



# HSAC-RP

No. 90-1 REV 1

12 May 2010

HELICOPTER SAFETY ADVISORY CONFERENCE-RECOMMENDED PRACTICE

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## Helicopter / Tanker Operations

### Background

The interface of helicopters and tankers during shipboard helicopter operations is complex and may be hazardous unless appropriate procedures are coordinated among all parties. The following recommended practices will minimize risks during helicopter/tanker operations.

### Recommended Practice

1. Management, operations, and pilots should be familiar with and apply the operating safety standards set forth in "Guide to Helicopter/Ship Operations", International Chamber of Shipping, Fourth Edition, 2008 establishing operational guidelines / standards and safe practices sufficient to safeguard helicopter/tanker operations.
2. Appropriate plans, approvals, and communications must be accomplished prior to reaching the vessel, allowing tanker crews sufficient time to perform required safety preparations and position crew members to receive or dispatch a helicopter safely.
3. Appropriate approvals and direct communications with the officer of the watch (OOV) of the tanker must be maintained throughout all helicopter/tanker operations.
4. The helicopter should be fitted with a marine VHF FM radio able to transmit and receive on at least Channel 16 and two other working simplex frequencies.
5. Helicopter/tanker operations, including landings/departures, shall not be conducted until the helicopter Pilot-in-Command has received and acknowledged permission from the OOV or bridge of the tanker.

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6. Helicopter/tanker operations shall not be conducted during product/cargo transfer.
7. Generally, permission will not be granted to land on tankers during mooring operations or while maneuvering alongside another tanker.
8. Aircraft should not land on decks marked with “Winch Only.”
9. Helicopters used at night, or in reduced visibility should be IFR certified and crewed by two pilots who have current instrument ratings.