

GUIDE FOR THE CLASS NOTATION

HELICOPTER DECKS AND FACILITIES (HELIDK AND HELIDK(SRF))

APRIL 2008

NOTICE NO. 3 – October 2015

The following Rule Changes were approved by the ABS Rules Committee on 18 September 2015 and become **EFFECTIVE AS OF 1 OCTOBER 2015**.

(See <http://www.eagle.org> for the consolidated version of the Guide for the Class Notation Helicopter Decks and Facilities (HELIDK and HELIDK(SRF)) 2008, with all Notices and Corrigenda incorporated.)

Notes - The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification (Part 1).)

SECTION 2 STRUCTURAL DESIGN AND SAFETY CRITERIA

7 Arrangements

(Revise Paragraph 2/7.1, as follows.)

7.1 Projections (1 October 2015)

The helicopter deck is to be free of projections except that landing lights or other essential projections may be installed around the periphery of the deck provided they do not rise above the level of the helicopter deck as specified in 2/9.9.1.

9 Safety

(Revise Paragraph 2/9.1, as follows.)

9.1 Safety Net (1 October 2015)

9.1.1 Vessels

Safety nets for personnel protection are to be installed around the periphery of the helicopter deck to the requirements provided by the flag Administration (or the cognizant authority). Those requirements are to be specified and acceptable documentation to verify compliance with those specific requirements is to be submitted to ABS. In the absence of such requirements, a safety net as least 1.5 m (5 ft) wide is to be provided around the periphery of the helicopter deck, except where structural protection exists. The net should be inclined upwards and outwards from below the edge of the helicopter deck to a horizontal distance of 1.5 m. The outer edge of the safety net or structural protection is not to rise more than 150 mm (6 in.) above the edge of the deck.

9.1.2 Mobile Offshore Drilling Units and other Offshore Units

For personnel protection, a safety net is to be fitted around the helicopter deck with the inboard edge fastened just below the edge of the helicopter deck, except where structural protection exists. The safety net is to extend at least 1.5 m in the horizontal plane and to be arranged so that the outboard edge does not exceed the level of the deck and angled so that it has an upward and outward slope of approximately 10°.

9.9 Lights

(Revise Subparagraph 2/9.9.1, as follows.)

9.9.1 Perimeter Lights (1 October 2015)

9.9.1(a) Vessels. Each helicopter deck is to be fitted with perimeter lights to the requirements provided by the flag Administration (or the cognizant authority). Those requirements are to be specified and acceptable documentation to verify compliance with those specific requirements is to be submitted to ABS. In the absence of such requirements, omni-directional yellow and blue lights, in alternate order, are to be fitted to enable the landing area to be easily identified at night. These lights are to be positioned around the perimeter of the deck not more than 3 m (9'-10") apart and do not rise more than 150 mm (6 in.) above the level of the deck.

9.9.1(b) Mobile Offshore Drilling Units and other Offshore Units. The perimeter of the helicopter deck is to be fitted with green lights visible omni-directionally from on or above the landing area. These lights are to be above the level of the deck, but not to exceed 250 mm (10 in.) in height for helicopter decks where *D-value* is greater than 16 m. Where a helicopter deck has a *D-value* of 16 m or less, the perimeter lights are not to exceed 50 mm (2 in.) above the deck. These lights are to be positioned around the perimeter of the deck not more than 3 m (9'-10") apart, coincident with the perimeter line as per 2/9.7.2(i). In the case of square or rectangular decks, at least four lights are to be fitted along each side, including a light at each corner. Flush fitting lights may be used at the inboard edge of the helicopter deck (150° limited obstacle sector origin) where there is a need to move a helicopter or large equipment off the helicopter deck.