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### Regulations on aviation with helicopter-the use of offshore helicopter deck

**Home:** established by the Civil Aviation Authority on 14 May 2019, pursuant to law June 11, 1993 No. 101 of Aviation (Aviation Act) § 9-1 and § 15-4, cf. Delegation decision 10. December 1999 No. 1273.

#### Chapter I. Scope and Definitions

##### § 1. Scope

This Regulation applies to helicopter operators who have special permits for offshore operations, and which carries out offshore operations to and from helicopter deck, excluding helicopter deck on Norwegian military ships.

##### § 2. Definitions and abbreviations

The regulation refers to:

- a) *Device:* Common designation for these and removable device used for petroleum activities or other business on the continental shelf.
- b) *Helicopter deck:* A landing platform, device or ship, especially built and intended for start and landing by helicopter.
- c) *Peripheral Circle:* The largest thought circle, with the center of the helicopter Deck's center, which can be drawn in the outer edge of the helicopter deck.
- d) *Moving helicopter deck:* A helicopter deck mounted on the device or ship that has a movement characteristic that are such that the movements long ship (pitch) and crossship (roll) exceeds 1 degree relative to the horizontal plane or is such that the vertical movement exceeds 2 m.
- e) *Helicopter deck operator:* Operating company for device or ship with helicopter deck.
- f) *Helicopter operator:* Companies that have special permits for offshore operations, cf. regulation 7 August 2013 Nr. 956 on aviation Operations § 4a.
- g) *Night:* The hours between the end of normal twilight in the evening and the beginning of ordinary twilight in the morning. Normal Twilight ends in the evening when the center of the solar washer stands 6 degrees below the horizon and begins in the morning when the center of the solar disc is 6 degrees below the horizon.

The regulation refers to:

- a) *D:* The largest dimension of a helicopter including the rotor plans.
- b) *D<sub>H</sub>:* Helicopter deck diameter measured within the perimeter circle when all requirements of the regulation are taken care of.
- c) *HLO (Helicopter Landing Officer):* Person who has the daily responsibility for the work on the helicopter deck (Helicopter deck conductor).

## Chapter II. Responsibility

### § 3. *Requirements for the use of helicopter deck*

A helicopter operator can only use helicopter deck that the helicopter operator finds suitable for use and which at least complies with the requirements of this Regulation.

Helicopter deck on other devices and vessels than those consenting to use by the Petroleum Safety Authority or certification by the Norwegian Maritime Directorate, may only be used if the helicopter deck has the appropriate approval of authority in the country of installation or ship is resident.

### § 4. *Setting the flight activity*

If the use of a helicopter deck could endanger the risk of injury, the flight activity shall be immediately relationship is corrected. The relationship should be examined, and satisfactorily remediated and preventative measures taken before the flight activity can be initiated.

## Chapter III. Documentation and organization

### § 5. *Management System*

Flight to and from a helicopter deck assumes that there is a management system that ensures that the operation of the helicopter deck, and the associated handling of passengers, baggage and freight, complies with the applicable requirements and that the operation has a satisfactory risk level. The management system must ensure that operations are based on documented risk assessments and adapted to the concrete helicopter deck.

Documentation of the management system must at least include:

- a) Procedures for normal operation, abnormal situations, emergencies and breakdowns,
- b) Programing for training of helicopter deck staffing, personnel handling passengers, baggage and Freight, and other personnel involved in helicopter calls,
- c) Procedures for training and periodic training and exercises in normal operation, abnormal situations, emergencies and breakdowns
- d) A maintenance and spare part system for the helicopter deck,
- e) The weather Service, and
- f) Procedures to ensure that helicopter deck that are temporary or permanent should not be used for normal traffic, be marked as closed in such a way that it does not pose a hazard if an emergency landing occurs.

A helicopter operator to use a helicopter deck must have the documentation for the management system available.

