

Newfoundland & Labrador Offshore Helicopter Safety Inquiry

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Presentation Overview

- **CAPP Overview**
- **CAPP Committee Structure**
- **CAPP involvement and role around relevant safety issues related to helicopters**
 - Helicopter Underwater Emergency Breathing Apparatus
 - Survival Suits
 - Course Quality Review – Basic Survival Training / Basic Survival Training-Recurrent
 - Escape, Evacuation and Rescue Guide
 - UK Oil and Gas Helicopter Task Force

CAPP Overview



- **Not-for-profit trade association representing the upstream oil and gas industry in Canada**
- **130 producing member companies who combined produce about 90 percent of Canada's natural gas and crude oil**
- **150 associate members**
- **Offices in Calgary and St. John's**

Mission: enhance the economic sustainability of the Canadian upstream petroleum industry in a safe and environmentally and socially responsible manner...

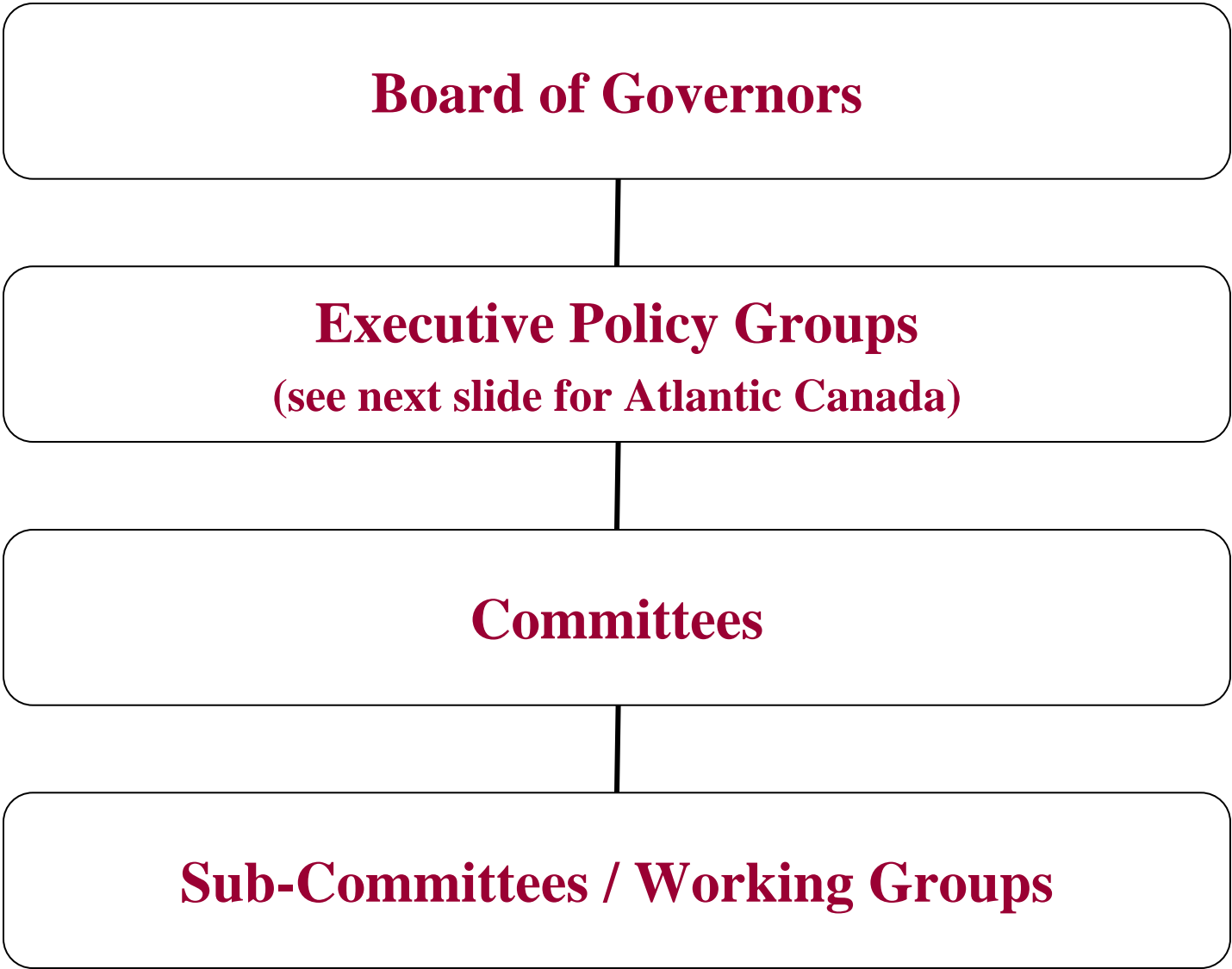


CAPP Overview, con't

- **CAPP membership is voluntary**
- **CAPP operates within a membership committee structure under the direction of a Board of Governors**
 - Committees are chaired by an industry member and direction is consensus based
- **Generally, consensus is reached when there are many supporters and only one or two with a differing view. Where a small number of members are affected by an issue, consensus in practice means unanimity.**

