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## 1. Purpose

This procedure concerns the regulation of the movement rotating-wing aircraft in the apron area, identifying routes that ensure the presence of adequate safety precautions, in accordance with Appendix 14, Volume II.

## 2. Entities Involved

- AdR Flight Control
- AdR Operational Security (SAR)
- ENAV TWR
- INAER
- VV.F.
- State Forestry Department
- Handlers

## 3. References

- Appendix 14 ICAO, Vol. II (Fourth Edition July 2013)
- ENAC Regulations for the Construction and Exercise of Heliports

## 4. Operational Management

The rules for using the taxiways, published in AIP AD 2 LIRA 1-12 ITEM 3, provide for the following:

*Helicopter traffic is not permitted on the segment of the TC junction from the SG junction to the SD junction and the SD junction. Helicopters are only permitted on this junction if towed with their engines shut down.*

*On the apron, operations for lengths exceeding 20m are only permitted if towed with engines shut down.*

The operational management of helicopters on the apron described below does not concern helicopters managed by the Military Airforce (*Aeronautica Militare - A.M.*)

Below are the operational management procedures for helicopters on the apron shared with ENAV:

- a) The use of the TC taxilanes, in the segment between taxilanes SD and SG, and SD does not permit the movement of helicopters with engines switched on, whether taxiing or hovering.  
Therefore, helicopters that need to park in the hangars (Forestry Department/INAER) located in front of the intercepting taxilanes or helicopters needing to pass

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over those taxilanes, it is necessary to use the tow truck to tow both entering and exiting helicopters.

**b) Movements of rotating-wing aircraft on the taxiways must take place according to the following conditions:**

➤ ARRIVING HELICOPTERS

- 1) Flight Control receives information via PPR of the arrival of a helicopter or receives information from TWR;
- 2) Flight Control verifies, requests or seeks information pertaining to the length of the helicopter and coordinates with the SAR Supervisor regarding the appropriate taxiway to allocate;
- 3) The SAR Supervisor asks SAR employees to check that the route and destination taxiway are free from obstacles, people and vehicles (\*);

(\* ) If the helicopter does not access the in apron via the SG junction (except for helicopters allocated to stand 514, which access the apron via the SF junction), the TWR must explicitly report this to Flight Control, which will inform the SAR Supervisor for the relevant checks.

- 4) Flight Control, in agreement with the SAR Supervisor, after having checked the dimensions of the length of the helicopter, shall assign a taxiway in accordance with the following:

**i. Helicopter length < 13.5 m:**


The main taxiway (if available) to be allocated is H414. The helicopter reaches the taxiway by means of self-manoeuving, along taxilanes AG-SG. Subsequently, SAR staff monitor its correct positioning. On taxiway H414, it is not possible to act as per the point below.

**ii. Helicopter length between 13.5 m and 20 m (including ends):**

Allocated taxiways for fixed-wing, Category C aircraft. The helicopter reaches the allocated taxiway along taxilane SG, with the assistance of SAR for the follow-me and marshalling service.

Below are some limitations relating to taxiways 402 and 514:

- STAND 402: in this taxiway, the parking of helicopters between 13.5 m and 18.0 m long is permitted by means of *self-manoeuving*, with the assistance of SAR for the follow-me and marshalling service. In

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this taxiway, the parking of helicopters exceeding 18.0 m long is permitted by means of towing, with the assistance of SAR for the follow-me service;


- STAND 514: in this taxiway, the parking of helicopters between 13.5 m and 16.0 m long is permitted by means of *self-manoeuving*, with the assistance of the SAR for the follow-me and marshalling service. In this taxiway, the parking of helicopters exceeding 16.0 m long is permitted by means of towing, with the assistance of SAR for the follow-me service.

### iii. Helicopter length > 20 m:

The helicopter reached the SG junctions by means of self-manoeuving, along taxiway AG, after which the engines must be shut down and it is then towed to the allocated taxiway/hangar.

Below are some limitations relating to taxiways 402 and 514:

- STAND 402: in this taxiway, the parking of helicopters exceeding 20 m long is permitted by means of *towing*, with the assistance of the SAR for the follow-me service;
  - STAND 514: in this taxiway, the parking of helicopters exceeding 20 m long is permitted by means of *towing*, with the assistance of the SAR for the follow-me service.
- 5) Flight Control, when contacted by an arriving helicopter, shall inform it of the allocated parking taxiway;
  - 6) In the event that an adjacent taxiway to that allocated to the arriving helicopter is undergoing assistance operations, the SAR shall inform Flight Control, which shall request TWR to instruct the helicopter to wait on the apron entry junction until completion of such assistance operations;
  - 7) The TWR shall instruct helicopters on their allocated taxiways as follows:
    - Allocated taxiway H414: self-manoeuving;
    - Any other taxiway/Hangar or in the absence of an allocated taxiway: TWR shall instruct the helicopter to release the TWY A on the SG junction and to follow the SAR's instructions, if in view, or to maintain its position on the SG to await the arrival of the SAR. The TWR shall be responsible for instructing the SAR on entries into the Apron by TWYs other than SG.
  - 8) In the event that the helicopter's dimensions are unavailable, the SAR staff shall await the arrival of the helicopter on Taxilane SG (or another taxilane specified by TWR), shall visually check the size of the helicopter's dimensions and shall contact the TWR, as stated in point 4 above.

