



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

Agenda Item 2: Enabling the global air navigation system

2.1: Aerodrome operations and capacity

UAE OFFSHORE AERODROMES REGULATORY FRAMEWORK

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

The paper provides content for the consideration of the Conference in relation to regulation and safety oversight of helidecks.

1. INTRODUCTION

1.1 ICAO Annex 14 — *Aerodromes*, Volume II — *Heliports* includes Standards and Recommended Practices in relation to helidecks.

1.2 The United Arab Emirates' General Civil Aviation Authority (GCAA) has implemented a regulatory framework to support the safety oversight of helicopter landing areas on fixed or floating off-shore facilities used for mineral exploitation (for the exploration of oil and gas), research or construction, limited to the United Arab Emirates and within its territorial waters.

1.3 The GCAA's regulatory oversight process for off-shore heliport (Helidecks) for the oil and gas industry is conducted through an auditable approach with focus on regulatory compliance and the effectiveness of the safety management system (SMS) and quality assurance processes of GCAA approved primary accountable organisations (PAOs).

2. DISCUSSION

2.1 In order to ensure helidecks compliance in accordance with ICAO Annex 14, Volume II, the GCAA has developed a framework for implementation and safety oversight through regulations and guidance publications.

2.2 In the United Arab Emirates, aerodrome regulation is supported by general regulation stating "An aircraft shall not land at, or take-off from, any place unless; the place is suitable for use as an

aerodrome (helideck) for the purposes of the landing and taking-off of aircraft in safety, having regard to all circumstances, including the prevailing weather conditions”.

2.3 The GCAA published Civil Aviation Advisory Publications (CAAP) 71, Helidecks: Off-Shore to provide the off-shore oil and gas industry with standards, guidance and information regarding helidecks.

2.4 The United Arab Emirates helideck regulations are applicable to PAOs who are accountable for the safety oversight of helideck operating companies and to operators of helidecks in the United Arab Emirates.

2.4.1 Once the GCAA approves a PAO according to regulation, the safety oversight for the maintenance and condition of the helidecks as well as facilities and obstacle control, remains with the PAO.

2.4.2 The GCAA regulatory and safety oversight process focuses on the PAO, which holds full responsibility for helideck operating companies or specific helidecks operators. PAOs are required to have a safety management framework in place which enables an effective safety oversight of the helideck companies or helideck operators for which they are responsible.

2.5 If warranted, the GCAA may elect to conduct onsite helideck safety and compliance oversight inspections, undertaken by one or more of the following areas, air navigation, aerodrome operations, flight operations department and/or aviation security.

2.6 The GCAA has adopted this approach in partnership with the aviation industry in the United Arab Emirates. This approach has gained the support of stakeholders, which has been an essential element in the process, particularly in a region where aviation growth continues at a rapid rate. This approach illustrates commitment to the promotion of a safe aviation infrastructure and to the principles of the United Arab Emirates’ State safety programme.

2.7 With this approach and framework, the United Arab Emirates encourages States and international organisations to review the actions listed above.

3. CONCLUSION

3.1 The meeting is invited to note the United Arab Emirates’ approach to regulation of helidecks.

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