

# Helicopter Operations Safety Committee

30-Sept- 2020 Meeting Minutes

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## Location:

**Teleconference**

## Meeting Attendees:

Craig Williams (Terra Nova FPSO- Workforce Rep)  
Dan Chicoyne (CNLOPB)  
Sherry Drake (CNLOPB)  
Will Jacobs (Cougar Helicopters)  
Alistair Mellis (Equinor-Operator Rep)  
Mike Whittle (Suncor -Operator Rep-Chair)  
Justin Meaney (Searose Workforce Rep)  
Sheldon Peddle (HMDC Workforce Rep)  
Paul Carter (Cougar Helicopters)  
Carl mate (Hebron Workforce Rep)  
Roberta Spicer (CNSOPB)

## Absent:

Peter Hicks (ExxonMobil Operator Rep)  
Karl Holmes (Husky energy Operator Rep)

## Safety Moment

Mike Whittle  
Halloween Safety

## Previous Minutes Items

### Code of Practice for Transportation by Helicopter

- Transportation of Employees by Helicopter to or from a Workplace in the Offshore Petroleum Industry –East Coast Canada complete and published
- <https://www.cnlopb.ca/wp-content/uploads/cop/helicoptercop.pdf>

### Helicopter Seating Plan

- Concern communicated by worker rep that the seating plan prohibits passengers from sitting next to a window
- These windows are emergency egress points

Some operators have revised the seating plan. Request made to the Operator reps to confirm each operators status in this regard. Not all operator reps present for the previous 2 meetings, email follow up required to close this item.

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## Extended flight day

- Andre Cerqueira, member of the ExxonMobil EFDS team provided an overview of status of EFD for Hebron and Hibernia.
- A working team has been formed to help evaluate extending the flying day schedule (EFDS). The team has participation from:
  - Hebron + Hibernia workforce, HOSC, Logistics, Cougar
  - C-NLOPB aviation advisor has participated in last 2 meetings
  - Consultation with workforce included in plan
  - Phased and incremental changes

There have been no formal discussions with other operators in regards to the team actions.  
Has there been discussions with the other operators. None formally.  
Should there be follow up on next steps with the other operators.

Group discussed associated Risk Assessments, Risks associated with Phase 1 of the plan and mitigations.

## Items communicated by JOHSC

Concerns raised in conversations with members of the workforce in relation to the industry uncertainty.  
Importance of remaining focused.

The topic has been frequently coming into conversations.

Worker reps communicated that COVID-19 measures have been well managed in regards to passenger operations.

## Aviation safety alerts and awareness

- CHI-ASAW-2020-08 - S-92 MGB Oil Pressure and Temp Indications – Norway. A Bristow flight, not a Cougar Helicopters aircraft
  - Cougar has completed own internal checks , including safe to fly process
  - AOL (all operator letter) issued by Sikorsky
  - Cougar has continued close monitoring with Bristow
  - No recommendations on additional maintenance that would be applicable to Cougar Helicopters
    - Cougar had already been conducting post flight monitoring of HUMS, check of fluid levels and MGB area inspections and condition checks as part of their standard operating procedures
- Safety Alert - Dislodged 2nd Stage During HUET Training
  - During the first inversion of a BST-R ditching exercise a Trainees' HUEBA 2<sup>nd</sup> stage became dislodged and then snagged between a mock mechanical release mechanism and the egress window frame. The resultant snag permitted the Trainee to reach the surface of the water but left them connected to the METS™ until in-water instructional staff cleared the snag.
  - In-water instructional staff reacted quickly and effectively. METS™ Instructors are trained to watch for potential snag events but this was the first occurrence of this type in 22,077 inversions.
    - RelyOn Nutec Canada has added this snag possibility to its' internal METS™ Instructor and HUET Diver training programs.
    - Potential 2<sup>nd</sup> stage snags will be assessed for various METS™ configurations and course types;

