



Unit 3 The Business Venue
Grandholm Crescent
ABERDEEN
AB22 8AA

Tel: + 44 (0)1224 704048

Email: info@helidecks.org

To all Offshore Duty Holders/Vessel/MODU Operators:

18 February 2025

At the U.K. Helideck Technical Committee meeting held in January 2025 the subject of “**Wrong Deck Landings in multi-helideck operations**” was discussed between the offshore helicopter operators.

The current edition of CAP437 Edition 9 – Standards for offshore helicopter landings areas Page 87 Note 1 includes the statement:

At night, when a helideck is not in use, and to mitigate the possibility of a 'wrong rig landing' on an unsafe helideck, the Lit Touchdown/ Positioning Marking and Lit Heliport Identification Marking should be extinguished.

In the impending Edition 9 amended this statement shall be revised to read:

At night, when a helideck **which forms part of group of helidecks (e.g. a complex or during combined operations)** is not in use, the Lit Touchdown/ Positioning Marking and Lit Heliport Identification Marking should be extinguished to reduce the possibility of a 'wrong rig landing' on an unsafe helideck.

A decision was taken at the HTC to have this procedure enforced during certain multi-deck operations where the risk of a wrong deck landing is increased. To meet this requirement the following statement will be added on DRAFT TLN's for the consideration of the primary helicopter operator:

Given this is a multi-helideck project all helidecks not expecting the arrival of a helicopter shall extinguish their TD/PM & H lighting. This will assist in the mitigation of wrong deck landings. TD/PM & H lighting will be illuminated at least 30 minutes prior to the expected arrival time of a helicopter as part of the HLO helideck inspection duties. This applies at all times of day.

It will be the decision of the primary helicopter operator if they wish the statement to remain and be published on the final draft of the TLN. Should they decide it will stay then all the helidecks included on the TLN should initiate a procedure to ensure compliance of the TD/PM & H lighting control. If the helicopter operators deem the procedure is not required, the statement will be removed from the TLN prior to publishing the final draft.

The purpose of this notification is to ensure all offshore Duty Holders/Vessel/MODU Operators have appropriate procedures in place to comply with the requirement should the need arise.

Regards

For and behalf of HCA

A handwritten signature in black ink, appearing to read 'Graham Wildgoose', written over a horizontal line.

Graham Wildgoose
Technical Director