**Appendix C**

**NUI Checklist: Operating Helidecks with Status Lights/Black Out Protocol**

As per National regulations, the NUI platforms have to be compliant with ICAO Annex 14. If there is a situation where a platform is not compliant, the helicopter operator needs to have permission from the NL CAA to land on such location. In the situation when an “operating helidecks with status lights and black decks” situation occurs, this protocol needs to be followed.

When a situation like this occurs, the duty-holder (person responsible for the platform) has to fill the protocol with all the information available, sign it and send it with close communication with the helicopter operator. They will inform the Captain of the flight, who will assess the filled protocol and create a risk assessment (attached as example) and sign the protocol for approval. The completed and signed protocol will be sent back to the duty-holder and will be stored for auditable purpose.

**How to use:**

**Step 1**

Answer each question with a ‘Yes’ or ‘No’ answer. The helicopter operator is then able to conduct a risk assessment. Essential information may be added as appropriate. See example of completed form below.

**Step 2**

The OIM/HMI responsible for the NUI in TBO will complete the protocol, sign it and send to the helicopter operator by E-mail.

**Step 3**

The helicopter operator (Captain of the flight) will assess the document and based on a risk assessment decide whether the NUI is safe to land on.

Note: Additional limitations may be raised by the helicopter operator as part of this risk assessment.

**Step 4**

Formal notification will be provided by the Helicopter Operator with a signed NUI Protocol Form and, in addition, the additional limitations.

**NUI Black Out Protocol Form**

Platform: ­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Name of Offshore Installation Manager responsible: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Dispensation is requested to permit a Helicopter landing on subject platform’s helideck, with NUI status lights flashing/non-functional. A Duty-Holder’s case-specific risk assessment is attached to this dispensation request. Please provide as much information as possible in column B.

Platform status is detailed below. Key permissive criteria are detailed on Page 2

|  |  |  |
| --- | --- | --- |
| **HELIDECK STATUS** | | |
|  |  | Yes/No |
| 1 | Are or have the NUI status lights been activated? |  |
| 2 | Are NUI status lights disabled or de-powered? |  |
| 3 | Are NUI status lights reset and remain functional? |  |
| 4 | Are Helideck perimeter / circle lights functional? |  |
| 5 | Are Helideck floodlights functional? |  |
| 6 | Does the helideck have automated fire-fighting? |  |
| 7 | Is the automated fire-fighting system functional? |  |
| 8 | Is there anything else the pilot / operator should be made aware of? |  |
|  | **INSTALLATION STATUS** | |
| 9 | Are Comms live & showing installation status? |  |
| 10 | Is the installation in ESD Status/ has the system taken executive action? |  |
| 11 | Is the platform running under a normal power supply? |  |
| 12 | Is the platform running under a UPS? |  |
| 13 | Have you been able to confirm the well and pipeline valves confirmed shut? |  |
| 14 | Does the installation have automatic venting? |  |
| 15 | Have you been able to confirm the blowdown valve (if fitted) has opened? |  |
| 16 | If so, has the topsides been vented and confirmed diminished to an expected and safe level? |  |
| 17 | Is power generation or back-up power online? |  |
| 18 | Is the detected event Gas, Fire or ‘Other’? |  |
| 19 | What was the initiating event? |  |
|  | **GAS DETECTION CAUSAL EVENT (Delete if not applicable)** | |
| 20 | Is detection of a confirmed or unconfirmed nature? |  |
| 21 | If confirmed – how many points have activated? |  |
| 22 | How many zones have seen detection? |  |
| 23 | Have any detectors activated since initial event? |  |
| 24 | Does the F&G system remain functional? |  |
| 25 | Is detected event within an enclosed module? |  |
| 26 | When do you expect the F&G system to go offline? |  |
|  | **FIRE DETECTION CAUSAL EVENT (Delete if not applicable)** | |
| 27 | Is detection of a confirmed or unconfirmed nature? |  |
| 28 | If confirmed – how many points have activated? |  |
| 29 | How many zones have seen detection? |  |
| 30 | Have any detectors activated since initial event? |  |
| 31 | Does the F&G system remain functional? |  |
| 32 | Is detected event within an enclosed module? |  |
| 33 | Is detected event heat, smoke or flame? |  |
| 34 | When do you expect the F&G system to go offline? |  |
|  | **VISUAL STATUS (from Standby Vessel)** | |
| 35 | Has a Standby Vessel carried out a close inspection? |  |
| 36 | Are there any signs of noise, smoke, fire, gas? |  |
| 37 | Is there any sign of hydrocarbon spillage to sea? |  |
| 38 | Were any other anomalies / impediments noted? |  |

|  |  |  |
| --- | --- | --- |
| **KEY PERMISSIVE CRITERIA**  If the answer to any of these questions is other than ‘Yes’ or ‘N/A’, further consultation between Duty-Holder and Helicopter Operator is required. This may result in more in-depth risk assessment, further data gathering and/or a further period of status monitoring to establish and confirm safe landing conditions**. In some cases it might be necessary contact the FOI(H) from IL&T.** | | |
|  | | Yes/No |
| 1a | Does a ***Communications / Telemetry*** system remain functional? |  |
| 1b | If “No” to 1a, was telemetry available for a suitable period, showing the plant status and Fire & Gas / ESD system status? |  |
| 2 | Has the Installation reacted in accordance with the approved design ***Cause & Effects*** matrix? |  |
| 3 | Do ***Pressures*** and, (where applicable) levels remain constant across the process plant, and at the expected in design and safe levels? |  |
| 4a\* | If the Installation has an ***Auto-vent Capability***, which should have activated – has this been confirmed as complete either by vent valve position indication and vent duration – or topsides pressure indication? |  |
| 4b\* | If the installation has a ***Manual vent capability*** is the residual pressure within design limits and stable? |  |
| 5 | Can you confirm that the activated detection is limited to a single ***F&G Zone***? |  |
| 6 | Can you confirm that ***No Other Detectors*** on the installation have been activated since the initial event? |  |

**\*** either 4a or 4b.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| As Offshore Installation Manager for the subject Platform, I confirm that the information detailed above is true and correct. | | | | |
|  | **Name** | **Signed** | **Date** | **Time** |
| **OIM for Platform** |  |  |  |  |
| **Field OIM** |  |  |  |  |
| **For Helicopter operator (Captain)** |  |  |  |  |
| **AOC holder Notes** | | | | |

**Operations if deemed safe are subject to the following:**

1. Flight by day under VFR conditions only.
2. Only essential personnel shall be carried.