



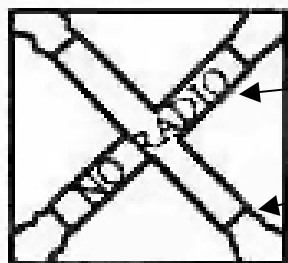
HELICOPTER SAFETY ADVISORY CONFERENCE-RECOMMENDED PRACTICE

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.

1. 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:
 - (a). **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.
 - (b). To close the deck and make the radio warning clearly visible to passing pilots, install a temporary (described in HSAC RP 92-5) with the words "NO RADIO" stenciled in red on the legs of the diagonals. The letters should be 24 inches high and 12 inches wide. Example marking below:

<helideck area>



White Diagonals with red "NO RADIO" with letters 24" by 12", diagonals 20' long by 3' wide

Grommet Ties

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

Pilots:

- (a). Pilots when operating within 1,000 feet of a known perforation operation or observing the white X with red "NO RADIO" warning indicating perforation operations are underway will avoid radio transmissions from or near the helideck (within 1,000 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.
- (b). 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 1000 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 (no white "X").