

# Draft Regulations on helicopter decks on mobile offshore units

Laid down by the Norwegian Maritime Authority on dd.mm.yyyy under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 6, 9, 11, 14, 15, 21, 45 and 47, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

## Chapter 1 Common and introductory provisions

### Section 1 *Scope of application*

These Regulations apply to Norwegian mobile offshore units.

### Section 2 *Definitions*

For the purpose of these Regulations, the following definitions shall apply:

- a. Helicopter operator: company holding a special permit for offshore operations, cf. Regulations of 7 August 2013 No. 956 on aircraft operations section 4a;
- b. D: The largest overall dimension of the helicopter when the rotors are turning;
- c. Periphery circle: The largest hypothetical circle that can be drawn around the centre of the helicopter deck (helideck) within its outer edge.
- d.  $D_H$ : The diameter of the helideck measured inside the periphery circle when all requirements of the Regulations are met.

## Chapter 2 Documentation

### Section 3 *Documentation, risk assessment and training*

(1) It shall be documented which helicopter types are allowed to use the helideck.

(2) The following documentation shall be made available to the helicopter operator and shall include:

- a. procedures for normal operation, abnormal situations, emergencies and accidents;
- b. training programmes for helideck crew, passenger-handling personnel, luggage and cargo, and other personnel involved in helicopter calls;
- c. procedures for training and periodic exercises and drills during normal operation, abnormal situations, emergencies and accidents;
- d. procedures to ensure that helidecks that are temporarily or permanently closed for normal traffic, are marked in a way that does not pose a danger in the event of an emergency landing;
- e. a maintenance and spare parts system for the helideck; and
- f. the meteorological services.

### Section 4 *Record-keeping*

The shipping company shall keep records of the operation and use of the helideck.

### Section 5 *Helideck data, etc.*

(1) The shipping company is responsible for the documentation and maintenance of data on the helideck and other data of importance for aviation safety. Such documentation shall be made available for the helicopter operator.

(2) If the unit is connected to an aeronautical information publication service, the shipping company shall:

- a. send helicopter deck data in a form and of a quality decided by the information publication service;
- b. monitor the published helideck data and ensure that necessary changes are made so that the helideck data are correct at all times.

#### Section 6 *Helideck report*

The shipping company shall send an updated helideck report to the helicopter operator prior to the flight.

### **Chapter 3 Helideck crew**

#### Section 7 *Roles and tasks of the helideck crew*

- (1) A helideck crew shall be established. The Helicopter Landing Officer (HLO) forms part of the helideck crew.
- (2) The helideck crew is responsible for the execution of helideck operations.
- (3) During normal operation, the helideck crew shall consist of at least three crew members during take-off and landing, one of whom could be the HLO. At least one member of the helideck crew shall wear fire protection equipment and stand next to the helideck's foam monitor which is most appropriately positioned for use under the prevailing weather conditions.
- (4) When there is reason to think that a dangerous situation could occur during take-off or landing, all members of the helideck crew shall wear fire protection equipment.
- (5) The HLO is in charge of the day-to-day supervision of work on the helideck during helicopter calls. Prior to helicopter arrival, the HLO must:
  - a. inform the helicopter crew that the helideck has been prepared for landing;
  - b. at the earliest possible opportunity, inform the helicopter crew of any changes to the information reported in the helideck report, for example the status of moving obstacles, weather conditions and deck movements;
  - c. have direct radio communication with the helicopter crew from before landing until after take-off;
  - d. inform the helicopter crew immediately if any abnormal situation occurs.
- (6) The HLO shall assist with passenger embarkation and disembarkation.
- (7) The HLO is responsible for providing the platform manager with regular information concerning the status of the helideck, equipment and services.

#### Section 8 *Competence*

The helideck crew shall have undergone training in accordance with requirements of the company and the helicopter operator. The company's training shall cover all areas of importance for the safe operation of the helideck, including training in the use of the helideck's fire-fighting equipment. Completed initial and recurrent training shall be documented.

