ICAO Heliport Seminar
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Operational Safety Oversight of Helidecks.

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Operational Safety Oversight of Helidecks.

Challenge:
- Inspections
- Review
- Risk Assessments

*Average 15 hours per location.

Some locations require over a
Operational Safety Oversight of Helidecks.

Over 400 locations.

Airports  Islands  Desert  Hospitals

Complex  Wellhead Tower  Boats  Rig / Barges  Special Ops
Operational Safety Oversight of Helidecks.

75% (+300) Helidecks

Locations (+400)

- Helidecks
- Airports
- Heliports
- HEMS

*50% (200) WHT Helidecks (+300)

- Complex
- Barges
- Rigs
- Boats
- WHT
- Elevated

Operational Risks associated to Helidecks:

1. Standards
2. Conditions

Risk Management = KEY to Operational Safety
Operational Safety Oversight of Helidecks.

9 out of 10 safety issues encountered can be related to Helidecks

1. Standards:
   - Documents: 1 out of 10 has proper and updated documents
   - SOP’s: 2 out of 10 has proper Normal and Emergency Procedures
   - Training: 2 out of 10 has proper training, knowledge/experience.
   - Lights: 1 out of 10 are non compliant.

   • Less than 20% of locations are fully compliant.

Risk Management = KEY to Operational Safety
Operational Safety Oversight of Helidecks.

9 out of 10 safety related issues can be related to Helidecks.

2. Conditions:
- Surface: 2 out of 10 below standards.
- Obstacles: 2 out of 10 below standards.

* Pilot decision based on risks due conditions.
  (Operational risk assessment: Pilot knowledge)
* Acceptance through Risk Assessments.

Risk Management = KEY to Operational Safety
Documents:

1. Helideck Certificate: Arrangement / T value (Structure)
2. Plans
3. Friction Test (Requirement – conditions – incidents)
4. Scale calibration (Procedures – incidents – samples)
5. Weather Equipment (Calibration – information)
6. Fire Protection (Information – inspection)
7. Complimentary Media (Location – inspection – ID)
8. SOP’s (next)
9. Training
Normal and Emergency Procedures

- Many locations have no SOP’s or poor SOP’s.
  
- Our records show only 20% of helidecks have complete SOP’s.
  
- Only 10% have proper Normal and Emergency SOP’s.

- Ownership.
HLO / HLA Training

9 out of 10 locations:

➢ Do not have adequate knowledge and training.
  • HLO’s 1-2 day training including Dangerous Goods.
  • Few personnel with no practical experience with helicopter.

➢ Cost related to training issues:
  • Delays
    Operational implications
  • Incidents
Fire Team Training

9 out of 10 locations:

- Do not have adequate knowledge and training.
  - Most Fire Team Members hold Advance Fire Fighting training
  - Some members only have Basic Fire Fighting training.

- No proper Helideck or Helicopter Rescue training in most cases.

- Just a Few helidecks DO have Fire Team ready during operations.
Risk Assessments related to Helidecks

ZWSC

Operational impact:
✓ Main Complex.
✓ Refuel for Zakum Field
✓ Medevac

One Barge position scenario:

✧ Reduced OFS
Risk Assessments related to Helidecks

ZWSC: Three barges position new scenario

Revision
09/09/2015
MB1
Jopetwil300
Rig Burj

Restricted Operations ZWSC
1. Day Operations Only.
2. No passengers or cargo.
3. For Refueling only.
4. No HEMS operations
*NO NIGHT OPERATIONS

Restricted OFS Revision Due to Rig Burj
With Boat
Without Boat

Restricted OFS Revision Due to MB1 position

1. Crane operations are authorized within the crane area of operation defined.
2. Crane must remain within the defined crane area of operation.
3. Pilots should plan an approach profile as to allow fly away clearance in case of a single engine failure.

Restricted OFS Revision Due to Jopetwil300

Legs: +150ft

1. CRANE MOVEMENTS ALLOWED WITHIN THIS AREA DURING HELICOPTER OPERATIONS.
2. Crane rest stand area.
* New position away from approach/departure paths.
*NO Clearance required.
Risk Assessments related to Helidecks

UAP: Modification work for parking area.
Operational Safety Oversight of Helidecks

The best time to build the future is NOW

1. Responsibility needs to be assumed by facility owners/operators.
2. Documents provide 80% of safety assurance. (A MUST)
3. Knowledge and qualifications must be a priority. (At All Levels)
4. Clear standard must be defined and followed. (Improvement)
5. Personnel Knowledge is a must to manage risk. (Operational)
6. Pilot discretion is directly related to knowledge, experience, and organizational culture.

* All stakeholders should be aligned with acceptable standards.