### § 6. *Journalizing*

A helicopter operator can only use a helicopter deck where the helicopter deck operator leads the journal that documents the operation and use of the helicopter deck.

### § 7. *Helicopter deck data, etc.*

A helicopter operator may only use a helicopter deck where the helicopter deck operator documented and maintained data on the helicopter deck and other data of significance for flight safety. Helicopter operators and others who need it must have access to this documentation.

The helicopter deck operator must have transmitted the helicopter deck data to the announcement service for aviation in that form, and with the quality that the Announcements service determines. If the data is through an announcement system, the helicopter deck operator must monitor the data on the helicopter deck that is being published and ensure the necessary changes so that the helicopter deck data is always correct.

#### **§ 8. Helideck Report**

An updated full-idea report should be received by the helicopter operator prior to flight to a helicopter deck.

#### **§ 9. Deviation System**

A helicopter operator may only use a helicopter deck that is covered by the helicopter deck operator's deviation system.

Helicopter operators must ensure that incidents on and in connection with helicopter deck are reported helicopter carrier to the applicable helicopter operators.

## **Chapter IV. Helicopter Deck Staffing**

#### **§ 10. Helicopter Deck Staffing**

A helicopter operator may only use a helicopter deck in connection with the helicopter deck personnel who perform service on the helicopter deck. An HLO must have the leadership of work on helicopter deck during helicopter calls. HLO must regularly hold the platform manager or ship driver notified of the status of helicopter deck, equipment and services.

HLO must have a direct radio connection with the helicopter crew from before landing to after takeoff. Before landing, HLO must inform the helicopter crew if the helicopter deck is ready for landing.

The helicopter crew must be informed at the earliest possible prior to landing if any changes to what is reported in the full-value report, such as the status of moving hazards, weather conditions and deck movements.

HLO and other helicopter deck staffing must immediately inform the helicopter crew an abnormal situation occurs.

A helicopter operator can only use a helicopter deck where the helicopter deck staffing during the start and landing at least consists of three people. HLO can be one of the three people. If the manually operated foam cannons must at least one person stand by the foam cannon as it is most appropriate to use under the appropriate weather conditions, wearing all fireprotective equipment, cf. § 48 first paragraph.

During the off and on-boarding, HLO must ensure that passengers are headed straight.

#### **§ 11. Competencies**

A helicopter operator can only use a helicopter deck where the helicopter deck staffing has training in accordance with the requirements of the helicopter deck operator and the helicopter operator. Conducted training and maintenance training must be documented.

The helicopter operator's requirements for the training of HLO and another helicopter deck must be operator's operation manual and communicated to the helicopter deck operator.

## Chapter V. Design, etc.

### § 12. Location

A helicopter operator can only use a helicopter deck where the helicopter deck is positioned to the obstacle-free entry and exit sector is given the most favorable direction in relation to the prevalent wind conditions. The helicopter deck must be positioned so that the effect of turbulence and gas emissions in the approach, flight and landing area is minimized.

If the helicopter deck is positioned so that turbulence can occur from an underlying compact part of the device or ship, there must be a separation that enables air-free to flow between the helicopter deck and the underlying structure. In all cases the distance must be at least 1 m.

Wind and turbulence conditions and gas emissions must be documented when trying in wind tunnel or calculation model.

### § 13. Design and Construction

A helicopter operator can only use a helicopter deck that is built from a suitable corrosion-resistant material.

The helicopter deck must be constructed so that water does not accumulate on the helicopter deck, but the slope must not exceed 2%.

The helicopter deck must be tight and constructed so that the ground effect is preserved.

### § 14. Size

A helicopter operator can only use a helicopter deck that has at least a diameter ( $D_H$ ) that is 1.25 times greater than the D-value of the helicopter that will use the helicopter deck.

### § 15. Strain

A helicopter operator may only use a helicopter deck where the helicopter deck operator documented which helicopter types from the helicopter deck design and dimenering can be used.

