



# Helicopter Underwater Escape Training (HUET) for Passengers

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24 March 2022



# Outline

- Objectives
- Legal Framework
- Other Canadian Helicopter Fleet Operators
- Guiding Principles
- Potential Methods of Training
- CCG Training Categories and Populations
- Next Step – Expert Consultant
- Initial Thoughts on Training Contract
- Questions



# Objectives

- Summarize statutory/regulatory framework
- Define categories of CCG Helicopter Passengers
- Define potential methods of training
- Outline procurement strategy
- Outline advice/research requirements for consultant



# Legal Framework

- **Aviation OHS Regulations (AOHSRs)**
  - **6.15(1)** *Every person who uses protection equipment shall be instructed in the use of the equipment*
- **Canadian Aviation Regulations (CARs)**
  - **Article 602.89(1)(a)** *The pilot-in-command of an aircraft shall ensure that all of the passengers on board the aircraft are briefed before take-off with respect to the location and means of operation of emergency and normal exits*
  - **Article 602.89(2)(a)** *The pilot-in-command of an aircraft shall ensure that all of the passengers on board the aircraft are briefed in the case of an over-water flight where the carriage of life preservers, individual flotation devices or personal flotation devices is required with respect to the location and use of those items*
- **Transport Canada Standard 723 – Air Taxi: Aeroplanes (CARs)**
  - **723.23(d)** *The air operator's Company Operations Manual shall include passenger briefing ditching procedures*
  - **723.98(25)** *Survival equipment training for all crew members shall include the following:*
    - *Survival concepts*
    - *Contents of the survival equipment kit*
    - *How to use the survival equipment carried onboard as appropriate for the operation*



# Legal Framework

- Summary of Legal Training Requirements for Helicopter Passengers
  - PPE Training
    - Immersion suits, helmets, etc.
  - Mandatory Pre-Flight Safety Briefing
    - Location and operation of normal and emergency exits
    - Location and use of onboard survival equipment
  - Survival Equipment Training
    - Survival concepts
    - Contents of the survival equipment kit
    - How to use the survival equipment carried onboard as appropriate for the operation
  - Operations Manual
    - Passenger brief on ditching procedures

Conclusion: There is no statutory requirement to provide CCG helicopter passengers with HUET training. Therefore, the provision of such training is at the discretion of CCG, based on a Task Hazard Analysis (THA)

# Other Canadian Operators

- Atlantic Offshore – Canadian Association of Petroleum Producers
  - Before travelling offshore
    - 5 Day Basic Offshore Safety Induction Emergency Training (BOSIET) course
    - BOSIET includes pool exercises in the Helicopter Underwater Escape Trainer (HUET) (1 day)
    - All workers must practice escaping from submerged and partially submerged helicopters
  - Mandatory Pre-Flight Safety Briefing
    - Each passenger receives a safety brief prior to each flight including emergency equipment use and emergency procedures
  - Training meets Offshore Petroleum Industry Training Organization (OPITO) standards
  - Prerequisites include meeting specified CAPP medical standard



# Other Government Operators

- Canadian Armed Forces
  - Before travelling offshore helicopter passengers require pre-flight safety brief
  - To be confirmed by consultant
- US Coast Guard
  - USCG owns its own training facilities
  - HUET training, included escape from an inverted simulator, is provided to aircrew
  - USCG policy for helicopter passengers to be confirmed by consultant



# Guiding Principles

- Relationship between risk and flight frequency for CCG passengers
  - The level of risk to CCG helicopter passengers varies proportionally with frequency of flights
  - As the number of flights increases, the level of risk to the passenger increases
- All CCG helicopter passengers should receive underwater escape training commensurate with the level of risk
  - Passengers with more flights receive more extensive training
  - Passengers with fewer flights receive less extensive training
  - All passengers will receive pre-flight safety brief prior to each flight operation
    - Where an operation comprises several flights, a safety brief must be provided prior to the first flight of the day. Additional briefs at the discretion of the pilot in command in accordance with TC statutory requirements

