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STANDARD OPERATING PROCEDURE

Ganga Helipad, Coimbatore




Helipad Address

Ganga Institute of Health Sciences
 SF No.442, Vattamalaipalayam NGGO Colony Post,
 Coimbatore – 641 022 Phone: 0422-3291845, Fax: 0422-2460415
 Email: gangahealth@gmail.com, gangahealthsciences@gmail.com

Operating Office

Hangar Number 04, PHL Heliport, Rohini
 New Delhi. Email: info@ossair.com

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FOREWORD

M/s OSS Air Management Private limited is a company incorporated under the Companies Act, 1956, having its principle place of business at Hangar No. 04, PHL Heliport, Rohini, New Delhi India.

Company operates its helicopter fleet under its AOP/AOC (02/2006) in accordance with DGCA CAR Section 3 Series C part III.


The operations of the company's helicopters shall be as per Rules and Regulations laid down by DGCA. This SOP is to be read and understood by all concerned personnel and is to be kept updated at all time by incorporating additional Rules and Regulations issued by DGCA, AAI and other concerned Authorities. Company Safety Policy is broadly described in its SMS Manual. The Company intends to commence AMT operations through its helicopter A109C, VT-ICU from Ganga Helipad, Coimbatore to cater to the Ganga hospital's requirements in the adjoining areas.

Naresh Kumar Jain
(Accountable Manager)

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Instruction to the user

It is the responsibility of everyone associated with the operation from Ganga Helipad to be aware of the provisions of the Standard Operating Procedures and use them in day to day operations.

If any queries regarding the content of the SOP please check with the COO/CoFS of the Company. The abbreviations and definitions are as per Standard ICAO Conventions.

Its contents are confidential and should not be revealed to any unauthorized person.

The AMT operations shall be performed in strict compliance of Car Section 8 Series S part VII and also the relevant chapters of Company OM (Part A- 00/01/02/08/09/11/13/14/17/28, Part B2-01, Part D- 04)

**Naresh Kumar Jain
(Accountable Manager)**

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Distribution List

CONTROL COPY NO	DESIGNATION OF THE COPY HOLDER
01	FSD, DGCA (HQ)
02	Accountable Manager
03	Chief of Operations (COO & Chief of Training)
04	Chief Pilot
05	Chief of Flight Safety
06	Operations- Coimbatore Base
07	Chief Security Officer
08	On board VT-ICU
09	Ganga Helipad Site
10	Library
11	ATC Coimbatore

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1. GENERAL INTRODUCTORY INFORMATION

This SOP lays down broad guidelines for pilots, AMEs, technicians and other support staff to operate out of Ganga Helipad, Coimbatore. The helipad is designed and developed to accommodate the operations of all light medium class single/multi engine helicopter. The NOC has already been obtained from DGCA in accordance with DGCA CAR Section 4 Series B Part V to operate Regular DAY VFR operations only. The Company Intends to carry out AMT operations in accordance with Car Section 8 Series S Part VII and its OM as amended and updated from time to time. The helicopter shall be based at Ganga Helipad to cater to the hospital's requirement on as and when required basis in the adjoining areas of Coimbatore.

2. Control & Responsibility

All operations including AMT from Ganga Helipad shall be communicated thru its Nodal Officer to OSS Delhi Office for further coordinating with the Operations staff. The Nodal Officer shall communicate operational requirements to GM operations/COO at the OSS Air, Delhi office to plan the sortie. All necessary permissions, as applicable shall be obtained by the Nodal Officer in association with PIC prior to initiating the sortie. The operations shall be centrally controlled from OSS HO (Delhi) and documents shall be maintained locally as well as at its Delhi Office. The nodal officer shall be designated/appointed by hospital. However the PIC of the sortie shall be responsible for the final execution subject to meeting all the necessary requirements.

3. Operating Limitations & Nature of Operations

- (i) The Operations from the Ganga helipad shall be strictly under Day VFR operations only
- (ii) However, the helicopter based at this helipad may undertake IFR operations from airfield to airfield having appropriate and adequate night/IFR landing facilities.
- (iii) AMT Operations from Ganga Helipad shall be conducted strictly in accordance with this SOP under the overall ambit of the company OM.
- (iv) The location and Layout of the helipad is described in Para 6 and also attached as **Appendix "A to F"**

4. QUALIFICATION AND CHECKS

- a) Pilot should be qualified and current in accordance with DGCA requirements and as per Company OM Part D
- b) Single pilot ops shall be permitted only if pilot is qualified to undertake such operations

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- c) Aero-Medical Crew (**AMC**) shall be qualified & current in accordance with Company OM Part D, Chapter 4 as updated from time to time.

