

**After Action Report (AAR) from the April 2018 Meeting of the
International Civil Aviation Organization (ICAO)
Aerodrome Design Operations Panel (ADOP)
Heliport Design Working Group (HDWG)**

The 12th meeting of the HDWG was held 23-27 April 2018 at the United Kingdom's Civil Aviation Authority headquarters, located at the Gatwick "Aviation House Main Office" in Holborn; London Borough of Camden. This AAR is provided to International Federation of Helicopter Associations (IFHA) affiliates for purposes of situational awareness relating to ICAO actions.

The HDWG Rapporteur began the meeting by welcoming and introducing the newly elected Secretariat of the Aerodrome Design Operations Panel (ADOP), Mr. Andrew Badham. Andrew provided a brief synopsis of ADOP work presently being conducted.

The Rapporteur briefly explained the field study planned for the upcoming Wednesday when the HDWG would travel into London to meet at the International Maritime Organization (IMO), followed by inspection of the St. George's Hospital helipad that is used for helicopter air ambulance deliveries. The planned agenda for the week was reviewed and the HDWG approved. Minutes were reviewed from the previous meeting in Milan, Italy.

The advisor representing Australia's Civil Aviation Safety Authority (CASA) provided a synopsis from the previous week's Helicopter Sub-Group (HSG) meeting in Zurich, including work being completed on the Helicopter All-Weather Operations (H-AWO) Manual.

The Rapporteur provided a report from the ADOP/3 meeting, held 26-29 March 2018 in Montreal, referencing various sections presented. At this ADOP meeting the Rapporteur presented work on Annex 14, Vol II, Chapter 5 and explained recent efforts completed on lighting and marking issues. Work on Chapter 6 was also discussed, specific to rescue and firefighting (RFF).

The HDWG advisor representing Transport Canada briefed a proposed outline for the draft Onshore Heliport Manual, which will eventually be incorporated into the anticipated Heliport Design and Operations Manual. ICAO issued a request for proposal (RFP) for contracted completion in 2017, and then presented it again in 2018 due to a lack of qualified applicants. The RFP was subsequently re-released and appears to have received an adequate response. The ANC and ADOP feel that producing a Heliport Design and Operations Manual is now the HDWG's highest priority. The ADOP plans on publishing a Volume I - Onshore Manual; and a Volume II – Offshore Manual. Specific formatting for the new manuals has yet to be determined.

The advisor representing the US Federal Aviation Administration (FAA) mentioned that there are presently zoning protections for helipads in Canada that limit encroachment. There was a suggestion that heliports could possibly be certified so that State-level officials are able to "protect" them from encroachment.

The ICAO Secretariat, connected via teleconference, elaborated on the following issues:

- The proposed amendments for Annex 14, Vol II was well presented at ADOP/3. Process and timeline for new amendments is expected to be completed sometime late in 2018 for review by the Air Navigation Commission (ANC), with a State letter expected in 2019.
- Doc 9261 is being amended to become the new Heliport Design and Operations Manual. A question was asked whether safety management system (SMS) certification should be included in the manual, as very few heliports are certified around the world.

The HDWG traveled to London on the morning of 25 April and met at the IMO on the Thames River. While at St. George's Hospital Helipad, HDWG members were able to view a demonstration of the deck integrated firefighting system (DIFFS) and circular lighting.

The FAA advisor briefed possible updates to Annex 14, Vol II, Section 5.3 - Visual Aids. The HDWG was reminded that there is a need to reexamine "frangibility" elements; and the height of obstacles must be lowered because of differences in helicopter operations. The group debated over adjustability of helipad lighting, and the cost-benefit analysis of installing night vision imaging system (NVIS) with compatible lighting.

HDWG members were briefed on light intensity from Section 5.3, as well as light intensity (brilliance). Advisors explained luminescence and light-emitting diode (LED) light operation to the group, and discussed light level controls. LED lights presently exceed ICAO minimum requirements; lights are often too bright but are not regulated via a rheostat. LEDs operate by a pulse frequency.

The FAA advisor continued briefing proposed changes to Annex 14, Volume II, Section 5.3; and asked whether this same material should be migrated to the draft Heliport Design and Operations Manual. The HDWG posed the question: Should pilots have the ability to control level of intensity on helipad beacons? The HDWG discussed approach lighting systems, and visual alignment guidance system; and debated whether the specifications should be addressed in Annex 14, and also whether this info needs to be migrated to the Heliport Design and Operations Manual.

The final day began with new discussion regarding selection of the UK's new Commissioner to the ANC, Mr. Padhraic Kelleher. The Rapporteur pointed out that the ANC Chair position is presently held by Mr. Claude Hurley, former offshore helicopter pilot and employee of Transport Canada.

A question was posed: Is there a need for another HDWG work group, or should every person on the HDWG be included in reviewing the draft Onshore Manual? Group consensus held that all members would be included on the review and comment period.

The Rapporteur reported that all business on the agenda was complete, so the HDWG opened the meeting for discussion of "any other business (AOB)." The meeting was adjourned at approximately 1230 on Friday, 27 April 2018.

Note: Per ICAO policy, working group papers of any type (e.g., decision papers, working papers, flimsies, drafts, etc.) cannot be disseminated outside of their ICAO Panels and Working Groups. Working group papers often contain sensitive materials that reflect initial thoughts and/or immature proposals that may not evolve into approved provisions.

Many issues are discussed within ICAO Panels and Work/Study Groups where information is restricted for release. Providing a high-level overview of ICAO issues covered within a Panel or Working Group is acceptable if there are no actual copies of job cards, working papers, issue papers, etc. distributed.

IFHA organizations and representatives should keep discussions limited to the topic and the areas that are being examined, rather than presenting work which may not be complete. For example, an IFHA organization or representative can describe an issue that the ICAO's Air Navigation Commission (ANC) has specified for review via a Job Card, and what an ICAO Panel or Working Group is attempting to do that might be backed up with a manual, guide or risk analysis. This would be acceptable, but showing the proposed text for an Annex which has yet to be vetted through the ICAO review process would not be.