



Exploration & Production

GENERAL SPECIFICATION

Logistics and Operational Support

GS EP LSO 131

Helicopters personnel specification
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1. Scope

This General Specification summarises the requirements to crew an HELICOPTER contracted by TOTAL. The attached specifications here below are considered as a minimum of standard for contracted aircraft. The general specification and the crew specifications can be amended by aviation experts before to be attached on the TOTAL aviation standard contract 1304 & 1306.

This General Specification is based on the following main documents: the [ICAO Annex 6 Part III](#), [ICAO annex 1](#), [OGP Report No. 390](#).

2. Reference documents

The reference documents listed below form an integral part of this General Specification. Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published at the EFFECTIVE DATE of the CONTRACT.

Standards

Reference	Title
ICAO Annex 6 Part III	Operation of Aircraft -International Operations Helicopters
ICAO Annex 1	Personnel licensing

Professional Documents

Reference	Title
Not applicable	

Regulations

Reference	Title
EASA part 66 Annex 3	

Codes

Reference	Title
Not applicable	

Other documents

Reference	Title
OGP Report No. 390	Aircraft Management Guide

**Total General Specifications**

Reference	Title
Not applicable	

3. Work rotation

Contractor is responsible for arranging the rotation of permanent based people so that the work continues uninterrupted.

4. Personnel qualifications Flight crews**4.1 General**

Pilot age limitation:

- For single pilot operations, the pilot shall be younger than 60th birthday.
- For operations with two (2) pilots, one (1) pilot shall be younger than 60th birthday; the second pilot shall be younger than 65th birthday.

One (1) pilot is acceptable for VFR operations with six (6) passengers and less.

Two (2) pilots are requested for VFR operations above six (6) passengers.

Two (2) pilots are requested for IFR operations.

For helicopter certified under JAR 29 or FAR/CS/PART 29, the commander shall hold the Airline Transport Pilot Licence (ATPL Helicopter), including Instrument Flight Rating.

For helicopter certified under JAR 27 or FAR/CS/PART 27, the commander shall hold as a minimum the Commercial Pilot Licence (CPL Helicopter), including Instrument Flight Rating.

For helicopter certified under JAR 27/29 or FAR/CS/PART 27 or 29, the co-pilot shall hold as a minimum the Commercial Pilot Licence (CPL Helicopter), including Instrument Flight Rating.

For aerial work under visual flying rules, the Commercial Pilot Licence is acceptable.

4.2 Experience**4.2.1 Commander**

Total flight hours with functions of helicopter pilot: minimum of three thousand (3,000) hours.

- Minimum of which: fifteen hundred (1500) HRS with function of Commander on any type of helicopters or shall have received an appropriate commander course validated by the DGEP aviation advisors;
- Minimum of which: one thousand (1000) HRS on multiengine helicopter (*);
- Minimum of which: one hundred (100) HRS as a total of night flight experience;
- Minimum of which: one hundred (100) HRS as Commander on helicopter type concerned by CONTRACT.

(*) Required only when the helicopter concerned by CONTRACT is a multiengine helicopter.



In addition:

- Offshore flight experience required for offshore operations is a minimum of five hundred (500) HRS;
- Seismic / Helirig / cargo sling experience: minimum three hundred (300) HRS;
- Mountain experience: previous experience on similar operations.

4.2.2 Co-pilot

Total flight hours with functions of helicopter pilot: minimum of five hundred (500) hours.

- Minimum of which: fifty 50 HRS on helicopter type concerned by CONTRACT
- At a minimum, the co-pilot shall have experience concerning approach, landing and take-off procedures on offshore installations.

4.3 Additional training required for pilots

- English ICAO level 4 as a minimum (non English native)
- Six (6) months proficiency checks;
- Yearly Instrument check;
- Yearly line check;
- Yearly emergency drills and survival training;

Yearly, a minimum of four (4) hours per pilot flying on simulator (on the contracted Aircraft type if available):

- The simulator used shall be a Full Flight Simulator minimum level C or D or a Flight Training Device minimum level 3 (European Aviation Safety Agency (EASA) certified) or level 6 (Federal Aviation Administration (FAA) certified);
- Line Oriented Flight Training (LOFT) shall be conducted during simulator training.
- Initial Crew Resource Management + Yearly CRM recurrent training.

For offshore operations:

- HUET (Helicopter Underwater Escape Training): a recurrent training session of HUET for the helicopter crew must be performed every three (3) years.
- NDLP (Night Deck Landing Practice): three (3) night helideck landings must be performed by the helicopter crew in the last ninety (90) days (required by contract for the crew to perform night Medevac on offshore installations or personnel transport at night).

