



**REFABS LIMITED**  
**INFORMATION FOR HELICOPTER CREWS**

The system can be viewed at [www.refabs.com](http://www.refabs.com) with a video on the “Press release” page.

The REFAB bird control system has undergone an extensive trial on the Hyde Platform in the West Sole Alpha field for BP for 10 months during 2005 and has proved a success in keeping the deck Guano free throughout the period, creating a safer and healthier working environment for all concerned.

As a consequence several Offshore Oil & Gas companies are currently in the process of purchasing the system and it should be seen on various decks in the future.

Notification will be through the normal channels of HCA.

The system will be located to ensure it meets the obstruction requirements described in CAP 437 Chapter 3.

Ideally the unit will be positioned in the 150 degree sector on the platform steps outside the “D” circle allowing an infringement of up to 0.05D. On a typical 16m deck this would allow 800mm above deck height when located in the first segment of the LOS outside the obstacle free sector. If the unit cannot be placed within the 150 degree sector but has to go in the 210 degree sector the infringement will not exceed 250mm above the helideck level.

During normal operations when the platform in question is fully operational the REFAB unit cannot operate during Helicopter movements as it will have been ***de-activated by the controlling platform through telemetry switching for a landing to an unmanned deck.*** Prior to landing on a manned deck the REFAB system will have been de-activated by the HLO or intervention team leader.

The REFAB system has an inbuilt mechanical retraction system in case the Platform has a power failure at a time when the REFAB unit is inflated thereby drawing the material envelope safely back into its housing.

The only time Aircrew should see the REFAB unit operating is on the rare occasion when the telemetry system from the controlling platform is not operational and the platform cannot de-activate the REFAB unit. Aircrew should then be aware that the REFAB unit could inflate whilst they are on final approach and landing. If located in the LOS this should not constitute an obstruction but may, depending on approach path, cause a visual distraction. ***For platforms where the REFAB unit is located within the obstacle free sector aircrew must avoid over-flight of the REFAB unit and must be informed by the controlling platform prior to helicopter operations commencing if this should be the case.***

When landing on a manned platform the REFAB unit will never be operational as it will have been de-activated by the HLO.