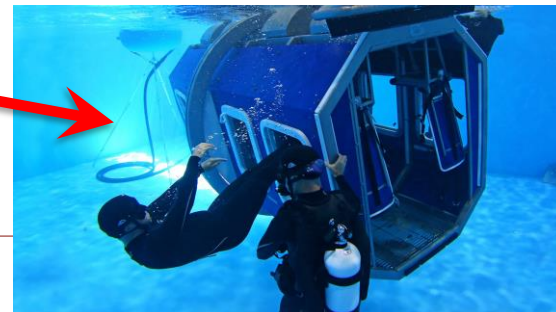




# Potential Methods of Training –

## *Full HUET Training*

- Three phases
  - Classroom Phase
    - Theory, PPE and Procedures
  - Equipment Phase
    - Don PPE
    - Use PPE in pool
- Practical Phase
  - Simulator training
  - Bell-type simulator
  - Practice escape from inverted simulator



# Potential Methods of Training – *Emergency Procedures Familiarization*

- Two phases
  - Classroom Phase
    - Theory, PPE and Procedures
  - Equipment Phase
    - Don PPE
- Use PPE in pool
- Possible “cage” training



# Potential Methods of Training –

## *Pre-Flight Safety Brief*

- All CCG helicopter passengers
  - Prior to each flight
  - Brief provided by Pilot-in-Command (PIC)
  - For missions involving multiple flights
  - Daily brief prior to first flight of day
  - Additional briefings as required by PIC
    - Changes in plan
    - Changes in conditions



# Training Categories

Training Category	Population	Descriptor	Criteria	Training Requirement	Estimated Annual Throughput	Refresher Interval	Additional Comments
Routine CCG Flight Ops	1	Air Crew	All TC Pilots and Aircraft Maintenance Engineers	Full HUET Training	Consultant	3 yrs	1. Training provided by Transport Canada
	2	Regular Passengers	CCG Employees embarking 12+ flights annually	Full HUET Training	Consultant	5 yrs + annual video review	1. 1-2 days 2. Includes theoretical training (classroom) and practical training in a pool with inverted helicopter simulator
	3	Occasional Passengers	4-12 flights annually	Emergency Procedures Familiarization Training	Consultant	5 yrs + annual video review	1. Includes ½ day theoretical training and ½ day PPE training (immersion suits) 2. Should include donning of immersion suits and may include “wet” PPE training in a pool
	4	Infrequent Passengers	1-3 flights annually	Pre-flight safety brief	Consultant	Prior to flight	1. Government Officials, medevacs, media 2. Consultant to define teaching points for on-line video course/over water helo procedures
Special Purpose CCG Flight Ops	5	Contractors	Contractors and OGD personnel using CCG helicopters for transit over water	Training requirement commensurate with parameters for regular/occasional/infrequent passengers	Consultant		1. Contractors, OGD staff (wildlife surveys, whale spotting, etc.) 2. SOW for contractors should normally require the contractor to be trained to the CCG standard as a technical requirement. 3. Training for OGD personnel to be provided by their Department to the CCG standard 4. For emergency contracts, contractor training requirement may be adjusted based on the urgency of the situation. (approval authority)
	6	Vessel Crew Changes	CCG staff + DFO/OGD + civilian scientists using helicopters to effect crew changes	Training requirement commensurate with parameters for regular/occasional/infrequent passengers	Consultant		1. Assumes maximum of 4 crew changes in one season, 1-2 over water flights per person per crew change
	7	Infrastructure Projects	All CCG and non-CCG personnel involved in a specific infrastructure project where project personnel use CCG helicopters for transit over water	See comment 2.	Consultant		1. Includes infrastructure projects where CCG helicopters are used to transport CCG personnel and non-CCG project staff and contractors to/from project site where the flight plan is over water. 2. Specific training requirement to be determined as part of the project plan, based on duration of project and anticipated average number of flights per project staff member.