For Hoist operations: (if required in the scope of work Exhibit "A")

- Three (3) hoist operations must be performed by the helicopter crew in the last ninety (90) days.

For Search And Rescue (SAR) operations: (if required in the scope of work Exhibit "A")

- Initial training and experience shall be approved by DGEP Aviation experts. For recurrent, see the hoist operations.



For External load operations: (if required in the scope of work Exhibit "A")

- Under slung antipollution spray boom device : one (1) operation must be performed by the helicopter crew in the last one hundred eighty (180) days.
- A recurrent training shall be performed once every six (6) months.

5. Flight and Duty time limitations

The Company limitations mentioned here below shall be applied, except if local regulations are more stringent.

5.1 Flight time for dual pilots

- One thousand two hundred (1200) hours of flight time for each pilot per twelve (12) consecutive months,
- hundred and twenty (120) hours of flight time for each pilot in twenty eight (28) consecutive days,
- forty five (45) hours of flight time for each pilot in seven (7) consecutive days,
- ten (10) hours of flight time for each pilot in twenty four (24) consecutive hours for dual pilot operations,
- eight (8) hours of flight time for each pilot in twenty four (24) consecutive hours for cargo sling operations.

5.2 Flight time for single pilot operations

- One thousand (1000) hours of flight time for each pilot per twelve (12) consecutive months,
- hundred (100) hours of flight time for each pilot in twenty eight (28) consecutive days,
- thirty five (35) hours of flight time for each pilot in seven (7) consecutive days,
- eight (8) hours of flight time for each pilot in twenty four (24) consecutive hours for single pilot operations,
- seven (7) hours of flight time for each pilot in twenty four (24) consecutive hours for cargo sling operations.

5.3 Duty time limitations

- Fourteen hours (14) in the consecutive twenty four (24) hours

6. Personnel qualifications required for Mechanics

6.1 Personnel number

Contractor shall provide adequate number of mechanics in order to support the flight activity. This number shall not be less than one (1) full time dedicated mechanic per Aircraft, fully qualified on airframe and power plant (B1, [EASA part 66 Annex 3](#)) or equivalent.

6.2 Certifying staff and support staff qualification

Certifying staff shall be qualified as B1 (EASA part 66 Annex 3) or B2 (EASA part 66 Annex 3) or Airframe & Power plant or Avionics (American standards). National equivalence of the qualification shall be demonstrated.

The certifying staff shall be in compliance with the following conditions:

- The person shall hold a licence or a certifying staff authorisation issued under the country's National regulations in compliance with ICAO Annex 1.
- Line maintenance certifying staff and base maintenance support staff shall receive type training at a level corresponding to ATA 104 level 3 (EASA part 66 Annex 3) for every aircraft on which they are authorised to make certification.
- Base maintenance certifying staff must receive type training at a level corresponding to at least ATA (Air Transport Association) 104 level 1 for every aircraft on which they are authorised to make certification.
- Aircraft type training course shall be approved by the Authority, or shall be provided by the helicopter or engine manufacturer).

6.3 Personnel experience

The mechanics whose specialisation is engine or airframe shall have six (6) years minimum experience as mechanics, of which two (2) years shall have been performed on the same type of Aircraft (except for new type introduction and with approval of LSO aviation advisers) and as responsible for signing up technical documents (capability to sign up a Certificate of Release to Service).

The mechanics whose specialisation is avionics shall have three (3) years minimum experience as avionics of which one (1) year shall have been performed on the same type of AIRCRAFT (except for new type introduction and with approval of LSO aviation advisers), and as responsible for signing up technical documents (capability to sign up a Certificate of Release to Service).

The mechanics must be able to speak, to read and to write in the language of the technical documentation and of the maintenance procedures defined by the CONTRACTOR or the approved maintenance organization.

6.4 Work time limitations

- Twelve hours (12) in the consecutive twenty four hours

6.5 Additional training for mechanics

- initial and recurrent (every 2 years) "Human Factor" and "Airworthiness Regulations" courses;
- initial and recurrent (every 2 years) "Internal Procedure" course;
- initial and recurrent (every 2 years) "Aircraft Type" course;
- initial and recurrent (every 2 years) "Fire Fighting and Emergency" course.