### **Chapter 4 Helideck design, etc.**

#### Section 9 *Location of helideck*

- (1) The helideck shall be so located that the obstacle-free approach and take-off sector has the most favourable direction, given the prevailing wind conditions.
- (2) The helideck shall be located in order to minimise the effect of turbulence and gas discharge in the approach, take-off and landing areas. If the helideck is positioned so that turbulence can be

generated from an underlying compact part of the unit, a separation shall be provided to enable air to flow freely between the helideck and the underlying structure. The minimum distance shall be 1 metre.

(3) Wind and turbulence conditions and gas emissions shall be documented by wind tunnel tests or use of a calculation model.

#### Section 10 *Design and construction*

(1) The helideck shall be made of an appropriate corrosion resistant material.

(2) The helideck shall be constructed so that water will not accumulate on the deck, however, the slope shall not exceed 2 %.

(3) The helideck shall be leakproof and designed to maintain the ground effect.

#### Section 11 *Size*

The helideck shall have a diameter ( $D_H$ ) equal to 1.25 times the D-value of the helicopter that is intended to use the helideck.

#### Section 12 *Load*

(1) The dimensioning of the helideck shall be based on the presumption that any point on the deck may be subjected to a single load of 75% of the total weight of the heaviest helicopter used. The single load is considered to be evenly distributed across the contact area. The contact area between the helicopter's landing undercarriage and the helideck shall be determined in accordance with specifications from the helicopter manufacturer.

(2) The load bearing structures beneath the helideck shall be dimensioned to carry a static load equal to 3 times the take-off weight of the heaviest helicopter used, with the weight distribution on the undercarriage which is normal for this helicopter. The helicopter is presumed to be located in the most adverse position on the deck.

(3) With the loads of the helicopter indicated in the first and second paragraphs plus the structure's specific weight and wind forces, the stresses allowed are equal to the yield stress of the material, but not exceeding 2/3 of the ultimate limit.

#### Section 13 *Non-slip protection*

The helideck shall be provided with adequate non-slip protection in accordance with the requirements of section 16 of the Regulations of 14 May 2019 No. 604 relating to helicopter operations – use of offshore helidecks.

#### Section 14 *Landing net*

The helideck shall be provided with a landing net in accordance with the requirements of section 17 of the Regulations of 14 May 2019 No. 604 relating to helicopter operations – use of offshore helidecks.

#### Section 15 *Paint*

Paint used on or in connection with the helideck shall be certified for low flame spread.

#### Section 16 *Safety curb*

(1) The outer edge of the helideck shall be fitted with a safety curb of approximately 5 cm height.

(2) The safety shoulder shall not prevent effective drainage to a ditch.

(3) A safety curb does not have to be installed if measures have been established to ensure that fire-fighting foam and water are led into the ditch.

#### Section 17 *Drain ditch*

(1) The helideck shall be surrounded by a drain ditch designed to effectively drain liquid. The ditch shall be designed to resist burning fuel and have a dimension of at least 20 x 20 cm.

(2) The drainage shall be effective and lead directly to the sea at the angles of heel at which helicopters can land.

#### Section 18 *Safety net*

(1) The helideck shall be surrounded by a safety net capable of catching anyone who falls off the edge of the helideck. Parts of the helideck perimeter where other structures provide sufficient fall protection along the outer edge of the helideck do not need to be equipped with a safety net. A lowered gangway around the helideck perimeter may replace the safety net.

(2) The safety net shall:

- a. have a minimum width of 1.5 m from the outer edge of the drain ditch, and it must be capable of catching anyone who falls into it without inflicting injury;
- b. be made of a flexible corrosion and fire resistant material;
- c. have a mesh size not exceeding 10 cm square;
- d. be fastened below the helideck and have an upward slope of approximately 10° so that its outer edge is level with the helideck. On a helideck installed on the unit prior to dd.mm.2020, the outer edge of the safety net may protrude up to 25 cm above the level of the helideck.