### § 16. Slip Resistance

A helicopter operator can only use a helicopter deck that has a surface that counteracts the helicopter and personnel on the helicopter deck begin to slip.

A helicopter operator may only use a helicopter deck where the helicopter deck operator has identified and monitors all factors that can affect the surface properties of the helicopter deck and has procedures and measures that provide adequate slip resistance.

### § 17. Landing Network

A helicopter operator can only use a helicopter deck where the helicopter deck is equipped landing network on the landing area.

The size of the landing web is determined by the helicopter types to be used. Minimum size must be for:

- a) *Small net*: 9 × 9 m optionally 9 m diameter.
- b) *Medium net*: 12 × 12 m optionally 12 m diameter.
- c) *Large net*: 15 × 15 m if necessary 15 m diameter.

The masks in the landing network must be so dimensioned that the grid does not get caught in the helicopter. The landing network must be attached for every 1.5 m. To ensure that the landing network is sufficiently tight, at least half of the fastings must be equipped with tightening mechanisms.

On non-movable helicopter deck that have satisfactory slip resistance, a helicopter operator can use a helicopter deck without a landing network. The same goes for moving helicopter deck that have permanent friction arrangements that ensure the helicopter in all directions towards sliding. There must still be a landing network mounted if there is a risk of snow or ice on the helicopter deck.

#### **§ 18. Paints**

A helicopter operator can only use a helicopter deck where it is on and in the immediate vicinity of helicopter deck is used paint of type that is certified for low flame spread.

#### **§ 19. Fuse Edge**

A helicopter operator can only use a helicopter deck where it is located along the outer edge of the helicopter approx. 5 cm high fuse edge. The securing edge must not prevent efficient drainage to the warp.

In the case of accesses, the securing edge can be exercised, if measures are established to ensure that the foam used to firefighting and water from the warp.

#### **§ 20. Drain**

A helicopter operator can only use a helicopter deck that is enclosed by a drain that effectively catches liquid. The warp must be made so that it can withstand burning fuel and have a dimension of minimum 20 × 20 cm.

The channel must have drains which are closed to the sea surface. Drain from the warp must be dimensioned so that all liquids are drained quickly away from the warp.

#### **§ 21. Safety net**

A helicopter operator can only use a helicopter deck where the helicopter deck is surrounded by a safety net that can trap people falling over the outer edge of the helicopter deck. For those parts of the helicopter deck circumference where different structure provides adequate protection against the fall from the helicopter deck, there is no need for safety net.

The safety net must have a width of at least 1.5 m measured from the outer side of the warp and must be able to catch people in such a way that they do not get hurt. The safety net must be made of flexible, corrosion and fire-resistant material. Safety net and drain, cf. § 20, together must not be wider than 2.0 m. The mesh in the safety net must not be greater than 10 cm in square. The safety net must be fastened under the helicopter deck and have about 10 ° slope upwards so that its outer edge comes in height with the level of the helicopter deck.

On older helicopter deck, when special constructional considerations have made it necessary, the outer edge of the safety net is up to 25 cm above the helicopter deck level.

Where there is a recessed footbridge instead of safety net, cf. First paragraph second sentence, the footbridge must minimum be 1.5 m measured from the outer side of the warp. The footbridge and the warp must not be wider than 2.0 m. Where necessary due to the adcomers and placement of equipment related to the operation of the helicopter deck, footbridge and outcutting can still have a total width of up to 3.0 m.

#### **§ 22. Accesses**

A helicopter operator may only use a helicopter deck where there is no main access to the helicopter deck is at least two other adcomsts. The other adcomers must, as far as possible, be placed 120 ° in relation to the main access.

### **§ 23. Mooring Mounts**

A helicopter operator can only use a helicopter deck where the helicopter deck and any areas for parking is equipped with fasteners to mooring the parked helicopter. Fasteners must have a maximum height over the 25 mm helicopter deck. Fasteners must be dimensioned to allow the use of applicable mooring equipment.

