

## **CAP 437 Touchdown and Perimeter Marking Lighting to the new required standard.**

The latest edition 8 of CAP 437 requires the installation of the Circle and H lighting that is used in conjunction with the current green helideck perimeter lights (Note: the flood lights then become optional for use as ground handling at night but NOT used during landing and take-off for helicopter night operations. This is defined in CAP 437 for vessels operation in UK waters that require night operations.

It should be noted that this would be primarily for medivac or technical emergencies and without the lighting the medivac could not be undertaken under normal conditions.

Outside of UK waters if a client requires a CAP437 standard helideck inspection and certification and the intent is to provide, or the possibility exists of a night medivac or technical emergency then the lighting should be installed.

If the lighting is not installed after the 1<sup>st</sup> April 2018 a risk assessment should be undertaken with the Helicopter service provider and if the potential exists any night operations a schedule for installation should be undertaken.

If not installed the Helideck would under the terms of CAP 437 edition 8 would be classified for Day VFR (Visual Flight Rules) only.

While the cost of installation must be a consideration this has to be offset against the possibility of not being able to provide night medivac or support a technical emergency. However, the final decision on a night flight may rest with the helicopter service provider, depending on the geographical location.

ICAO Annex 14 which is the definitive document for Helideck Operations and standards and a requirement for any contraction ICAO country is under review and the draft document has indicated the lighting will be also be a legal requirement (this statement is for information only and confirmed upon release of the new Annex 14 document.

### **Extract from CAP 437 and to be read in conjunction with Appendix C of the same document**

#### **Floodlighting, lit TD/PM circle and lit heliport identification 'H' marking**

- 4.21 In order to aid the visual task of final approach and hover and landing it is important that adequate visual cues be provided. For use at night, this has previously been achieved using floodlighting; however, these systems can adversely affect the visual cueing environment by reducing the conspicuity of helideck perimeter lights during the approach, and by causing glare and loss of pilots' night vision during the hover and landing. Furthermore, floodlighting systems often fail to provide adequate illumination of the centre of the landing area leading to the so-called 'black-hole effect'.
- 4.22 A new lighting scheme comprising a lit TD/PM Circle and a lit heliport identification 'H' marking has therefore been developed and is effectively mandated for operations taking place at night on the UKCS from 1st April 2018. This scheme, described in detail in Appendix C, has been clearly demonstrated to provide the visual cues required by the pilot earlier on in the approach, and much more effectively than floodlighting and without the disadvantages associated with floodlights such as glare. The CAA has therefore replaced the traditional floodlighting systems with the new offshore helideck lighting scheme meeting the specification given in Appendix C.

Below are samples of installations recently undertaken and inspected by our certification team after completion

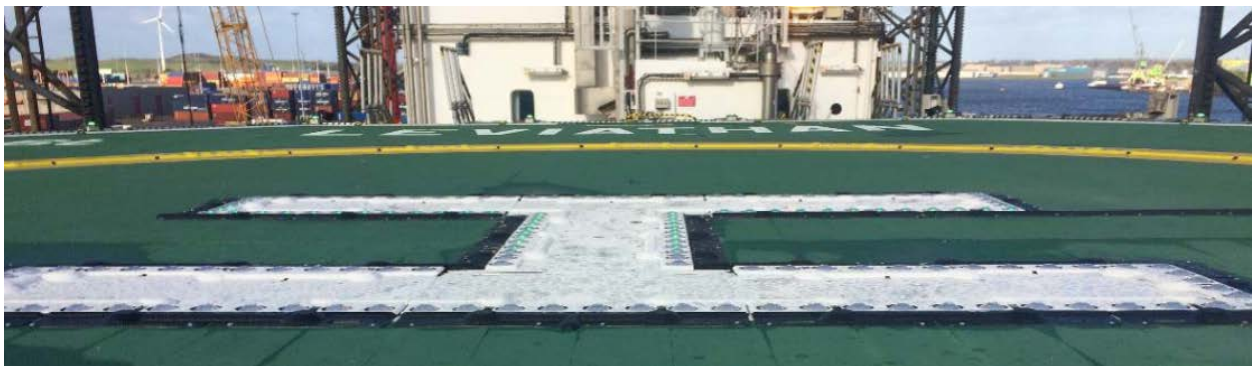
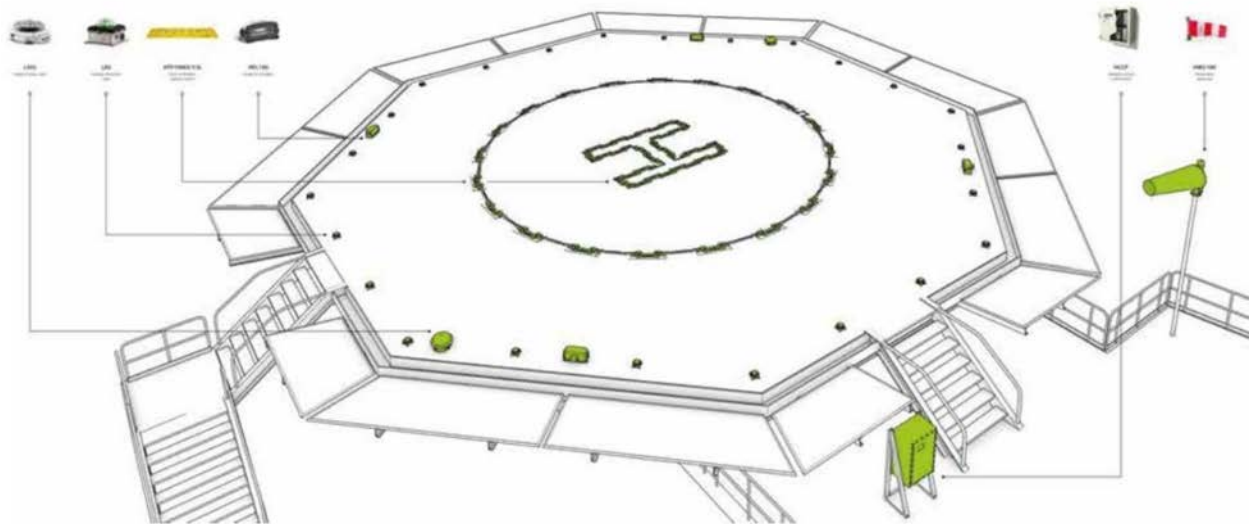




CAP437 - helideck lighting design



Lit TD/PM system to form the yellow circle and the white 'H'





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