(3) The safety net and the drain ditch shall not be wider than 2 m from the outer edge of the helideck.

(4) Where a lowered gangway is used instead of a safety net, cf. first paragraph second sentence, the gangway shall extend a minimum of 1.5 m from the outer edge of the drain ditch. The combined width of the gangway and the drain ditch shall not exceed 2 m from the outer edge of the helideck.

(5) Where necessary, due to access points and the placement of equipment for helideck operations, the combined width of the gangway and projections may nonetheless be up to 3.0 m from the outer edge of the helideck.

#### Section 19 *Access points*

(1) In addition to the main access to the helideck there shall be at least two other access routes, preferably located at approximately 120° in relation to the main access. For amidship helidecks, these access arrangements may be placed in accordance with a recognised standard.

(2) Access to foam monitor operators' stations shall be so arranged that it is not necessary to cross parts of the helideck.

#### Section 20 *Tie-down points*

The helideck and any parking areas shall be equipped with tie-down points to secure parked helicopters. The tie-down points should not exceed a height of 25 mm. The tie-down points shall be dimensioned to allow for the use of relevant tie-down equipment.

## Chapter 5 Obstacles

Section 21 *210° obstacle-free approach and take-off sector*

(1) The helideck shall have a 210° obstacle-free approach and take-off sector. The sector shall extend horizontally from the helideck level. The origin of the sector shall be a chosen point on the helideck's periphery circle. The bisector shall normally pass through the centre of the helideck. The sector may, if necessary, be "swung" by up to 15°.

(2) In the 210° take-off and approach sector, there shall be no obstacles protruding above deck level. The following is nonetheless permitted on the helideck:

- a. safety curb, cf. section 16;
- b. outer edge of the safety net, cf. section 18;
- c. foam monitors, perimeter lighting, floodlights and status lights, up to 25 cm above the helideck level;
- d. alternative lighting, up to 25 mm above the helideck level.

(3) In a sector of 150° from the outer edge of the helideck outwards to a distance of 0.12  $D_H$ , no obstacles higher than 25 cm are permitted. From 0.12  $D_H$  outwards to a distance of 0.33  $D_H$  from the outer edge of the helideck, no obstacles may protrude above a plane at a gradient of 1:2 (height to distance), starting at a height of 0.05  $D_H$ . Units that are initially certified or have a building contract entered into prior to dd mm 2020 may have obstacles no higher than 0.05 «D» from the outer edge of the helideck and outwards to a distance of 0.12 « $D_H$ ».

Section 22 *180° obstacle-free sector*

The helideck shall have an obstacle-free sector at a 180° angle through the centre of the heliport identification marking (H), perpendicular to the bisector of the 210° sector in a plane with a fall gradient of 5:1 from the outer edge of the safety net or the gangway down to the sea level.

Section 23 *Obstacle-free sectors on units with a ship's hull*

(1) Midships helidecks on units with a ship's hull may meet the following alternative requirements for obstacle-free sectors, cf. section 21:

- a. The approach and take-off sectors are perpendicular to the centreline.
- b. The obstacle-free sectors shall be delimited by a forward and aft sector of 150°. The area between the sectors shall be an obstacle-free surface above the helideck level. The distance between the sectors, the helideck's  $D_H$  value, shall be in compliance with section 11. The 150° sectors shall slope upwards at a gradient of 1:5 from the deck to a width of  $D_H$ , where the area above the sector shall be obstacle-free.

(2) Obstacle free sectors marking and helideck size marking shall be carried out in accordance with the provision of sections 27 and 28.

## **Chapter 6 Markings and visual aids**

Section 24 *Windsock*

(1) On the helideck, one windsock shall be installed so as to indicate as clearly as possible the wind conditions, both direction and speed. The windsock shall be clearly visible. The windsock shall:

- a. be provided and located where it is least affected by turbulence from nearby structures and rotor downwash;
- b. be tapered;

c. be of sufficient size with a minimum inside diameter of 30 cm, outside diameter of 15 cm and length of 1.2 m;

d. have a single colour: orange or white or two colours: orange and white, red and white or black and white.