### **§ 24. Authentication, etc.**

A helicopter operator may only use a helicopter deck where the helicopter deck is approved by the authority in the country of facility or ship is resident, or otherwise documented that construction, construction and maintenance are satisfactory to the requirements.

## **Chapter VI. Obstacle**

### **§ 25. 210 ° Obstacle free entry and exit sector**

A helicopter operator can only use a helicopter deck that has a 210 ° obstacle-free entry and the flight sector. The sector should go horizontally from the helicopter deck level. The sector should have a vertex at a selected point on the peripheral circle of the helicopter deck. The sector's centerline should normally go through the center of the helicopter deck. The sector can be rotated up to 15 ° if necessary.

### **§ 26. 180 ° Barrier free sector**

A helicopter operator can only use a helicopter deck that has an obstacle-free sector at a 180 ° angle through the center of the identification Mark (H), perpendicular to the 210 ° sector centerline of a plane with a fallgradient 5:1 from the safety net's or aisle bridge's outer edge and down to the sea surface.

The horizontal extent of the sector is calculated from the performance of the most critical helicopter type be used, but still a minimum of 500 m.

### **§ 27. Obstacle in 210 ° prevention free entry and exit sector**

A helicopter operator can only use a helicopter deck where in the 210 ° in and out-flight sector, cf. §26 other joints are not an obstacle that rises above the level of the helicopter deck. The helicopter deck is still accepted:

- a) Fuse edge, cf. § 19,
- b) The outer edge of the safety net, cf. § 21 third paragraph,
- c) Foam cannons, edge lights, floodlights and status lights up to 25 cm above the helicopter deck level,
- d) Alternative lighting up to 25mm above the helicopter deck level, cf. § 36 third paragraph.

### **§ 28. Obstacle outside 210 ° obstacle free entry and exit sector**

A helicopter operator can only use a helicopter deck where in the 150 ° sector from the helicopter deck's outside edge and out to 0.12  $D_H$  is not obstacle higher than 25 cm. From 0.12  $D_H$  and out to a distance at 0.33  $D_H$  from the outer edge of the helicopter deck, there can be no obstacle that rises above a plane with ascent 1 (height) of 2 (distance) based on a height at the inner edge of 0.05  $D_H$ .

## Chapter VII. Labeling and visual aids

### § 29. *Wind Sausage*

A helicopter operator can only use a helicopter deck that has a wind sausage mounted so that it the highest possible degree shows the wind conditions on the helicopter deck, both direction and strength. The wind sausage must be easily visible. The wind sausage must be mounted where it is to a minimum extent disturbed by the turbulence Surrounding constructions and rotor winds. The wind sausage must be solid color: orange or white, or two-coloured: orange and white, red and white, or black and white. The wind sausage must be tapered shaped and sufficiently large.

An additional wind sausage must be installed where turbulence at certain wind directions can affect the regular wind sausage functions.

At night flight, wind sausages must be illuminated.

There must always be extra wind sausage in reserve. The extra wind sausage must be stored so that it can be installed before the next helicopter arrival.

### § 30. *Helicopter Deck marking and landing area*

A helicopter operator can only use a green or gray helicopter deck and has the following marking:

- a) The outer restriction is marked with a white 0.3 m wide edge.
- b) A yellow 1 m wide reference circle for guidance during landing. The inner diameter of the reference circle must equal to half of the helicopter deck's  $D_H$  -value. When special aircraft operational conditions require it, the reference Circle's centre can be shifted up to  $0.1 D_H$  from the helicopter deck center, along the  $210^\circ$  angle of the front of the helicopter deck.
- c) Identification marking in the form of the letter H in white color in the center of the reference circle. The direction of the letter H must be oriented so that the middle line of the letter is parallel to the  $210^\circ$  sector. The Letter's size must be  $3 \times 4$  m.

