HMS operating Procedures

Floating installations and vessels experience dynamic motions due to wave action which represent a potential hazard to helicopter operations. It is therefore essential for safe operations that these motions are continuously measured and monitored through the Helideck Monitoring System (HMS) and ship's staffs pass the information to pilots promptly so that mitigating actions can be taken in a timely manner.

These procedures have been produced as a guide to enable ship's staff to have a clear understanding of what information is required and the implications that such information will have in their response,

It is the responsibility of all duty holders to ensure their operators are trained to use the HMS employed on their installation/vessel and have a clear understanding of how it functions and the displays it presents.

Phase	Actions by Radio Operator	Actions by Pilots
Initial contact	Operator passes following information 1. Colour state of deck  2. Pitch and Roll 3. Max Inclination 4. Max Rate of Heave 5. Max Heave **This information MUST be passed every 20 minutes or immediately when a change of data is observed**	1.  Nil landing 2.  Deck safe for landing
Approach	1. Continue to monitor and pass data every 20 minutes. It is important to recognise an increasing trend that may be occurring. 2. Notify helicopter immediately if colour state changes to **Red**. Note time and give crew estimated time for deck to go green.	1. Be prepared to go around if deck is declared Red 2. Calculate if enough holding fuel
On Deck	1. Continue to monitor and pass data every 20 minutes. 2. If the colour state changes to **Red** advise the crew and monitor as to whether it is through a single spike or multiple occasions and advise the helicopter crew accordingly.	1.  No action required. 2. Be prepared to take mitigating actions:

On Deck (cont.)	NOTE: Whilst the helicopter is on deck, the pilot is to be notified immediately by radio if: 1. The vessel, ship or installation changes or intends to change heading by 10 degrees or more. 2. There is any vessel, ship or installation handling or station-keeping problem. 3. There is a significant shift in relative wind (more than 30 degrees). 4. There is any other vessel, ship or installation abnormal event. Such notification is essential in alerting the helicopter crew, who will decide on the appropriate course of action. This may require immediate disconnection of fuel hose and static line to facilitate a quick departure, if required.	i. If, after landing, one oleo has compressed more than the other, level the A/C using the appropriate technique (parking brake/toe brake release and re-apply) ii. Stop all turn-round activities iii. Both Pilots remaining at the controls during refuelling, embarking/disembarking of passengers, bags and freight iv. If operating to the above, confirm passenger numbers, life jackets, hold/sponson limitations have been observed and that the A/C is secure (refuel hose and static leads have been disconnected and clear) by radio contact with the HLO v. Possibly only one activity to take place at a time vi. Swapping embarking/disembarking passengers one at a time vii. If necessary, refuel with passengers on board to maintain A/C weight as high as possible viii. If any flight crew member requires a 'comfort break' then this should be taken after all turn-round activities have been completed and the A/C confirmed as secure Any number of the above may be used depending on the prevailing conditions, but **make it quite clear to the HLO exactly what your intentions are** to prevent any confusion 3  If this is caused by a single ‘spike’, monitor aircraft stability. If there are multiple ‘spikes’ cease all operations, secure the aircraft and depart from the installation