(2) A second windsock shall be installed where turbulence generated by certain wind directions may influence the functioning of the primary windsock.

(3) The windsock shall be illuminated for night operations.

(4) An additional windsock shall always be available. The additional windsock shall be stored so that it can be installed before the next helicopter arrives.

#### Section 25 *Marking of helideck and landing area*

The helideck shall be green or grey in colour and have the following marking:

a. The perimeter shall be marked with a white 0.3 m wide line.

b. A yellow 1 m wide reference circle for touchdown guidance. The inside diameter of the reference circle shall correspond to half the  $D_H$  value of the helideck. When dictated by special operational circumstances, the centre of the reference circle may be displaced by up to  $0.1 D_H$  from the centre of the helideck, along the bisector of the  $210^\circ$  angle, towards the outer edge of the helideck.

c. Identity marking consisting of a white «H» in the centre of the reference circle. The letter «H» shall be oriented so that the centre bar of the letter is parallel to the bisector of the  $210^\circ$  sector. The letter shall measure 3 x 4 m.

#### Section 26 *Name marking*

The helideck shall be marked with the name of the unit. The name shall be clearly visible from all approach directions. The marking shall as far as possible be placed on the helideck towards the  $150^\circ$  sector, between the reference circle and the limited obstacle area. The marking shall be painted in white or another appropriate contrasting colour, and the height of the characters shall be no less than 1.2 m.

#### Section 27 *Marking of obstacle free sector*

(1) The  $210^\circ$  obstacle-free sector of the helideck shall be marked. The marking shall consist of 10 cm wide black markings along the sector borders, marking the angle where the obstacle-free sector (chevron) starts. The height of the angle shall equal the width of the helideck's edge marking.

(2) For helidecks with alternative arrangements, cf. section 23, the two  $150^\circ$  sectors shall be marked as specified in the first paragraph second and third sentences.

#### Section 28 *Marking of helideck size and maximum allowable mass*

(1) The helideck shall be marked with the actual « $D_H$ » value of the helideck in whole metres. The marking shall be in white or another appropriate contrasting colour at  $90^\circ$  intervals in at least three places along the helideck perimeter. For helidecks with alternative arrangements, cf. section 23, the helideck size shall be indicated in two places at  $180^\circ$  intervals.

(2) The helideck shall be marked with the maximum allowable take-off and landing mass, indicated in tonnes to one decimal place, followed by the letter «t». The marking shall be in white or another appropriate contrasting colour and clearly visible from all direction of approach.

(3) The figures shall have a height of approximately 90 cm.

## Section 29 *Marking of obstacles*

(1) Fixed obstacles located within the 150° sector or along its boundaries and/or which represent a hazard to flying shall be marked with contrasting colours and, if necessary, fitted with warning lights of a luminous intensity of at least 10 candelas.

(2) The highest point of derricks, crane booms, crane cabins, legs on self-elevating units or other obstacles that represent a hazard to flight operations shall be marked with omnidirectional steady red obstruction lights. In addition, derricks, flare stacks, crane booms and legs on self-elevating units and other obstacles that represent a hazard to flight operations shall be fitted with steady red obstruction lights in a plane at intervals one-third of their total length, reckoned from the highest point of the obstacle. At least one light in each plane shall be visible from any direction. The luminous intensity shall be at least 10 candelas. On flare stacks installed at an angle upwards and outwards from the unit, the obstruction lights shall cover at least three-quarters of the overall length of the flare boom.

(3) If obstacles as mentioned in the first and second paragraphs are not located in or near the approach and take-off sector, the obstacle may be illuminated by floodlights covering the whole structure if this provides corresponding visibility.

(4) Obstruction lights and obstacle floodlighting shall be fed from an uninterruptable power supply.

