



HSAC-RP

No. 92-1

HELICOPTER SAFETY ADVISORY CONFERENCE-RECOMMENDED PRACTICE

Helideck / Heliport Operational Hazard Warning(s) Procedures

Background

1. A number of operational hazards can develop on or near offshore helidecks or onshore heliports that can be minimized through procedures for proper notification or visual warning to pilots. Examples of hazards include but are not limited to: (1) PERFORATING OPERATIONS - RP 92-2, (2) H2S GAS PRESENCE - RP 92-3. (3) GAS VENTING - RP 92-4, OR (4) CLOSED HELIDECKS or HELIPORTS - RP 92-5 (unspecified cause).
2. These and other operational hazards are currently minimized through timely dissemination of a written Notice to Airmen (NOTAM) for pilots by helicopter companies and operators. A NOTAM provides a written description of the hazard, time and duration of occurrence, and other pertinent information. ANY POTENTIAL HAZARD should be communicated to helicopter operators or company aviation departments as early as possible to allow the NOTAM to be activated.
3. To supplement the existing NOTAM procedure and further assist in reducing these hazards, a standardized visual signal(s) on the helideck/heliport will provide a positive indication to an approaching helicopter of the status of the landing area. Recommended Practice(s) (RP) have been developed to reinforce the NOTAM procedures and standardize visual signals.

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.