

You can save this page as HTML and then open it in Microsoft Word for further editing.

<b>Title</b>	CS & GM for the design of surface-level VFR heliports located at aerodromes that fall under the scope of Regulation (EC) 216/2008
<b>NPA Number</b>	NPA 2017-14

**UK CAA** (European.Affairs@caa.co.uk) has placed **4** unique comments on this NPA:

<b>Cmt#</b>	<b>Segment description</b>	<b>Page</b>	<b>Comment</b>	<b>Attachments</b>
127	3.1. Draft certification specifications (BOOK 1) - CS HPT-DSN.F.520	24 - 27	<p><b>Page No:</b> 25</p> <p><b>Paragraph No:</b> (c) (1) and (c) (4)</p> <p><b>Comment:</b> We believe paragraph (c) (4) referring to Figure F-4 is incorrect since in the context of the paragraph it is addressing the characteristics of the Heliport Identification Marking for a runway-type FATO which is illustrated in Figure F-2, not F-4.</p> <p>It is recommended that paragraph (c) (4) be deleted and additional text incorporated in (c) (1) as shown below. Figure F-4 should be removed to Book 2.</p> <p><b>Justification:</b> Accuracy and clarity.</p> <p><b>Proposed Text:</b> Add additional text to paragraph (c) (1) as follows:</p> <p>"... For a runway-type FATO, the dimensions of the letter H should be in accordance with Figure F-2, in a colour contrasting with the background."</p>	
128	3.1. Draft certification specifications (BOOK 1) - CS HPT-DSN.F.540	28	<p><b>Page No:</b> 28</p> <p><b>Paragraph No:</b> CS HPT-DSN.F.540 new sub paragraph (d)</p> <p><b>Comment:</b> The dimensions of the FATO designation markings are not given.</p> <p>There needs to be a reference to the height dimension and colour of the FATO designation markings in new sub paragraph (d) as shown below</p> <p><b>Justification:</b> Accuracy and clarity</p> <p><b>Proposed Text:</b> Add new sub paragraph (d) as follows:</p> <p>"The dimension of the FATO designation marking should be in accordance with Figure F-2 in a colour contrasting with the background."</p>	
129	3.1. Draft certification specifications (BOOK 1) - CS HPT-DSN.F.610	31 - 33	<p><b>Page No:</b> 32</p> <p><b>Paragraph No:</b> Figure F-5</p> <p><b>Comment:</b> With the migration of Figure F-5a from Book 2 to Book 1 we believe it is prudent to expand the title of Figure F-5 to avoid</p>	

			<p>confusion of application.</p> <p>In addition, a reference to Figure F-5a could be added to paragraph (a) (2).</p> <p><b>Justification:</b> Clarity.</p> <p><b>Proposed Text:</b> Amend Figure F-5 title to read:</p> <p>“Figure F-5 Helicopter Stand Markings at a stand designated for turning.”</p>	
130	3.1. Draft guidance material (BOOK 2) - GM1 HPT-DSN.F.660	54 - 55	<p><b>Page No:</b> 54-55</p> <p><b>Paragraph No:</b> GM1 HPT-DSN.F.660 paragraph (d) and (e)</p> <p><b>Comment:</b> This is an AMC for the HAPI (Helicopter Approach Path Indicator) system described at CS HPT-DSN.F.660. However, there is no formal specification provided in (d) even though the tri-colour approach indicator is specified (red/green/amber) and a visible (useful) range specified (0.5 to 1 mile by day and 5 miles at night). This infers there is a formal specification available, and this being the case we propose a specification for Tri-Colour VASI (Visual Approach Slope Indicator) should be published in Book 2. In the UK we have adopted the standard ICAO/EASA HAPI system.</p> <p>Paragraph (e) places a recommendation to minimize spurious signals, but this is a safety critical visual aid and therefore spurious signals should not be tolerated at all.</p> <p><b>Justification:</b> Safety/Clarity</p>	