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22SAMHELI

Heliports Webinar for the SAM Region

S5 – State Experience Certification of Heliports - Spain

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- 1** Spanish aerodrome scheme
- 2** The certified heliports
- 3** Certification legislation
- 4** Accidents and incidents at heliports
- 5** Benefits of the certification process
- 6** The future



Airports certified under EASA's Regulation 139

Large infrastructures

Open to public use / Commercial air transport

Instrument app/dep and (RWY > 800 m or heliports)

Exempted under 10.000 pas/year or 850 cargo mov/year

36 Certified airports

Verified aerodromes under national RD 862/09

Medium infrastructures

Open to public use / Commercial air transport

Visual aerodromes/heliports or exempted from 139

9 Verified
aerodromes/airports

3 Verified heliports

Restricted use aerodromes under RD 1070/15

Small infrastructures

Commercial air transport no allowed – Air taxi in the future

Private/General aviation/aerial works/maintenance/training

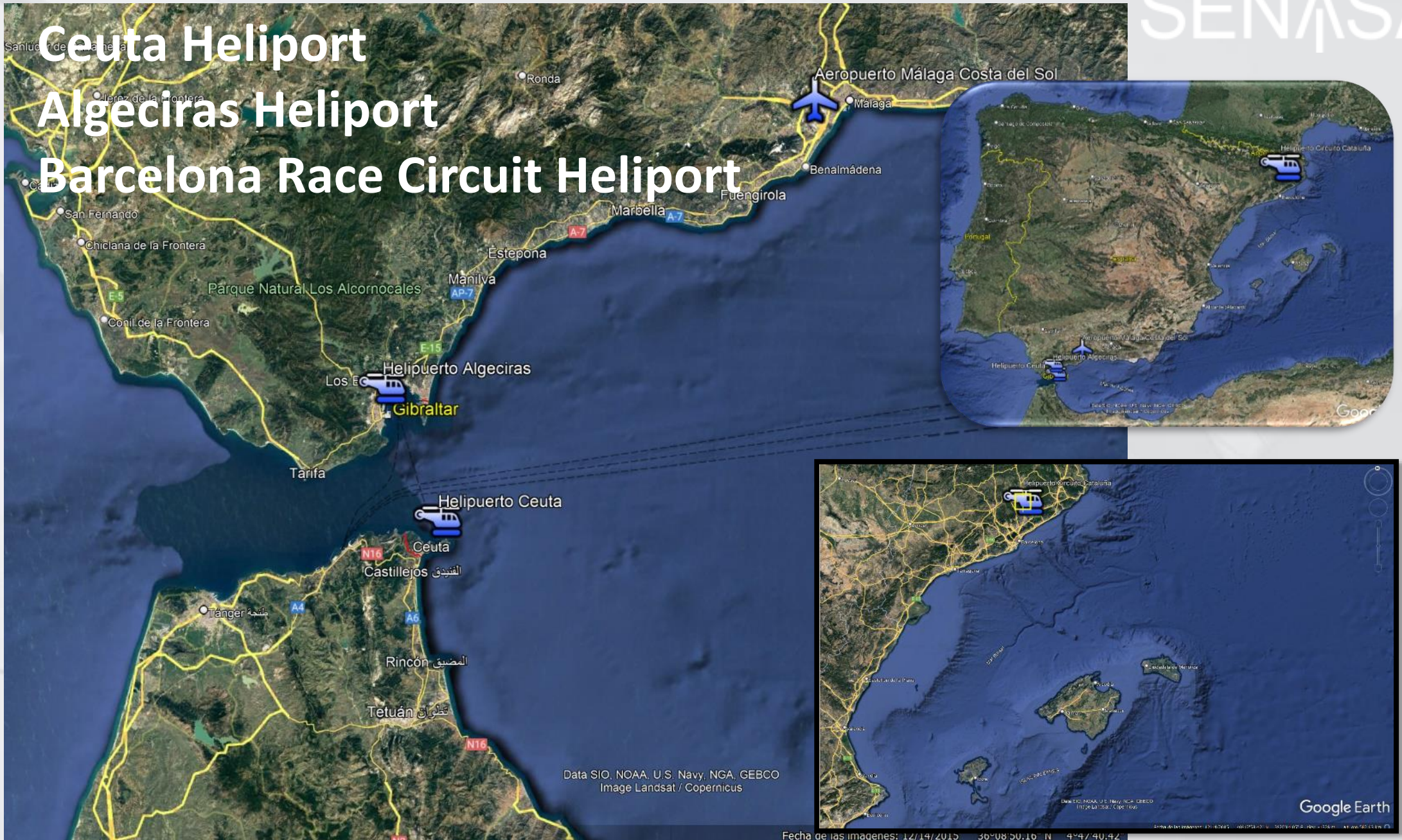
HEMS/Wildfire fighting/Emergency

120 authorized aerodromes
180 authorized heliports



2 - THE CERTIFIED HELIPOINTS

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Ceuta Heliport
Algeciras Heliport
Barcelona Race Circuit Heliport



Ceuta Heliport

Operator AENA – Air Operator HELITY AW139
Public use / Commercial Ops / HEMS / Police
VFR night / day
FATO 245x30 m / TLOF x 4

Algeciras Heliport

Operator AENA – Air Operator HELITY AW139
Public use / Commercial Ops / HEMS / Police
VFR night / day
Elevated FATO/TLOF 32x24 m

Barcelona Race Circuit Heliport

Operator BG Helicopters
Private / Commercial Ops / Maintenance / ATO
VFR day
FATO 105x21 m / TLOF x 5



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Barcelona Race
Circuit Heliport

