

	Document general	<ul style="list-style-type: none"> • Editorial – wording, references and clarifications • New logos • Helicopter deck owner changed to Helideck operator
2	Helideck Management	<ul style="list-style-type: none"> • Change of title to Helideck Management
2.1	Approval of mobile and fixed facilities	<ul style="list-style-type: none"> • Clarified that it is Havtil and the Norwegian Maritime Authority that approve decks with the assistance of the CAA-N
3.2	Competence and Management	<ul style="list-style-type: none"> • Title changed to Competence and Management • Revised table showing requirements for courses and practice with reference to roles and work tasks, including requirements for courses in weather observation related to Helideck report and dissemination of weather data • Removed TAF. Only METAR is relevant for this group
3.2.1	Competence requirements for weather observation	<ul style="list-style-type: none"> • New
3.2.2	Competence requirements within communication	<ul style="list-style-type: none"> • New
3.4	Responsibilities and duties of the HLO	<ul style="list-style-type: none"> • Improved control of weight in the cargo hold • Inclusion of responsibility in connection with XBR • New bullet point: that the deck is free of traces of leaks and loose objects that could conceivably be from the helicopter after take-off • Deleted the reference to the use of stationery and handheld radios, if power is lost.
3.5	Clothing and personal protective equipment for helideck crew	<ul style="list-style-type: none"> • Changed from 2 to 3 smoke diving equipment • Inclusion of description of fire guard's clothing in connection with fueling
3.6	Staffing the helideck	<ul style="list-style-type: none"> • Manning during an emergency situation shall be described in the facility emergency procedure. • In special cases, extra personnel without training and experience can be used on the helicopter deck.
3.7	Helideck report	<ul style="list-style-type: none"> • Added Lufttransport RW AS email address

		<ul style="list-style-type: none"> • New text: The issuer of the helideck report must obtain an overview of any limitations that apply to the helicopter operation on the facility, such as wind sector and wind strength limitations
3.7.1	Filling in the form	<ul style="list-style-type: none"> • Revised dynamic positioning. • New item: "Helideck Information" - Fuel Quantity available. Enter the total number of liters available which includes all tanks that have been settled. • Revised Wind: Anemometer location – how wind should be stated – average wind and maximum wind • Revised wind information to be provided • Maximum winds of 60 knots or more must always be stated • Revised information under "Other relevant information".
3.9	Notifying and reporting incidents in helideck operations	<ul style="list-style-type: none"> • Changed Altinn to ECCAIRS 2 • Changed HFIS to AFIS
4.1.4	Landing net	<ul style="list-style-type: none"> • Included point that the landing net and guy lines shall not be used beyond the manufacturer's recommended lifetime.
4.1.8	Lighting	<ul style="list-style-type: none"> • Included point that the floodlights shall only be used at the pilot's request and shall be switched off before arrivals and departures to prevent the pilot from being blinded. The light can be switched on after landing to provide adequate working light for the helideck crew when the helicopter is on the deck.
4.1.9	Operating equipment	<ul style="list-style-type: none"> • Added minimum dimensions for wheel chocks, number of clings and their rating and control of weight.
4.1.11	Communication	<ul style="list-style-type: none"> • Specified that the helicopter deck's minimum manning must be able to communicate with the helicopter crew and the facility's radio personnel at all times
4.2.4	Status and repeater lights	<ul style="list-style-type: none"> • Changed the name of the section to Status and repeater light • Described requirements for monitoring communication • Described alternative procedure for requirements for status lights on fixed facilities • Clarified that alternative procedures must be described in internal procedures for the facility • Repeater lights shall be connected to the facility's HSE equipment and activated when the movements exceed the restrictions for a moving helideck.

