



**WORKING PAPER**

**ASSEMBLY — 39TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 36: Aviation safety and air navigation implementation support**

**HELIPORTS**

(Presented by Egypt)

**EXECUTIVE SUMMARY**

This paper reviews the activities conducted by the Directorate of Aerodromes Standards and Safety (DASS) of the Egyptian Civil Aviation Authority (ECAA) with respect to the certification of heliports in accordance with the requirements set out in international regulations and the Egyptian Civil Aviation Regulation 138 (ECAR 138), with a view to helping heliport operators in the Arab Republic of Egypt to enhance safety and ensure compliance with the relevant regulations and standards (the certification of a heliport requires an aerodrome manual and an on-site inspection before granting the certificate).

**Action:** The Assembly is invited to:

- a) take note of the information contained in this working paper;
- b) urge States that do not have regulations on heliport certification to promptly develop such regulations and certification procedures in line with ICAO requirements; and
- c) invite States to provide fire-fighting personnel with training on ways to handle helicopter fires, particularly tactical and operational training to ensure compliance with the local and international requirements.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	ECAR 138 - <i>Heliports</i> Annex 14, Volume II - <i>Heliports</i> Doc 9774, <i>Manual on Certification of Aerodromes</i> Doc 9261 - <i>Heliport Manual</i> Doc 9137, Part 1 - <i>Rescue and Fire Fighting</i> Doc 9137, Part 7 - <i>Emergency Planning</i>

## 1. INTRODUCTION

1.1 The Egyptian Civil Aviation Regulation 138 (ECAR 138) contains rules and procedures governing the certification and operation of heliports.

1.2 The Egyptian Civil Aviation Authority conducts symposia, workshops and training courses designed to help heliport operators to enhance safety levels and ensure compliance with Egyptian regulations. It also reviews construction projects for these heliports to ensure their compliance with the regulations.

1.3 One of the major training courses being offered is the training of rescue and fire-fighting personnel. The training is two-fold: a basic training and a tactical training (covering the deployment of personnel and equipment to control fire in the critical area and isolation of the body of the aircraft from the fire to initiate the rescue of passengers).

1.4 The Egyptian Civil Aviation Authority provided training for a number of fire-fighting personnel working for Egyptian petroleum companies as well as other companies, such as Gulf of Suez Petroleum Company (GUPCO), Suez Oil Company (SUOCO), Belayim Petroleum Company, Timsah Company, etc. This training focused on operational tactics and used a model helicopter for the theoretical and practical training. The training covers aspects such as the methods to approach the fire area, deployment of equipment, evacuation, internal aircraft fires, engine fires, fuel spills, etc.).

1.5 During its inspections, the ECAA noted an improvement in the performance of fire-fighting personnel who had attended the training courses.

1.6 During the latest ICAO audit conducted at the ECAA, these training courses were reviewed as part of the responses to some of the ICAO Protocol Questions. The efforts of ECAA were acknowledged by the ICAO auditor.

## 2. DISCUSSION

2.1 The training courses provided by the ECAA are designed to enhance the skills required for fire-fighting personnel to assume their tasks of rescue and fire-fighting in helicopters.

2.2 The theoretical training covers a review of the Egyptian regulations, introduction to heliports and helicopters, fire triggers, personal protection for fire-fighting personnel, rescue and fire-fighting approach, the incident management, communications, etc.

2.3 The operational training (tactical) covers engine fire, pressurized fire, cabin fire, fuel spills, use of equipment, use of foam and stepladders, ventilation, approach, use of dry powder, etc.

2.4 All trainees are trained on these scenarios involving an active fire set to a simulation model helicopter. By the end of the training, they sit for theoretical and practical tests and those who successfully pass the tests are awarded a certificate issued by ECAA. Refresher courses are also offered to the trainees.