



HSAC-RP

No. 92-2 REV 1

12 May 2010

HELICOPTER SAFETY ADVISORY CONFERENCE-RECOMMENDED PRACTICE

Perforating Operations: Helideck / Heliport Operational Hazard Warning(s) / Procedure(s)

Perforating Operations

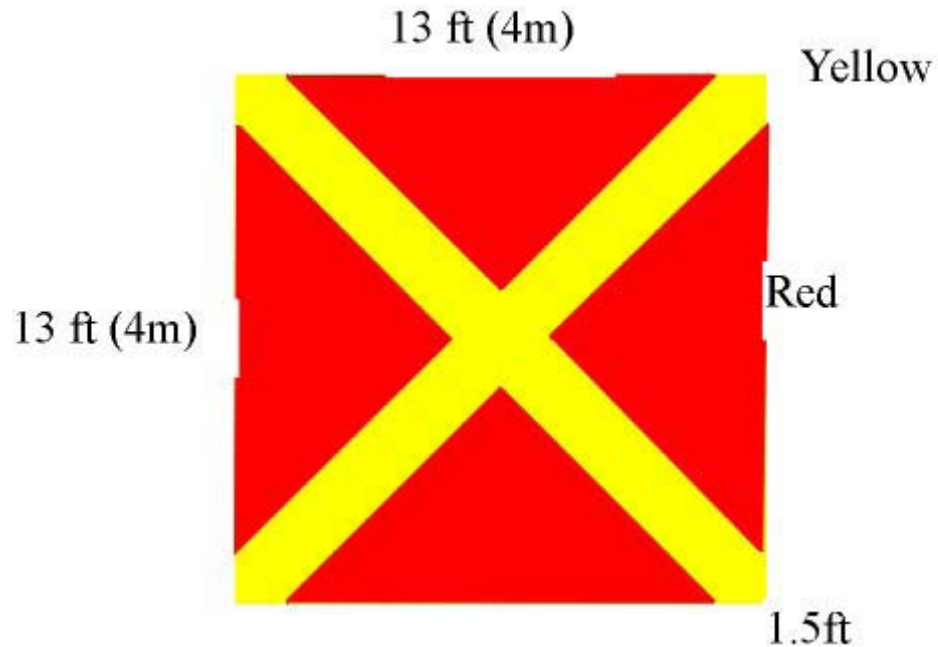
Explosive charges used in conjunction with perforation operations offshore can potentially be prematurely detonated by radio transmissions, including those from helicopters. The following practice is recommended:

Personnel Conducting Perforating Operations: Whenever perforating operations are scheduled and operators are concerned that radio transmissions from helicopters in the vicinity may jeopardize the operation, personnel conducting perforating operations should take the following precautionary measures:

1. Notify company aviation departments, helicopter operators or bases, and nearby manned platforms of the pending perforation operation so the Notice to Airmen (NOTAM) system can be activated for the perforation operation and the temporary helideck closure.
2. Additional considerations:
To close the decks install a temporary marker as shown in the figure below, or in accordance with RP 2008-1;

Recommended Procedures (RP's) are published under the direction of the Helicopter Safety Advisory Conference (HSAC), P.O. Box 60220, Houston TX. 77205 as a medium for discussion of Gulf of Mexico aviation operational safety, pertinent to the energy exploration and production industry. RP's are not intended to replace individual engineering or corporate judgment nor to replace instructions in company manuals or government regulations. Suggestions for subject matter are cordially invited.

Example marking below:



(Note) The marker should be installed during the time that charges may be affected by radio transmissions.

Pilots

1. Pilots when operating within 1,640 feet (500m) of a known perforation operation will avoid radio transmissions from or near the helideck (within 1,640 feet) and will not land on the deck if the X is present. Radio transmissions include signals emitted from aircraft radar and transponders which should be completed via alternate communication means available on the rig or platform.
2. Whenever possible, make radio calls to the platform being approached or to the Flight Following Communications Center at least one mile out on approach. Ensure all communications are complete outside the 1640 foot hazard distance. If no response is received, or if the platform is not radio equipped, further radio transmissions should not be made until visual contact with the deck indicates it is open for operation.

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