# Population 1 – TC Aircrew

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# Population 2 – Regular Passengers

Training Category	Population	Descriptor	Criteria	Training Requirement	Estimated Annual Throughput	Refresher Interval	Additional Comments
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# Population 3 – Occasional Passengers

Training Category	Population	Descriptor	Criteria	Training Requirement	Estimated Annual Throughput	Refresher Interval	Additional Comments
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	3	Occasional Passengers	4-12 flights annually	Emergency Procedures Familiarization Training	Consultant	5 yrs + annual video review	1. Includes ½ day theoretical training and ½ day PPE training (immersion suits) 2. Should include donning of immersion suits and may include “wet” PPE training in a pool
	4	Infrequent Passengers	1-3 flights annually	Pre-flight safety brief	Consultant	Prior to flight	1. Government Officials, medevacs, media 2. Consultant to define teaching points for on-line video course/over water helo procedures
Special Purpose CCG Flight Ops	5	Contractors	Contractors and OGD personnel using CCG helicopters for transit over water	Training requirement commensurate with parameters for regular/occasional/infrequent passengers	Consultant		1. Contractors, OGD staff (wildlife surveys, whale spotting, etc.) 2. SOW for contractors should normally require the contractor to be trained to the CCG standard as a technical requirement. 3. Training for OGD personnel to be provided by their Department to the CCG standard 4. For emergency contracts, contractor training requirement may be adjusted based on the urgency of the situation. (approval authority)
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# Population 4 – Infrequent Passengers

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# Population 5 – Contractors, OGD Staff

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# Population 6 – Vessel Crew Changes

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# Population 7 – Infrastructure Projects

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# Next Step – Expert Consultant (1)

- The roles of the consultant
  - Conduct research on available options and training requirements
  - Provide expert advice on specific issues and to conduct research to support
- Research
  - Environmental Scan
    - Training policies of similar government and private helicopter operators
    - Current Canadian/North American training programs (off-the-shelf)
      - Locations, content, duration, cost
      - Live training, classroom training, on-line training, other methods of instruction
  - Estimate initial (one-time) and annual CCG training throughput
    - Based on analysis of CCG flight ops for previous 5 years
    - Estimate by populations 1-7
  - Cost benefit analysis
    - CCG owned vs contractor owned training facilities and products



# Next Step – Expert Consultant (2)

- Advice
  - Recommended course content based on CCG requirements (3 tier training system)
  - CCG Training policies
    - Validate CCG populations based on frequency of flights
    - Medical fitness for training
      - Exemption policy
  - Logistics
    - Immersion suits
      - Procurement, storage, maintenance, certification of suits used for training
      - Recommended changes to CCG PPE manual
    - Current Canadian training programs (off-the-shelf)
      - Locations, content, duration, cost
      - Live training, classroom training, on-line training, other methods of instruction
  - Procurement
    - Recommended inclusions to Request for Proposals (RFP) Statement of Work (SOW)
    - Technical criteria for qualifying potential bidders



# Next Step – Expert Consultant (3)

- Technical qualification criteria for potential bidders
  - Experience
    - With government and/or private helicopter operators in Canada or US
    - Aviation industry (offshore helicopter ops)
    - Safety Management Systems
    - Canadian government procurement
  - Professional qualifications
    - TC pilot licence
    - Training: BOSIET, HUET, other relevant training)
    - OPITO



# Initial Thoughts on Training Contract

- Technical qualification criteria for potential bidders
  - Current experience with HUET
  - Training program based on Bell 412/429 CCG configuration
  - Training simulators and mock-ups
    - 100% supplied by contractor including CCG-type PPE
  - Safety
    - Safety during training is 100% responsibility of contractor
    - OPITO certified trainers
    - Qualified rescue divers for pool/simulator training
    - Subject to audit by CG SM
- Statement of Work
  - Specific Deliverables (with advice from consultant)
    - Minimum annual training capacity
    - 3-tier training system
    - Training to be provided in Canada (location(s) to be determined)



# Questions







Canada 