

Heliport Workshop: FAA/ICAO ???????

06 Heliport Workshop?FAA / ICAO ??????????

???? 2026-05-29

1. ?????

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/mnt/data/project/????/????/0.????????????/????/Heliport Design Workshop/

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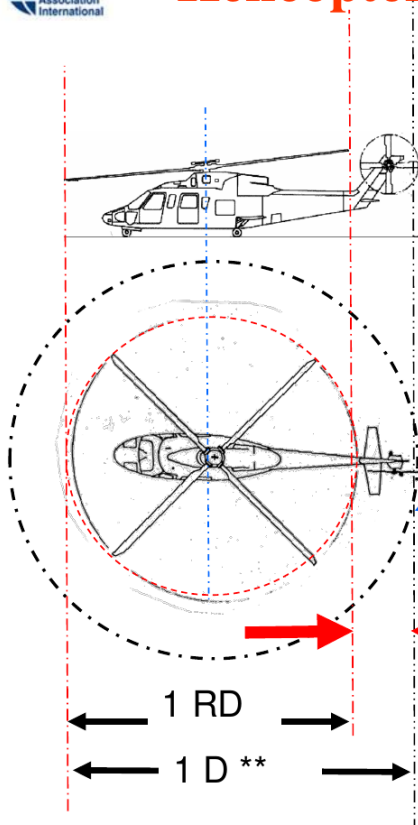
- ICAO Annex 14 Heliport Design HeliExpo2_2011.pdf
- HELIPORT DESIGN WORKSHOP1_2012.pdf
- HELIPORT DESIGN WORKSHOP2_2012.pdf
- HELIPORT DESIGN WORKSHOP4_2012.pdf

???? heliport ??? /???? ICAO Annex 14 ? FAA AC 150/5390
???????? FATO/TLOF? Safety Area? OLS/airspace ?????

2. ??????

2.1 FAA ?? OL/D?? ICAO ???????

Helicopter Dimensions



D = Overall Length **

RD = (Main) Rotor Diameter

“Arc of Tail Rotor”

1 D = (approx.) 1.2 RD

$(1 D - 1 RD) = (\text{approx.}) 0.2 RD$

**** US/FAA Uses ‘Overall Length’ 1 OL = 1 D – AC-2C will use ‘D’**



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US/FAA □□ Overall Length □ 1 OL = 1D □□□□ FAA □ ICAO

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2.2 ICAO / FAA ????

DIFFERENCES

AC-2B

ANNEX 14

PARKING AREA = HELICOPTER STAND

HOVER TAXI = AIR TAXI



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"DIFFERENCES" □□ AC-2B □ Annex 14□□□□□□

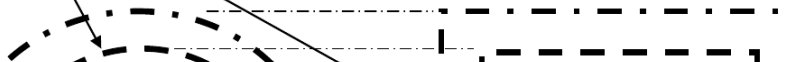
heliport

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2.3 ???????????

HELIPORT TERMINOLOGY

FATO –



SAME TERMINOLOGY – BUT DIFFERENT MEANING

2004 ANNEX 14 - FATO MAIN LOAD BEARING AREA

New ANNEX 14 - TLOF MAIN LOAD BEARING AREA

FAA AC-2B -TLOF MAIN LOAD BEARING AREA

**Safety
Area**

TLOF

FATO: Final Approach and Takeoff Area

TLOF: Touchdown and Liftoff Area



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FATO / TLOF ■■■

“same terminology — but different meaning”■■■■

FAA ■

ICAO ■■■■■■

2.4 ?????????? FAA ????? ICAO

LONDON BATTERSEA HELIPORT



‘FAILS’
‘Pre-tranche’ 1 ICAO ANNEX 14
HELICOPTER TOO LARGE.

MEETS US/FAA AC-2B REQUIREMENTS

**W30: RD= 44 ft (13 m)
D=53ft (16 m)**

**Helipad: Width 53 ft (16 m)
Length 125 ft (38 m)**

Based on current Annex 14, R22 (RD - 26 ft/ 7.9 m: D – 29ft/ 8.8 m) would NOT be acceptable! Just OK if safety area assume not load bearing.