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## ➤ DEPARTING HELICOPTERS

9) The TWR shall instruct helicopters requiring engine start-up and taxiing according to the helicopter's departing taxiway as follows:

- Taxiway H414: self-manoeuving;
- Any other taxiway/hangar: it shall instruct the helicopter to follow the follow-me instructions.

For helicopters that require towing, the SAR shall be responsible for informing the TWR to be ready for towing along taxilane SG (or another junction specified by TWR).

10) For departing helicopters with the dimensions described in points 4 ii and 4 iii:

- $13.5 \text{ m} \leq L \leq 20 \text{ m}$ : the SAR shall provide the follow-me service up to the intersection between SG/AG (unless otherwise specified by the TWR) and shall hand over the helicopter to the TWR by radio;
- $L > 20 \text{ m}$ : the SAR shall provide the follow-me towing service up to the intersection between SG/AG (unless otherwise specified by the TWR) without using the Alpha taxilane strip, assisting the handler until the removal of staff and vehicles and shall subsequently hand over the helicopter to the TWR by radio for subsequent authorisation for engine start-up. The SAR shall wait for the helicopter to start taxiing and shall report the clear and accessible area to the TWR.

Below are some limitations relating to taxiways 402 and 514:

- STAND 402: from this taxiway, the exit of helicopters between 13.5 m and 18.0 m long is permitted by means of self-manoeuving, with the assistance of the SAR for the follow-me service within the apron, with the subsequent handing over of the helicopter to the TWR over radio. Helicopters exceeding 18 m long shall exit by means of towing, via the follow-me service performed by the SAR in the apron. Subsequently, the SAR shall oversee engine start-up, then report the clear and accessible area to the TWR.
- STAND 514: from this taxiway, the exit of helicopters between 13.5 m and 16.0 m long is permitted by means of *self-manoeuving*, with the assistance of the SAR for the follow-me service within the apron, with the subsequent handing over of the helicopter to the TWR over radio. Helicopters exceeding 16 m long shall exit by means of *towing*, via the follow-me service performed by the SAR in the apron. Subsequently, the SAR shall oversee engine start-up, then report the clear and accessible area to the TWR.

c) Fire Brigade helicopters (AB412 and A109) are excluded from the regulations referred to in point b) above, as they can independently manoeuvre to and from

their Stands, H 415 and H 416, except for segment TC/SD, which is prohibited for all helicopters.

- d) The preferential taxiways for accommodating helicopters are: H414; 402; 407.
- e) Contingency situations for the movement of helicopters not considered by this procedure and unscheduled, shall be assessed on a case-by-case basis by the duty SAR Operational Security Supervisor.
- f) Below is a list of helicopters operating at the airport and their compatible stands.

<b>Helicopters operating at CIA</b>				
<b>Type</b>	<b>Entity</b>	<b>Length (m)</b>	<b>Taxilane</b>	<b>Compatible Stands</b>
AW 109 S	INAER	12.96	Surface	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
AW 109 SP	INAER	12.96	Surface	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
AW 109 E	INAER	12.96	Surface	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
BK 117 C1	INAER	13.03	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
BK 117 C2	INAER	13.03	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
BK 117 D2	INAER	13.60	Hovering	402 - 403 - 404 - 405 - 406 - 407 - 514
AW 139	INAER	16.65	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
AB 412	INAER	17.10	Hovering	402 - 403 - 404 - 405 - 406 - 407
S 64 F	Forestry	27.23	Towing	403 - 404 - 405 - 406 - 407
<b>Helicopter length less than 13.5 m</b>				
<b>Helicopter length between 13.5 m and 20 m (including ends)</b>				
<b>Helicopter length exceeding 20 m</b>				

g) Below is a comprehensive list of helicopters historically operating at the airport and their compatible stands.

