EXHIBIT/P-00018

Helicopter Transportation

With the exception of a major loss such as the Ocean Ranger, the transportation of personnel by helicopter to and from the work place is one of the more risky aspects of working offshore.

Flotation

Amphibious

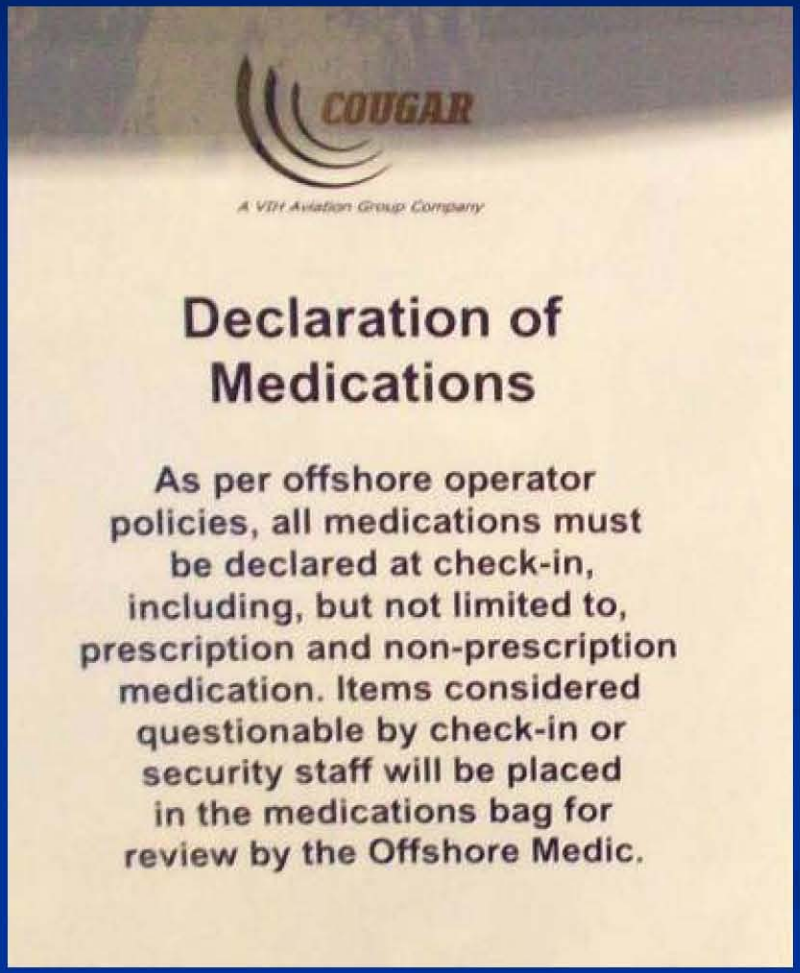
Flotation

External Inflated Floats

Check-in

- Arrive early -SOBER
- Picture I.D.
  - BST certificate
- Baggage check
  - Restricted items
  - Medications

Check-in


COUGAR
A VIH Aviation Group Company
Declaration of Medications
As per offshore operator policies, all medications must be declared at check-in, including, but not limited to, prescription and non-prescription medication. Items considered questionable by check-in or security staff will be placed in the medications bag for review by the Offshore Medic.

Flight Suit System

Designed To:

- Reduce the risk of cold water shock
- Increase breath hold time
- Increase in-water survival time
- Aid in detection
- Provide buoyancy