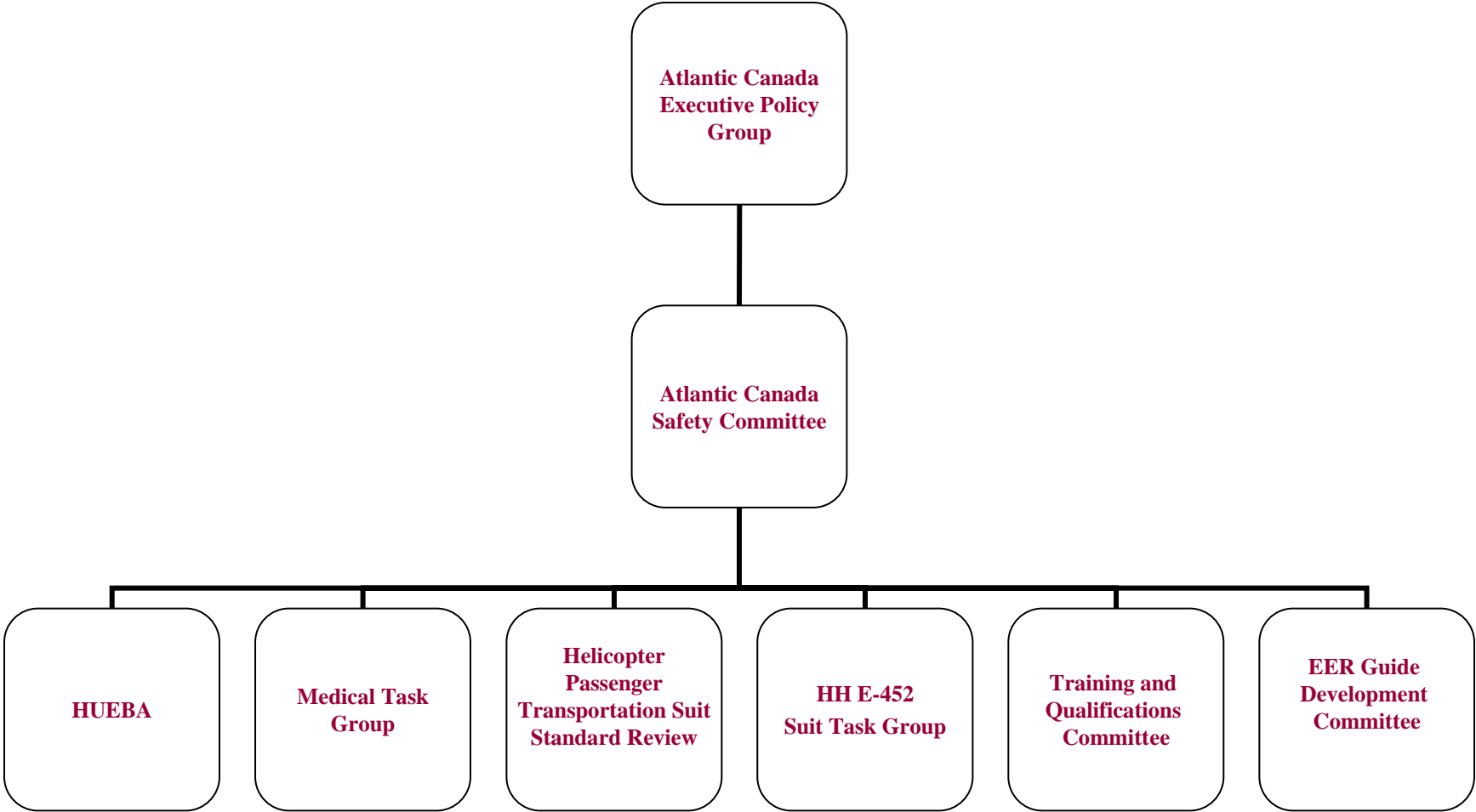


CAPP Committee Structure





CAPP Atlantic Canada Committee Structure Relevant to Inquiry Issues





Helicopter Underwater Emergency Breathing Apparatus (HUEBA)

- **Compressed air breathing device carried by all workforce in Atlantic Canada during helicopter travel**
- **Implementation: late April 2009 in NS; early May 2009 in NL**
- **Industry research and review of options 2000-2009; scope:**
 - Review of device options
 - Risk assessment of compressed air device
 - Workshop with international expertise
 - Continued assessment of risk in training
 - Expert medical advice regarding use in training
 - Implementation planning (logistical, communication, training)
 - Review of implementation of devices in other jurisdictions (UK, Neth., Norway)
 - Development of training protocol, communication with manufacturer

