

Notes: The diameter in metres of the clear zone 'D' to be marked in white figures of 0.9m at each of the points shown, so as to be easily visible to the helicopter pilot. The diameter (in metres) of the clear zone must be equal to or greater than the overall length of a visiting helicopter with rotors running.

Figure 2.1: Landing area at the ship's side (non-purpose built)

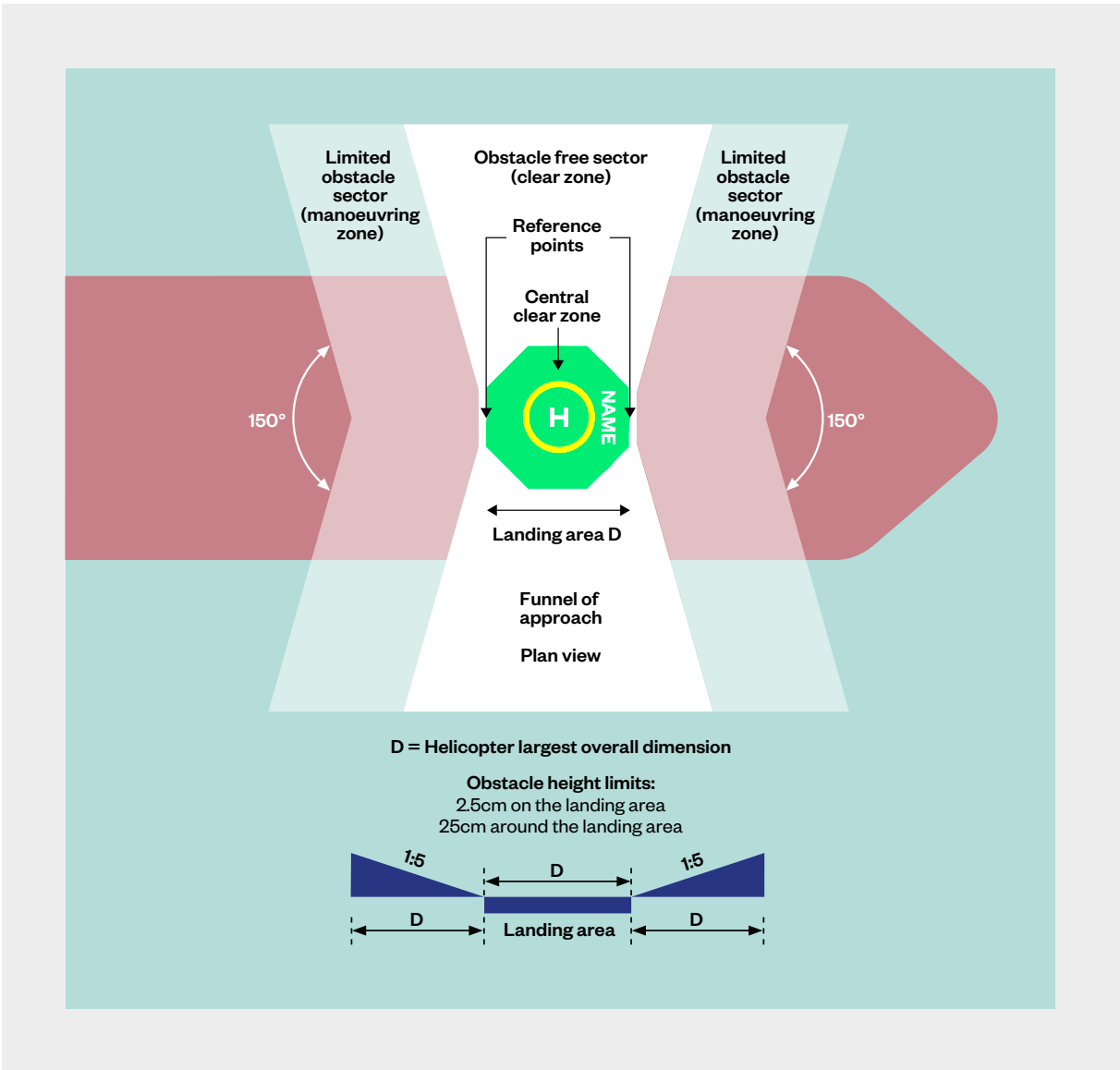


Figure 2.2: Amidships centreline landing area (purpose built and non-purpose built)