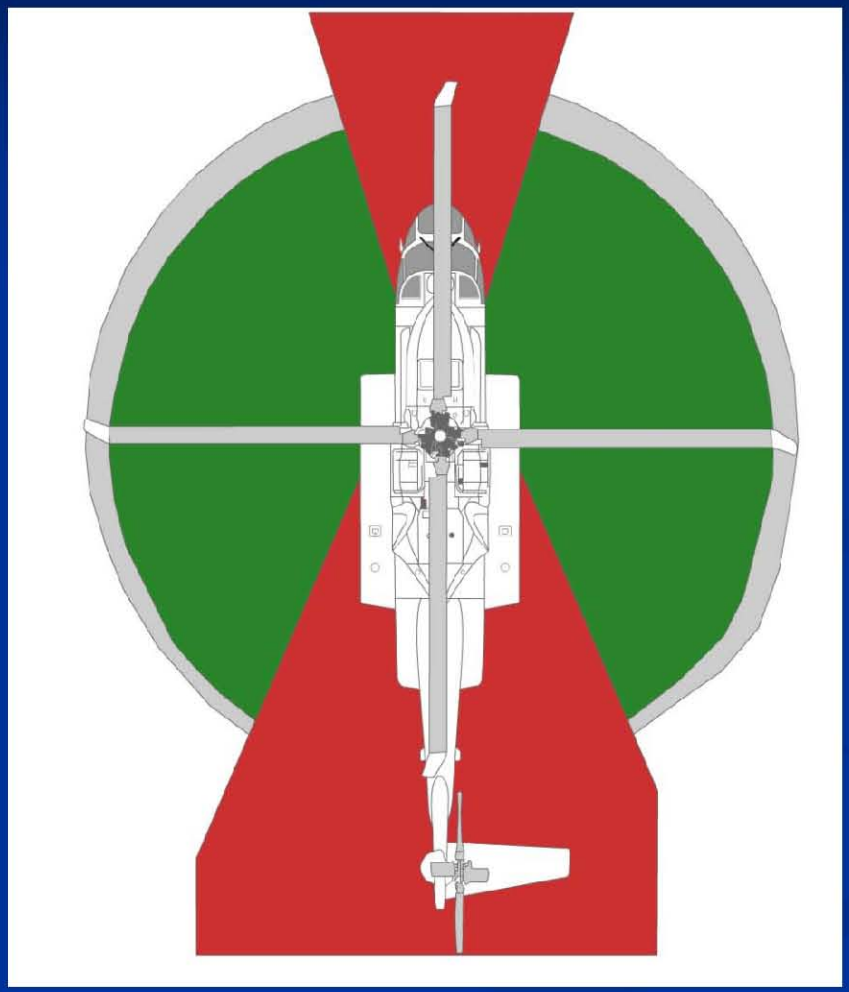
Flight Suit System
Fitted With:

- Polyurethane insulated boot
  - Possible tripping hazard
- Removable insulating liner
- Integral hood with neoprene face seal
- Spray hood
- Neoprene wrist cuff & 3 finger gloves
- Over cuff
- Integrated CO2 inflated vest
- High flow auto dump valve with +/- adjustment
- Reflected tape
- Strobe light
- Whistle
- PLB: 121.5 NL, 406 NS
- Buddy line

Flight Suit System

- Washroom
- Remove
  - Watches
  - Sharp objects
- Don warm clothes

Embarkation / Disembarkation



SAFE ZONE / DANGER ZONE

Embarkation / Disembarkation

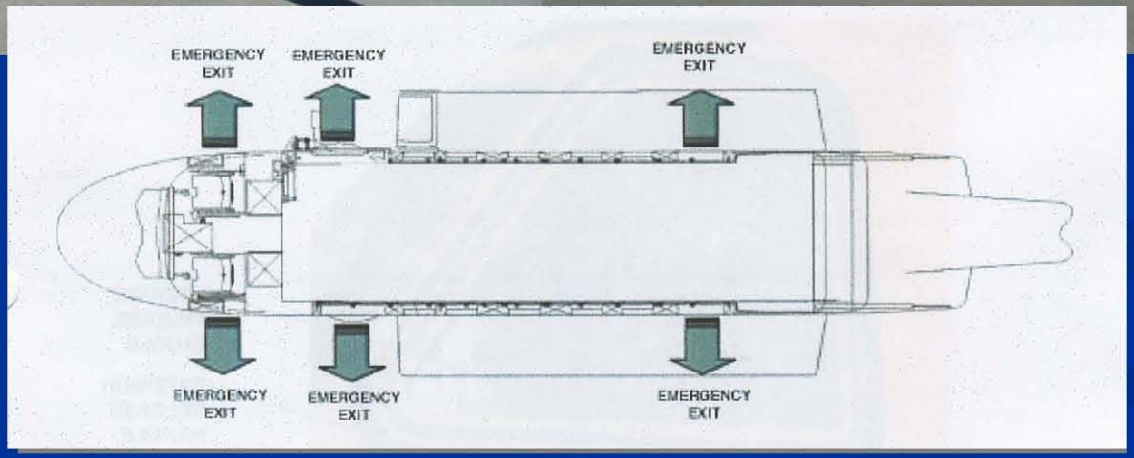
- Escorted
- Group
- Direct
- Crouch under rotors

Boarding

- Select a seat
- Fasten and adjust seatbelt
- Don headset
- Read safety card
- Confirm emergency equipment location and procedures