### § 31. *Name Marking*

A helicopter operator may only use a helicopter deck marked with a name. The name must be well visible from all approaches. The marking must as far as possible be carried out on the helicopter deck side towards the  $150^\circ$  sector, between the reference circle and the obstacle area. The marking must be in white or other suitable contrasting color with a letter size of at least 1.2 m.

### § 32. *Marking of barrier-free sector*

A helicopter operator can only use a helicopter deck where the helicopter deck's  $210^\circ$  obstacle-free sector is selected. The marking must consist of a 10 cm wide black field along each of the sector boundaries, composed such that they make up the sector's angle where the obstacle-free area begins (Chevron). The height of the angle must be equal to the width of the helicopter deck's edge marking.

When flying to helicopter deck with alternate location, cf. § 49, the two  $150^\circ$  sectors must be labeled as directed in the first paragraph of the second and third periods.

### § 33. *Marking of the helicopter deck size and maximum allowable mass*

A helicopter operator can only use a helicopter deck that is marked with the deck's actual  $D_H$  -value in whole meter. The marking must be performed in white or other suitable contrasting color of the helicopter deck's limit in three locations with a  $90^\circ$  separation angle. When flying to helicopter deck with alternate location, cf. § 49, the helicopter deck size must be labeled two places with  $180^\circ$  separation angle.

The helicopter deck must be labeled with the maximum allowable starting and landing mass specified in tons with a decimal, followed by the letter T. The marking must be in white or other suitable contrasting color and be clearly visible from all approaches.

The numbers must have a height of approx. 90 cm.

#### **§ 34. Marking of obstacles**

A helicopter operator can only use a helicopter deck where the fixed obstacle is in the 150 ° sector or along its boundary line, or that poses a danger of flying, is marked with contrasting colors and if necessary equipped with solid red obstacle light with brightness at least 10 candelas.

Highest point on the drilling towers, Crane masts, crane houses, laying on jack-up devices or other obstacles that poses the risk of flight, must be marked with fixed red obstacle light, visible from all sides. Drilling towers, flame towers, Crane masts and lays on jack-up devices and other obstacles that pose a hazard to flight must additionally be equipped with fixed red obstacle lights in the plan for every third of the total length, the obstacle's highest point. At least one light in each plane must be visible from all directions. Brightness must be at least 10 candelas. On flame towers that are mounted so that these protrudes diagonally up and out from the device or ship, the obstacle lights must cover at least 3/4 of the flame boom's total length.

If the obstacle mentioned in the first and second paragraphs is not in or near the entry and exit sectors, the Obstacle alternatively be floodlit in the entire obstacle height if it provides similar viewability.

Obstacle light and the flood lighting of obstacles must be associated with uninterruptible power supply.

A helicopter operator can only use a helicopter deck where the obstacle within a radius of 1 km from helicopter deck is marked with fixed red obstacle lights.

#### **§ 35. Signs and physical closure of the Accesses**

A helicopter operator can only use a helicopter deck where the access to the helicopter deck are easily visible signs prohibiting stay on the deck during start and landing as well as passenger traffic on the deck behind parked helicopter with rotor running. Signs must at least have English subtitles. The adcomers must be able to shut down physically.

Decreases from the helicopter deck must have clearly visible marking, preferably in the form of signs, with at least text EXIT. The marking must be visible at night.

#### **§ 36. Helicopter Deck Lighting**

Helicopter deck to be used for flight at night or under conditions of reduced term must have:

