

It is the responsibility of all employers to ensure that relevant AOPs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in doubt should consult their Supervisor or Manager.

JA-AOP-039 Helicopter Operations

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1 Policy

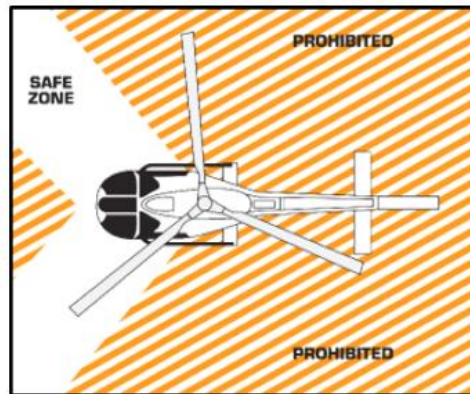
- 1.1 Ports of Jersey Ltd. (PoJL) has a responsibility to ensure the safe operation of rotary-wing aircraft using Jersey Airport.
- 1.2 This procedure is intended to provide the specific guidance necessary to allow for the safe and orderly movement of helicopters and to ensure that they are efficiently integrated with other aerodrome traffic.

2 Procedures

- 2.1 Helicopters are to use the main runway for all arrivals and departures as no specific helicopter landing area and associated FATO (Final Approach and Take Off Area) exists.
- 2.2 Helicopters capable of ground taxiing should not hover taxi.
- 2.3 All helicopters taxiing at Jersey Airport shall follow designated taxiway routes, as per ATC instructions, this includes both hover and ground taxiing.
- 2.4 Civilian helicopters shall be handled by either Gama Aviation or Synergy Aviation at Jersey Aero Club.
- 2.5 Helicopters with a Maximum Take Off Weight (MTOW) of less than 1400kg may be parked at the Aeroclub, on the grass area southwest of Holding Point HOTEL*, space permitting.
- 2.6 Helicopters with a Maximum Take Off Weight (MTOW) of 1400kg or greater shall be handled by Gama Aviation and parked on their apron*.
- 2.7 The parking of military or Search and Rescue (SAR) helicopters will be at the discretion of Air Traffic Control (ATC).

*NOTE: These are uncontrolled areas, please refer to JA-AOP-007 Apron Layout

- 2.8 No helicopter should be permitted to park on the same stand as any fixed-wing aircraft. The exceptions to this rule are for movements associated with the Jersey International Air Display, as well as aircraft using the Gama Aviation apron and Eastern apron when under the guidance of a qualified marshaller.
- 2.9 All on aerodrome helicopter MEDEVAC flights shall be handled by Gama Aviation on their apron or at a location detailed in an ATOI, if the Gama apron is not available.
- 2.10 Unless you have received specific training in the ground handling of rotary-wing aircraft or have been specifically pre-briefed by the pilot to do so, NEVER approach a helicopter that has its rotors turning or has its anti-collision beacon illuminated. The only safe direction to approach any helicopter is from the front, within 45° either side of the aircraft centreline, remaining outside the area of the rotor-disk until such time as you have received a signal from the pilot to indicate that it is safe to approach.



Safely Approaching a Helicopter

3 Documents related to this AOP

- JA-AOP-007 Apron Layout