

Maneuver 21: PLATFORM APPROACH

TASK: APPROACH TO A PLATFORM

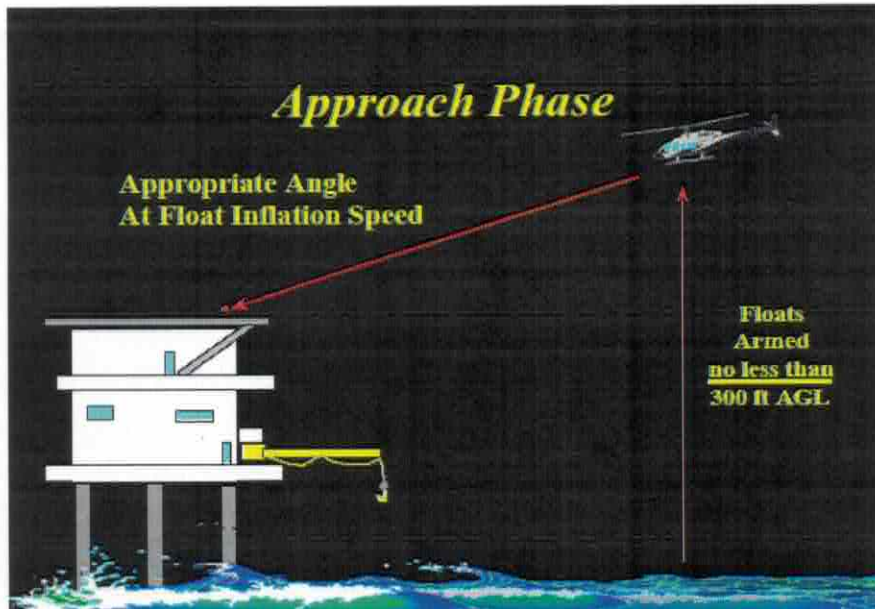


Figure 19-10 Platform Landing

STANDARD:

- As into the wind as possible.
- High reconnaissance at 500' AGL or above.
- Floats armed prior to descending below 300' AGL.
- Arrive at the center of the available area with a 3 to 5 foot hover.

DESCRIPTION:

- As much as possible, approach direction shall be into the true wind, with consideration given to obstacles, forced landing areas, etc.
- Perform a high reconnaissance at a recommended altitude of 500' AGL.
- Circle the landing area during the high recon to determine wind direction, obstructions, crane operations, etc.
- On final approach, intercept a slightly steeper than normal approach angle at or above 300 feet AGL. For those aircraft equipped with a float arming switch, the float system shall be armed prior to descending below 300 feet AGL (and below float arming speed); and shall remain armed until the aircraft is on the platform.
- Maintain rate of descent with collective, aircraft in trim until reaching 50 feet above intended landing area, and ground track and closure rate with cyclic.

- Be prepared to execute a go around if conditions of imminent entry into settling with power are encountered.
- When the aircraft is approximately 50 feet above the intended landing area, align skids with the direction of travel.
- Plan to arrive at the center of the available landing area with a 3 to 5 foot hover and little or no appreciable flare, reposition the aircraft to remain clear of the stairwell prior to landing.

SPECIAL CONSIDERATIONS:

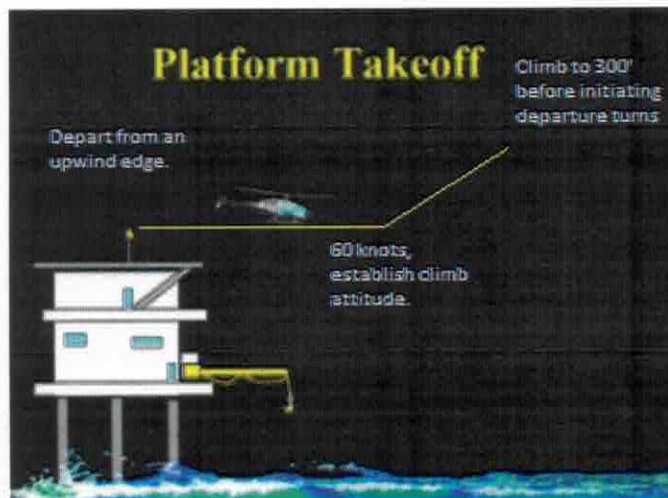
- Approach and landing to drill barges, rolling tenders, etc.

REFERENCES: FAA-H-8083-21 RFH & FAA-S-8081-16 PTS

Maneuver 22: PLATFORM TAKEOFF

TASK: TAKE-OFF FROM A PLATFORM

Figure 19-11 Platform Take-Off



STANDARD:

Float pin shall be removed for all over water flights.

Departures must always begin from a stabilized hover and be as into the wind as possible. Apply slight increase in collective, note positive rate and engine performance.

Apply forward cyclic to transition to forward flight.

As the helicopter moves out of ground effect, maintain altitude and accelerate to no less than 60 knots.

Do not lose altitude after clearing the platform.

Once 60 KIAS is achieved, set cruise power and climb to cruise altitude.

The aircraft may be turned toward, but not away from the wind until above 300' AGL.