- a) A floodlight event shielded so that the helicopter crew are not blinded during approaches, start and landing. Average illumination strength must be at least 10 lux measured 0.1 m above the deck level. Lighting of the helicopter deck must have an evenness that is not inferior to the ratio of 8 to 1, calculated by average illuminance divided by minimum illuminance in a circle that has a diameter 8 m greater than the diameter of the reference circle's inner edge.
- b) Edge light along the outer edge of the helicopter deck, placed periodically not exceeding 3 m. The edge lights must be omnidirectional and provide solid green light, with a brightness of at least 30 candelas. The Edge Lighting must not be visible at the helicopter deck level.
- c) A visual warning system (status light) indicating the status of the helicopter deck and activated automatically if there is a situation that constitutes an unacceptable risk of helicopter operation. The notification system must be able to be manually overridden by HLO. The warning system must:
  - i. Be visible to the helicopter crew from all approaches and when the helicopter stands on the helicopter deck
  - ii. Dimmable so that it does not blender the helicopter crew

- iii. Be connected to the installation system for the registration of gas emissions, to enable automatically if the gas level reaches hazardous level
- iv. Be connected to the installation system for recording movements on the helicopter deck, so that it is activated when the movements exceed the constraints.

It must be possible to turn off flood lighting and edge lighting, cf. first paragraph letter a and b.

The helicopter deck may be equipped with alternative lighting in accordance with a recognized standard if this produces at least as good visual references in all conditions.

It must be ensured that the lights on the helicopter deck can be easily distinguished from other lights on the device that other lighting in the vicinity can not shy or interfere with the helicopter crew.

Floodlighting, edge lighting and status lights must be associated with an uninterruptible power supply.

## **Chapter VIII. Weather information and meteorological equipment**

### **§ 37. Weather information and meteorological equipment**

For any device or ship that is required to perform routine weather observation (METAR), the requirements in regulation 28. January 2008 81 about Flight Weather Service.

A helicopter operator may only use a helicopter deck on the device or ship that is not required to perform routine weather observations, if the requirements below are met and in addition the requirement in § 38:

- a) From the device or ship, necessary weather information must be provided to helicopter traffic.
- b) The device or ship must have meteorological equipment that can at least show:
  - i. The direction of the wind (magnetic) and speed (knots) in a location where the readings provide representative image of the current wind conditions on the helicopter deck,
  - ii. Air pressure, measured in hectopascals and corrected to sea surface (QNH) and
  - iii. Temperature and dew point temperature in C.
- c) instruments must be monitored, operated and read from a location where readings can be communicated over radio to the helicopter lineup immediately before landing. Dissemination of meteorological information, Wind direction and speed, air pressure and temperature must be provided by personnel who have conducted training in the onward transfer of meteorological information.
- d) The instruments must be calibrated and maintained according to the manufacturer's instructions. The requirement for the air pressure measuring instrument does not apply to devices or ships that are within an area that has the HFIS service.

### **§ 38. Competencies**

A helicopter operator may only use a helicopter deck where personnel who disclose meteorological information has undergone training in accordance with requirements of the helicopter deck operator and helicopter operator. Conducted training and maintenance training must be documented.

## **Chapter IX. Operational equipment**

### **§ 39. Recording of the helicopter deck movements**

A helicopter operator may only use a moving helicopter deck where it is on or in connection with helicopter deck are instruments for continuous recording of movements:

- a) Long ship (pitch)
- b) Transverse ship (roll)
- c) Maximum inclination
- d) Vertically (heave rate).

The helicopter crew must before flight planning to have access to the helicopter deck Movements. The helicopter crew must, in addition, immediately before landing get updated data on the helicopter deck movements. Registrations must be saved for at least 30 days.

The instruments must be calibrated and maintained according to the manufacturer's instructions.

#### **§ 40. Communications Equipment**

If the radio compartment of the device or the ship is not possible to have a full overview of the helicopter deck, a helicopter operator can only use the helicopter deck if there is a fixed or portable two-way VHF air radio that can be operated from a location with such oversight.

Everyone in the helicopter deck staffing must always be able to communicate with the helicopter crew via mobile two-way VHF air radio.

Radio connection relating with helicopter operations must be stored for at least 30 days.

#### **§ 41. Video Surveillance**

A helicopter operator can only use a helicopter deck where the helicopter deck is video monitored. Recordings must be saved for 7 days. If the recording is likely to be extradited to the state casualty commission for transport in connection with examination of incidents and accidents, or to the police in connection with criminal investigations, the recordings must be kept up to 30 days.

