



25th March 2014

Dear Customer/ Operator

London Heliport

- revised FATO markings (from Tues 15th April) & Apron Stand/TLOF markings (from Wed 16th April)

Following a revue of surface markings carried out by the London Heliport in consultation with the Civil Aviation Authority, a new scheme of markings has been approved for the both the Final Approach Take Off area (FATO) and the Touchdown and lift-off (TLOF) stand pattern on the apron. The change is being made in order to comply with the latest standards and recommended practices detailed in ICAO Annex 14 Volume II (Heliports) (Amendment 5, 4th Edition 2013).

A copy of the revised aerodrome plan to illustrate the new FATO & Stand/TLOF markings is enclosed.

Work to remove the old markings and lay down the new ones will be carried out over two consecutive nights, commencing close of business 23:00 local time Monday 14th April (with contingency of a third night on 16th April in case of delay or over-run)

Normal permitted operating hours will apply during the works period. However no overnight parking of aircraft will be permitted from close of business 23:00 local time Monday 14th until start of business 07:00 local time Thursday 17th.

The new FATO markings will come into use when operations resume at 07:00 local time on Tuesday 15th April followed by the new Apron Stand/TLOF markings which will come into use when operations resume at 07:00 local time on Wednesday 16th April.

New FATO markings (from start of operations 07:00 local time Tuesday 16th April)

Summary of changes:

- Increase in size of the yellow FATO aiming point / TLOF circle to an internal diameter of 11.4 metres and an increase in the proportions of the "H" Heliport Identification Marking to 4 metres in height.
- Rotation of the white "H" Heliport identification marking through 90 degrees so that the cross arm of the H is at right angles to the two preferred final approach directions (formerly aligned with the preferred final approach directions).
- Increase in size of the white FATO (runway) designation markings to 3 metres in height
- Change of FATO designation markings from "03" and "21" to "02" and "20" to reflect the FATO magnetic bearing. To avoid any confusion between each designation they will each be underlined and appear as 02 and 20.

- Addition in white of FATO maximum allowable mass marking as “16t” to represent the FATO bearing strength of 16,330kg or 16.33 tonnes. To be located offset to the left/ port side of the FATO for each preferred final approach direction midway between the FATO designation marking and the circular FATO aiming point/ TLOF (characters to be half the size of the FATO designation markings).
- Removal of centre-line markings and associated perpendicular sections.
- Black outlining to all markings to increase definition

New Apron Markings (from start of operations 07:00 local time Wednesday 17th April)

The apron Stand/TLOF markings will be simplified to:

- 3 main equal-sized Stands/ TLOFs
- 1 larger Stand/TLOF (overlying one of three main Stand/TLOFs) located in NE corner of the apron.

A new scheme of Stand/TLOF number designators (1,2,3 & 4) will apply.

Stand/ TLOF dimensions

Under latest ICAO Annex 14 Vol. 2:

- Diameter of a Stand/TLOF is 1.2 times the overall length of largest aircraft intended to use it (formerly 1.0 times overall length)
- Dimensions of the safety area surrounding a stand/TLOF is 0.4 overall length of largest aircraft (formerly 0.5 largest rotor diameter)

Diameter of two new London Heliport Stand/TLOF sizes will be:

- 20m (largest helicopter Agusta Westland AW 139, Overall Length 16.66m)
- 25m (largest helicopter Sikorsky S92, Overall Length 20.87m)

Changes to Stand/TLOF perimeter markings and safety area dimensions summary table:

| | ICAO Annex 14 Vol. II (Heliports) | |
|--|--|--|
| | Old 2005 (2 nd Edition) | New 2009 (3 rd Ed.) & 2013 (4 th Ed.) |
| Stand/ TLOF Perimeter dimensions | 1.0 x Overall Length # | 1.2 x Overall Length |
| Stand Safety Area (i.e. safety clearance to an object or aircraft on another stand) | 0.5 x Rotor Diameter (RD)* | 0.4 x Overall Length |
| Taxi-route Clearance | 1.5 x RD (skidded) 2.0 x RD (wheel) | 1.5 x RD (skidded) 2.0 x RD (wheel) |

largest helicopter intended to use

* largest width (i.e. rotor diameter) of any helicopter intended to use

Stand/TLOF markings

To maximise safe operating clearances between each of the three main stand/ TLOFs and ensure continued accurate centering of aircraft on them, markings will feature not only an outer yellow continuous perimeter line but also a concentric inner white continuous central zone line, equivalent in diameter to the overall length of the largest helicopter intended to use it.

Stand/ TLOF usage

The new apron markings will continue to accommodate the largest aircraft currently, regularly using the facility (i.e. Agusta Westland 139) but also for the first time provides a stand/TLOF to accommodate larger established types such as the Sikorsky 92, the Airbus Helicopters/Eurocopter 175 and Agusta Westland 189.

The three main stand/TLOFs (1, 2 and 3) can operate independently of each other when a neighbouring stand/TLOF is occupied, however that when stand/TLOF 3 is occupied the FATO cannot be accessed.

Stand/TLOF 1 and the larger Stand/TLOF 4 (overlying Stand 2) can also be used independently of each other for aircraft to taxi to and from the FATO when the other is occupied.



Stand 3 usage:

- more limited than Stands 1 & 2 (since it blocks access to/from FATO) and will not to be occupied when the FATO is in use for arriving or departing aircraft.
- will help to keep FATO clear of aircraft when other stands occupied by receiving arriving aircraft which can taxi from the FATO to shut down before being pushed-back for off-stand/TLOF parking.
- may be used for start-up of departing aircraft previously parked off-stand/TLOF.

Taxi-route dimensions relating to the largest rotor diameter of any (wheel or skidded undercarriage) helicopter have been calculated for each Stand/TLOF. Provision of a larger stand/ TLOF improves access to the apron for larger (wheel undercarriage) aircraft and should keep help to the FATO clear for other aircraft to arrive and depart. Larger skidded undercarriage aircraft will not be permitted inboard of the FATO.

Completion or Works

Further messages will be sent to confirm completion of works and the start of use of the new markings or in case of any short notice postponement of the works due to adverse weather or other reason.

Adoption and promulgation of new markings

Whilst the new markings are not radically different from the existing ones the initial period of use of the new markings will treated as a “trial”.

We therefore ask aircrew to:

- Moderate taxiing and manoeuvring speeds
- Remember that Stand/TLOF designator numbers will have changed.
- Exercise extra caution and observe marshalling instructions.
- Provide feedback, observations or pass on any concerns.

The change in markings will also be notified by means of:

- NOTAM
- Reminder R/T messages from London Heliport ATC
- Amended UK AIP entry

If you have any observations, questions or concerns in advance of the changes then please do not hesitate to contact me.

Simon Hutchins
Heliport Manager