## Section 30 *Signs and physical access barriers*

(1) At the helideck access points, there shall be clearly visible signs that prohibit against staying on the deck during take-off and landing and against movement on the deck behind a parked helicopter with the rotors turning. The signs shall, as a minimum, be provided with an English text. It shall be possible to physically bar the access points.

(2) Exits from the helideck shall be clearly marked, preferably with signs including, at least, the words "EXIT". The marking shall be visible at night.

## Section 31 *Helideck lighting*

(1) Helidecks to be used for night operations and/or in conditions of reduced visibility shall be provided with the following:

a. A floodlighting arrangement that is sufficiently screened to prevent the helicopter crew from being dazzled during approach, take-off and landing. The average illuminance shall be minimum 10 lux measured 0.1 m above deck level. The illumination of the deck shall be even, with contrasts not exceeding an 8:1 ratio, calculated as the average illuminance divided by the minimum illuminance in a circle with a diameter that is 8 m wider than the inside diameter of the reference circle.

b. Perimeter lights along the outer edge of the helideck uniformly spaced at intervals of no more than 3 m. Perimeter lights shall emit omnidirectional, constant green light, and the luminous intensity shall be at least 30 candelas. Perimeter lights shall not be visible below the level of the helideck.

(2) It shall be possible to switch off floodlights and perimeter lights, cf. first paragraph (a) and (b).

(3) The helideck may be equipped with alternative lighting in compliance with a recognised standard if this provides equally good visual references under all conditions.

(4) It shall be ensured that the helideck lights can be easily distinguished from other lights on the unit, and that other nearby lighting does not distract or disturb the helicopter crew.

(5) The helideck shall have a visual warning system (status light) in compliance with «Code for the construction and equipment of mobile offshore drilling units, 2009» (MODU code) chapter 13.5.26.

(6) Floodlights, perimeter lights and status lights shall be fed from an uninterrupted power supply.

## **Chapter 7 Meteorological information equipment and competence**

### *Section 32 Meteorological information, equipment and competence*

The requirements for meteorological information, equipment and competence in chapter VIII of the Regulations of 14 May 2019 No. 604 relating to helicopter operations – use of offshore helidecks will apply.

## **Chapter 8 Operational equipment**

### *Section 33 Registration of helideck movements*

- (1) Moving helidecks shall be equipped with instruments for continuous registration of
- a. longitudinal movements (pitch);
  - b. transverse movements (roll);
  - c. maximum inclination (inclination) (heave rate).

(2) For flight planning, the helicopter crew shall have access to data on helideck movements. The helicopter crew shall also be provided with updated information about the helideck movements immediately prior to landing. Records shall be stored for a minimum of 30 days.

(3) The instruments shall be calibrated and maintained in accordance with the manufacturer's instructions.

(4) A moving helideck means a helideck fitted on a unit or ship that can move in such a way that the pitch and roll movements exceed 1 degree in relation to the horizontal plane or that the vertical movement exceeds 2 m.

### *Section 34 Fuel distribution facility*

If the unit is equipped with a helicopter refuelling facility, the facility, user manuals, instructions for fuel checks and the maintenance system shall be approved by the helicopter operator before transfer of fuel is permitted.

### *Section 35 Other equipment*

The unit shall be equipped with all necessary operational equipment at all times, including:

- a. wheel chocks or sandbags;
- b. equipment for tying down parked helicopters;
- c. scales for the weighing of baggage/passengers;
- d. snow and ice clearing equipment.

## **Chapter 9 Fire fighting and rescue preparedness**

### *Section 36 Connections of fire-extinguishing systems*

(1) The helideck's fire-extinguishing system shall be connected to the ring main for fire water supply.



(2) Fire mains, valves and pump systems shall be so arranged that each pump system has the capacity to ensure adequate water supply by making sure that the helideck's fire main pressure is no less than 7 bar when the fire-extinguishing systems referred to in sections 38 and 42 first and second paragraph are used simultaneously. The fire mains shall at all times be filled with water and pressurised up to the fire-extinguishing systems.