Google Earth

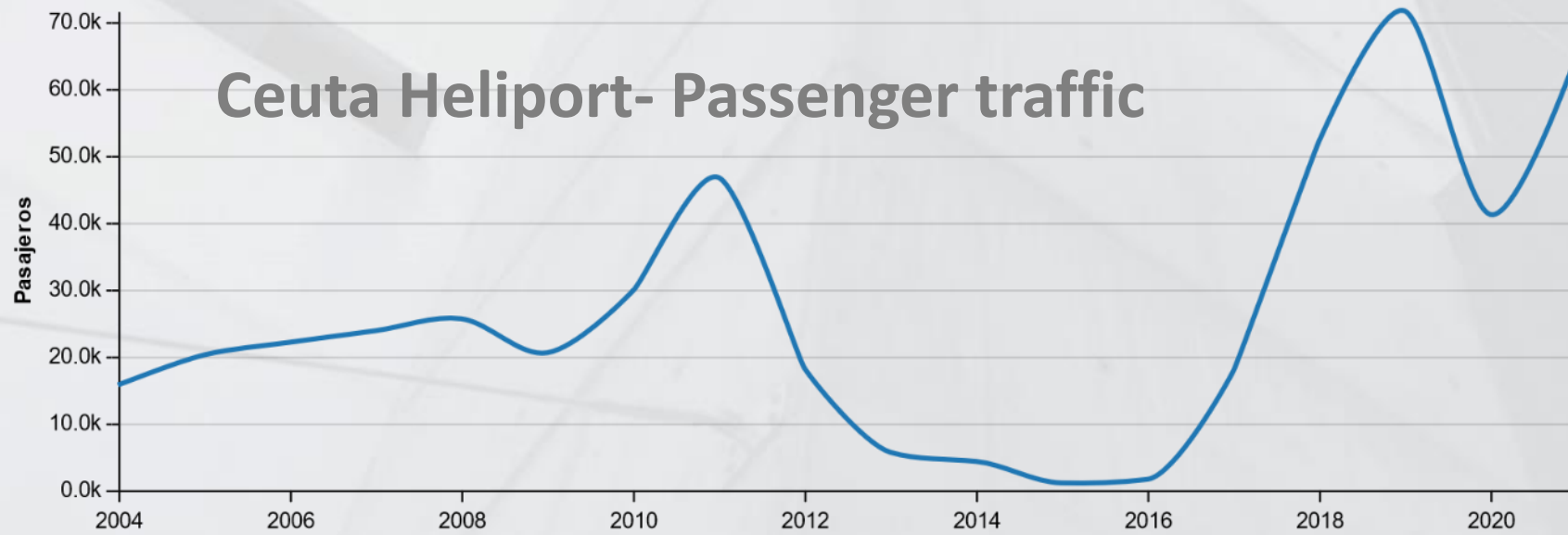


Ceuta Heliport



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Algeciras Heliport





Real Decreto 862/09

- Aerodrome/heliport verification (certification) procedure
- Standards and recommended practices from Annex 14 Volume II – Heliports
- Heliport manual required – adapted form ICAO Manual on Certification of Aerodromes (doc. 9774)
- SMS required according to ICAO SMM (doc 9859) principles

