

2.7 Access and Egress Route

The heliport should be provided with a primary access and egress route. Where practical, the primary route should be provided with a depressed waiting area minimum of 7 ft. (2.0m) below the elevation of the flight deck surface. Where a secondary route is provided, it should be limited to emergency use only, where normal passenger flow is prohibited.

2.8 Safety Net and Shelf

The heliport should provide a safety net or shelf for protection of personnel at least 5 ft. (1.5m) wide (measured horizontally) around the perimeter, except that at stairwells the safety net or shelf should extend completely around the opening. The safety net or shelf need not extend around stairways oriented perpendicular to the heliport perimeter. The safety net or shelf should produce an outward and upward inclined surface beginning at a slight drop in elevation below the flight deck. The outer edge should not protrude above the flight deck. Such safety nets or shelves should be designed to support a minimum concentrated load of 200 lbs. (100kg) at any point. The safety shelf should also be designed in accordance with Par. 2.3a and c.

2.9 Tiedown Points

A minimum of four (4) tiedown points should be provided for securing each helicopter to the flight deck. These tiedown points should be recessed where practical. If not recessed, the tiedowns constitute a landing gear hazard and require obstruction markings. The tiedown points should be arranged so as to secure one helicopter in the middle of the heliport. On multi-helicopter heliports sufficient tiedown points should be provided for each helicopter parking area. The tiedown points should be so located and of such strength and construction as to be suitable for securing the largest helicopter the heliport is designed to accommodate during the maximum anticipated environmental condition.

2.10 Lighting

For night use, perimeter lights should be used to delineate the heliport flight deck. Alternating yellow and blue omnidirectional lights of approximately 30-60 watts should be spaced at intervals to adequately outline the flight deck. A minimum of eight (8) lights are recommended for each heliport. Adequate shielding should be used on any floodlighting that could dazzle the pilot during an approach for landing. Obstructions that are not obvious should be marked with omnidirectional red lights of at least 30 watts.

Where the highest point on the platform exceeds the elevation of the flight deck by more than 50 ft. (15m) an omnidirectional red light should be fitted at that point, with additional such lights fitted at 35 ft. (10m) intervals down to the elevation of the flight deck. An emergency power supply should provide power to the perimeter and obstruction lighting and to lighting along the heliport access and egress routes. Flight deck lights should be outboard of the flight deck and should not extend over six (6) inches (15cm) above the deck surface. They should be guarded, have no exposed wiring and be located so as not to be an obstruction. Any inboard lighting should be flush mounted.

2.11 Heliport Markings

a. **General.** A minimum aiming circle 20 ft. (6m) outside diameter and 16 inch (40cm) wide should mark the center of the available flight deck, not necessarily the center of the heliport. A 16 inch (40cm) wide stripe should be used to mark the boundary of the heliport flight deck. Any contrasting color can be used, however, red is reserved for obstruction markings. In addition to the aiming circle and marking provided for normal helicopter operations, a company logo, or the internationally recognized marking for helicopter flight deck may be provided. The internationally recognized marking consists of the letter "H" (10 ft. (3m) x 5½ ft. (1.7m) x 16 in. (40cm) wide) painted white and centered in the aiming circle. If a color other than white is used, the letter coloring should contrast with the deck coloring but should not be red. The flight deck may also be marked with operator's name, area and block number. A walkway may be marked from the aiming circle to the primary access and egress route. See Figure 2.11-1. The secondary (emergency) exit should be prominently marked for pilot identification. See Figure 2.11-1.

b. **Limitation Markings.** Since an offshore heliport is limited to helicopters of or under a certain gross weight or size the heliport should be marked to indicate these limitations. The recommended method of designating the heliport limitation is to indicate the allowable weight to the nearest thousand pounds. Below this allowable weight designation the flight deck dimension is shown to the nearest foot.

Square, octagonal, hexagonal, pentagonal, or circular flight deck dimensions should be indicated by a single number. Dimensions of rectangular flight decks should be indicated by the width x the length. These dimensions should not include the solid safety shelf or safety fence.