

# INTERFACE BETWEEN HELICOPTER & HELIDECKS

*In terms of regulation, oversight and common deficiencies concerning operations and emergency response at helidecks*

Presenter:

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# DEFINITIONS:

## INTERFACE:

*“Point where two systems/subjects/organisations meet and interact”*

What we are talking about is the interaction between the helideck (crew) and the helicopter crew (and passengers) i.e.



## COMMUNICATION

*Various ways the communication of critical information is achieved...*

*(or not!)*...



## MARKINGS/SIGNAGE REGULATION AND OVERSIGHT:

- Signage, markings, windsocks and warning lights (such as status lights) covered in existing Regulations or advisory documents
- More detailed standards in publications such as CAP437
- Facility may be audited by inspection/audit against local regulations or adopted standard if applicable
- With helideck markings in particular:
  - standardisation in terms of position (as well as size/colour) is valuable – easier for pilots to pick out the pertinent information. To avoid WDLs & situations such as:



WHAT WE WANT TO AVOID:



## HELICOPTER APPROACH: COMMON COMMUNICATION BARRIERS





## HELICOPTER ON DECK/DEPARTURE: COMMUNICATION BARRIERS



## SUMMARY OF PROBLEM AREAS:



# OVERSIGHT AND REGULATION TO IMPROVE THE SITUATION

## ***Oversight:***

- All facilities to be audited/inspected against an agreed standard and according to International & local Regulations
- Independent Body leads to level laying field and eliminates potential conflict of interest
- Inspections to be carried out on a regular basis (1 or 2 years) with monitored self assessment inspections in between
- An approval granted subject to closeout of findings/non-compliances within an agreed timescale
- Audit checklists to “zero in” on identified problems with Helicopter/Helideck Interaction and the root causes

(All quality inspections do just that)





## REGULATION: SPECIFIC AREAS TO HIGHLIGHT

- Clear regulation of training required: in terms of defined syllabi and validity period, to include:

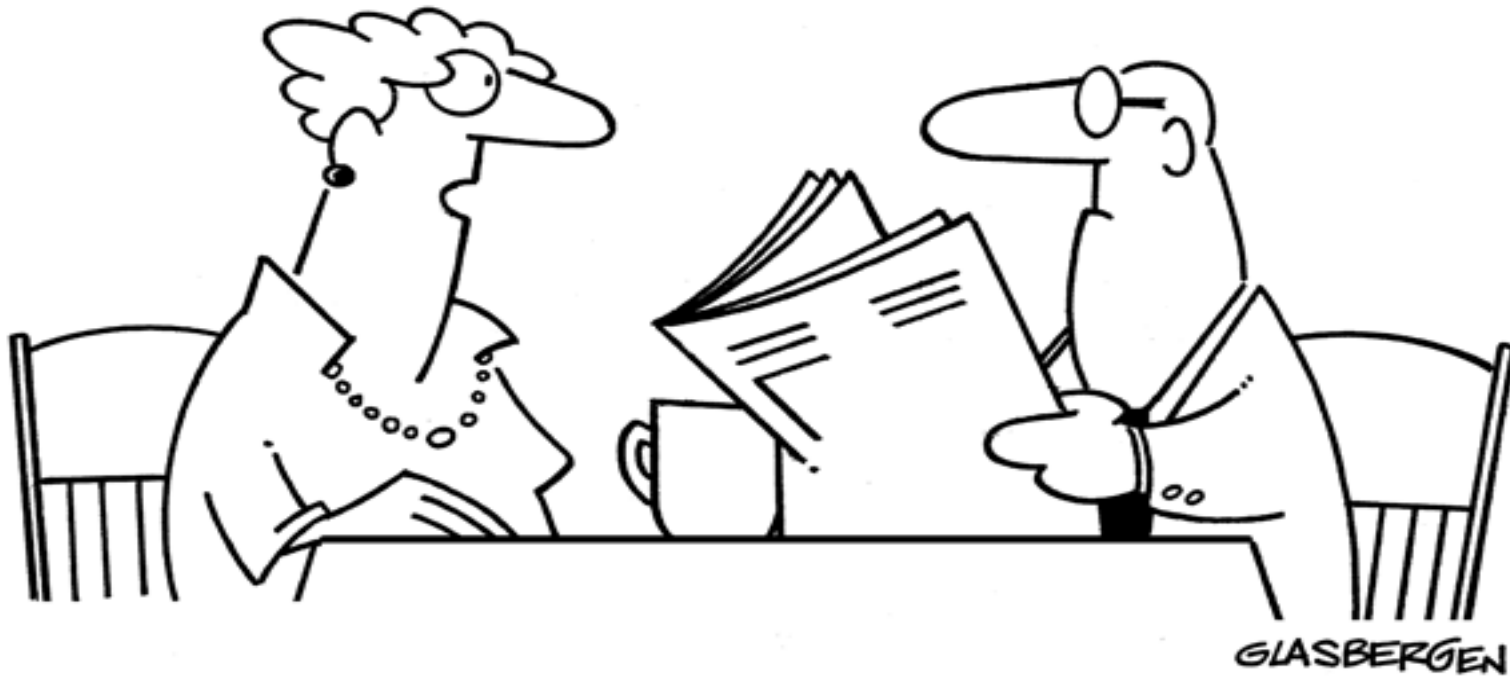
**RO:** VHF Aviation Radio License, Weather observation training qualification

**HLO/HAD:** consider common standard – differentiation only based upon experience/ leadership ability

- Clear regulation of minimum helideck crew requirement: min of four
- Regulate minimum equipment in terms of communication i.e. one helmet style integrated communication system for each helideck crew member
- Clearly specify the requirement for an HLO Manual and stipulate contents thereof (as is common practise with SMS/QMM)
- Clear definition of markings (including position), installation signage and status light requirements, in order to achieve standardisation

QUESTIONS? (THANK YOU FOR YOUR ATTENTION)

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**“You grunt a lot better since we took that marriage communication workshop.”**