**RD 862/09 now
under
refurbishment**

<https://www.boe.es/eli/es/rd/2009/05/14/862/con>



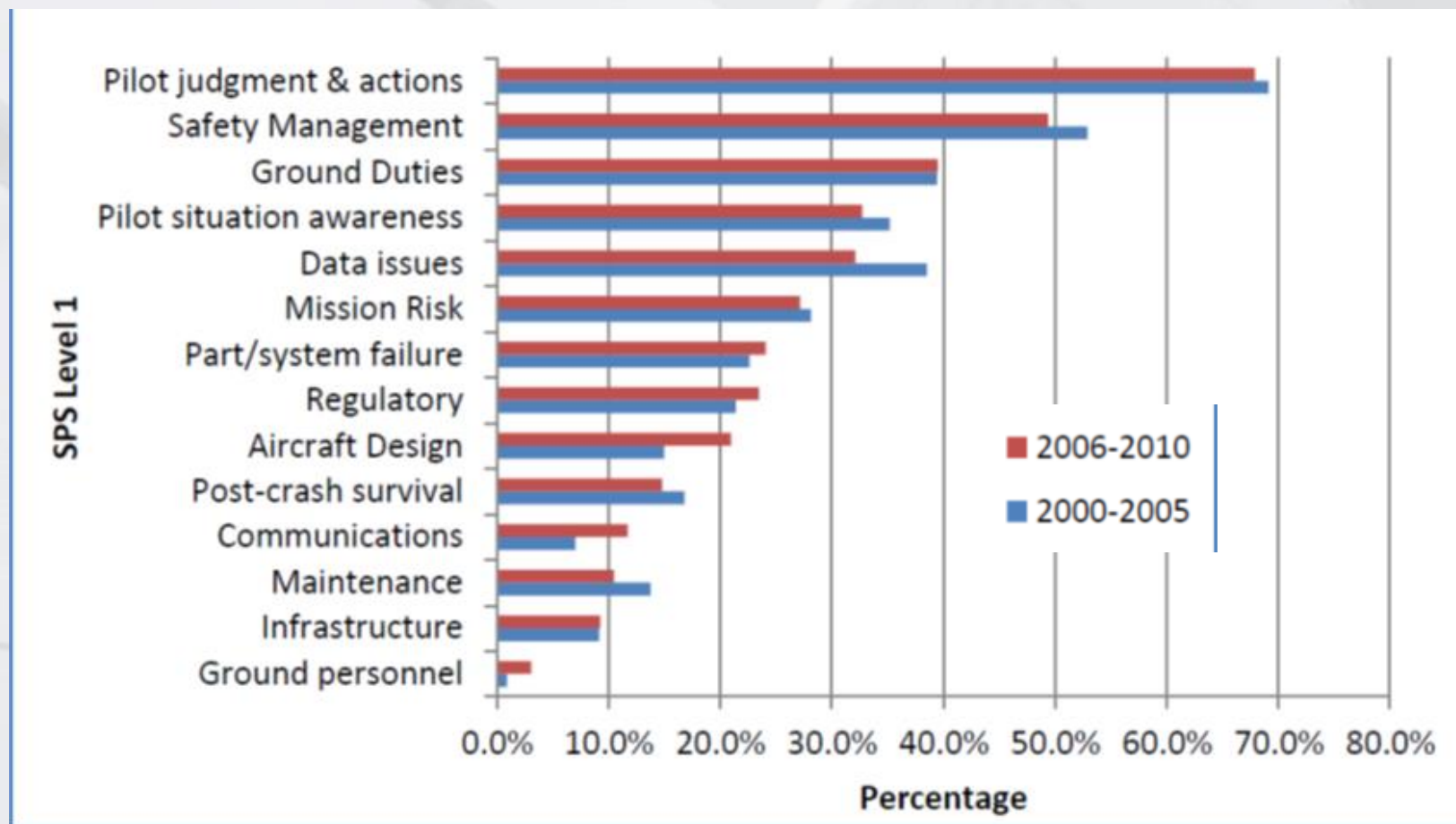
LEGISLACIÓN CONSOLIDADA

Real Decreto 862/2009, de 14 de mayo, por el que se aprueban las normas técnicas de diseño y operación de aeródromos de uso público y se regula la certificación de los aeropuertos de competencia del Estado.



