

INDUSTRY STANDARD

NO. 19

Alerting Service for Offshore Helicopters

22 October 2021

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Document Control Sheet

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This document will be controlled in accordance with the NOGEPA Industry Standard No. 80 on Standards and Document Control.

Terms and definitions

| | |
|---------------|--|
| Amsterdam FIC | Amsterdam Flight Information Centre: FIC offers traffic information to uncontrolled traffic in the NSAA. |
| Amsterdam FIR | Amsterdam Flight Information Region |
| AIP | Aeronautical Information Package (https://en.lvn.nl/information-for-airmen/publications-for-airmen) |
| ATA | Actual Time of Arrival |
| ATD | Actual Time of Departure |
| DEP | Departure |
| ATC | Air Traffic Control (offers separation, flight information and alerting service to controlled traffic) |
| ATS | Air Traffic Service |
| ANSP | Air Navigation Service Provider |
| DEST | Destination |
| ETA | Estimated Time of Arrival |
| ETD | Estimated Time of Departure |
| HLO | Helicopter Landing Officer |
| HPZ | Helicopter Protection Zone |
| NSAA | North Sea Area Amsterdam |
| OIM | Offshore Installation Manager |
| POB | Persons on Board (NB! The total of passengers and pilots) |
| SERA | Standardised European Rules of the Air |

Legal Requirements

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|--------------------------|--|
| ICAO Annex 11 | Air Traffic Services |
| Regulation (EU) 016/1185 | Air and operational provisions regarding services and procedures in air navigation |

Related Standards

| | |
|--------------|-----------------------|
| Standard 100 | Helicopter Operations |
|--------------|-----------------------|

Important Nomenclature used in this Standard

| | |
|---|--|
| In the context of this Standard and when so used to describe a method or practice: | |
| 'shall' | means that such method or practice reflects a mandatory provision of law (in Dutch: <i>dwingend recht</i>). Such method or practice is mandatory for those who are the addressees of such provision (mostly the operators). A Standard can describe or quote, but not amend, mandatory provisions. When an operator in exceptional cases for technical, operational or HSE reasons cannot comply, exceptions shall be documented and reported, and risks mitigated. Please note that this does not release the operator from the obligation to comply with the law. * |
| 'should' | means that such method or practice reflects a Good Operating Practice. An operator is generally expected to apply such method or practice, but a specific situation may require a specific alternative. In other words: the operator complies or explains, and documents the explanation. * |
| 'could' | means that such method or practice is of an advisory nature or mentioned by way of example. An operator is not obliged to comply and is not obliged to explain if he does not comply. |
| * Please refer to paragraph 2.3 of Standard 80 (Standards and Document Control), for further explanation on an exception of a 'shall' provision, or on a comply-or-explain of a 'should' provision. | |

1. Scope and application

The procedure described in this Standard aims to ensure the provision of Alerting Service to helicopters operating in the North Sea Area Amsterdam and the North Sea Area V. This commitment is based on the following regulation.

SERA.1001, Regulation (EU) 2016/1185

- a) Alerting Service shall be provided by the air traffic services units:
 1. for all aircraft provided with air traffic control service;
 2. in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and
 3. to any aircraft known or believed to be the subject of unlawful interference.
- b) Unless otherwise prescribed by the competent authority, aircraft equipped with suitable two-way radio-communications shall report during the period 20 to 40 minutes following the time of the last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan, such report to comprise identification of the aircraft and the words 'Operations normal'.
- c) The 'Operations normal' message shall be transmitted air-ground to an appropriate ATS unit.

SERA.1001(b), ED Decision 2016/023/R

The absence of an 'operations normal' message does not constitute a situation of urgency. In the absence of such a report, ATS should endeavor to contact the aircraft on available frequencies. A failure to contact the aircraft could lead to any type of measure including the declaration of 'uncertainty phase'.

Alerting Service aims to ensure that the location and status of the helicopter is monitored during all stages of the flight. Appropriate action shall be initiated if:

- Contact is lost for a period longer than 20 minutes;
- No contact is established within 10 minutes after ETD;
- A helicopter has not landed within 10 minutes after ETA.

Alerting Service is an ATC service assigned by law to an ANSP. Within the Netherlands North Sea area Amsterdam (NSAA), this task is delegated to LVNL/Amsterdam FIC. However, LVNL cannot guarantee radio coverage on all altitudes in the North Sea area, especially on lower altitudes. In these cases, Alerting Service shall be provided by the respective O&G company of the platform(s) served on the flight as published in the AIP. This can be provided in various ways, for instance by Radio Operators, on the platform or remote, by the HLO or OIM. With regard to the delegation of this Alerting Service LVNL and NOGEP A will enter into an agreement. In this way the legal, procedural and functional requirements for the Alerting Service are met.

