



International Civil Aviation Organization

**First Meeting the Runway and Ground Safety Working Group
(RGS WG/1)**

(Cairo, Egypt, 7-9 April 2014)

**Agenda Item 3: Coordination between RASG-MID and MIDANPIRG in the area of
Aerodrome Safety**

SEMINAR ON HELIPORTS

(Presented by Qatar)

SUMMARY

This paper presents support for MIDANPIRG/14 Conclusion 14/8, and a proposal to hold a Seminar on the provisions of ICAO Annex 14 Volume II in the First Quarter of 2015.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Annex 14 Vol. II
- MIDANPIRG/14 Report

1. INTRODUCTION

1.1 The Civilian Helicopter Charter business is expanding within the Middle East Region. The Helicopter provides business people the means to travel conveniently between locations without the problems associated with traffic jams and long ground transit times.

1.2 This increase in the Helicopter operating sector brings with it certain obligations on the Aviation Regulator, to ensure the fare paying public, or charterer, or even private owner, is provided a degree of protection and safety not only with the aircraft he is being flown in, but also with the places he chooses to land.

2. DISCUSSION

2.1 The Commercial Helicopter Operator has a regulatory oversight already provided with the On-going Airworthiness Department within the CAAs, and the provision of an Air Operators Certificate (AOC), which is regularly reviewed. By this means the maintenance and operating procedures of that aircraft are well catered for.

2.2 What is frequently not covered in quite the same detail is a robust oversight of the Heliports or Helipads that are used by these helicopters, except where operations are conducted from a Licenced Aerodrome.

2.3 When one considers Offshore Helidecks, or Ship-born Helidecks or Helicopter landing areas on a ship rather than a purpose built helideck, the Helicopter Operator is frequently required to virtually conduct his own regulation with his own assessment of a helideck according to the procedures he or his customer requires. There is frequently little or no Civil Aviation Authority regulatory expertise to ensure the standards are maintained, or even to establish acceptable standards in the first place.

2.4 The MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013) recognized the need for an awareness campaign on the application of Annex 14 Volume II (Heliports). Therefore, a Seminar has been suggested for training on best practice in Heliport construction and safety. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 14/8: SEMINAR ON HELIPORTS

That,

- a) ICAO consider organising a Seminar on Heliports; and*
- b) MID States and International/Regional Organizations be encouraged to host and support the Seminar and to invite Service Providers and Safety Partners for attendance and active participation.*

2.5 The Seminar would be used to diagnose the present situation of Heliports operations in the MID Region identifying their current needs, and determine best practices in Heliport safety, construction and operation.

2.6 The meeting may wish to note that while the SARP's provided in Annex 14 Volume II is of great value, it does require hands on guidance and oversight by Helicopter experts who can talk the same language as Helicopter operators, and whose views are accepted by those operators with respect as coming from a person with relevant industry experience as both a Helicopter Operator as well as balanced with regulatory experience and judgement.

2.7 Heliport Seminar proposed outline:

2.7.1 Duration: 3 days

2.7.2 Timing: First Quarter of 2015

2.7.3 Potential attendees:

- a) Civil Aviation Authority Aerodrome Regulators and Flight Operations departments;
- b) Helicopter Operators;
- c) Aerodrome Operators;
- d) Hospitals and Medi-Flight operators;
- e) Military Helicopter units and SAR Helicopter units;
- f) Heliport, Helideck and Ship-born Helideck operators;
- g) Oil Companies;
- h) Offshore Oil Rig operators;
- i) Office Management Consortiums and building developers who have or who are considering installing helipads on top of high rise building;
- j) Hotel owners who have/want to have helipads;
- k) Private Helicopter Operators and Pilots; and
- l) Event organisers who wish to provide a Heliport in support of their event (F1/Horse & Camel racing/ Drag Racing).

2.7.4 Location: ICAO MID Regional Office in Cairo unless hosted by one of the MID States.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) adopt MIDANPIRG Conclusion 14/8 and make every effort to hold a Heliport Seminar as the First in the MID Region; and
- b) encourage States to host the Seminar and volunteer experts to work on the Seminar detailed programme.

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