Accidents and incidents main causal factors

- Non-compliance with SARPs
- Lack of adherence to procedures and best practices

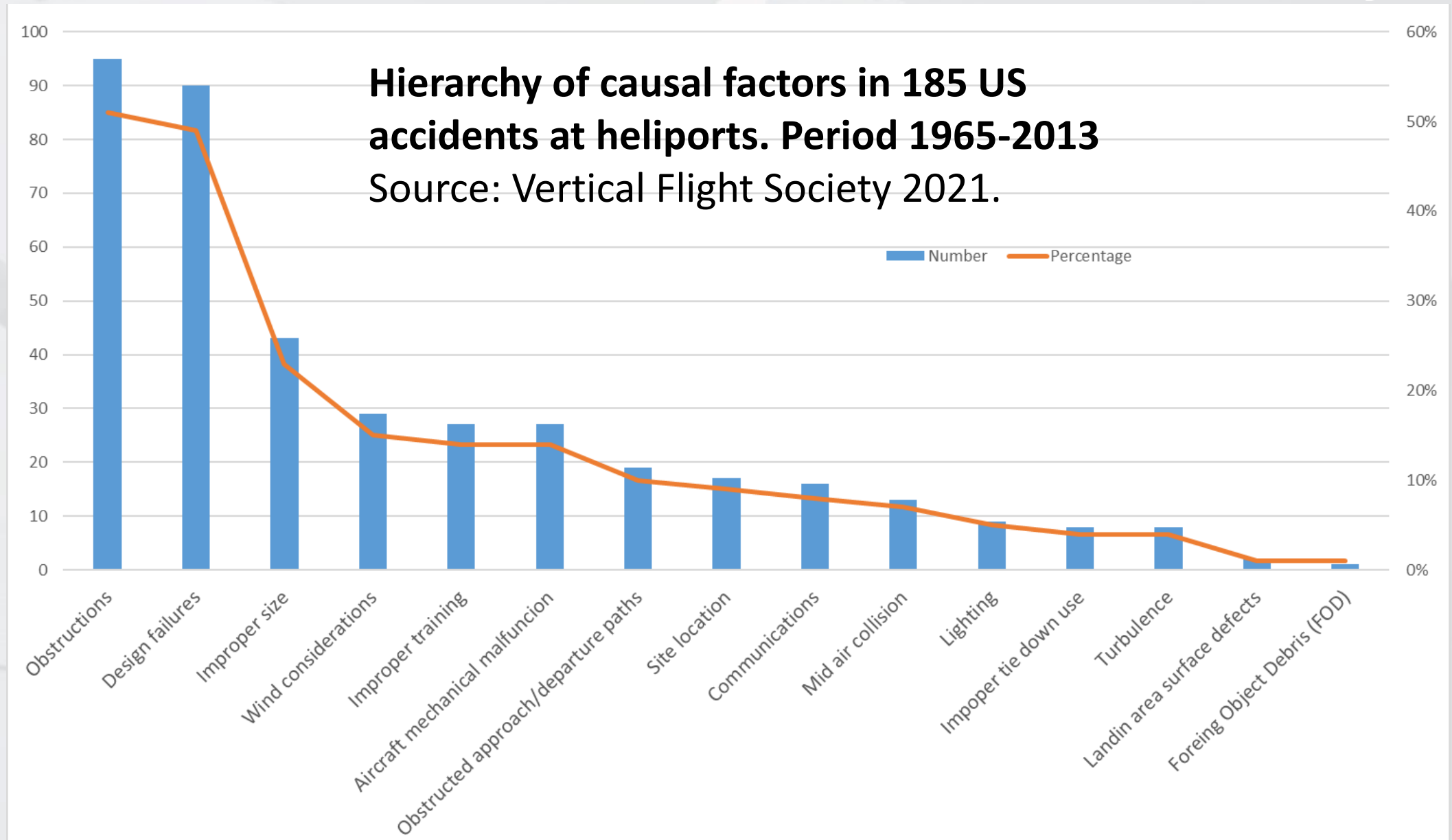


Percentage of causal factors in European helicopter accidents.

Source EHEST Safety Analysis Report 2015



Accidents and incidents main causal factors





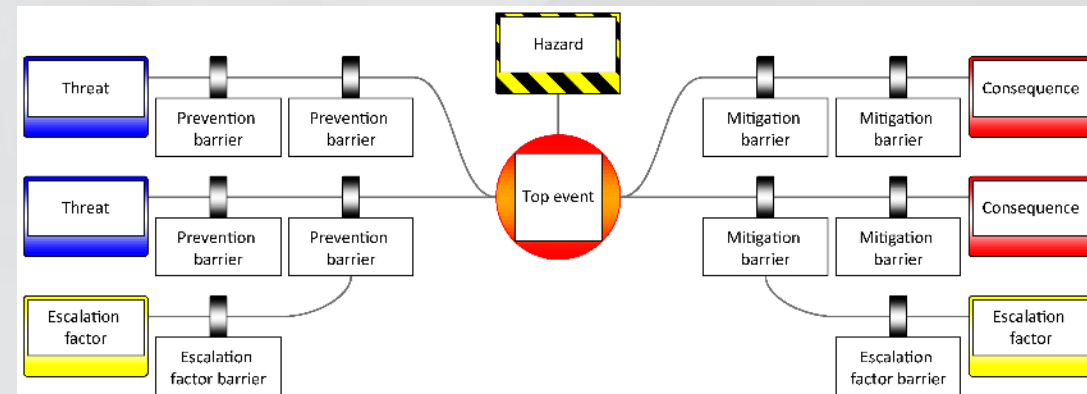
Benefits of the certification of heliports

- Compliance with SARPs:
 - Heliport data, physical characteristics, obstacle limitation, visual aids, electrical systems
 - Heliport services: emergency response, RFFS, maintenance
- Heliport manual:
 - AIP publication, obstacle protection, wildlife protection, apron and FATO safety.
 - Adherence to procedures and industry best practices – operations and infrastructure adequately joined
- Continuous oversight:
 - Allows for continuous improvement.



Benefits of the certification of heliports

- Safety Management System (SMS):
 - Systematically manage risks with implication of all stakeholders: heliport and helicopter operators, local authorities, port authorities, maritime search and rescue, HEMS services, police, air navigation service providers.
 - Gathering of heliport safety data: safety reporting system
 - Number of operations reduced: difficulty to develop statistically significant safety performance indicators (SPIs) related to processes and operations





Future improvements

- Simplification and adaptation to small non-complex heliport operators
- Heliport manual simplification and improvement
- Evolution of the SMS: from present to operative to efficient
- Fostering of safety culture
- Strengthening of the marriage between heliport and operations



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THANK YOU

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