

## Helicopter Operations Safety Committee (HOSC) Minutes Package

12-July-2017 at Cougar Heliport

### Location:

Cougar Heliport

### Meeting Attendees:

Eddie Frampton – (Husky Energy-Operator Rep)  
Keith Pike (HMDC- Operator Rep)  
Bill Browne (HMDC- Operator Rep)  
Craig Williams - (Terra Nova FPSO – Workforce Rep)  
Dan Chicoyne (CNLOPB)  
Mike Whittle (Suncor Energy- Operator Rep)  
Doug Payne (WAQ-Workforce Rep)  
Colin Moores (StatOil Operator Rep)

### Safety Moment

Time for reflection

Lessons learned, memory dump

Requires a conscious effort to reflect. A lot of work. Deliberate.

Dan- Sharing lessons learned. One company share with another.. installation to installation.

Sharing a big part of it.

### Review Previous Minutes

#### Solicit questions for HOSC

Bullets were sent offshore

Remind stakeholders that these items are to be sent to JOHS

#### Research and Development resources

HMDC HOSC representative to arrange for a PRNL update

PRNL (Petroleum Research NL) will provide an update on process at today's meeting

#### 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

Unresolved

Dan Chicoyne to follow up with Cougar on Seat this item

#### Extended flying day

Worker engagement into extended the flying day continues to be a standing item discussed at HOSC meetings. The HOSC is expecting to be engaged to assist with worker feedback when further information is provided by the operators. Workers who have not yet had the opportunity to provide input are encouraged to provide comments to their workplace committee (JOHS) or HOSC rep.

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### Future Agenda items/ New Business

Fall Safety conference

Seeking presenters

HOSC presenter required

### OHSI Recommendation Review:

#### Reviewed

#12 Night Flight

#21 CNLOPB/CAPP Relationship - Closed

#29 Independent Safety Regulator- Closed

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### OHSI Recommendation 12 – Night Flight

Item	Requirements	HOSC Status	
<b>Recommendation 1</b>	1	The First Response SAR aircraft dedicated to the C-NL Offshore Industry is equipped with an automatic flight control system (or 'auto hover'), and the crew are able to meet the wheels-up time specified in OHSI Recommendation 1.	Closed
	2	The Helicopter Service Provider demonstrates that pilots conducting night flights are capable of successfully ditching in no-light conditions.	Closed
	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.	Closed
	4	There is a night simulator training program that enables pilots (as individual pilots, and as a crew) to demonstrate proficiency in normal and abnormal operations while conducting approaches, arrivals, landings, take-offs, departures, or go-arounds at offshore installations while experiencing dynamic operating and environmental conditions.	Closed
	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 and the demographic make-up of helicopter pilots working in the Industry.	Closed
	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).	Closed
	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.	Closed
	8	Studies of nocturnal behaviours of birds that seasonally migrate along the east coast of Newfoundland be commenced, and there is a formal commitment to employ findings to develop appropriate mitigation if the studies demonstrate elevated risk caused by nocturnal bird movements.	Closed
<b>Recommendation 2</b>		The Team recommends that if night flight is resumed, a measurement framework needs to be developed.	Open
	Performance Goal 1	Verify that the structure to reduce the risks of night flight is in place and functioning before night flight is resumed; and	Performance goals expected to be presented as part of CNLOPB briefing on implementation plan for EFD. HOSC will review following the briefing of the implementation plan to the CNLOPB by the operators.
	Performance Goal 2	Measure the ongoing attainment of an acceptable level of risk of night flying.	
	The high-level goal of the measurement framework would be to demonstrate that the risks of night helicopter transport operations resulting from this option are being managed to an acceptable level of risk.  The performance goals overlap. Additionally, many performance goals that are being developed as part of other OHSI Recommendations (e.g., 2, 9, and 18) apply.		
<b>Recommendation 3</b>		The Team recommends that the C-NLOPB consider different 'levels' of night flight.	Open
		As noted in page 2 of this Advising Document, the Team examined a number of different levels of night flight for the C-NL Offshore Industry. If the Board accepts Recommendations 1 and 2, the Team recommends that C-NLOPB staff examine the feasibility of operating a multi-tiered system with different levels of night flight.	HOSC to be advised of consideration of levels following the CNLOPB review of implementation plan for EFD

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OHSI Recommendations Review					
Recommendation	Title	Review Completed	Recommendation Satisfactory	Date of Review	Comments
2	Performance-Based Goals for First Response	Yes	Yes	March 8, 2017	Close
3	First Response Dispatch	Yes	Yes	March 8, 2017	Close. Monitor for continuous improvement opportunities
4	DND/Cougar Protocol	Yes	Yes	April 19, 2017	Close. Monitor for continuous improvement opportunities
5	Worker Familiarization	Yes	Yes	April 19, 2017	Close. Monitor for continuous improvement opportunities
6	Personal Accountability	No			
7	Communication of Incident Reports, etc.	Yes	Yes	April 19, 2017	Close. Monitor for continuous improvement opportunities
8	Pilot Briefings	Yes	Yes	April 19, 2017	Close. Monitor for continuous improvement opportunities
9	Operational Requirements	No			
10 & 16	On-Board Safety and Equipment & Additional Protective Personal Equipment	Yes	Yes	July 9, 2014	Close. Monitor for continuous improvement opportunities
11	Helicopter Fleet Size	Yes	Yes	July 9, 2014	Close. Monitor for continuous improvement opportunities
12	Night Flight	YES			Ongoing. Operator to present to CNLOPB implementation plan. CNLOPB to provide further.
13 & 14	Safety Training Goals & Worker Fitness	Yes	YES		
15	Pilot Helmets	Yes	Yes	May 31, 2017	
17 & 18	Risk Management Assessment and Ongoing Verification of Risk Management	Yes	Yes	May 31, 2017	
19	Safety Culture	Yes	Yes	May 31, 2017	
20	Worker/Pilot Involvement	Yes	Yes	November 12, 2014	Close. Monitor for continuous improvement opportunities
21	C-NLOPB/CAPP Relationship	YES	YES	July 12, 2017	
22, 23 & 24	Aviation Expertise, Oversight and Safety Audits	Yes	Yes	May 31, 2017	
25	Safety Forums	Yes	Yes	March 18, 2015	Close. Monitor for continuous improvement opportunities
26	Safety Conferences	Yes	Yes	March 18, 2015	Close. Monitor for continuous improvement opportunities
27	Research and Development	Yes	Yes	April 29, 2015	Close. Monitor for continuous improvement opportunities
28	Formal Document Review	No			
29	Independent Safety Regulator	YES	YES	July 12, 2017	Outside of HOSC scope

Next meeting plan to review:

- #6            Personal Accountability
- #9            Operational Requirements
- #28          Formal Document Review

Next 27-September- Husky hosting (351 Water Street - Suite 107Building) @ 0900