

Helicopter Operations Safety Committee

3-February-2021 Meeting Highlights

Extended flight day

- Based on priority with pandemic decision was made to delay further discussions internally.
- Delayed parked for now, 3rd 4hh quarter

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

- Helicopter passenger transportation suit systems

- CAN/CGSB-65.17-2020
- Supersedes CAN/CGSB-65.17-2012

Link to standard - http://publications.gc.ca/collections/collection_2020/ongc-cgsb/P29-065-017-2020-eng.pdf

- Mostly technical with items updated
- Pretty much same suit
- Passenger won't notice any change

HOSC Website

- Group agreed to move forward with the website
- HOSC.CA domain has been acquired
- Operator representatives to provide company approval to proceed and provide commercial support

Medevac Helicopter Suit

- Create working group
- Seek operator support to bring to progress investigation of options

COVID-19

- As of the HOSC meeting, passenger screening at the Heliport had been ongoing for 10 months and 29 days
- Masks 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
- Got rid of trailers
- Screening station moved from trailer to arrivals
- Exceptional cooperation from passengers and customer group
- Not getting too comfortable, diligence
- Multiple flights in heliport, they are kept separated, rearranged lounge and briefing rooms 5-6 to put a group in.

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Helicopter Seating

- Max seat configuration empty seat concern raised
- Concern regarding Helicopter seating configuration was resolved. Between operators and Cougar.
- Other seating options being explored
- Everything is TC compliant
- Configuration is operator driven
- Operator- might be an opportunity to do a campaign to show the importance of sitting in the window seat. Some people like to sit in the aisle. Need to sit next to a window if there is one available.
- Can things be opened up to 17 now that masks are in use.

Group expressed belief that window seat should be occupied when available

Group expressed that 4 across the back has been a concern. Perhaps start using the forward aft facing seat.

Aspirin. On flight.

- Not on TC minimum list for FA kit
- Concerns expressed with who would administer it and any associated liability
- Suggested that we raise it with medical for review as was managed for the AED discussion
- Group agree it's a good idea, but before rendering comment check with AOMS, medical personnel to determine any concerns / issues from that vantage point prior to discussing further with CHI.

For information the technical working group for the development of the CSA standard for First Aid Kits (Z1220-17) had a similar discussion, ultimately deciding that it should be included as a recommendation for workplace first aid kits.

Next meeting 28-Apr-2021

09:30 NL

Teleconference

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Conference ID: 249 283 91#