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London Battersea Helipoint AC-2B requirements”

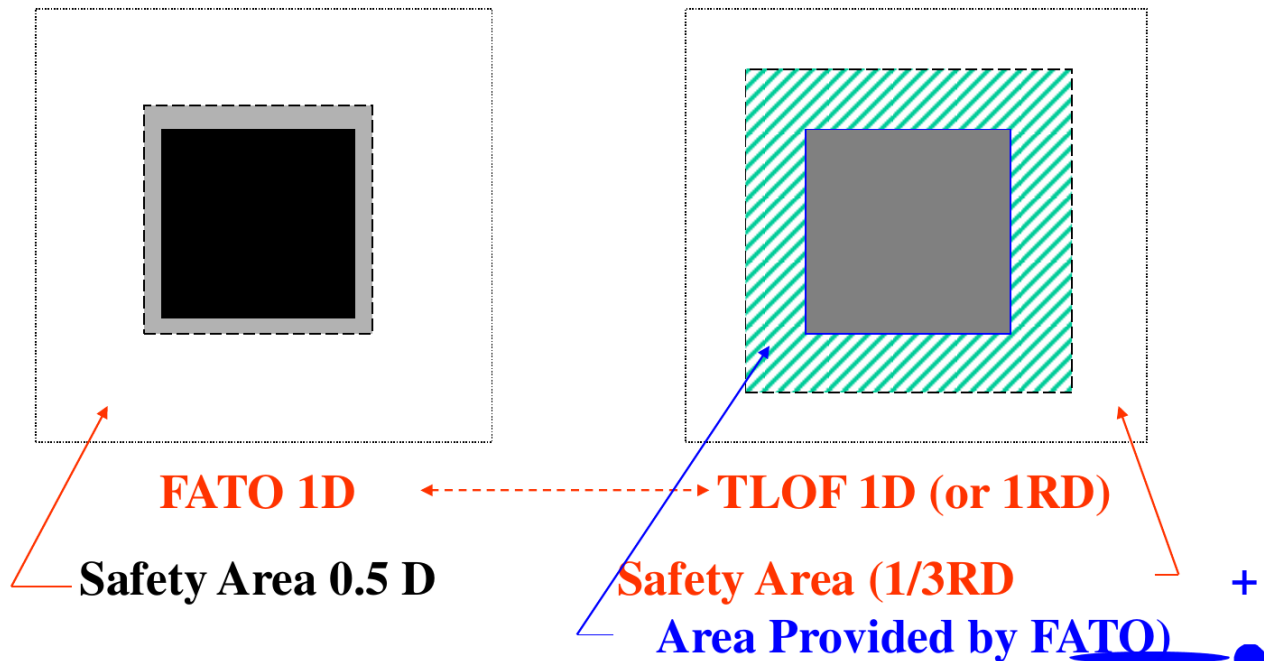
“fails ICAO” □ “meets US/FAA

2.5 Safety Area ??

SAFETY AREAS

ICAO 'Tranche 1' Annex 14]

FAA AC-2B



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ICAO □ FAA safety area



2.6 FAA alternate surfaces ??

USE OF “ALTERNATE SURFACES”

AC-2B 204 b – *removed from AC-2C*

NOTE: *When the standard surface is incompatible with the airspace available at the heliport site, no operations should be conducted unless helicopter performance data supports a capability to safely operate using an alternate approach/ departure surface. The site should be limited to those helicopters meeting or exceeding the required performance and approved by the FAA.*

HAI Proposed Text:

Alternative Approach/Departure Surface

When the standard surface is incompatible with the airspace available at the heliport site, no operations should be conducted unless helicopter performance data supports a capability to safely operate using an ~~alternate~~ alternative approach/ departure surface. The site should be limited to those helicopters meeting or exceeding the required performance and approved by the FAA.

