

PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street

Vancouver, B.C

V6E 4A4



NOTICE TO INDUSTRY

Date Issued: 24 November 2015

Notice Number: 08/2015

Subject: Pilot Transfers by Helicopter on the North Coast

Geographic Area: Triple Island Boarding Station and Prince Rupert Outer Anchorages

Details:

The Pacific Pilotage Authority (PPA) is commencing a pilot transfer program using helicopter hoisting in Prince Rupert which will enable more efficient use of our marine pilots' time. To ensure the program's success we request the cooperation and assistance of shipping agents.

The following information and procedures describe how shipping agents will interact with both

- the PPA's dispatch department (Dispatch), and
- the helicopter service provider in Prince Rupert, Great Slave Helicopters' (GSH) Marine Operations Coordination Centre (MOCC).

These procedures are designed to assist the PPA and GSH to implement the program quickly and efficiently with immediate effect. The procedures may evolve as we gain experience with the program and your feedback is always welcome.

Guidelines:

Please be prepared for changes to these guidelines as we become more adept at hoisting over time.

PPA launch is still & always will be available

The PPA is not altering the availability of its launch. The launch and the helicopter will work together to increase the efficient transportation of marine pilots.

Area of operations

The helicopter will perform marine pilot transfers at the following locations:

- Triple Island
- Prince Rupert outer anchorages (anchorage #9 and above)

Note on Boarding Station Positions

The Helicopter Boarding Station will vary slightly to the northwest from Triple Island. For your reference:

Triple Island Boarding Station is located at: 54° 17' 36" North and 130° 52' 40" West.
The Helicopter Boarding Station is located at: 54° 19' North and 131° 02.5' West.

Daylight Restriction

During the initial period of the program, transfers by helicopter will be done in daylight hours only. The helicopter may not take off before sunrise or land after sunset. We do not use civil twilight hours.

The launch will perform all after-dark and night-time transfers. Dispatch will err on the side of caution when choosing to schedule either the launch or helicopter close to sunrise or sunset.

It is our intention to progress toward a round-the-clock helicopter transfer program as soon as feasible.

Type of transfers

There are two types of transfers that GSH will perform:

- Hoisting
- Land on deck

The preferred method of transfer will be hoisting. There are times where land on deck will be the only option. Dispatch and/or GSH will discuss with the agent when necessary.

Pre-flight Checklist document

A copy of the checklist document accompanies this notice. Agents should make themselves familiar with this document. The pre-flight checklist must be completed by every vessel using Triple Island and/or Prince Rupert anchorages. The Authority requests that agents send the checklist to vessels as soon as possible once it is known that the vessels are calling at Triple Island and/or Prince Rupert anchorages.

Agents' responsibility

- Agent to send checklist to every affected vessel as soon as possible.
- Agents to ensure that masters complete and return the checklist.
- Completed forms to be emailed to Dispatch and GSH (these email addresses are included in the checklist).
- In the email, Agents to inform PPA Dispatch and GSH if vessels do not meet the checklist requirements.
- Agents to inform Dispatch and GSH if vessels do not wish to use the helicopter.
- Vessels not wishing to use GSH must provide reasonable grounds for the refusal.
- Vessels not wishing to use GSH without reasonable grounds may be obliged to use GSH.

Note on communications with GSH MOCC

Agents should be prepared for direct communications from GSH MOCC. Likewise Agents should feel free to contact the MOCC directly. The MOCC's contact information appears at the end of this document.

Note on cruise ships

At this time, cruise ships are not included from these procedures. Cruise ship pilot transfers will continue to be performed by launch unless a helicopter transfer is specifically requested by the vessel or agent. Agents to contact Dispatch with such requests.

Online Agent Portal and PPA Traffic Pages

Once selected by Dispatch, the method of transfer can be viewed on the PPA's traffic pages and in the Agent Portal. The method of transfer will be in brackets behind the name of the 'From' and/or 'To' locations. Agents are unable to indicate a transfer method in the Agent Portal. That is a function of Dispatch.

Cost

The cost of the transfers, including fuel surcharge, is the same for the launch and the helicopter at all locations.

Thank you

The PPA relies on our industry partners to help make both our launch and helicopter programs a success. We wish to thank you in advance for your assistance. We hope to demonstrate and realize efficiencies inherent in the new helicopter transfer system as soon as possible. Thank you for your cooperation.