#### **§ 42. Refueling plant for fuel**

If the device or vessel is equipped with a fuel tank for helicopter, plant, air manuals, instructions for fuel control and maintenance system must be approved by the helicopter operator before the transfer of fuel is permitted.

#### **§ 43. Other equipment**

A helicopter operator can only use a helicopter deck that has all the equipment necessary for the operation among other:

- a) Wheel bricks or sandbags
- b) Equipment for mooring of parked helicopter
- c) Weight for weighing luggage and passengers
- d) equipment for the removal of snow and ice.

#### **§ 44. Navigation**

The Civil Aviation Authority may impose a helicopter operator to establish necessary navigational aids.

All alternative navigational aids established when this regulation takes effect must be continued.

## Chapter X. Fire and Rescue preparedness

### § 45. *Equipment for fire fighting*

A helicopter operator can only use a helicopter deck where firefighting equipment meets requirements of regulation 15. January 2008 72 about helicopter deck on removable appliances § 38 and are in functional condition.

### § 46. *Helicopter Deck safety measures with fuel tank plant*

A helicopter operator can only use a helicopter deck where fuel tank plants meet the requirements in regulation 15. January 2008 72 about helicopter deck on removable appliances § 39.

### § 47. *Alarm System*

A helicopter operator may only use a helicopter deck where the device or ship has an alarm system that can be initiated from the helicopter deck or from a location near the helicopter deck. The alarm system's start switch must be clearly marked.

### § 48. *Fire Protection*

A helicopter operator may only use a helicopter deck in which the helicopter deck staffing start and landing, cf. § 10 fifth paragraph, has immediate access to suitable set of fire protection suit, fire protective gloves, helmet with visor and boots. The fire protection equipment must be stored in suitable cabinets or rooms near the helicopter deck.

All equipment for fire protection must have the necessary approvals, kept in proper good condition and always be ready for use. Maintenance, periodic specimens and inspections must be carried out according to the manufacturer's instructions and in accordance with established procedures and training programs in the management system.

In situations where there is reason to believe that a hazard situation may arise during the start or landing, all helicopter deck staffing carry fire protective equipment.

## Chapter XI. Alternative requirements for helicopter deck established midship on ships and Ship-Hull devices

### § 49. *Barrier-free sectors*

For helicopter deck on ships and ship-hull installations, a helicopter operator can also use helicopter deck established Midship, where the following alternative requirements for obstacle-free sectors are met:

- a) The input and output sectors are perpendicular to the center line.
- b) The barrier-free sectors must be limited by a pre and an aft sector of 150 °. The area between the sectors must be a barrier-free surface above the helicopter deck level. The mutual distance between the sectors, the helicopter deck  $D_H$  -value must comply with § 14.150 ° sectors must have a rise from the level of shielding of 1:5 to an extent (width) of  $D_H$  where the area above the sector should be obstacle-free.

Marking of barrier-free sectors and marking of the helicopter deck size must be carried out after provisions of § 32 and § 33.

### § 50. *Accesses*

A helicopter operator can use a helicopter deck established midship on ships and devices with ship's hull, where there is a different scheme for access than that described in § 22 if this complies with a recognized standard.

## **Chapter XII. Helicopter deck for normally unmanned device**

### **§ 51. Additional requirements-normally unmanned device (NUI)**

A helicopter operator may only use a helicopter deck on a device without permanent staffing if this is built and equipped to meet the requirements of chapter II through X.

Necessary flight to and from devices without permanent staffing, which thus has not staffed helicopter deck, may be carried out if it occurs according to procedures based on documented risk assessments. The procedures should be such that they consider the conditions of the individual helicopter deck and the individual flight.

The helicopter deck operator and helicopter operator must have coordinated their procedures before flying starts.

