Perforating Operations

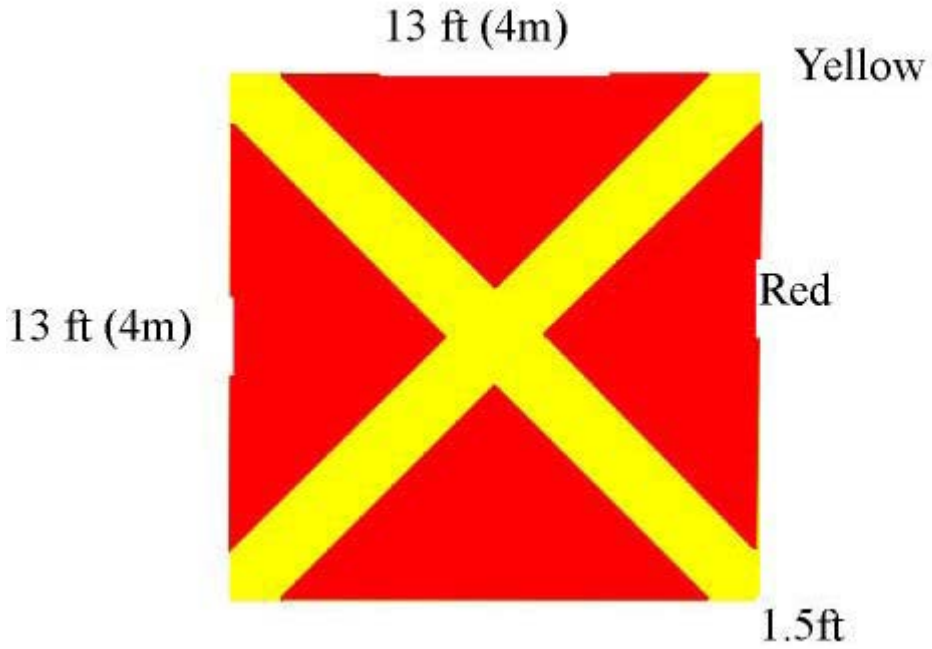
Prior to beginning perforating operations, a hazard assessment will be performed. Included in this hazard assessment will be helicopter operations addressing radio transmissions in the vicinity of explosives. A grounding assessment will also be included.

Notifications will be provided to aviation departments, helicopter operators and bases, and nearby manned platforms on pending perforating operations. Notice to Airmen (NOTAM) system will be activated for the perforating operation and temporary helideck closures. Perforating Operations operational hazards are minimized through timely dissemination of a written NOTAM for pilots by helicopter companies and operators. A NOTAM provides a written description of the hazard, time and duration of occurrence, and other pertinent information. Any potential hazard should be communicated to helicopter operators or company aviation departments as early as possible to allow the NOTAM to be activated.

To supplement the existing NOTAM procedure and further assist in reducing these hazards, a standardized visual signal(s) on the helideck will provide a positive indication to an approaching helicopter of the status of the landing area. Recommended Practice(s) (RP) have been developed to reinforce the NOTAM procedures and standardize visual signals.

Per the RP 92-2,radio warning signs must be clearly visible to passing pilots and this was accomplished by installing a temporary marker the shape of an “X” with “NO RADIO” stenciled in red on the legs of the diagonals. The letters were to be 24 inches high and 12 inches wide.

Per RP 92-2, Rev 1, 12 May 10, the temporary marker, found on the following page is to be installed during the time that charges may be affected by radio transmissions.



Per the RP 92-2, 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.

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").

The above has been replaced by Per RP 92-2, Rev 1, 12 May 10, which states:

1. Pilots when operating within 1,640 feet (500m) of a known perforation operation will avoid radio transmissions from or near the helideck (within 1,640 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.
2. 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 1640 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**.