

PHASE II

OFFSHORE HELICOPTER SAFETY INQUIRY

WRITTEN SUBMISSIONS FOR

COUGAR HELICOPTERS INC.

(A VIH AVIATION GROUP COMPANY)

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Although the second anniversary of the loss of Cougar Flight 491 has already passed, the staff and officials at Cougar Helicopters Inc. (“Cougar”) continue to be deeply affected by this tragic event. Of course, it is the families of the passengers and the pilots who perished in the accident and the sole survivor and his family who are the persons profoundly affected. Cougar, again, offers its condolences to the families who lost loved ones and its best wishes to the survivor that his recovery from his injuries will be complete.

Following the Submission by the Commissioner of his Report and Recommendations, Cougar officials have, in consultation and cooperation with its oil operator clients, set about to implement, at the earliest opportunity, those recommendations directed primarily to Cougar’s activities and operations. While, where possible, recommendations have already been fully implemented, certain recommendations are, by their nature, only able to be implemented with input and participation and, in some cases, agreement by and with other interested parties. In the case of the latter, the work toward implementation continues and Cougar remains optimistic that full implementation will be achieved in a timeframe and manner acceptable to Canada-Newfoundland and Labrador Offshore Petroleum Board (“C-NLOPB”) and to the oil operators and all others with an interest in assuring that the risks of helicopter transportation of offshore workers are as low as reasonably practicable in the Newfoundland and Labrador offshore area.

Although not an issue raised in the Commissioner’s Phase I Recommendations, Cougar, prior to return to service on 15 May 2009, replaced the titanium MGB oil filter bowl studs and took other actions required by Sikorsky and the FAA in relation to the S-92’s. Since then, Sikorsky has redesigned the MGB filter bowl housing. The original one piece bowl was replaced with an adapter that is permanently attached to the gearbox and a new bowl with additional fasteners (six instead of three) for increased redundancy and strength has been fitted on all the S-92’s operated by Cougar.

Now in the second Phase of Commissioner’s Terms of Reference, Cougar makes no proposals to the Commissioner for further recommendations by him for actions by C-NLOPB or by other legislative or regulatory agencies arising specifically out of the Report of the Transportation Safety Board of Canada following completion of its investigation into the crash of Cougar Flight 491. It is Cougar’s position that any recommendations that might have arisen out of the findings of the Transportation Safety Board of Canada have already been captured by the Commissioner in the twenty-nine recommendations previously released.

Once again, Cougar expresses its gratitude to the Commissioner for the comprehensive and fair minded approach taken in the conduct of the Inquiry and for the benefit of his thoughtful analysis of the evidence and submissions presented and for the benefit to Cougar and others of his observations and ultimate findings and recommendations.