#### Section 37 *Fire-fighting foam system*

(1) The helideck shall have a fire-fighting foam system consisting of three foam monitors or a deck integrated fire-fighting system with nozzles (DIFFS).

(2) In all operating conditions on the helideck, the foam system shall:

- a. supply foam not later than 15 seconds after the system has been activated;
- b. supply foam to the entire helideck in an efficient manner; and
- c. spray foam on all parts of the helicopter's exterior.

#### Section 38 *Minimum capacity of the foam system*

(1) The foam system shall have a minimum 10 minutes' continuous operation supplying 6 litres/min per m<sup>2</sup>.

(2) The supply capacity of the foam system shall be calculated based on the helideck's area within the safety shoulder.

(3) For foam systems consisting of foam monitors, each single foam monitor shall be capable of supplying at least 1.500 litres/min.

(4) Foam systems with remote-operated foam monitors shall comply with the requirement of the first paragraph of only using two foam monitors.

(5) Foam systems with oscillating foam monitors shall comply with the requirement of the first paragraph when using three foam monitors simultaneously.

#### Section 39 *Location of foam monitors*

When the foam system has foam monitors, these shall:

- a. be appropriately placed to be able to extinguish a fire anywhere on the helideck under the least favourable weather conditions in which helicopters can land, also taking into consideration the approach sector of the helicopter. Oscillating foam monitors shall be possible to adjust depending on prevailing wind conditions and shall be capable of being manually operated;
- b. be so designed and located that they are capable of directing the water jet straight down against the surface of the deck;
- c. have operators' stations situated close to the access ways;
- d. be capable of being manually operated and be easily accessible.

#### Section 40 *Foam system operation*

(1) The foam system shall be possible to operate from a central and protected location commanding a clear view of the helideck.

(2) Pumps and valves shall be capable of being manually operated at each foam monitor.

(3) All necessary valves shall be capable of being manually operated.

#### Section 41 *Foam concentrate*

(1) The foam concentrate shall be of a suitable type and should be able to be used at the lowest operational temperature.

(2) The volume of the foam concentrate shall be calculated based on the dilution percentage according to the recommendations of the supplier.

#### Section 42 *Other fire-extinguishing systems than foam systems*

(1) There shall be at least two fire hydrants with hose reels in the vicinity of the helideck.

(2) Tank facilities and areas around the fuel tank shall be protected by a deluge system with a capacity of at least 10 litres per minute per m<sup>2</sup>.

(3) The helideck shall be equipped with:

a. a 10 kg CO<sup>2</sup> extinguisher with an attached extension hose and nozzle capable of extinguishing a fire in the helicopter engines. Two similar CO<sup>2</sup> extinguishers shall be kept in reserve in the vicinity of the helideck.

b. a combined foam or powder station with hoses and dual purpose nozzles, capable of extinguishing minor fires at any part of the helideck. The quantity of powder shall be no less than 250 kg, and the capacity of the system shall be between 2 and 3 kg of powder per second. The system shall be capable of supplying no less than 200 litres of foam solution for minimum 10 minutes.

#### Section 43 *Emergency equipment*

The following emergency equipment shall be stored in the vicinity of the helideck, preferably in a sealed cabinet or box at the main access. The cabinet or box shall be red and marked «EMERGENCY EQUIPMENT».::

- a. two rescue axes;
- b. three stainless harness knives for cutting seat belts;
- c. two explosion proof hand torches;
- d. one crowbar;
- e. one pair of cutting pliers;
- f. one hacksaw with spare blade;
- g. one hammer;
- h. one safety wrecking bar;
- i. one sheet metal shears;
- j. one bolt cutter;
- k. one lightweight ladder (approximately 3 metres);
- l. one jack for lifting minimum 1/2 tonne;
- m. one metal hook with a 3 m long metal handle;
- n. two fire-resistant blankets.

#### Section 44 *Safety measures for helideck with fuelling facility*

(1) Fuel with a flashpoint of less than 37 °C is not permitted.