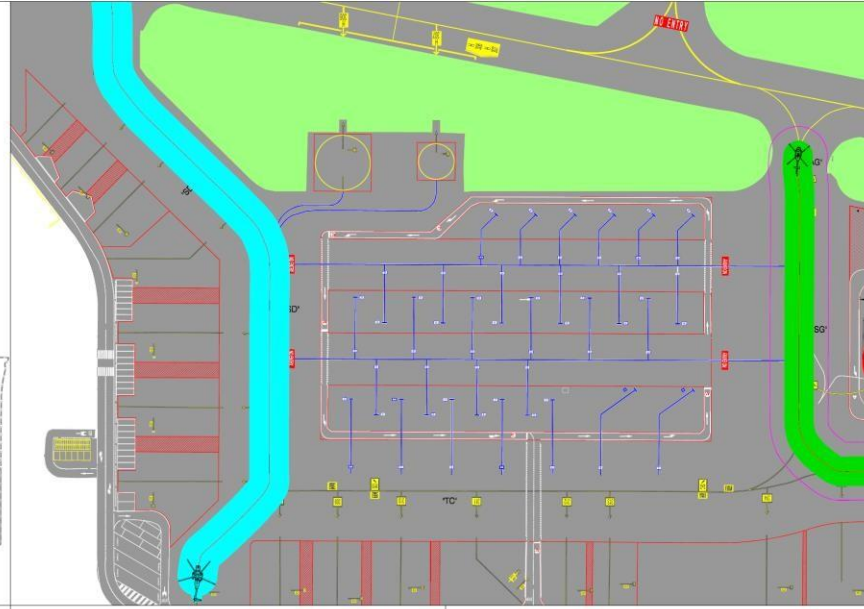
<b>Comprehensive Helicopter List (*)</b>			
<b>Model</b>	<b>Length (m)</b>	<b>Taxilane</b>	<b>Compatible Stands</b>
ROBINSON R22	8.76	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
MD HELICOPTERS 900 EXPL.	9.8	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER EC635	10.21	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER EC130	10.68	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
ROBINSON R44	11.7	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
BELL 206	12.11	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER EC135	12.16	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
BELL 222	12.85	Surface	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
BELL 230	12.88	Surface	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER AS350	12.94	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER AS355	12.94	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER EC145	13	Hovering	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
AUGUSTA A119	13.1	Surface	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
SIKORSKY S-76	13.44	Surface	H414 - 402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER SA 360/361/365C	13.73	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER SA365N	13.73	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER SA330 PUMA	15.4	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
EUROCOPTER AS332 SUPER	16.29	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
SIKORSKY S-92 HELIBUS	17.1	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
SIKORSKY S-58T	17.28	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
BELL 212	17.43	Hovering	402 - 403 - 404 - 405 - 406 - 407
MIL MI-8	18.17	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
MIL MI-17	18.46	Surface	402 - 403 - 404 - 405 - 406 - 407 - 514
SIKORSKY S-64	21.41	Towing	402 - 403 - 404 - 405 - 406 - 407 - 514
SIKORSKY S-61	22.1	Towing	402 - 403 - 404 - 405 - 406 - 407
AUGUSTA AW101	22.81	Towing	402 - 403 - 404 - 405 - 406 - 407
BOEING CH-47	30.1	Towing	407
<b>Helicopter length less than 13.5 m</b>			
<b>Helicopter length between 13.5 m and 20 m (including ends)</b>			
<b>Helicopter length exceeding 20 m</b>			

NOTE 1: In taxiway 402, the parking of helicopters between 13.5 m and 18.0 m long is permitted with the assistance of the SAR for the follow-me and marshalling service, or for towing in the case of helicopters exceeding 18.0 m long.

NOTE 2: In taxiway 514, the parking of helicopters between 13.5 m and 16.0 m long is permitted with the assistance of the SAR for the follow-me and marshalling service, or for towing in the case of helicopters exceeding 16.0 m long.

(\*) For information (non-exhaustive).





LEGENDA:

- Bell 412 - swept surface (area spazzata)
- Bell 412 - clearance air taxi (via di rullaggio in volo)
- Bell 412 - Protection Zone (area di protezione piazzola)
- Sikorsky S-61 - swept surface (area spazzata) - percorso con traino

RIFERIMENTI NORMATIVI

- ICAO - Annesso 14 - volume 2. Eliporti - IV edizione (luglio 2013)
- ENAC - Regolamento per la Costruzione e l'Esercizio degli Eliporti

Il presente layout non rappresenta un progetto. Prima della realizzazione dovrà essere presentato per approvazione un layout appoggiato sulla effettiva configurazione planoaltimetrica e dei markings attuali, timbrato e firmato da un professionista in possesso delle abilitazioni previste dal Regolamento ENAC / EASA.

<p>Aeroporti di Roma</p> <p>DATA: GIJ. 2015 SCALA: 1:1000</p>	<p>Aeroporto G.B. Pastine CIAMPINO - ROMA</p>	
	<p>Verifica clearance per movimentazione elicotteri in Apron</p>	<p>PLANIMETRIA</p>
		<p>TAVOLA 1</p>