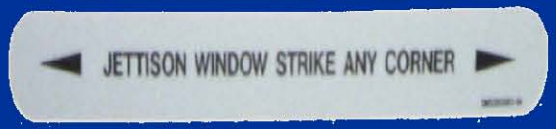
Emergency Exits

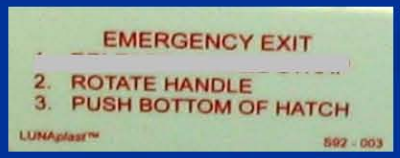
Sikorsky S92



Emergency Exits

Sikorsky S92



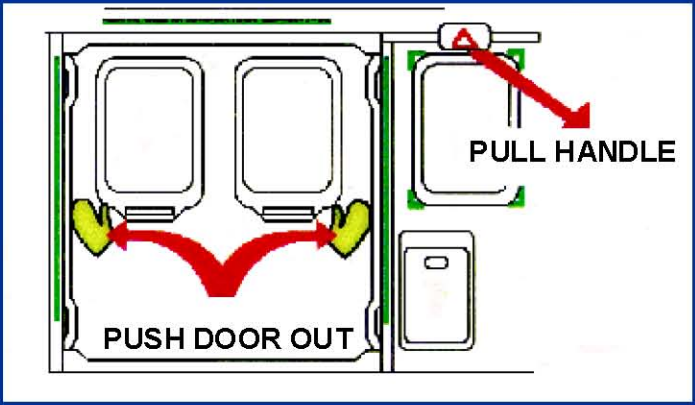


Emergency Exits

Super Puma

Emergency Exits

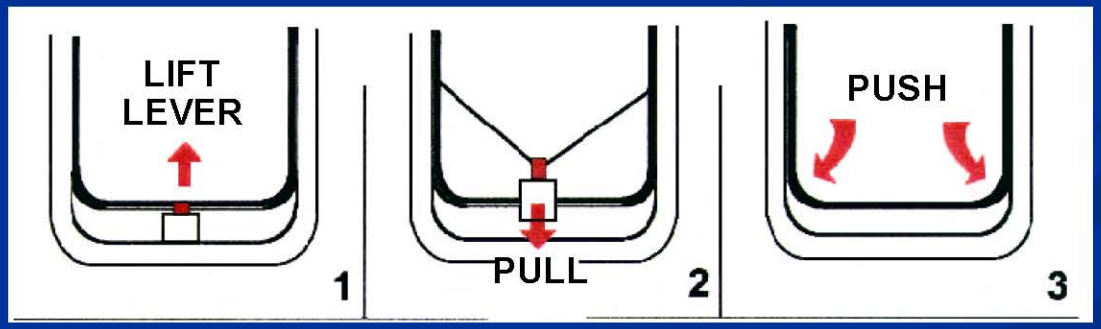
Cabin Door Super Puma



- Know how to open exit
- Know when to open exit

Emergency Exits

Window Super Puma



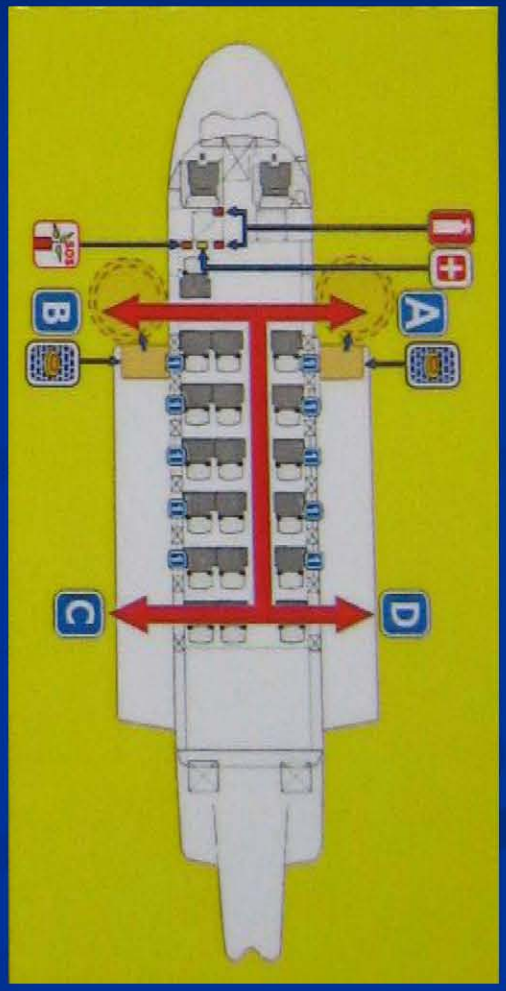
Emergency Equipment

Sikorsky S92

ELT

FIRST AID KIT

FIRE EXTIGUSHER



Emergency Landing

Types

- Controlled
  - Pilot is in control
  - Craft stable and upright
- Semi-controlled
  - Pilot has partial control
  - Craft less stable and likely to capsize
- Uncontrolled
  - Pilot has no control
  - High impact and craft unstable

