

# Helicopter Operations Safety Committee

27 May 2020 Meeting Highlights

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## **BST/BSTR training**

- Concerns with the fit and selection of suits that are provided at the training institute.
- “New Roll” reportedly introduced.
- Reports that sea day suits may not be consistent

## **Helicopter Seating Plan**

- Concern communicated by worker rep that the seating plan prohibits passengers from sitting next to an window
- These windows are emergency egress points
- Passengers were not wearing masks when the seating plan was designed
- Passengers are currently wearing masks onboard the flights

Request to have operators revisit the seating plan

## **Customer Flight Notification Review**

- CFN-YYT-000200 – Landing gear failure to extend
- CFN-YYT-000198 – Gross weight exceedance
- CFN-YYT-000197 – Oil pressure caution

## **CH-148 Cyclone helicopter accident**

RCAF Cyclone crashed into the Ionian Sea killing all six Air Force personnel onboard

- Discussed the significant differences between the commercial use S92 and the military CH-148
- HOSC members D Chicoyne and W Jacobs both have good information exchange with the information groups
  - These groups would be quick to inform of any issues that could be common to the S92
  - Presently none have been communicated
- RCAF Directorate of Flight Safety will release a short summary of what they know so far called the FTI (From the Investigator).
  - The FTI for this accident is expected to be ready for release mid June 2020

## **COVID-19**

- As of the HOSC meeting , passenger screening at the Heliport had been ongoing for 83 days
- Overview of current process and status and any concerns
- Good cooperation demonstrated by travelling population, operator, HSP and C-NLOPB/CNSOPB in implementing and managing procedures
- Rate of change has been challenging however due to cooperation/collaboration of all stakeholders they were safely managed
- HSP took a safety/no fly day to manage the changes
- Masks are in use for all flights
- Issues with the regulation implementation were resolved with assistance from the C-NLOPB/CNSOPB .
- Helifoffshore and CHI are communicating on a regular basis, and it is known that the Atlantic Canada response measures up strongly against other areas of the world.

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## Extended flight day

- No update at this time from the overall operator group
- Hebron worker rep advised that that location is open to furthering the discussions
- Item is differed for now due to Covid-19 priority on operations
- More information to be provided at next HOSC meeting

## New Business

Transportation of Employees by Helicopter to or from a Workplace in the Offshore Petroleum Industry –

- Document has been out to stakeholders for review
- Most responses have been received and incorporated in the team tracker for document updating
- Some extension requests mid June due to changes communication to the workforce during COVID-19 management

Medevac passenger suit

- EXEMPTION FROM PARAGRAPHS 602.63(7)(a)(c) AND SECTION 602.66 has been issued.
- This in regards to HUEBA use
- This could be a catalyst to consideration of a MEDVAC specific suit that does not meet the normal passenger standards
- All agreed to add this item back to the HOSC action list and commence operator/industry discussions

Side Flotation

- No update on this item
- Remains in discussion in the North Sea however no known progress
- It is being monitored