(2) Transportable fuel tanks shall be securely fixed and protected against mechanical damage and high temperatures from any fire occurring in adjacent areas.

(3) Based on technical fire criteria, the area for fuel storage tanks shall be located at a safe distance from accommodation spaces, evacuation routes and lifeboat stations, separate from areas where there are sources of ignition.

(4) Transportable fuel tanks shall be protected against a possible helicopter breakdown.

(5) If the fuelling facility is placed above a living quarter module, all exterior surfaces of the module that may be exposed to hydrocarbon fire shall be insulated to class A-60 standard.

(6) Transportable fuel tanks shall be designed in accordance with the IMDG Code and equipped with proper fittings, fixing arrangements earthing.

(7) Storage tanks, pump units and refuelling sites shall be arranged with a drip tray of ample dimensions for collecting possible leakages and expected quantity of water from the deluge system. The drip tray shall be effectively drained to a safe place.

(8) Vent arrangements from storage tanks with a pressure or vacuum valve shall be located at a safe distance from accommodation spaces, etc. It shall not be possible for gas from outlets to enter into ventilation systems.

(9) Outlet valves shall be fitted directly to the tank and shall be capable of being closed remotely in the event of fire or other accidents.

(10) The pump system shall be connected to one fuel tank at a time.

(11) All pumps and shut-off valves shall be capable of being operated from the helicopter refuelling facility.

(12) Safety instructions for the filling of fuel shall be posted in the vicinity of the fuel distribution facility.

## **Chapter 10 Concluding provisions**

### **Section 45**     *Exemptions*

(1) The Norwegian Maritime Authority may exempt a mobile offshore unit from one or more of the requirements of the Regulations if the company applies for an exemption in writing and one of the following conditions is met:

a. it is established that the requirement is not essential and that the exemption is justifiable in terms of safety;

b. it is established that compensating measures will maintain the same level of safety as required by these Regulations;

(2) A statement from safety representative shall be attached to the application for exemption.

### **Section 46**     *Transitional provision*

(1) Marking of the helideck's actual  $D_H$  value in whole metres, cf. section 28 first paragraph first sentence, shall be completed by 1 January 2021.

(2) Whereas the helideck size marking at entry into force will be in numbers of approximately 60 cm, the marking pursuant to section 28 third paragraph should be completed by 1 January 2021.

(3) Visual warning system (status light), cf. section 31 fifth paragraph will be operative by 01 January 2022.

### **Section 47**     *Entry into force*

(1) These Regulations enter into force on dd.mm. (2020)

(2) As from the same date, the Regulations of 15 January 2008 No. 72 on helicopter decks on mobile offshore units are repealed.

### **Section 48**     *Regulations on radio communication equipment for Norwegian ships and mobile offshore units are amended as follows*

From dd.mm. 2020 the following amendments are made to Regulations of 1 July 2014 No. 955 on radiocommunication equipment for Norwegian ships and mobile offshore units section 9:

Section 9      *Additional requirements for mobile offshore units with helideck*

Mobile offshore units with helidecks shall, in addition to the requirements of section 7, cf. section 2, be provided with:

a) two fixed VHF/AM radiotelephony stations *to be operated from a place that has a full view of the entire helideck* and a portable VHF/AM radiotelephone apparatus for each member of the helideck crew for communication with helicopters within the frequency range 118-137 MHz. One of the fixed stations shall be connected to batteries having a capacity to operate the station for at least 6 hours, or batteries for equipment connected to the Global Maritime Distress and Safety System (GMDSS) when the batteries have sufficient capacity to operate both types of equipment at the same time;

b) aeromobile radio beacon for the transmission of position-finding signals. The radio beacon shall satisfy the International Civil Aviation Organization's (ICAO) provisions concerning the operation and service of Non-Directional Radio Beacon (*NDB*), the on/off switch for the radio beacon shall be located in a room satisfying the requirements of SOLAS regulations IV/6.2.