Contact info

PPA Dispatch

Phone: 1-604-666-6776

Email: dispatch@ppa.gc.ca

GHS MOCC

Phone: 1-250-706-3235

Email: mocc.ypr@gsheli.com

Please contact the undersigned at bruce@ppa.gc.ca or by telephone at 604-666-3519 if there are any queries, concerns or a need to further discuss the subject.

Bruce Northway, MBA

Manager, Operations and Labour Relations



HELICOPTER BOARDING STATION LOCATION:

54° 19' NORTH and 131° 02.5' WEST

**ALL SHIP / HELICOPTER COMMUNICATIONS WILL TAKE PLACE ON
VHF MARINE CHANNEL 9**

Checklist for Marine Pilot Transfers using a BK – 117 Helicopter

Once complete, please return completed pages to dispatch@ppa.gc.ca & mocc.ypr@gsheli.com

Name of Ship: _____

ALL OPERATIONS CHECKLIST

The following conditions must be met before approval will be granted to conduct marine pilot transfers by BK-117 helicopter. If the conditions cannot be met, provide details of non-conformity in the comments section.

Checklist Item	Yes/No	Comments	Initial
1. Fire-fighting equipment will be ready for immediate use during all helicopter operations			
2. One lifeboat or rescue boat will be swung out and ready to lower for immediate use during all helicopter operations			
3. All gantries/cranes/loose gear will be secured and hatches/openings must be closed during all helicopter operations			



WINCH OPERATIONS CHECKLIST

Is there a designated “WINCH ONLY” area on the vessel? YES NO

If YES, please provide location: _____.

If NO designated “WINCH ONLY” area, where are other preferred locations for winching operations:

1. _____
2. _____
3. _____

Where possible, please provide pictures of the above listed locations.

With respect to the above listed hoist location(s), the following conditions should be met before approval will be granted to conduct winching operations for the embarking / disembarking of a pilot by the BK-117 helicopter. If the conditions cannot be met, provide details of non-conformity in the comments section. The checklist items are recommendations from the International Chamber of Shipping Guide to Helicopter / Ship Operations.

Checklist Item	Yes/No	Comments	Initial
1. There is a minimum of a 5m diameter winch area that is clear of obstructions			
2. Outside of the clear area, there is an inner maneuvering zone with a diameter of 1.5D (19.5m) where no obstructions are above 3m in height			
3. Outside the inner maneuvering zone, there is an outer maneuvering zone with a diameter of 2D (26m) where no obstructions are above 6m in height			
Additional Item	Yes/No	Comments	Initial
4. Is your vessel equipped with Panama Sun Shades on the bridge wings? Are the Sun Shades removable?			
5. If yes, please remove the Panama Sun Shades for possible hoist to bridge wing.			



DECK LANDING OPERATIONS CHECKLIST

Is there a designated helicopter landing area on the vessel? YES NO

If YES, please provide location and complete the appropriate checklist.

Where possible, please provide pictures of the helicopter landing area and surrounding obstacles.

Helideck Location: _____.

'D' Value for ship's helicopter landing Area: _____.

The following conditions should be met before approval will be granted to land on the helideck for embarking / disembarking a pilot by the BK-117 helicopter. Refer to the diagrams on pages 4 and 5. If the conditions cannot be met, provide details of non-conformity in the comments section. The checklist items are recommendations from the International Chamber of Shipping Guide to Helicopter / Ship Operations.