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- A greater emphasis will be placed on Trainees to verify that their 2<sup>nd</sup> stage regulators are secured in their dust covers at all times unless being employed as part of the exercise. This will include proactively speaking up if a dislodged 2<sup>nd</sup> stage is spotted by any Trainee at any time.
- HOSC members have reported that they have witnessed the above changes as during their own recent training.
- Potential for FOD - Masks
  - While passengers were removing masks two lost their masks
  - When the door was opened to disembark the passengers the loose masks began to blow around inside the cabin
  - They were recovered prior to exiting the aircraft
  - Awareness required for passengers to be aware of the hazard associated with the masks in relation to FOD
- How passengers may react – reported in National Post
  - Discussed the National Post article
  - Passengers ignoring instructions led to many of the injuries in Toronto plane collision  
<https://nationalpost.com/news/hysterical-passengers-ignoring-instructions-led-to-many-of-the-injuries-in-toronto-plane-collision-investigation>

### **Transport Canada update of TP4414 Guidelines Respecting Helicopter Facilities on Ships**

- TP4414 is an archived publication that has not been updated since 1986
- More modern standards are contained in other international documentation such as SOLAS Convention, CAP 437 and others
- TP4414 is now in the process of being updated,
- Helicopter and Industry operators are being consulted
  - Issuance of the draft document has been delayed due to shifting priorities resulting from COVID-19
  - Most current estimate for issuance of a Draft is late Q3 or early Q4 of 2020.

### **COVID-19**

- Screening at the Heliport commenced on 6-March -2020
- As of the HOSC meeting , passenger screening at the Heliport had been ongoing for 6 months and 25 days
- Masks and AOMS screening are in use for all flights
- Heliport capacity (number of flights in building at any given time) under review
- Maximum passenger numbers per flight varies among operators (10, 15 as maximums)
- Some changes to worker isolation protocols consistent with NL Covid-19 level 2
- Heliport capacity (number of flights in building at any given time) under review
  - Maximum passenger numbers per flight varies among operators (10, 15 as maximums)
  - Consideration to be given to, management of any change..

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## Future Agenda items/ New Business and Highlights

### Use of external portable waiting areas

- Office trailers are currently in use to facilitate COVID-19 passenger separation across operators and installations
- Snow and winter conditions will introduce challenges to use in the coming months
- Discussions ongoing on ways to manage this concern

### Safety Alert - Dislodged 2nd Stage during HUET Training Action item validation

- Roberta Spicer recently completed BSTR and reported that the service provider did talk about the safety alert.
- Other members that have recently completed training also reported that the actions listed are in place

### Certificate dispensations

In late March 2020, with the approval of the offshore Boards, trainees who require refresher training which could not be delivered due to COVID-19 precautions were granted an extension to allow that individual to complete the training when it is safe to do so. Through this process, personnel have been permitted to travel offshore with certificates that expired during this extension period (e.g. BST-R), where recertification was not possible due to COVID-19 precautions.

The current Training Exemption in place with the C-NLOPB and CAPP TQC expires Oct. 31, 2020. All expired training due to COVID-19 will have to be completed prior to the Oct. 31, 2020 deadline. This requires close monitoring to ensure safety and compliance.

### 24 July 2019 Helicopter occurrence (Nova Scotia) update

On 24 July 2019, a Sikorsky S-92 helicopter operated by Canadian Helicopters Offshore was conducting a flight between Stanfield/Halifax International airport (CYHZ) and the Thebaud gas field platform southwest of Sable Island, NS, with 2 crew and 11 passengers on board when it experienced a drop in altitude while approaching the platform. The helicopter pilots elected to return to CYHZ, where a landing was conducted without further incident. No injuries were reported.

- The TSB is report was expected in October of this year.
- Report has been delayed due to COVID-19 related impediments.
- Group will continue to monitor for issuance and updates

### Offshore programs

Equinor program to finish up in the next 2-3 weeks. Last meeting for Barents rep.

### Next meeting 11-Nov-2020

Teleconference

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(833) 829-4003 Canada (Toll-free)

Conference ID: 249 283 91#