Appendix 1 Flight and duty time limitation Summary table

1 - Flight time (FTL)

6.5.1.1 Dual pilots (Exhibit "E" 2.2.1)	
12 consecutive months	1200 hours
28 consecutive days	120 hours
7 consecutive days	45 hours
24 consecutive hours	10 hours
24 consecutive hours (cargo sling Ops)	8 hours
6.5.1.2 Single pilot (Exhibit "E" 2.2.1)	
12 consecutive months	1000 hours
28 consecutive days	100 hours
7 consecutive days	35 hours
24 consecutive hours	8 hours
24 consecutive hours (cargo sling Ops)	7 hours

2 - Duty Time (DTL)

24 consecutive hours	14 hours
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Appendix 2 Crews requirements summary table Rotary Wings (RW)

(Reference: Standard Contract 1304: Exhibit E or Current contract)

1 - Commander Rotary Wings				
Type of operations	VFR < 7 Pax: 1 pilot	VFR > 6 Pax: 2 pilots	IFR: 2 pilots	Aerial Work: 1 pilot
Age (as per ICAO or Local regulation if more stringent) (Exhibit "E" 2.1.1)				
Airline Transport Pilot License (ATPL) (Exhibit "E" 2.1.1)				
Mandatory JAR/FAR 29 certified helicopter				
Commercial Pilot License (CPL) (Exhibit "E" 2.1.1)				
JAR/FAR 27 certified Helicopter only				
Commercial Pilot License CPL (Exhibit "E" 2.1.1) for Aerial work only				
Instrument Rating (Exhibit "E" 2.1.1)				
English ICAO Level 4 minimum (except English native)				
Experience (Exhibit "E" 2.1.2.1)				
Total Flight Time on Helicopter	(Mini 3000 h)			
As Commander (all types)	(Mini 1500 h)			
Multi Engine	(Mini 1000 h)			
Night Flight	(Mini 100 h)			
On type	(Mini 100 h)			
Offshore	(Mini 500 h)			
Seismic/Helirig/Cargo sling (if contract relevant)	(Mini 300 h)			
Mountain	Previous experience on similar operations			



Additional recurrent Training & Checking (Exhibit "E" 2.3)	
<i>Training subject</i>	<i>Validity</i>
Proficiency check (PPC/OPC)	(6) Six month
Line check	(12) Twelve month
Emergency drills and survival training	(12) Twelve month
Simulator on FFS level "C" or "D" or FTD level 3 (EASA) level 6 (FAA) certified (4 hours minimum & LOFT training included)	(12) Twelve month
CRM initial and recurrent training	(12) twelve months (recurrent)
HUET	3 years
Night Deck Landing Practice (NDLP) recency	90 days
Antipollution Recency If required in Exhibit "A"	(180 days)
SAR: Initial and recurrent experience required If required in Exhibit "A"	To be approved by DGEP aviation experts
Hoist operations If required in Exhibit "A":	3 winching full cycles within last 90 days



2 - Co-Pilot Rotary Wings				
Type of operations	VFR < 7 Pax: 1 pilot	VFR > 6 Pax: 2 pilots	IFR: 2 pilots	Aerial Work: 1 pilot
Age (as per ICAO or Local regulation if more stringent)				
Medical				
ATPL or CPL (Exhibit "E" 2.1.1) <i>JAR/FAR 27 or 29 certified helicopter</i>				
CPL (Exhibit "E" 2.1.1) <i>Aerial work</i>				
Instrument Rating (Exhibit "E" 2.1.1)				
Contractual aircraft Type rating				
English ICAO Level 4 minimum (except English native)				
Experience (Exhibit "E" 2.1.2.2)				
Total Time	(Mini 500 h)			
As Commander (all types)	No minimum requirement			
Multi Engine	No minimum requirement			
Night Flight	No minimum requirement			
On type	(Mini 50 h)			
Offshore	(Shall have experience on landing, approach and take off on offshore platform)			
Seismic/Helirig/Cargo sling (if contract relevant)	(Mini 300 h)			
Mountain	<i>Previous experience on similar operations</i>			



Co-Pilot Rotary Wings (to be continued)	
Additional mandatory recurrent Training & Checking (Exhibit "E" 2.3)	
Training subject	Validity
Proficiency check (PPC/OPC)	(6) Six month
Line check	(12) Twelve month
Emergency drills and survival training	(12) Twelve month
Simulator on FFS level "C" or "D" or FTD level 3 (EASA) level 6 (FAA) certified (4 hours minimum & LOFT training included)	(12) Twelve month
CRM initial and recurrent training	(12) twelve months (recurrent)
HUET	3 years
Night Deck Landing Practice (NDLP) recency	90 days
Antipollution Recency 6.5.2 If required in Exhibit "A"	(180 days)
SAR: Initial and recurrent experience required 6.5.3 If required in Exhibit "A"	To be approved by DGEP aviation experts
Hoist operations 6.5.4 If required in Exhibit "A":	3 winching full cycles within last 90 days