



सत्यमेव जयते

GOVERNMENT OF INDIA  
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION  
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI

## **AIR SAFETY CIRCULAR 2 OF 2012**

File No. AV.15011/2/2012

Dated 13<sup>th</sup> Jan 2012

**Subject: Operation of small aircraft/helicopters – Adherence to Safety Guidelines**

### **1. INTRODUCTION**

VIPs, SPG protected persons and other important persons of eminence in public life use air travel frequently for electioneering and other purposes in small aircraft/helicopters of private/non-scheduled operators. Further, election flying is a highly demanding exercise in terms of skill levels, professionalism and tact. Long flying hours, large number of take-offs and landings, weather changes, lack of proper rest and recuperation arrangements, hurriedly prepared helipads, frequent changes in itinerary, time management, highly stressed security arrangement, crowd control, congested airspace, lack of adequate communication and airspace management, commercial interest and language barrier are some of the challenges of election flying.

Analysis of earlier accidents/incidents associated with small aircraft/helicopter operations from improvised airstrips/helipads revealed that laid down instructions were violated time and again and safety was jeopardised.

Though number of guidelines and circulars have been issued in the past for ensuring safety in air operations by small aircraft and helicopters, following guidelines are reiterated so that the same are followed meticulously for ensuring safe operation of small aircraft/helicopters.

### **2. REQUIREMENTS**

#### **2.1 Operational**

2.1.1 All Non-scheduled/private helicopter operators and their pilots should ensure that their licence and ratings are current and are certified to carry out such operations.

- 2.1.2 All Non-scheduled/private helicopter operators and their pilots should ensure that at least 24 hrs. prior to commencing flight, the existence of a suitable helipad should be confirmed in writing with latitude/longitude reference and/or any other physical reference on the ground from the District authorities (DM/SDM/SSP/SP/SHO) of the area intended to be used for landing.
- 2.1.3 The flight crew/operators should ensure strict adherence to FDTL requirements, weather minima compliance and proper weather briefing obtained before commencement of flights. The flight plan should be filed with complete details to the nearest ATC unit, indicating the exact number of passengers and load.
- 2.1.4 The requirements contained in CAR Section 5, Series F, Part III regarding pre-flight medical examination shall be strictly adhered to.
- 2.1.5 The flight crew/operators should ensure strict adherence to proper loading of aircraft/helicopter in accordance with CAR Section 2, Series X, Part II. At no stage, there should be no excess passenger/load.
- 2.1.6 The flight crew should ensure complete stoppage of helicopter rotors/aircraft propellers before permitting embarking/disembarking of passengers.
- 2.1.7 After arrival at destination as per the coordinates if the landing zone/helipad cannot be located, the crew should contact district authorities with the available mode of communication for an alternate secured landing site if available or proceed to the next destination. The crew should immediately inform telephonically followed by written report to concerned regional Air Safety Office and Director Air Safety (Hqrs.)

## **2.2 Airworthiness**

- 2.2.1 The aircraft/helicopters hired for such purposes should be airworthy and meet all mandatory requirements before flying.
- 2.2.2 The pilot/maintenance personnel should ensure deactivation of duplicate controls, in case passengers are accommodated on co-pilot's seat, as per the instructions in vogue. Prior to the flight, passengers should be briefed on safety aspects like fastening of seat belts, no smoking, evacuation procedures, etc.
- 2.2.3 In case of refueling, the quality of fuel should be ensured. Adequate fuel should be uplifted for the flight as planned including contingencies.
- 2.2.4 Before departure from base, the operator should ensure that the aircraft/helicopter is free from any defect and proper rectification/maintenance procedures are followed.

## **2.3 Miscellaneous**

- 2.3.1 The operator shall ensure adequacy of dimension of the helipad/airstrip for the type of helicopter/aircraft being used and approach and take-off areas being clear of obstacles like tall trees, high tension wires etc.
- 2.3.2 The operator shall ensure that adequate safety measures are taken during landing/take-off.
- 2.3.3 The improvised helipad/airstrip, as viewed from air, should not be in close proximity of any assemblage of persons.
- 2.3.4 The operator shall ascertain from District Administration that the surface of improvised helipad is level and does not have loose soil which might raise a dust with rotor downwash cutting down visibility at the time of landing.
- 2.3.5 It should be ensured that the improvised helipads/airstrips have minimal ground markings for identification purposes and means to detect the wind direction as viewed from the air. The helipads/airstrips should be guarded by police/security personnel to check movement of unauthorized persons/restrict movement of persons to close proximity of the helicopter/aircraft.
- 2.3.6 The operator shall ascertain from District Administration regarding adequacy of fire fighting and rescue services at the destination before undertaking operations in accordance with CAR Section 4, Series B, Part II.
- 2.3.7 The Aerodrome Operator shall ensure adequacy of parking space for aircraft/helicopters to avoid ground incidents.
- 2.3.8 Airports Authority of India shall ensure proper air traffic management to avoid traffic congestion.

All stakeholders are hereby advised to strictly adhere to above safety guidelines for ensuring safety of helicopter/small aircraft operations.

This circular supersedes Air Safety Circular 5 of 2008.



(EK Bharat Bhushan)  
Director General of Civil Aviation

- To:
1. All Non Scheduled Operators
  2. Private Operators
  3. Airports Authority of India
  4. Internal distribution as per list.