

Helicopter Operations Safety Committee (HOSC) Minutes Package

20-February-2019

Location:

Equinor

Meeting Attendees:

Paul Carter (Cougar Helicopters Rep)
Ernest Brown (Henry Goodrich-Workforce Rep)
Justin Meaney (Husky SeaRose-Workforce Rep)
Dave Beazley (HMDC -Workforce Rep)
Eddie Frampton (Husky-Operator Rep Co-Chair/Secretary)
Mike Whittle (Suncor-Operator Rep Chair)
Carl Mate (Hebron -Workforce Rep)
Alistair Mellis (Equinor-Operator Rep)

Dial in

Craig Williams (Terra Nova FPSO- Workforce Rep)
Dan Chicoyne (CNLOPB)
Roberta Spicer (CNSOPB)

Safety Moment

Equinor -Discussed commercial airline flight safety briefings and the importance of such. Attention during safety briefings every time you travel as to not become complacent.

Reviewed Previous Minutes

- Extended flying day
Worker engagement into extending the flight day continues to be a standing item discussed at HOSC. Until an operator comes forward with a formal request, will keep on the agenda for future discussion.
- New Pre-flight Video at Cougar
Video in use and all positive comments
- JRCC
Cougar /SAR / DND to be invited to present at next meeting – TBD
- HOSC Charter Review
3 of 5 operators have provided requested signatories information
Charter update will be issued for signatures following provision of these details
- Code of Practice for Transportation by Helicopter
Second meeting scheduled for Wednesday Feb 20, 2019
- OHSI Recommendation #7 Review
Recommending clarification of Customer Flight Notification requirements
All participants support these changes, working group formed to work on proposal to submit for approval. Meeting scheduled next week with working group to for draft document
- OHSI Recommendation #4 Review
Hold over for review at next meeting

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Items communicated by JOSH

- Hebron – Issues with cell phone case with multiply stops led to discussion around cell phones. Currently in process of allowing cell phones to be carried on person during travel offshore. Updated information will be shared with all prior to start. Cell phone conditions (damage) will have to be addressed, i.e. cracked screens possibly will not be allowed due to risk involved. Statistics prove cracked screens are more likely to overheat. The phone case will remain in cabin if required
- Possibility of going outside for fresh air when remaining at cougar for long periods
 - This item is outside of the HOSC mandate
 - HOSC confirmed that this issue has been discussed with operators
 - Concern with option due to risk in loss of flight due to screening/security checks to regain access if flight is set to depart.
 - Loss of flights can result in an increase in personnel exceeding 21 days offshore
 - HOSC acknowledges exceeding 21 days as a safety concern
- Improving management of vending machines to prevent them from becoming empty or close to empty.
 - The vending machines are internet connected, the vendor receives an alert when a level is reached
 - HOSC will recommend that this threshold be set to provide an earlier alert
 - Trigger to re-stock sooner versus current re-stocking level.
- Incorporating or improving the selection of food for individuals with special dietary considerations.
 - The machines currently include food options for this purpose
 - These meet the immediate safety requirements
 - HOSC will recommend that items be better identified
 - Selection of specific items is outside of the HOSC mandate

Future Agenda items/ New Business

- Next meeting scheduled for April 3, 2019 at Cougar (in 6 weeks). Hebron rep unavailable at that time and requested a week early for Mar 27, 2019. Request to have a replacement attend in place on April 3, 2019 to ensure most workforce reps are available to attend
- Post HOSC minutes at Cougar for review by workforce
 - HOSC recommendation is to include the minutes on the Customer Flight Notification Kiosk and utilize posters to advise personnel of the location
- Last Opportunity for Departure (LODCT)
Definition:
 - The point past which it is no longer possible to launch and to land back at the airport with passengers before civil twilight

There was a question about the Last Opportunity for Departure (LODCT) time...indicating that sometimes the helicopter takes-off after the posted LODCT found on the Helicopter Service Providers (HSP) website and information updates. The LODCT is like an ETD / ETA ... it is an estimate...not a hard time.

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Latest flight departures are predicated on the amount of time that a flight will take to complete when factored with civil twilight restrictions.

The initial LODCT is based on the historical average for the completion of a flight to a set location, for example for the Terra Nova (SJ-TN+ Deck time TN-SJ = 3 hours + 30 minutes). This is used for planning purposes.

It is this, average, time that is posted on the website and in updates.

The actual, specific to the day of flight, LODCT is based on actual flight times determined by a combination of observed flight ground speeds and details in individual flight plans. It is the actual that is used in regards to ensuring a flight is completed prior to end of civil twilight. To put it in most simplistic terms, it is the amount of time a flight will take, based on all calculations, subtracted from the end of civil twilight.

- Average LODCT is used as a rule of thumb, to permit flight scheduling in advance of the day of flight
- Actual LODCT is the one that is used for each individual flight

The actual can differ from the average just as any other value can deviate from its average. Conditions on the day of flight may permit later departures on some days due to a good ground speed (time to complete entire flight) or, which can also occur, may result in more restrictive (earlier departure time) departure criteria. On days when there are high winds slowing an aircraft in flight we can see the above listed average move from 3.5 hours to 3.8 even 4.0 hours resulting in the LODCT time being earlier than initially planned.

HOSC agrees that there is no concern with this practice.

HOSC will recommend that the HSP website be updated twice daily, morning and afternoon, to increase passenger awareness of revised times.

Highlight List

- Cell Phone Plan forward for transport offshore
- Cabin Observer - Passenger & Flight Crew comms started February 18, 2019
- Improving Selections of Food for individuals with celiac disease or diabetes
- Reminder to all operators to ensure HOSC meeting minutes are available to senior management

Next Meeting 09:00 Wednesday April 3, 2019 at Cougar Helicopters