
***SUPPLEMENTARY HELIDECK GUIDANCE FOR FLOATING INSTALLATIONS, JACK-UPS,
AND VESSELS ENTERING THE NORWEGIAN CONTINENTAL SHELF***

INTRODUCTION AND CONTEXT

The regulatory framework governing helidecks on the Norwegian Continental Shelf (NCS) presents unique challenges for helideck owners and helicopter operators. While the helideck may comply with registered flag state requirements, it is imperative that the Norwegian helicopter operator adheres to the Civil Aviation Authority of Norway regulations when utilizing any helideck.

Helideck owners should ensure full compliance with CAA Norway's helideck regulations and the associated guidance material BSL D 5-1 ([Norwegian](#) / [English](#)). Alternatively, if compliance with these regulations is not achieved, the helideck owner is advised to seek consultation with the relevant Norwegian helicopter operator (or other contracting party) at least two months in advance of the planned operation. The provided links to the regulations offer further detailed guidance material.

KEY CONSIDERATIONS FOR OPERATIONS ON THE NORWEGIAN CONTINENTAL SHELF

Helideck owners should take note of the following key considerations for operations on the Norwegian Continental Shelf:

1. CAP 437

Compliance with CAP 437 does not guarantee compliance with Norwegian regulations.

2. HELIDECK ACCEPTANCE

The helideck must be approved by the helicopter operator in accordance with BSL D 5-1 and declared "fit for purpose."

3. HELIDECK INSPECTION

The Norwegian helicopter operator may perform independent inspections of helidecks, or alternatively, outsourced to parties approved by the helicopter operators which (as of 26 September 2024) include:

- ACS (Aircontact Services)
- Equinor
- HCA (Helideck Certification Agency)

4. FUEL SYSTEM CERTIFICATION

Helideck owner must hold a valid certification from an approved provider. The current approved providers as of 26 September 2024 are:

- Imenco
- Swire Energy Services

5. ADHERENCE TO HELIDECK MONITORING SYSTEM STANDARDS

The latest Norwegian Helideck Monitoring System standard in effect must be used. The latest UK standard may also be utilized, provided acceptance given by the helicopter operator in prior coordination.

All HMS data (Helideck monitoring system) shall be made available for sharing in real time with the helicopter operators.

6. HELIPORT INFORMATION

An updated heliport information sheet must be maintained, following the [CAA Norway template](#), and should reflect the most current operational details.

7. OFFSHORE NORGE GUIDELINE 074 COMPLIANCE

Helideck owners are required to comply with the [Offshore Norge Guideline 074](#) (Helideck Manual) on a “best effort” basis, subject to the nature of NCS operations. Helidecks operating regularly or for extended periods within the NCS should aim to fully comply with all aspects of this manual.