The risk assessment shall at least cover, and the procedures at least consider, the following conditions:

- a) The necessity of the flight,
- b) Number of passengers,
- c) The availability of information about the helicopter deck status,
- d) Availability of weather information and information about the helicopter deck movement, where applicable,
- e) Communications and surveillance,
- f) Fire and casualty safety, and
- g) Training and briefing of helicopter deck and helicopter crews.

Complete helicopter deck crew must always be on the first trip and if possible, remain at the helicopter deck to the last start if a series of flights is to be carried out.

Landing with transit passengers on unmanned helicopter deck is not permitted.

Landing with passengers on movable unmanned helicopter deck is not permitted.

## **Chapter XIII. Concluding provisions**

### **§ 52. Reactions and Fees**

In the case of flight in violation of the provisions of the regulatory Authority, the CAA may limit, suspend or revoke the Air Force's approval to perform offshore helicopter operations.

An infringement fee pursuant to § 13a-5 Aviation Act may be subject to violations of the provisions of chapter II until and with chapter XII.

### **§ 53. Enduring Exceptions**

Flight to devices built before 1. June 1993 and ships built before September 1. January 2008 can occur even if the requirements of § 12, § 13, § 14 and § 15 as well as chapter VI are not met. Instead, the demands apply as they sounded at this time.

Flight to helicopter deck on device built between 1. June 1993 and 1. January 2008 can happen even if the claim in § 14 is not fulfilled. Instead, the demands apply as they sounded at this time.

For flight to a helicopter deck on devices or ships mentioned in the first and second stages, the risk level must still be at least equal to that arising from the requirements of this Regulation. If devices are or ship does not hold such a minimum risk level, the Civil Aviation Authority may impose the helicopter operator compensating operational constraints.

For flights to devices and ships that are exempt from the first and second joints, it must be ensured, when changes are made to the device or ship, that the requirements of this regulation are fulfilled as far as possible. The helicopter operator must demonstrate that the change does not increase the safety risk of helicopter operations to the helicopter deck.

#### **§ 54. Dispensation**

The CAA may when deemed particularly socially beneficial dispense from the provisions of the regulations. Exemption can only be granted if the requirements for security after a specific assessment are considered safeguarded. Applications for exemption must include a risk assessment and proposals for compensating measures. Conditions can be set for the dispensation.

### **Chapter XIV. Effective setting and transitional rules**

#### **§ 55. Effective Setting**

This regulation enters into force on 1. July 2019.

From the same time:

- a) Repealed regulation 26. October 2007 Nr. 1181 on continental flight-commercial aviation to and from helicopter deck on devices and vessels at sea.
- b) Change regulation 28. January 2008 81 about the flight Weather Service § 2 second paragraph, to be read: excluded from this regulation is observation service in landing areas on devices or offshore vessels that are not required to perform routine observations (METAR) according to § 8 of the second and third paragraph of this Regulation. For those landing sites that are exempt, the requirements of regulation 14 apply. May 2019 604 on aviation with helicopter-use of offshore helicopter deck CHAPTER VIII.
- c) Change regulation 7. August 2013 956 on aviation Operations § 1a, which shall read: Regulation (EU) 2016/1199 of 22. July 2016 applies as Norwegian law with the exceptions and adaptations arising from other regulations.

#### **§ 56. Transitional Rules**

Marking of the helicopter deck's actual  $D_H$  value in all meters, cf. § 33 first paragraph, must be carried out within January 1, 2021.

Where marking of the helicopter deck size at the effective entry is carried out with figures of approximately 60 cm, marking pursuant to § 33 third paragraph must be carried out within 1. January 2021.

Visual warning System (status light), cf. § 36 First paragraph letter C, must be operational within 1. January 2021.

Storing radio communications for at least 30 days, cf. § 40 third paragraph, must be established by 1. January 2021. Video surveillance, cf. § 41, must be established by January 1, 2021.