4.3.2.3	Equipment	<ul style="list-style-type: none"> • Changed foam production response time from 20 to 15 seconds.
5.1.1	Using anti-collision lights to signal the helideck crew	<ul style="list-style-type: none"> • Clarified that the red light is flashing and normally located at the tail rotor
5.2.1	Introduction	
5.2.2	Passenger/cargo manifest	<ul style="list-style-type: none"> • Inclusion of XBR • Noted requirement for the use of scales • Updated standard weights for men and women including 7kg survival suit • Specified that the helicopter deck operator must ensure that the actual weight of baggage and cargo is in accordance with the helicopter manifest
5.2.3	Cargo and passengers together in helicopter cabin	<ul style="list-style-type: none"> • Clarification that it is not permitted to transport cargo and passengers at the same time in a helicopter cabin
5.2.4	Loading the cargo compartments	<ul style="list-style-type: none"> • Replaced detailed information for the S-92 with reference to the loading instructions for this helicopter type
5.2.6	Transporting cargo in the cabin	<ul style="list-style-type: none"> • Change in section name • If cargo is to be placed in the passenger cabin, the cargo must be secured in accordance with the helicopter operator's procedures. • Information about the possibility of heavy loads in the S-92 when using a specially designed loading ramp
5.2.7	Transporting passengers and cargo	<ul style="list-style-type: none"> • Clarified that it is normally not permitted to ship dangerous goods from a facility/vessel
5.2.8	Transporting oil samples	<ul style="list-style-type: none"> • New section
5.2.9	Transporting fish	<ul style="list-style-type: none"> • Specified requirements for packaging fish
5.3.2	Responsibilities	<ul style="list-style-type: none"> • Inclusion of requirement that if one pilot leaves the helicopter, the HLO shall monitor communication with the other pilot in the helicopter, and verbally communicate with the pilot on the helideck. • Deleted: HLO cannot take over control of the airspace or exercise control over helicopter traffic
5.3.4	Helicopter's call sign	<ul style="list-style-type: none"> • Inclusion of Lufttransport (LTR)

6	AVIATION FUEL - INTRODUCTION	<ul style="list-style-type: none"> • New: All maintenance and repairs, apart from what is described in the approval of the refuelling plant, shall take place in consultation with the accredited certification body.
6.2.1	Introduction	<ul style="list-style-type: none"> • New point: Once the test is complete, the sample capsule shall be checked to confirm its function, by applying water and seeing if it changes colour to green.
6.2.2	Water	<ul style="list-style-type: none"> • Filtermonitor replaced by «dirt defence/water barrier» • Image preview changed • Clarified that only the example without an indication of water is approved and found acceptable.
6.3.2	Water detector test procedure	<ul style="list-style-type: none"> • New point: If tests are conducted just before and after refuelling the helicopter, the HLO and pilot shall together verify that the detector capsule functions correctly once the test is complete. This is done by getting the capsule wet and seeing if it changes colour to green.
6.3.4	Sampling and checking	<ul style="list-style-type: none"> • Revised control of hose filters in pressure filling connectors and filling guns. • Added that after inspection of the hose, it should be pressurized to check the pressure fill connection/filling gun for leakage
6.3.6	Sampling during delivery to the helicopter	<ul style="list-style-type: none"> • Clarified that the 3.5 litre sample should be taken shortly before delivery.
6.10.1	Returning transport tanks	<ul style="list-style-type: none"> • Clarification of requirements for sealing and use of seals.
6.12.2	Documentation – maintenance	<ul style="list-style-type: none"> • Specified that maintenance and inspection must be done by certified personnel
7.1.3	Crashing on the helideck	<ul style="list-style-type: none"> • Removed; Description of how throttling/stopping of engines is performed. • Addition of Please note: Helideck crew shall have detailed knowledge of the helicopter types as described in the illustrations in Appendix E.
7.3.2	Risk-reducing measures	<ul style="list-style-type: none"> • Addition of point: Keep zippers on survival suits fully zipped up.
Appendix A	Hand signals	<ul style="list-style-type: none"> • New hand signals for External power on /External power off /Start APU. • New hand signals 4 Start rotor and shut down. • New hand signals 5 Stop refueling and OK
Appendix B	HELICOPTER SAFETY ZONES	<ul style="list-style-type: none"> • Inclusion of Danger Zone for AW189 • deleted SeaKing

