

- (c) Wind socks or indicator should be clearly visible to provide upward indication for the pilot.

#### i. Helideck/Heliport Operational Warning(s)/Procedure(s) – Closed Helidecks or Heliports

**1. Background.** A white “X” marked diagonally from corner to corner across a helideck or heliport touchdown area is the universally accepted visual indicator that the landing area is closed for safety of other reasons and that helicopter operations are not permitted. The following practices are recommended.

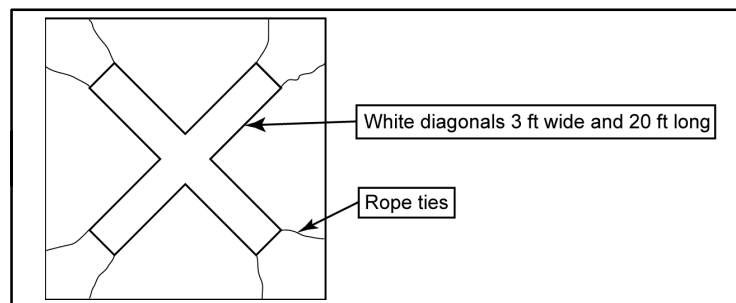
**(a) Permanent Closing.** If a helideck or heliport is to be permanently closed, X diagonals of the same size and location as indicated above should be used, but the markings should be painted on the landing area.

**NOTE–**

*White Decks: If a helideck is painted white, then international orange or yellow markings can be used for the temporary or permanent diagonals.*

**(b) Temporary Closing.** A temporary marker can be used for hazards of an interim nature. This marker could be made from vinyl or other durable material in the shape of a diagonal “X.” The marker should be white with legs at least 20 feet long and 3 feet in width. This marker is designed to be quickly secured and removed from the deck using grommets and rope ties. The duration, time, location, and nature of these temporary closings should be provided to and coordinated with company aviation departments, nearby helicopter bases, and helicopter operators supporting the area. These markers **MUST** be removed when the hazard no longer exists. (See FIG 10–2–2.)

**FIG 10–2–2**  
**Closed Helideck Marking**



#### j. Offshore (VFR) Operating Altitudes for Helicopters

**1. Background.** Mid-air collisions constitute a significant percentage of total fatal offshore helicopter accidents. A method of reducing this risk is the use of coordinated VFR cruising altitudes. To enhance safety through standardized vertical separation of helicopters when flying in the offshore environment, it is recommended that helicopter operators flying in a particular area establish a cooperatively developed Standard Operating Procedure (SOP) for VFR operating altitudes. An example of such an SOP is contained in this example.

##### 2. Recommended Practice Example

**(a) Field Operations.** Without compromising minimum safe operating altitudes, helicopters working within an offshore field “constituting a cluster” should use altitudes not to exceed 500 feet.

##### **(b) En Route Operations**

(1) Helicopters operating below 750’ AGL should avoid transitioning through offshore fields.

(2) Helicopters en route to and from offshore locations, below 3,000 feet, weather permitting, should use en route altitudes as outlined in TBL 10–2–1.