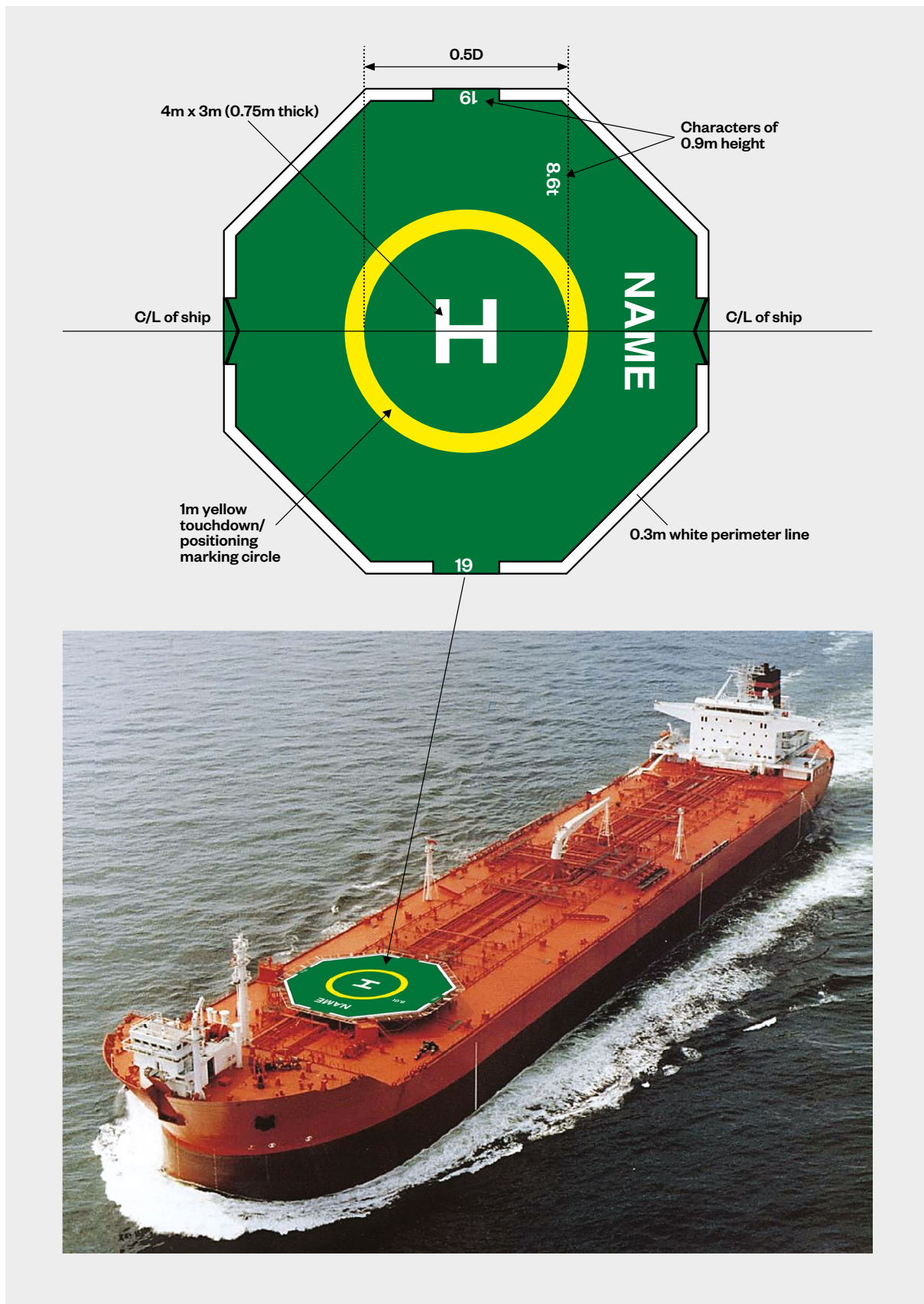
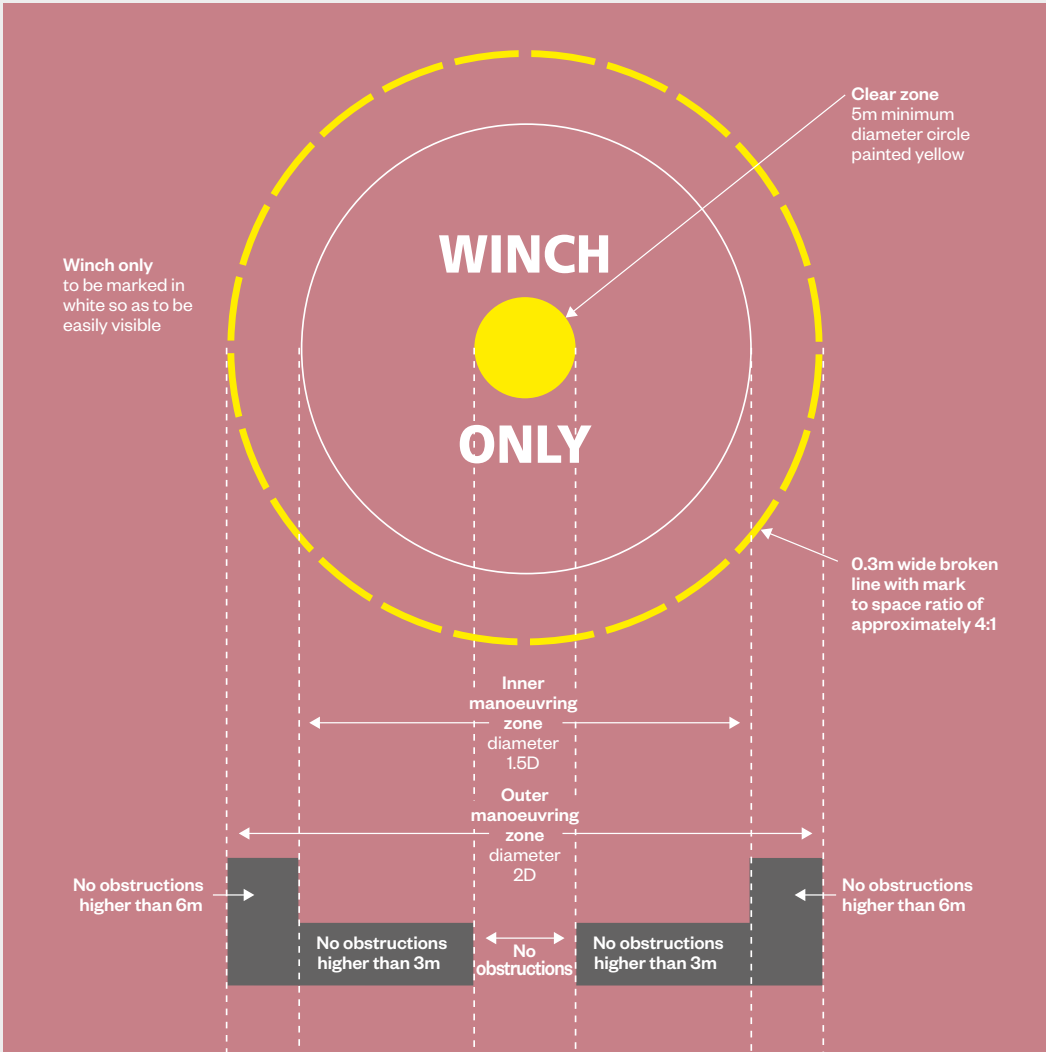