Phases of In-flight Emergencies

1. Alarm
   - Get watertight
   - Brace for impact

2. Impact
   - Open exits
   - Prepare for roll

3. Exit
   - Through cabin door into water / raft
   - Through window (underwater)

In-flight Emergences

Alarm

- Get watertight
  - Headset off
  - Hood up zipper up
  - Mask on
  - Headset on
- Brace for impact
  - Seatbelt tight
  - Confirm exit location and operation
  - Brace position

In-flight Emergences

Impact

- Open exits
  - Open emergency exit (unless instructed otherwise by pilot)
- Prepare for roll
  - Establish a reference point / hold exit frame
  - Hold mask / cover airways
  - Look in direction you want to go

In-flight Emergences

Exit Upright (Exercise #1)

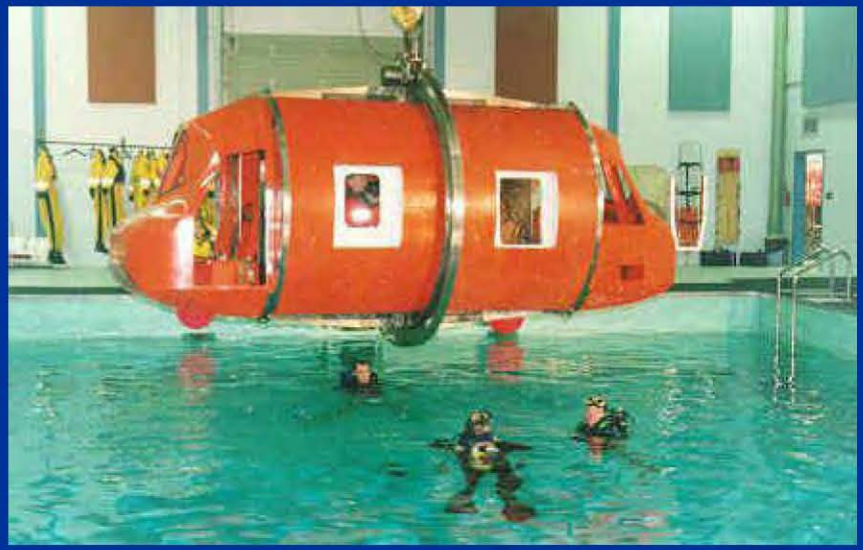
- Wait
- Open / jettison cabin doors *
- Inflate liferafts *
- Exit through cabin door
  - Release seatbelt
  - Staying low move to door
  - Enter raft / water
  - Move clear

* Normally done by flight crew

In-flight Emergences

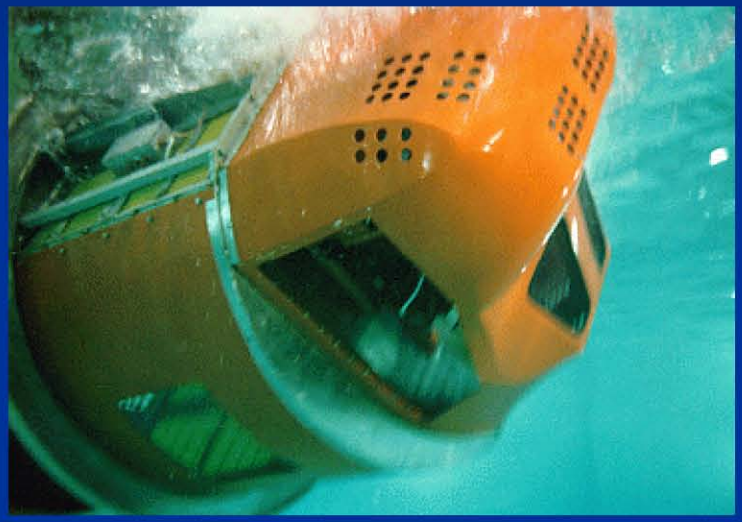
Exit Straight Down (Exercise #2)

