

Helicopter Operations Safety Committee (HOSC)

Minutes Package

11-Dec-2019

Location:

RelyOn Newtec

Meeting Attendees:

Mike Whittle (Suncor -Operator Rep-Chair)
Will Jacobs (Cougar Helicopters)
Paul Carter (Cougar Helicopters)
Eddie Frampton (Husky-Operator Rep Co-Chair/Secretary)
Peter Hicks (HMDC/EMCP Operator Rep)
Sherri Rex (CNLOPB)
Ernest Brown (Henry Goodrich-Workforce Rep)
Justin Meaney (SeaRose Rep-Workforce Rep)

Dial in

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

Safety Moment

Suncor – With the change in seasons, reminder to all to remove all snow from the top of your vehicles. Couple instances where snow had come down on windshield and caused traffic to stop

Reviewed Previous Minutes

- AED- All agreed that AED would require further study/review and that it would be a HOSC agenda item. Operator HSE/logistics to update accordingly. Park for now, add to action tracker Q2 update
- Jettison of Windows
 - Discussion of possible video creation to raise awareness
- Code of Practice – Passenger Transfer by Helicopter
 - Draft document submitted to CSO's for comment/review

Items communicated by JOSH

- Interest from HMDC/Hebron to have additional reps join HOSC, JOSH meeting scheduled this week, further update to follow
- New helicopter flight suit discussion-All agreed that it is important to address and dispel false information. There is no new suit being introduced soon. Just upgrades/enhancements only, next meeting in January 2020

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Future Agenda items/ New Business

CNLOPB Safety Forum

Great feedback on presentations, requests to be made for copies of the presentations. CHI to present their presentations to HOSC for those who did not attend the safety forum

HOSC Website

Discussed option for HOSC to host minutes and information on a dedicated website

Stretching Video-

Supply to RelyOn Nutec to provide prior to suit donning for BST/BST-R

Fleet Size /Capacity

Proposal to put a stat package together for review with approval from all operators

Dynamic strike

- Demonstration of correct process
- Hands on instruction at the HUET
- Discussion of possible video creation to raise awareness

Code of Practice – Passenger Transfer by Helicopter

- Draft document submitted to CSO's for comment/review

CHI Helicopter Information Shares

SUBJECT: Cougar Helicopter Information Share:

Offshore Rotors Running Refueling (RRR)

CHI was recently advised by Sikorsky and the S-92 engine manufacturer (GE) that in order to proactively reduce potential problems with the CT7-8A engine related to thermal cooling between engine starts, a modified engine start (bump start) should be used when restarting an engine that has not cooled for 4 hrs since shutdown. RRR will greatly assist with reducing the overall number of engine starts.

SUBJECT: Cougar Helicopter Information Share:

S92 Hydraulic Systems & Emergency Response Protocols

On November 25, 2019 CGR151 enroute from St. John's to the Hebron Platform, reported an indication of a potential loss of hydraulic pressure. The flight returned to St. John's and the Cougar SAR helicopter was dispatched as a safety measure. The flight landed in St. John's without further incident. Local emergency crews were on stand-by at the airport as a precaution.

Clarification made to the above

- Although emergency crews were on stand-by at the airport they were not requested by the flight crew
- Agreed that this can cause unnecessary/unintended concern to those on board the aircraft and those waiting for the flight however it is not within the control of the helicopter service provider and does not indicate an escalation

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Customer Flight Notification (CFN)

CFN-YYT-000182 - Engine Power Assurance Check Failed

On flight to Hibernia (232) the #2 engine power assurance check indicated the engine was below minimum. Flight returned to St John's without further incident. Passengers debriefed in flight and after landing

Detailed discussion in regards to the above:

The Engine Power Assurance Check (EPAC) provides a means of assessing engine performance by calculating the Turbine Gas Temperature (TGT) margin in degrees C from a baseline that is representative of the minimum acceptable performance at all flight conditions. This EPAC margin can be prompted by the flight crew (press of a cockpit button provides flight crew with a readout) once the prerequisite conditions are met and it provides a margin value and a Pass/Fail status. In the case of the event flight, both engines passed the EPAC after takeoff with a margin of +35 C for #1 engine and + 50 C for #2 engine with Anti-Ice selected "On" due to ambient conditions. Cougar Helicopter procedures call for the EPAC to be done with Anti-Ice off in order to have more consistent trend monitoring values. As conditions improved later in flight, the crew prompted another EPAC with the anti-ice off, but this time the # 2 engine failed the EPAC with a -11 margin. After three unsuccessful EPAC attempts on the #2 engine, the flight crew elected to return to base.

Upon return to base, the aircraft was run up to perform Ground EPAC's (verses in flight)

the average of 9 EPACs was a + 17.2 C

Though the 9 prompted Ground EPAC's were all positive numbers there was inconsistency with each EPAC.

There is a known condition that develops with the CT7-8A engine where there is a coking build up in and around the Power Turbine Shaft, which results in inaccurate torque readings and therefore EPAC performance inconsistency.

TP4414E new version

- P4414 is an archived publication that has not been updated.
- These Guidelines were developed from the "Standard Respecting Helicopter Facilities on Ship" dated May 1986, which was discussed and accepted at the Marine safety Advisory Council Machinery Committee meeting held November 5 1986. The Guidelines are divided into five parts: Part I : Introduction, interpretation and application; Part II : helicopter decks and winching areas; Part III : Helicopter fuelling and servicing facilities; Part IV : Fire-protection and personnel-rescue facilities; Part V :
- Updated version is in development and in draft

Green Armbands

Green Armbands -Operators in discussion regarding options to support moving forward. Schedule next meeting to have Survitec to discuss

Helicopter Transportation Suit

All agreed that it is important to address and dispel false information

Discussion related to a new transportation suit that is rumoured to be implemented in the near future.

All operator representatives confirm that this is not factual

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There is no information regarding a new suit being introduced in the near future

Field trips

Planned for Q1 2020

- CHI- HUMS – Information session at CHI to review the process and technology involved in the Health Usage Monitoring System
- Survitec – Information and overview related to the HPTSS including potential upgrade options

Presentations from safety forum

- Requests to be made for copies of the presentations from the Fall CNLOPB safety forum
- Request to be made for CHI to also present at HOSC for those who did not attend the safety forum

Winter Tips and tools:

511NL

<https://www.511nl.ca/en/index.html>

Made available from NL Government.

“ gives you access to the latest road and weather conditions plus much more”

- Road conditions (Bare (dry/wet), Partly Covered, Covered, Closed, Travel Not Recommended)
- Construction areas
- Web Cameras
- And more...

Encourage all to visit it the next time you plan to hit the highway

Winter Driving

<https://www.tc.gc.ca/eng/motorvehiclesafety/safevehicles-safetyfeatures-winterdriving-index-693.htm>

Next Meeting 09:00 Wednesday, March 4, 2020 at Suncor , 140 Kelsey Drive