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YACHT TECHNICAL CIRCULAR

Circular Number: 3

Revision: 3

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Date: 24 April 2026

Aviation Inspection Body and Recognized Organization Responsibility Matrix for Certification of Helicopter Landing Areas

1.0 Introduction

- 1.1 This Yacht Technical Circular outlines the scope of shared responsibilities between a Recognized Organization (RO) and an Aviation Inspection Body (AIB) regarding plan review and approval, survey/audit, and certification of Helicopter Landing Areas (HLAs) on Republic of the Marshall Islands (RMI)-flagged yachts.
- 1.2 In accordance with the RMI Yacht Code ([MI-103](#)), HLAs and associated facilities must be certified by a recognized AIB.
- 1.3 Due to the requirements of the International Convention for the Safety of Life at Sea (SOLAS) Regulation II-2/18 which state, in part, that the design, structural strength, firefighting, refueling, fuel storage, and hangar facilities of the HLA must be designed and constructed in accordance with the relevant regulations of SOLAS, the RO must have a shared responsibility of certification and must issue a Statement of Compliance, where appropriate.

2.0 Scope Delegation

The following tables shows the scope of shared responsibilities between the RO and AIB for RMI- flagged yachts.

2.1 HLAs

	RO		AIB	Standards/Guidelines Reference
	Approvals	Survey/Audit	Inspection	
Structural drawings and calculations	X			Class Rules
Construction	X	X		SOLAS Regulation II-2/18.3
Means of escape	X	X		SOLAS Regulation II-2/18.4
Arrangements			X	ICAO Annex 14 Vol 2/3.3

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	RO		AIB	Standards/Guidelines Reference
	Approvals	Survey/Audit	Inspection	
Obstacle environment			X	ICAO Annex 14 Vol 2/3.3 and 4.2
Safety devices			X	ICAO Annex 14 Vol 2/3.3
Surface			X	ICAO Annex 14 Vol 2/3.3
Visual aids			X	ICAO Annex 14 Vol 2/5
Helicopter tie down structure	X	X		Class Rules
Helicopter tie down arrangements			X	ICAO Doc 9261/3.6.6
Deck drainage and scupper system	X	X		SOLAS Regulation II-2/18.6
Fire-fighting arrangements and equipment	X	X		SOLAS Regulation II-2/18.5 ¹
Crash gear equipment	X	X		SOLAS Regulation II-2/18.5
Ancillary equipment			X	ICAO Doc 9261/8.3

¹ Equivalency provided by the [MI-103](#).

2.2 Helicopter Facilities

	RO		AIB	Standards/Guidelines Reference
	Approvals	Survey/Audit	Inspection	
Helicopter refueling system arrangements	X	X		SOLAS Regulation II-2/18.7
Helicopter fuel storage	X	X		SOLAS Regulation II-2/18.7 and MI-103 Ch. II/§10.1 or Ch. IV/§7.1
Hangar firefighting and detection systems	X	X		SOLAS Regulation II-2/18.7
Hangar structural fire protection	X	X		SOLAS Regulation II-2/18.7
Hangar structure	X	X		Class Rules
Hangar deck drainage and scupper systems	X	X		SOLAS Regulation II-2/18.6

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2.3 Operational

	RO		AIB	Standards/Guidelines Reference
	Approvals	Survey/Audit	Inspection	
Safety Management System ²		X		SOLAS Regulation II-2/18.8 and SOLAS Chapter IX
Helicopter Operations Manual(s)			X	SOLAS Regulation II-2/18.8
Helideck Directory			X	ICAO Doc 9261/2

- ² The yacht's Safety Management System (SMS) must include the helicopter operations, and policies and procedures. These must be subject of review during the shipboard ISM audits by the RO or the Administrator, and reviewed by the AIB during the HLA certification.

2.4 Certification

	RO	AIB	Standards/Guidelines Reference
Statement of Compliance ³	X		MI-103 Annex 2/§3.2
Helicopter Landing Area Technical Certificate (HLATC) ⁴		X	MI-103 Annex 2/§3.5
Helicopter Landing Area Certificate (HLAC)		X	MI-103 Annex 2/§3.4

- ³ The Statement must confirm that the HLA has been constructed and surveyed to the requirements of SOLAS Regulation II-2/18 (equivalency provided by the [MI-103](#)), and the Rules of Class.

- ⁴ As referenced in the [MI-103](#), Annex 2, §3.5, upon request from the shipyard, the AIB may issue a HLATC. This certificate solely indicates the compliance of construction, design, and firefighting appliances. This HLATC must not be regarded as an HLAC and not be used for operational purposes.
