

Technical Bulletin

NUMBER 18 2005

Helicopter operations

Incorrect markings can be misleading and could result in an accident

The Club inspectors have recently visited ships where they have found incorrect helicopter markings on the deck. Incorrect helicopter markings can be misleading and could result in an accident.

Ambiguous helicopter markings may also result in the refusal of a pilot to board the vessel by helicopter, which could cause an expensive delay to the ship. There are two types of recognised helicopter markings, either a **landing area** or a **winching area**.

Clear and precise guidelines for both types of operation and marking are contained in the International Chamber of shipping booklet *Guide to Helicopter/Ship Operations*.

If a landing area is provided, it is essential that the hatch or deck area is suitably strengthened and approved for the type of helicopter envisaged.

The areas used by the helicopter landing gear or by personnel should have anti-slip surfaces effective when wet. Good aviation practice requires that the colours used should contrast with the normal ship's paintwork.

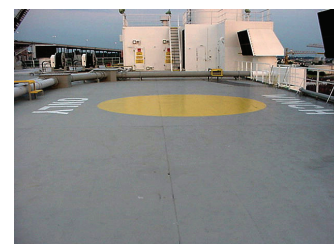
Letters are normally painted in white and lines painted yellow. Touch down zones should be painted in a dark grey or dark green non-reflective colour.

The images of helicopter markings shown at the foot of the page are not considered normal or acceptable and might cause problems for the ship.

It is suggested that all helicopter markings follow the *International Chamber of Shipping Guidelines* and are not left to the imagination of ships' staff.



Approved helicopter landing area



Approved helicopter winch area



Boundary of non-slip paint

Below: markings that are not considered normal or acceptable