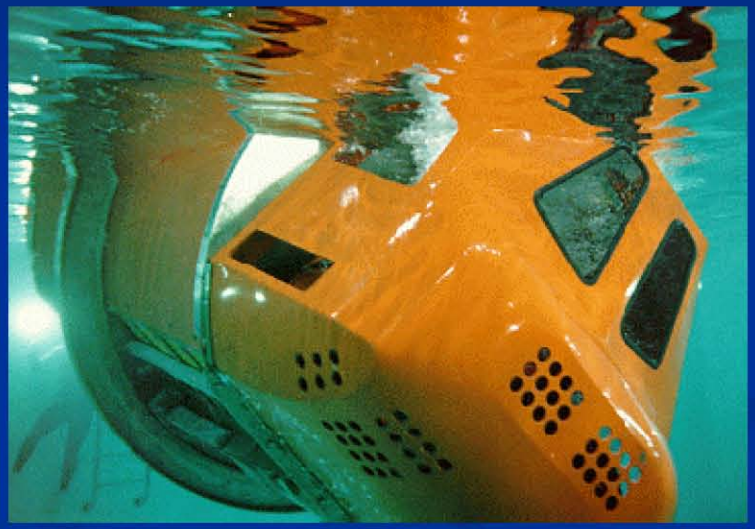
- Brace
- Look towards/out window
- Hold breath
- Wait (10 seconds)
- Release seatbelt
- " PULL " yourself out



In-flight Emergences

Exit Capsized (Exercise #3)





- Brace for roll
- Hold breath
- Wait (10 seconds)

In-flight Emergences

Exit (capsized)

- Release seatbelt
- " PULL " yourself out

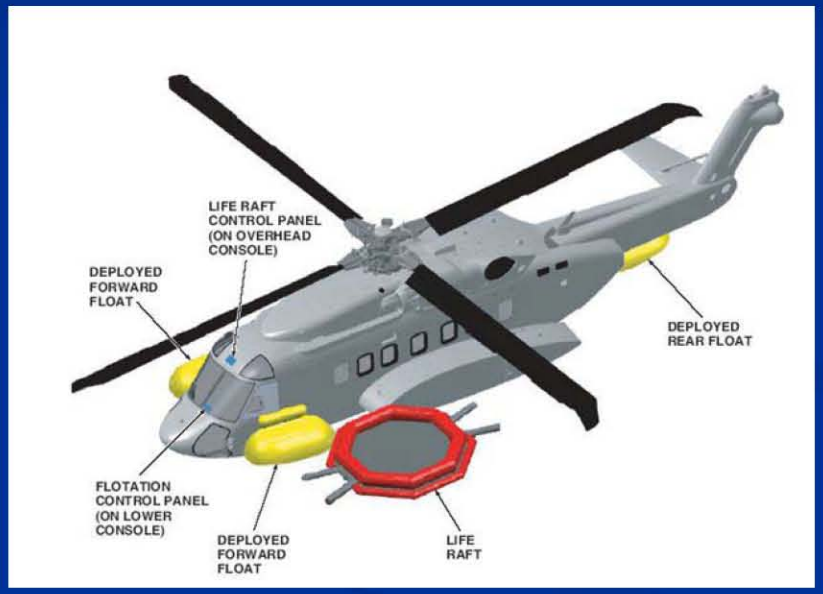
Liferaft

Liferaft and equipment are designed to:

- Provide flotation
- Aid in detection
- Provide protection
- Provide life support

Liferaft

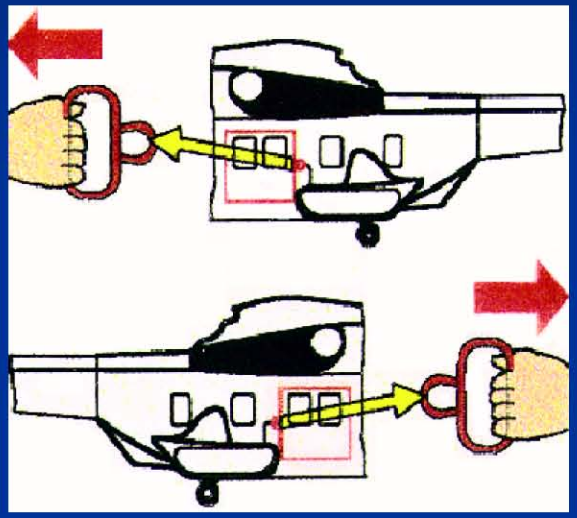
Sikorsky S92



- Two 14 person rafts
- One on each sponson

Liferaft

Inflation



To inflate raft:

- Pilots
- Pull handle

Liferaft

Sikorsky S61

FWD

Aft

Liferaft

Major concerns:

- Increased damage tolerance
- Ability to inflate right way up

Liferaft

Heli-raft

The heli-raft differs from the marine raft in that:

- Raft can inflate either way up
- Canopy and arches are stowed around outside
- Floor is attached between the two flotation chambers
- Equipment pack is secured by a line outside the raft

Liferaft

RFD 14R MK.1

Liferaft

Strike Envelope

- Fuselage
- Main rotors
- Tail rotors

Ditched

Ditched

Ditched

Ditched

Ditched