

TBL 10-2-1

Magnetic Heading	Altitude
0° to 179°	750'
	1750'
	2750'
180° to 359°	1250'
	2250'

(c) **Area Agreements.** See HSAC Area Agreement Maps for operating procedures for onshore high density traffic locations.

**NOTE-**

*Pilots of helicopters operating VFR above 3,000 feet above the surface should refer to the current Federal Aviation Regulations (14 CFR Part 91), and paragraph 3-1-4, Basic VFR Weather Minimums, of the AIM.*

(d) **Landing Lights.** Aircraft landing lights should be on to enhance aircraft identification:

- (1) During takeoff and landings;
- (2) In congested helicopter or fixed wing traffic areas;
- (3) During reduced visibility; or,
- (4) Anytime safety could be enhanced.

**k. Offshore Helidecks/Landing Communications**

**1. Background.** To enhance safety, and provide appropriate time to prepare for helicopter operations, the following is recommended when anticipating a landing on an offshore helideck.

**2. Recommended Practices**

(a) Before landing on an offshore helideck, pilots are encouraged to establish communications with the company owning or operating the helideck if frequencies exist for that purpose.

(b) When impracticable, or if frequencies do not exist, pilots or operations personnel should attempt to contact the company owning or operating the helideck by telephone. Contact should be made before the pilot departs home base/point of departure to advise of intentions and obtain landing permission if necessary.

**NOTE-**

*It is recommended that communications be established a minimum of 10 minutes prior to planned arrival time. This practice may be a requirement of some offshore owner/operators.*

**NOTE-**

**1.** See subparagraph 10-2-1d for Tanker Operations.

**2.** *Private use Heliport.* Offshore heliports are privately owned/operated facilities and their use is limited to persons having prior authorization to utilize the facility.

**l. Two (2) Helicopter Operations on Offshore Helidecks**

**1. Background.** Standardized procedures can enhance the safety of operating a second helicopter on an offshore helideck, enabling pilots to determine/maintain minimum operational parameters. Orientation of the parked helicopter on the helideck, wind and other factors may prohibit multi-helicopter operations. More conservative Rotor Diameter (RD) clearances may be required under differing condition, i.e., temperature, wet deck, wind (velocity/direction/gusts), obstacles, approach/departure angles, etc. Operations are at the pilot's discretion.

**2. Recommended Practice.** Helideck size, structural weight capability, and type of main rotor on the parked and operating helicopter will aid in determining accessibility by a second helicopter. Pilots should determine that multi-helicopter deck operations are permitted by the helideck owner/operator.