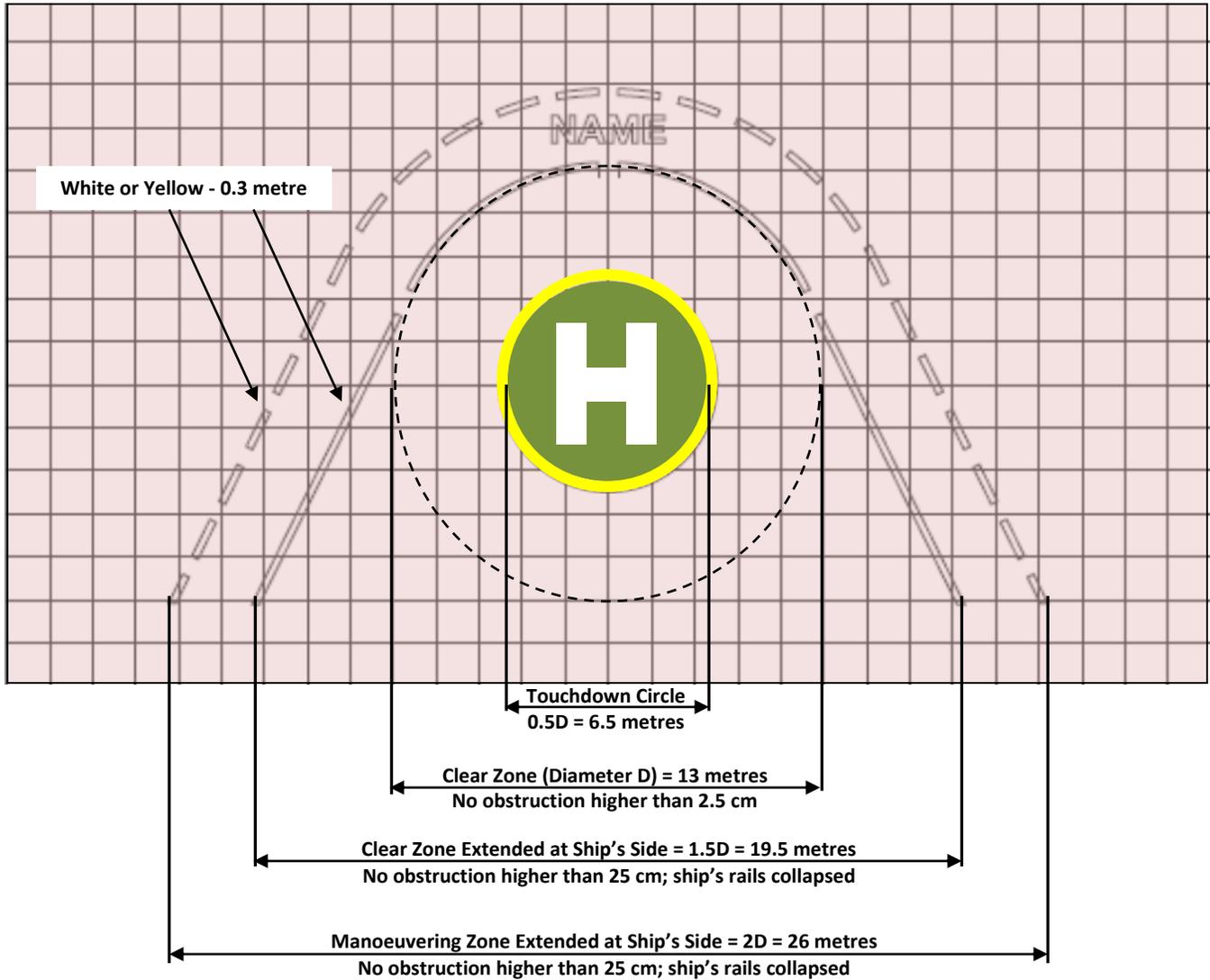
Checklist Item	Yes/No	Comments	Initial
1. The 'Touchdown Circle' diameter is a minimum of '0.5D' = 6.50 m or greater and is marked with a contrasting color.			
2. The 'Clear Zone' diameter 'D' is a minimum of 13.0 m, which is marked with a 0.3 m wide white line with the diameter (in metres) labeled with 0.6 m high white figures.			
3. The 'Clear Zone – Extended at Ship's Side' is a minimum of '1.5D' = 19.5 m or greater			
4. Any obstructions higher than 2.5 cm in the Clear Zone and Touchdown Circle are clearly marked.			
5. The 'Manoeuvring Zone – Extended at Ship's Side' is a minimum of '2D' = 26.0 m or greater			
6. For helicopter landing areas at ship's side, the ship's rails will be collapsed (or removed) over the entire length of the maneuvering zone			
7. The 'Clear & Maneuvering Zones – Extended at Ship's Side' have no obstructions that are higher than 25 centimetres			
8. The 'Landing Area' is able to withstand a maximum weight of 3350 kilograms			



