

12 February 2002

The International Marine Contractors Association
Carlyle House
235 Vauxhall Bridge Road
London
SW1V 1EJ

For the attention of Mr Philip Wiggs, Technical Co-ordinator

Dear Sir/Madam

SUBJECT: HELICOPTER OPERATIONS TO VESSELS/MOBILE OFFSHORE UNITS

Following a recent incident during helicopter operations to a drillship and as a result of which, the helicopter "toppled" on the helideck, we seek your assistance in widely disseminating relevant operating information to the crews operating vessels/mobile offshore units.

Please find attached, 'Helicopter Operations, Alert Procedures for Vessels and Helicopter Crews' and with it, an associated 'Flying Staff Instruction'. These documents contain essential controls and notification requirements deemed pertinent in preventing a further occurrence of a similar nature. I would specifically draw your attention to the narrative in the 'Flying Staff Instruction' and under the sub headings '**Statement:**' and '**Therefore:**'.

In addition to copying this communication to all CHC customers, I will also send this to IMCA, BROA, IADC and UKOOA.

Your assistance in disseminating this information, particularly to vessels/mobile units operating staff, would be much appreciated.

Yours faithfully

For and on behalf of CHC Scotia Limited

ALISTAIR MACKENZIE
Commercial Director

Encs.

Helicopter Operations, Alert Procedures for Vessels and Helicopter Crews

Accident to Super Puma G-BKZE on the West Navion Drillship

After this accident, one of the most important findings related to the fact that changed operational status of the drillship was not communicated to the helicopter crew. As a consequence, the helicopter crew were not aware of changing conditions which ultimately became hazardous to the helicopter which was “rotors running” on the helideck.

To address this issue, the attached revised procedures are being circulated to Oil and Gas Operators, UKOOA and various trade representative bodies/associations.

You are requested to copy these procedures to all of your vessel/ship/rig masters for incorporation by them into their standard operating procedures.

We understand bp will be putting forward these procedures for universal adoption within the UK offshore operations through UKOOA.

The Flight Safety Officer for Bristow helicopter has been copied with the same procedures, and it is hoped that they will be adopted by BHAB shortly.

FLYING STAFF INSTRUCTION



FSI Date:	FEBRUARY 2002	Rev No:	B	FSI No:	GEN/059
SUBJECT:	Helideck Emergency Procedures When Operating To Vessels, Ships and Mobile Installations				
EFFECTIVE:	IMMEDIATE				

The following procedure has been drawn up to cover the event of the vessel, ship, or mobile installation experiencing an abnormal event which might affect the safety of the helicopter on deck. This will be circulated through UKOOA to get an industry awareness, and to produce a standard response by the vessel, ship or mobile installation.

The first part clarifies the application of IVLL or FSI limits.

The second part flags up the requirement to inform the helicopter on deck.

The last part is our crew procedure in response to the warning.

Clarification:

Pitch, Roll & Heave landing limits as listed in the IVLL, or as modified by Flying Staff Instruction, are to apply whilst rotors running on deck, from the time of the landing, through to the time of the lift off. Additional limitations for shutting down on deck are given in the Part B.

Statement:

When a vessel, ship or mobile offshore installation gives clearance for a helicopter to land on deck, the intention is for that vessel, ship or installation to maintain the existing heading whilst that helicopter remains on deck.

Therefore:

Whilst the helicopter is on deck, the helicopter handling pilot is to be notified immediately by radio if:

1. The vessel, ship or installation goes off or intends changing heading by 10 degrees or more.
2. The vessel heave, pitch or roll reaches or exceeds the stated limit for this type of helicopter.
3. There is any vessel, ship or installation handling or station-keeping problem.
4. There is a significant shift in relative wind (more than 30 degrees).
5. There is any other vessel, ship or installation abnormal event.

Such notification is essential in alerting the helicopter crew, who will decide on the appropriate course of action. This may require immediate disconnection of fuel hose and static line to facilitate a quick departure, if required.

If passengers are disembarking or boarding, **the operation will stop**. Passengers seated will remain on board and strap in. Those outside the helicopter will clear the helideck under the instruction of the helideck crew. The HLO will check that the helicopter baggage bay and cabin doors are safely shut, check the deck is clear, and inform the crew 'Clear to lift'.

In extremis, it may be necessary for the pilot at the controls to take off without a full crew complement.

Origin: CHC Scotia Accident Investigation Team

Authorisation:

CAPTAIN B MOE
Flight Operations Director