



## Gas Venting

### Helideck / Heliport Operational Hazard Warning(s) / Procedures

**Operations Near Gas Vent Booms:** Ignited flare booms can release a large volume of natural gas and create a hot fire and intense heat with little time for the pilot to react. Likewise, un-ignited gas vents can release reasonably large volumes of methane gas under certain conditions. Thus, operations conducted very near un-ignited gas vents require precautions to prevent inadvertent ingestion of combustible gases by the helicopter engine(s). The following is recommended.

1. **Pilots:**

- (a). Gas will drift upwards and downwind of the vent. Plan the approach and takeoff to observe and **avoid the area downwind of the vent**, remaining as far away as practicable from the open end of the vent boom.
- (b). Do not attempt to start or land on an offshore helideck when the deck is downwind of a gas vent unless properly trained personnel verify conditions are safe.

2. **Oil Field Supervisors:**

- (a). **During venting of large amounts of un-ignited raw gas, a red rotating beacon** or red high intensity strobe light adjacent to the primary helideck stairwell or wind indicator should be turned on to provide visible warning of hazard. If the beacon is to be located near the stairwell, the Louisiana "Offshore Heliport Design Guide" should be reviewed to ensure proper clearance from the helideck.
- (b). Notify nearby helicopter operators and bases of the hazard for planned operations.
- (c). Wind socks or indicator should be clearly visible to provide upward indication for the pilot.