Master's signature _____

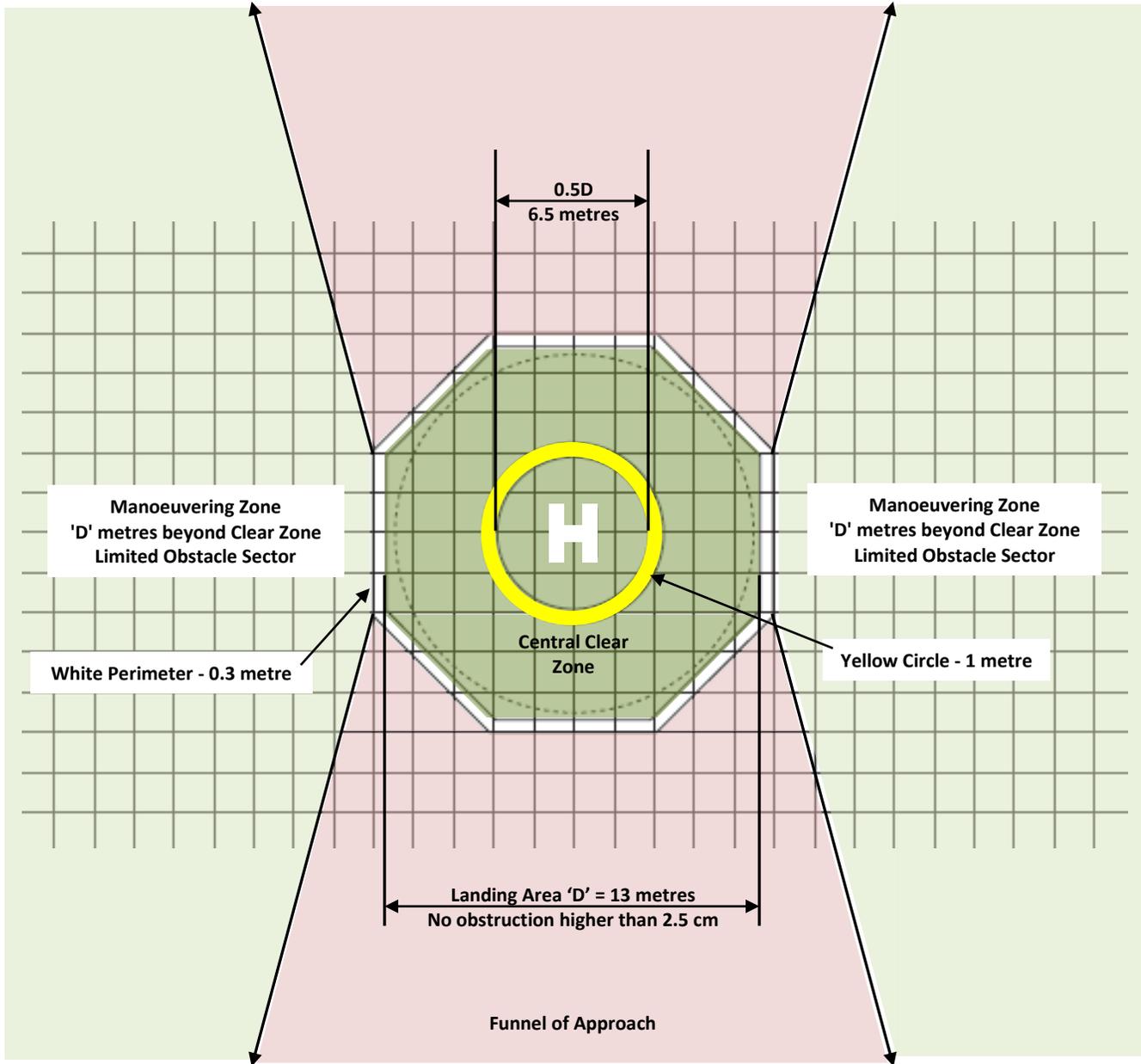
Date: _____

Helicopter Landing Area at the Ship's Side





Helicopter Landing Area Amidships on Centreline





BK-117 Helicopter Dimensions

Largest Overall Dimension of Helicopter (Length) 'D'	13.0 metres
Height from Deck to Rotors	3.36 metres
Rotor Diameter	11.0 metres
Maximum Weight	3350 kilograms