Appendix C	Forms for Helicopter Fuel	<ul style="list-style-type: none"> • Monitor er replaced with Dirt Defence/Water Barrier • Inspection of hose, couplings, filling gun, grounding cables replaced with Conduct a visual inspection of the plant for damage and leaks • Control interval: deleted annually
Appendix E	General	<ul style="list-style-type: none"> • Revised and standardized across helicopter type
Appendix F	Introduction	<ul style="list-style-type: none"> • Clarified that the time with the cabin door open <u>should</u> be kept as short as possible to reduce noise exposure.....
	Operation: well before the helicopter's expected arrival	<p>HLO responsibilities</p> <ul style="list-style-type: none"> • Included in point 4: Vessels located in the approach sector, even beyond 1000m, could complicate an approach and should be mentioned, if possible. • New point 6: Reports all known or unknown drone observations to the pilots. • Nytt point 9: Checks that any railings near the stairs are lowered. <p>Helivakt og Brannvakt:</p> <ul style="list-style-type: none"> • Included in point 4: Please note: Check the number of XBR pax on the manifest against the number of pax with XBR bands, and plan for XBR passengers entering the helicopter first.
	Operation: five minutes before the helicopter's expected arrival	<ul style="list-style-type: none"> • HLO: New point 2: Extinguishes floodlights. •
	Operation: immediately before helicopter lands and during landing	<p>HLO:</p> <ul style="list-style-type: none"> • Clarified text regarding crane operation • Revised point 2. Clarified what must be notified to pilots before landing • Revised point 3: Clarified HLO's location before landing
	Operation: After Landing	<p>HLO:</p> <ul style="list-style-type: none"> • New point. Switches on floodlights, if necessary.
	Operation: disembarking and unloading	<p>Heliguard and fireguard</p> <ul style="list-style-type: none"> • Clarified that pax brings luggage to the designated exit

	Operation: boarding of passengers and loading	Heliguard and fireguard <ul style="list-style-type: none"> • New point 3 related to the introduction of XBR • New text: When loading an S92, informs the pilot of the total weight in the top cargo compartment.
	Operation: preparing for take-off	HLO <ul style="list-style-type: none"> • New point: Switches off floodlights. • New point: Checks that any railings near the stairs are lowered. • New point: Immediately notify the pilots if there are traces of leaks or loose objects on the deck that could potentially make contact with the helicopter after take-off. Heliguard <ul style="list-style-type: none"> • Revised point 1. clarified that heliguard leaves the helideck and assumes his position after removing the wheel blocks
	Operation: disembarking around the nose of a S-92A/Super Puma	Specified: <ul style="list-style-type: none"> • Ensure that no one stays or walks in the rotor tip zone.
	Operation: starting engines	Fireguard: <ul style="list-style-type: none"> • specify placement of powder extinguisher
Appendix J	Helicopter fueling with motor running	HLO: <ul style="list-style-type: none"> • New point 2: The HLO walks to the fuel cabinet and takes a fuel sample. • Revised point 3: The HLO and pilot check the fuel sample Fireguard: <ul style="list-style-type: none"> • Pkt 2.: specify placement of powder extinguisher
	Completion of fuelling	HLO <ul style="list-style-type: none"> • Revised point 2: Inclusion of This is checked by the HLO and pilot. The pilot signs the fuel log.
Vedlegg K	Logo	<ul style="list-style-type: none"> • Including Luftransport RW AS • New logo for Offshore Norway • Ny CHC logo
	4.Operations Limitations	<ul style="list-style-type: none"> • Night Semisub included in table for Heavy and Medium. Deleted note on Semi Submersibles Category 1 helidecks is at night limited to P/R: +/- 3,0 and inclination +/- 3

		<ul style="list-style-type: none"> • Deleted + i HR kolonnen • Deleted HA(Heave Amplitude(m) • Notes: Revised point g) inclusion of following text; The ship shall be maneuvered out of wind by 30 degrees to improve visual cues during landing/take-off.
	Ch.10	<ul style="list-style-type: none"> • Revised "revision history" in the document • New requirement: All HMS data (Helideck monitoring system) shall be made available for sharing in real time with the helicopter operators.