Offshore Helicopter Safety Inquiry
CAPP Response, December 2009, to Undertaking to Mr. Earle
Transcript November 17, 2009 page 62 lines 6-16
Re: HUEBA 2004 CAPP EPG Meeting Materials

At transcript November 17, 2009 page 62 lines 6-16 Mr. Earle asked for the following:

EARLE, Q.C.:
7 Q. Not to ask you to duplicate materials that
8 we've already received, but I think it's
9 important to see that part of the decision
10 making process because it hasn't been evident
11 from what you've provided. So could you
12 provide us, please, Mr. Barnes, with the
13 materials that went to the Executive Policy
14 Group and their decision in 2004?
15 MR. BARNES:
16 A. Yes, we can provide that.

Attached are three documents: the power point presentation to a June 3, 2004 joint meeting of the CAPP Atlantic Canada Executive Policy Group (AC EPG) and the CAPP Atlantic Canada Committee (ACC) together with extracts from the agenda and minutes of the meeting. At this meeting approval was given to begin implementing the use of a compressed air device during personnel helicopter transport to eastern Canada offshore facilities.

The CAPP ACC has since been merged with the AC EPG. The ACC was created one level down from the AC EPG and was made up of the CAPP member senior management people located in Atlantic Canada at a time when a number of EPG members were located in Calgary. The CAPP Safety Committee (then often called the Safety Sub-committee) reported to the ACC which in turn reported to the AC EPG. As Mr. Barnes stated in his oral testimony, most of the AC EPG members are located in Atlantic Canada.

As shown in the minutes of the June 3, 2004 joint meeting, the time at which these devices would be in use was identified as early 2005. This was initially moved back as a result of a 'train the trainer' requirement.

In the subsequent work that was done in regard to implementation, a process hazards assessment (PHA) was done in regard to training. The documentation on the PHA entitled *"Helicopter Emergency Breathing System (EBS) Risk Assessment"* has been filed as part of Exhibit 53.

The medical risk identified in the PHA led to the workshop in 2006. The workshop documents have been filed as part of Exhibit 53. The recommendation from the workshop was to proceed with the compressed air device.

There continued to be discussion of medical risks. The issue was not finally resolved until the end of 2008 after further evaluation. The recommendation to proceed with the compressed air device was made and implementation proceeded to the new target time frame of late April 2009 and May 2009. The minutes of the CAPP HUEBA Task Force of February, 2009 have been filed as part of Exhibit 53.

It was after February 2008 that CAPP members took the issue inside their own organizations. Mr. Barnes misspoke when he said in his oral testimony on November 17, 2009 at pages 54 to 56 that CAPP members took the issue inside their respective organizations in 2004. The time when this occurred was actually in 2008. Once the matter came back to CAPP in the summer of 2008, further evaluation took place and the matter proceeded to implementation.

The minutes of the June 3, 2004 joint meeting attached mention the estimated cost of the compressed air and hybrid rebreather devices. This information had been obtained by a CAPP member company as part of a procurement assessment and was provided as information at the joint meeting and captured in the minutes. The CAPP evaluation supporting the decision to proceed with the compressed air device was based on risk and benefit not on cost/benefit. This remained the case throughout the work by CAPP in support of the decision-making process.

The AC EPG minutes have been redacted to remove personal identifying information and to remove items that do not mention HUEBA.

This completes the undertaking response.