Contact made with Survitec and other manufacturers
 - No option known at this time.
- Keep on the agenda and follow up at next meeting

Solicit questions for HOSC

Discussed options to obtain informal feedback to the HOSC

Suggested:

Committee reps to forward minutes to JOHS members to solicit feedback

Workforce rep be included in JOHS meetings

Rotate members

Agreed to park this item for 6 months

Review process and plan with Cougar Helicopters in relation to SAR operations

During the entire flight path used for passenger operations to offshore location(s), without requiring offshore refuelling.

Accommodate the maximum survivor complement from a passenger aircraft. The maximum Sikorsky S-92A complement is 21 consisting of 19 passengers plus 2 pilots

Yes can accommodate , without refueling on most days.

There may be triage requirements

There are variables

This is evaluated every day prior to commencement of flight operations

SAR Daily Planning

- OCC will generate an OFP each day for the furthest destination offshore plus an alternate. The minimum fuel required to fly the route will be used for the OFP –fuel to destination, approach, fuel to alternate plus reserve.
- A table has been developed indicating the min fuel that should be required to hoist a given number of people from the water. This table is installed on a SAR Ops computer for reference and a copy is kept in the Nave bag for planning inflight.
- During an exercise or actual event the PIC will select the nearest OFP waypoint to the On scene position based on either the last known position or the anticipated intercept of a returning aircraft.
- The table is for planning reference and shows required On scene fuel and the Gross weight of the survivors hoisted onboard determined by the number of survivors.
- All of this of course is based on average environmental conditions and an assessment of survivors once on scene. It may be beneficiary to transport survivor(s) to the nearest installation.

Additional aids to increase time on scene

Helicopter Operations Safety Committee (HOSC) Minutes Package

- Cougar Helicopters have developed and fly specific routes for offshore operations
- The entire Cougar Helicopter Fleet is equipped with satellite tracking
- Cougar Helicopters maintains a Type B Dispatch which includes constant monitoring of aircraft positions (using satellite tracking)

Future Agenda items/ New Business

HOSC update at CNLOPB forum on May 24th

Previously discussed workplace representatives presenting

Presenters not identified during meeting

ACTION: follow up

Research and Development resources

Discussed to assist with identifying duplication of research and maximizing use of resources relative to the offshore. It appears from previous research presentations that there are multiple groups working on similar research.

- Industry is putting resources into multiple groups
- How can HOSC assist

To be discussed with Operator representatives to seek information on coordination of Helicopter related research from own R&D

Front seat by entry door of the S92 by aux tank

Concern expressed in regards to ability to utilize the pop out window from this seat

Cougar Helicopters and CNLOPB have discussed

Operators to follow up with Cougar Helicopters in regards to this item

HUEBA Issue:

Reports of the nut assembly at 2nd stage regulator found in loose condition.

Under investigation

Only identified in Nova Scotia Operations

Survitec has reiterated the importance of personnel responsible for handling of the units to strictly adhere to the SOP/s in place for those activities.

As part of the procedures special attention to the fittings is included

A product notice has been issued

HUEBA and suit issuance info:

Survitec has assumed responsibility for issuance of Helicopter Transportation Suits and associated PPE at the Heliport in St. John's.

Recent Global S-92 Helicopter Incidents:

Reviewed and discussed the following events:

- Rescue 116
At approximately 01.00 on 14 March 2017 contact was lost with an S-92 aircraft operating search-and-rescue services on behalf of the Irish Coast Guard (IRCG).
Loss of life.

Air Accident Investigation Unit Preliminary Report: <http://www.aaiu.ie/node/1067>

Helicopter Operations Safety Committee (HOSC)

Minutes Package

- Brazil
15-APR-2017
Offshore Brazil
The helicopter was on a mission to transport several workers to an oil rig Brazil. The tail rotor made contact with part of the rig near the heli pad and the helicopter subsequently made a hard landing. Aircraft damage, including main rotor blades, tail and boom.
No loss of life.

OHSI Recommendation Review:

#4 DND/Cougar Protocol	Close
#5 Worker Familiarization	Close
Recommend adding this to the indoctrination requirements for all new personnel	
Link to video:	http://nloffshoretravel.com/
#7 Communication of Incident Reports	Close
#8 Pilot Briefings	Close
#11 Helicopter Fleet Size	Close

Next meeting plan to review:

#15	Pilot Helmets
#17 & 18	Risk Management Assessment and Ongoing Verification of Risk Management
#19	Safety Culture
#22,23 & 24	Aviation Expertise, Oversight and Safety Audits

Next meeting at the CNLOPB 31-May-2017 @ 09:00