



Advisory Circular

CAA-AC-AGA028C
June, 2024

GUIDANCE ON REPORTING OF HELIPORT DATA

1.0 PURPOSE

- 1.1 This Advisory Circular (AC) provides guidance on data to be reported to AIS for publication in the Aeronautical Information Publication (AIP).
- 1.2 This AC supersedes CAA-AC-AGA028B issued in March 2021.
- 1.3 This AC is effective on 1st June, 2024.

2.0 REFERENCE

- 2.1 Civil Aviation Act (as amended)
- 2.2 Civil Aviation (Aerodrome) Regulations, 2013

3.0 INTRODUCTION

- 3.1 The Manual of Aerodrome Standards specifies the requirements for planning, design and operation of Heliports.
- 3.2 The guidance in this AC applies to surface level and elevated heliports and does not apply to helidecks which may be located on offshore installations or ships.

3.3 Abbreviations:

AIS	– Aeronautical information services
ANS	– Air navigation services
FATO	– Final approach and take-off
KCAA	– Kenya Civil Aviation Authority
RTODAH	– Rejected take-off distance available
TLOF	– Touchdown and lift-off area
AIP	– Aeronautical information publication

4.0 HELIPORT DATA

- 4.1 The operator of a surface level heliport or elevated heliport shall provide to AIS the following data for publication in the Aeronautical Information Publication:
 - 4.1.1 Geographical Coordinates;
 - 4.1.2 Heliport reference point;
 - 4.1.3 Heliport Elevation;
 - 4.1.4 Heliport Dimensions and related information;

- 4.1.5 Declared distances; and
- 4.1.6 Rescue and Fire Fighting.

4.2 **Geographical Coordinates**

- 4.2.1 Geographical coordinates indicating latitude and longitude shall be determined and reported to the aeronautical information services in terms of the World Geodetic System – 1984 (WGS84) geodetic reference datum.
- 4.2.2 The order of accuracy of the field work shall be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame as follows:
 - 4.2.2.1 Significant obstacles on and in the vicinity of the heliport and position of radio navigation aids located on the heliport: three meters;
 - 4.2.2.2 Geometric centre of the touchdown and lift-off area, threshold of the final approach and take-off area (where appropriate): on meter;
 - 4.2.2.3 Centre line points of the helicopter ground taxiways, air taxiways and air transit routes and helicopter stands; and
 - 4.2.2.4 Heliport reference point: thirty metres.

Note 1

An appropriate reference frame is that which enables WGS-84 to be realized on a given heliport and with respect to which all coordinate data are related.

Note 2

Specifications governing the publication of WGS-84 coordinates are given in the KCAA Manual of ANS Standards Part 3.

4.3 **Heliport reference point**

- 4.3.1 A heliport reference point shall be established for a heliport not co-located with an aerodrome.

Note 3

When the heliport is co-located with an aerodrome, the established aerodrome reference point serves both the aerodrome and the heliport.

- 4.3.2 The heliport reference point shall be located near the initial or planned geometric centre of the heliport and shall normally remain where first established.
- 4.3.3 The position of the heliport reference point shall be measured and reported to AIS in degrees, minutes and seconds.

4.4 **Heliport Elevation**

- 4.4.1 Heliport elevation shall be measured and reported to the AIS to the nearest meter or foot.
- 4.4.2 For heliports used for international, civil, helicopter operations, the elevation of each threshold of the final approach and take-off area (where appropriate) shall be measured and reported to AIS to the nearest meter or foot.

4.5 **Heliport Dimensions and related information**

- 4.5.1 The following data shall be measured or described, as appropriate, for each facility provided on a heliport:
 - 4.5.1.1 Heliport type – surface level, or elevated
 - 4.5.1.2 Touchdown and lift-off area – dimensions, slope, surface type, bearing strength in tons (1 000 kg)

- 4.5.1.3 Final approach and take-off area – type of FATO, true bearing, designation number (where appropriate) length, width, slope, surface type;
 - 4.5.1.4 Safety area – length, width and surface type;
 - 4.5.1.5 Helicopter ground taxiway, air taxiway and air transit route – designation, width, surface type;
 - 4.5.1.6 Apron – surface type, helicopter stands;
 - 4.5.1.7 Clearway – length, ground profile; and
 - 4.5.1.8 Visual aids for approach procedures, marking and lighting of FATO, TLOF, taxiway and aprons.
- 4.5.2 The geographical coordinates of the geometric centre of the touchdown and lift-off area and/or of each threshold of the final approach and take-off area (where appropriate) shall be measured and reported to AIS in degrees, minutes, seconds and hundredth of seconds.
- 4.5.3 The geographical distances of appropriate centre line points of helicopter ground taxiways, air taxiways and air transit routes shall be measured and reported to the AIS in degrees, minutes, seconds and hundredth of seconds.
- 4.5.4 The geographical coordinates of each helicopter stand shall be measured and reported to the AIS in degrees, minutes, seconds and hundredth of seconds.
- 4.5.5 The geographical coordinates of significant obstacles on and in the vicinity of a heliport shall be measured and reported to the AIS in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation rounded up to the nearest meter or foot, type, marking and lighting (if any) of the significant obstacle shall be reported to the AIS.
- 4.6 **Declared distances**
- 4.6.1 The following distances shall be declared, where relevant, for a heliport:
- 4.6.1.1 Take-off distance available
 - 4.6.1.2 Rejected take-off distance available; and
 - 4.6.1.3 Landing distance available.
- 4.6.2 Take-off distance available shall be the measured distance of the length of the FATO, which must be completely free of obstacles, plus the measured length of any clearway provided. The clearly is measures from the end of the FATO as far as the nearest upstanding obstacle in the direction of take-off, within the required width. Within the clearway, lightweight and/or frangible objects only will be permitted.
- 4.6.3 Rejected take-off distance available shall be the measured distance of the length of the FATO which includes the distance which is declared available and suitable for performance Class 1 helicopters to safely complete a rejected take-off.
- 4.6.4 The RTODAH must have a surface which is resistant to the effects of rotor downwash, be free of irregularities which could affect the safe landing of helicopters and have bearing strength sufficient to accommodate the rejected take-off by performance Class 1 helicopters.
- 4.6.5 Landing distance available shall be the measured distance of the length of the FATO plus the length of any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a height of 30 m (100 ft). The surface of the additional area must have the same characteristics as the FATO.

4.7 **Rescue and Fire Fighting**

4.7.1 Information concerning the level of protection provided at a heliport for helicopter rescue and firefighting should if possible be made available. The level of protection should be expressed in terms of the Category of rescue and firefighting services as described in the table below.

4.7.2 Heliport firefighting category

Category	Heliport Overall Length^a
HI	Up to and not including 15 m
H2	From 15 m up to but not including 24 m
H3	From 24 m up to but not including 35 m
<i>a. Helicopter length, including the tail boom and the rotors.</i>	

Civil Aviation Authority