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الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY

UAE Helidecks Proposed Regulation Framework and Safety Oversight



Proposed Regu

Auditale 2-Part Appro

a) Compliance with Part

b) Regulatory Compliance

- Accountabilities

- Manual

- Operating policies and

c) Regulatory Compliance

- Statement of Compliance



UAE Helidecks

Proposed Regulatory Model
Challenges & Implementation

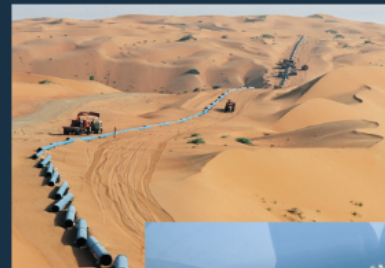


*Changing times in the
UAE*





Changing times in the UAE





Aviation Growth





UAE Oil & Gas – Helidecks



600+ Helidecks
Different sizes
Varied facilities

UAE Oil & Gas – Helidecks – 2012 GCAA Project



Research:

Investigations
Consultation
Training providers



Review:

ICAO Annex 14 Vol II
ICAO Heliport Manual
UK CAP 437



Two new publications:

CAAP 70 – Heliports (Air Service & Private Use)
CAAP 71 – Helidecks

Proposed Regulatory Model – Part 1

Auditable 2-Part Approach of Accountable Organisation

Primary accountability for the safety oversight of helideck operating companies or subsidiaries

Part 1: SMS Framework – Requirements of the Accountable Organisation

a) SMS – Accountabilities and Responsibilities

- Statement of accountabilities
- Framework of SMS aligned with CAR Part X
- Policy statement / agreements between the Accountable Organisation and helideck operators
- SMS and technical training requirements for the Accountable Organisation





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Proposed Regulatory Model – Part 1

Auditable 2-Part Approach of Accountable Organisation

Part 1: SMS Framework – Requirements of the Accountable Organisation

b) SMS – Policy & Procedures for Oversight of Helideck Operators

- List of helideck operators and data
- Audit Procedure; Audit Plan; Audit Programme
- Audit framework
- Composition and competency of audit team



Proposed Regulatory Model – Part 1 Approval

Auditable 2-Part Approach of Accountable Organisation

Part 1: SMS Framework – Requirements of the Accountable Organisation

The CAA will audit the organisation against the SMS Framework requirements of Part 1.

When satisfied an approval will be given.



Proposed Regulatory Model – Part 2

Auditable 2-Part Approach of Accountable Organisation

a) Compliance with Part 1

b) Regulatory Compliance: SMS-Helideck operating companies

- Accountabilities
- Manual
- Operating policies and procedures

c) Regulatory Compliance: CAAP 71

- Statement of Compliance





Proposed Regulatory Model - Part 2

Acceptance

Part 2 GCAA Regulatory Compliance – Audit of the Accountable Organisation

- On conclusion, the GCAA will issue an acceptance for the helideck operating companies detailing a list of compliant and non-compliant facilities (Helideck Classes 1 & 2, or where a risk-based approach indicates priorities for the helideck classes).
- At this time a programme and Action Plan is required with reference to "Helideck Class of Use", in agreement with the GCAA.



Proposed Regulatory Model – Part 2

Continued GCAA Safety Oversight



The Accountable Organisation will be included in the on-going GCAA regulatory oversight audit programme

- Assess compliance
- Re-issue acceptances when appropriate, (revised list of facilities in relation to the Helideck Class of Use
- Revised programme of action with reference to Helideck Class of Use and timeframe (agreed with the GCAA)

Proposed Regulatory Model – “Helideck Class of Use”

Introduction of a classification:

“Helideck Class of Use” – ranging from Classes 1-6, with Class 1 being day & night manned fixed facilities – through to unmanned and moveable facilities.

Aim:

To assist Accountable Organisations in the planning and prioritisation process for the demonstration of compliance with CAAP 71 and with producing the required action plans (where necessary), prior to 1st January 2018, which is the GCAA deadline.

Priority:

Helideck Classes 1 and 2 facilities or where a risk-based approach indicates priorities for other Helideck Classes





Proposed Regulatory Model *“Helideck Class of Use”*

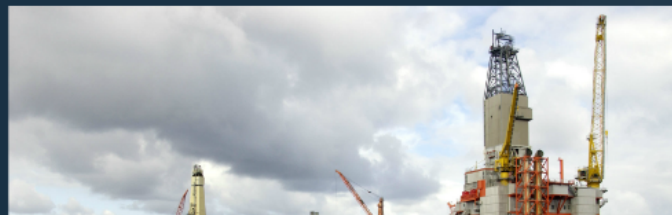
Helideck Class	Day / Night / Closed	Manned / Unmanned	Fixed / Movable	Regulatory Focus	Applicability
F1	Day & night	manned	fixed	Full compliance – including lighting	For designated CASEVAC helidecks on major accommodation installations
F2	Day only	manned	fixed	Full compliance – Lighting optional	For designated ‘DAY ONLY’ helidecks on major and minor (fixed) platforms
F3	Day only	unmanned	fixed	Compliance – 1. Mandatory markings 2. Lighting not required	For designated ‘DAY ONLY’ helidecks on minor (fixed) platforms
F4	Closed	unmanned	fixed	Helideck markings removed. Replaced with helideck closed marking: white ‘X’	Closed / not to be used
M5	Day & night	manned	movable	Full compliance – including lighting	For movable helidecks which CASEVAC flights offshore may be required at night *
M6	Day only	manned	movable	Full compliance – Lighting optional	For movable helidecks which night CASEVAC flights are not required #



Proposed Regulatory Model

“Helideck Class of Use”

Helideck Class	Day / Night / Closed	Manned / Unmanned	Fixed / Movable	Regulatory Focus	Applicability
F1	Day & night	manned	fixed	Full compliance – including lighting	For designated CASEVAC helidecks on major accommodation installations
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M5	Day & night	manned	movable	Full compliance – including lighting	For movable helidecks which CASEVAC flights offshore may be required at night *
M6	Day only	manned	movable	Full compliance – Lighting optional	For movable helidecks which night CASEVAC flights are not required #





Implementation

Challenges:

Compliance; training standards; numbers of facilities in the UAE

Timescales:

From 1st January 2015 all new facilities required to be compliant with GCAA regulations.

Prior to that date, existing operational helidecks are required to be compliant by 1st January 2018

Committee:

Establishment of Helideck Committee (SMS, technical, training standards)



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Thank you



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