Modified Deck Handling Guidance for "Steady Amber" Status

The following should be considered when operating on an offshore installation in steady amber conditions, in order to minimise time on-deck and to maximise A/C weight:

- At touchdown, take particular care to align the aircraft with the wind
- Both pilots remain at the controls during re-fuelling, embarking/disembarking of passengers, bags and freight. If any of the crew members requires a 'comfort break' then this should be taken after all turn-around activities have been completed and the A/C confirmed as secure
- Swapping embarking/disembarking passengers one at a time
- If necessary, refuel with passengers on board to maintain A/C weight as high as possible

Any number of the above may be used depending on the prevailing conditions, but pilot to make clear to the HLO in advance exactly what course of action is to be taken to prevent any confusion.

Mitigation for "Flashing Amber" Status

- RO to investigate cause of flashing amber – vessel heading change or wind direction change.
    - If due to vessel heading change, RO to take action to correct heading.
    - If due to wind direction change, RO to advise changes in trend, and pilot to decide what mitigating action is required.
- If the relative wind direction angle continues to increase and becomes red, prepare to take off and re-land on the deck oriented into wind. If the light turns red towards the end of the on-deck period whilst passengers/cargo are embarking, prepare for take-off as per normal but without delay.
- Preparing for take-off to re-align helicopter: 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. Request deck landing status from RO (blue/amber/red) while preparing for take-off.