Figure 2.3: Markings for a purpose built landing area in a centreline location



Obstructions in this area should be highlighted

Figure 2.4: Winching operations area



2.1.3 Location and size of operating area – Winching

Where it is impractical to provide a landing area for helicopters as described in section 2.1.2: Location and size of operating area – Landing, it may be possible to arrange an operating area that can support winching operations only. A winching area should consist of a clear zone and a manoeuvring zone. The clear zone should be at least 5m in diameter and should have a surface that can accommodate crew and/or passengers and/or stores during winching operations. It should also be obstruction free.

The manoeuvring zone, divided into an inner and outer portion, should extend beyond the clear zone, with a minimum overall diameter of 2D. A portion of the manoeuvring zone may be located beyond the ship's side. In the inner portion of the manoeuvring zone, extending to an overall diameter of 1.5D, obstructions may be permitted up to an overall height above the level of the clear zone of 3m. In the outer portion of the manoeuvring zone, obstructions may be permitted up to an overall height of 6m above the level of the clear zone. All obstructions should be clearly marked (see section 2.5: Additional considerations for helicopter operating areas). The general arrangement for a winching area is shown in figure 2.4, and more advice on positioning a winching area can be found in section 2.4.1: Positioning a winching area. The markings for a winching area are described in section 2.4.3: Marking a winching area.

2.1.4 Poop deck platforms

Poop decks are generally subject to adverse aerodynamic effects and are susceptible to a greater influence from wave motions. A poop deck arrangement is therefore recommended only when other options are not appropriate or where the ship type and design dictates.

Where a poop deck arrangement is specified, potential problems may be eased by adopting good design practices, see sections 2.3.2: Aerodynamic effects and 2.3.3: Wave motion effects for more information. It may also help to manoeuvre the ship for helicopter operations so that the wind is within 35° of the beam, preferably on the port side.



Figure 2.5: Gas tanker with purpose built helicopter operating and landing area at poop deck