HUEBA, Con't



CAPP Role:

- Facilitate industry discussion via CAPP committee process (industry medical, legal, safety, risk, and leadership/executive consultation)
- Communication with stakeholders (regulators, helicopter service providers, training providers)
- Facilitate issue identification, issue analysis and information collection
- Obtain medical advice
- Obtain consultant support in implementation planning
- Coordination of and participation in review of other jurisdictions' implementation
- Coordination of final implementation package and CAPP/industry approval process



Survival Suits

- **The current survival suit worn by all offshore workforce in helicopter travel is the Helly Hansen (HH) E-452; introduced offshore Fall 2007; designed to meet two Canadian General Standards Board (CGSB) standards**
- **CGSB sets standards**
 - Immersion suit systems CAN/CGSB 65.16-05
 - Helicopter Passenger Transportation Suit Systems CAN/CGSB 65.17-99
- **Helicopter passenger suit standard review initiated in 2008**
 - CAPP Role: One of the participants in the review of Canadian standards (immersion suit review in 2005 and current helicopter suit standard review) – communication, coordination and input via CAPP Safety Committee
- **C-NLOPB 2009 request regarding concerns raised by users**
 - CAPP Role:
 - Communication with regulator in 2009 on behalf of industry regarding industry response to workforce issues with current suit (HH E-452)
 - Coordination of development of new leakage testing protocol, used HH E-452 in development of new test for leakage



Course Quality Review (BST / BST-R)

- **CAPP Standard Practice for the Training and Qualifications of Personnel**
- **Workforce survey**
- **Training and Qualifications Committee project to review the quality of safety courses offered in Atlantic Canada as per the CAPP Standard Practice**
 - to understand whether safety courses offered in AC meet an acceptable level of quality and the intent of the Standard Practice
 - reviewing the courses and making recommendations on the quality of the courses as per established criteria
- **Basic Survival Training and Basic Survival Training-Recurrent (BST / BST-R) two courses identified for review; others to be reviewed in 2009 & 2010**



Course Quality Review (BST / BST-R), con't

- **Consultant hired to undertake quality review**
- **Review team for BST & BST-R courses established includes content expert**
- **BST / BST-R review conducted in 2008 at Survival Systems Training in NS and Marine Institute's Offshore Safety and Survival Centre in NL and final reports presented to CAPP in mid-2009**
- **BST and BST-R courses reviewed met the Standard Practice**
- **Final reports include continuous improvement recommendations from review team:**
 - Recommendations for Marine Institute - Offshore Safety and Survival Centre related to HUET: Investigate whether HUET equipment should better represent equipment used offshore, and consider using high fidelity simulator training
- **Next Step: review of continuous improvement recommendations within reports**



Escape, Evacuation and Rescue (EER) Guide

- **Industry document to provide guidance for operators in meeting their duties in respect of marine escape, evacuation and rescue (emergency response) from offshore installations in the Atlantic Canada offshore.**
- **Began in 1999 as an NRCan and Transport Canada project with the aim of developing an EER Performance Standard. Standard never completed. In 2003 industry with Offshore Petroleum Boards began to manage the development of an industry goal-oriented guide.**



EER Guide, con't

- **Scope of the development process for industry Guide:**
 - Establishment of a development committee of operator representatives, regulators and a consultant hired to assist in the development process
 - Consultations between regulatory agencies
 - Stakeholder workshops to review drafts
 - Expansion of development committee
 - Test case scenario workshop
 - Regulator and industry review processes
 - Review with workforce committees
 - Helicopters identified as evacuation and rescue resource
- **Status: Guide is in the final stages of development and review**



Oil and Gas UK Helicopter Task Group

- **A UK Task Group was established after a Super Puma helicopter crash off Scotland on April 1, 2009**
- **In place to address cross-industry issues of helicopter safety**
- **Groups represented:**
 - Operators and major service providers directly involved in April 1 incident
 - Oil and Gas UK's Board/Council
 - The offshore workforce
 - Helicopter operator companies
 - Grampian Police
 - Trade unions
- **CAPP is now a member of this group in an information sharing capacity**

Oil and Gas UK Helicopter Task Group, con't



Key Work Areas:

- Re-instatement of personal locator beacons
- Launch of flight following / multilateration system (real-time helicopter tracking system)
- Improvements to VHF voice rebroadcasting
- Helideck lighting trials (trials based on research re. enhancing the minimum standard for helideck lighting)
- Implementation of advanced data analysis of existing HUMS (Health and Usage Monitoring System) data (aimed at improving detection of defects from ~69% to 86%)
- Improvements to offshore meteorological observation and reporting
- Lessons learned from April 1 accident in Scotland (report produced containing recommendations to help companies be better prepared to handle an emergency situation)



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