2. Procedure

2.1 General rule

Flight Information and Alerting Service in the NSAA are responsibilities of Amsterdam FIC. However, Alerting Service may be delegated to the Radio Operator offshore in case Amsterdam FIC cannot guarantee radio coverage. This delegation is arranged by the pilot before entering the HPZ of the platform/rig. The Radio Operator shall not accept this duty unless he is qualified to do so. If the pilot cannot delegate the Alerting Service, also known as flight watch, he shall report this to Amsterdam FIC. In this case Alerting Service will stay with Amsterdam FIC.

Note 1:

If the Alerting Service cannot be delegated to the Radio Operator, it might lead to a lower level of safety in case radio contact with Amsterdam FIC is lost. This should be prevented by all parties concerned.

Note 2:

For the readability of this Standard only the term Radio Operator is used. The Radio Operator in this respect is the nominated person fulfilling the duty of providing the Alerting Service. This can also be the HLO, OIM, or any other person on site or remote as long as he is qualified and able to do so.

2.2 Landing on a platform/rig

Before descending into an HPZ, the Helicopter Pilot shall:

- Establish two-way radio communication with the appropriate Radio Operator.
- Report the ETA, POB and endurance.
- Formally hand over the Alerting Service (flight watch) to the Radio Operator.
- Inform Amsterdam FIC that two-way radio communication with the Radio Operator has been established and that the flight watch is accepted by the Radio Operator.

No later than ETA + 10 MIN, the Helicopter Pilot shall contact the Radio Operator to report the ATA.

2.3 Flying between platforms/rigs (shuttling)

Before take-off for shuttle flights (< 10 MIN) between platforms/rigs, the Helicopter Pilot shall:

- Establish two-way radio communication with the appropriate Radio Operator.
- Report the Destination, ETA, POB and endurance.
- Formally hand over the Alerting Service (flight watch) to the Radio Operator.

No later than ETA + 10 MIN, the Helicopter Pilot shall contact the Radio Operator to report the ATA.

2.4 Take-off from a platform/rig and leaving the HPZ

Before take-off the pilot shall:

- Establish two-way radio communication with the appropriate Radio Operator.
- Report the Destination, ETA, POB and endurance.
- Formally hand over the Alerting Service (flight watch) to the Radio Operator.

Within ATD +10min the Helicopter Pilot shall:

- Establish two-way radio communication with Amsterdam FIC.
- Make a position report to Amsterdam FIC.
- Formally hand over the Alerting Service (flight watch) to Amsterdam FIC.
- Confirm the Radio Operator that the Alerting Service has ended.

2.5 When radio coverage is not available

When radio communication is not possible, the Helicopter Pilot reports his information to Amsterdam FIC or the Radio Operator by telephone or relay.

2.6 Record flight information

- All aircraft movements and communications between the Radio Operator and the Helicopter Pilot shall be accurately recorded.
- The exact method of recording is up to the Radio Operator. He should be able to reproduce a timeline with the above mentioned data as a minimum. Records should be kept for up to 1 (one) month.

3 Overdue Helicopter

3.1 General rule

An Overdue Helicopter is a helicopter which has failed to establish contact within 10 minutes after the ETA/ETD given or 20 minutes since last contact, whichever is the least. See also chapter 2.

The Overdue Action described in this Standard shall be initiated by the Radio Operator if a helicopter is overdue. However it is recommended to commence the Overdue Action if the helicopter has failed to establish contact within 5 minutes after ETA/ETD.

3.2 Overdue action

When a helicopter is overdue the Radio Operator shall:

- Try to establish contact with the helicopter on the allocated work and emergency frequencies.
- If contact cannot be established:
 - Call Amsterdam FIC by telephone on +31 20 406 2192
 - Report an Overdue Helicopter together with the following info
 - Flight number
 - Call Sign
 - Destination
 - ETA
 - POB
 - Endurance
 - Last contact
 - A direct telephone number on which the Radio Operator can be contacted

Amsterdam FIC will now take further action.

Amsterdam FIC shall initiate the Alert Phase and inform the Coastguard .

The Distress Phase will be initiated by the Coastguard.

If an Overdue Helicopter re-establishes contact, or lands, the Radio Operator shall inform Amsterdam FIC immediately.

4 Training

The Radio Operator tasked with the duties described in this Standard shall be trained in helicopter traffic monitoring (NOGEP A Standard 001 on Training – course 1.11).