5. FLYING RULES


All OSS helicopters shall be allowed to operate under day VFR operations only from this helipad.

Take-off, landing and emergency procedures are to be strictly followed as laid down in the flight manual and Company OM. However in case contingency arises and pilot is required to land under IFR conditions, Coimbatore airport shall be utilized for IFR landing and helicopter shall be parked overnight at Coimbatore airport only. **Class 1 and IFR operations are not permitted from the Ganga Helipad.** Refer Appx A

6. LOCATION & HELIPAD LAYOUT



The Ganga Hospital helipad site is located within the campus of Ganga College of Nursing, Vattamalaipalayam, Coimbatore at a distance of **about 06 NM on a bearing of 354° from Coimbatore Railway Station** and **about 06 NM on a bearing of 308° from Coimbatore International Airport.**

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- **Geographical Co-ordinates (WGS-84)** : 11° 05" 41.70N, 76°57"21.71E
- **Elevation of the Helipad** : 439.63 M AMSL.
- **Shape & Size of FATO (D)** : Rectangular – Size 18MX18M
- **Shape & Size of TLOF** : Circular - Diameter 11M
- **Shape & Size of Safety Area** : Circular-Diameter 36M
- **Operating Limitation:** :Day VFR Operations only.

Visual References : Wind Socks available
: TLOF, FATO, H Markings are available

Intended Helicopters to be operated : A109 Series
Maximum Landing weight limitation : 06 ton
Parking Bay availability : One Bay is available for one Helicopter only
Mooring Points : Available (In Built)
Approach Path : 08/26

7. Operating Procedure from Ganga Helipad


a) Wind Pattern:

- the wind rose diagram for Coimbatore shows the frequency per month for expected wind speeds. It also shows for how many hours per year the wind blows from the direction, which is SW: Wind is blowing from **South-West (SW) to NorthEast (NE)**. Thus preferred approach path for Ganga Hospital Helipad should be SW to NE .**Refer Appendix-H** (Wind Rose Diagram)
- there is clear approach path available along the direction **08/26**, which meets the requirement of normal wind direction prevailing in the region. It is envisaged that this direction would cater to operations around the year and the pilots are to use this direction only. However, it may occur on a few occasions that due to local weather phenomenon in the area, the wind may back or veer. Under such circumstances, the pilot may use his discretion to take off and approach in a direction 30 degrees on either side of 08/26.

(b) Wind direction indicator: Available in accordance with respective CAR

(c) Operating Procedures:

- **Aerodrome Control Zone** : VOCB, Coimbatore ATC

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- **Diversions** : VOGB-Coimbatore Airfield ,VOSX-Air Force Station
Sulur

The helipad is located in close vicinity of Coimbatore airport, co-ordination with the ATC shall be done before departure/ arrival at the Ganga helipad. Coordination with Sulur shall be established in the absence of the coordination with Coimbatore ATC/ or if required.

The crew/Ops Department (Delhi) is to obtain the current weather from Coimbatore ATC/ Met Section and pass it to the crew.

The area of operations, being close to the Nilgiri ranges, is known for constantly changing and gusty winds as well as unpredictable weather deteriorations. There have been accidents/incidents in the past due to dynamic rollover and other weather related incidents in this operational area. Crew are to take cognisance of the fact that very high wind speeds of over 40 knots can be encountered in this area, therefore, all take offs and landings are to be carried out with extreme caution.

The take-off and approach directions at Coimbatore and Sulur airports being 05/23, any operations towards South of the helipad are likely to be affected by traffic arriving/ departing at these airports. Therefore, after departure from the helipad, positive contact needs to be established with Coimbatore ATC before turning towards Southerly direction. This may be coordinated before departure.

After obtaining the ADC/FIC/Level Clearance/Squawk from Chennai FIC/MLU, the crew are to contact ATC Coimbatore on landline to get the traffic update and the instructions to be followed after departure from the helipad. Any undue delay in departure due to any unforeseen circumstances needs to be intimated to ATC Coimbatore.

It is likely that patients or passengers with special medical conditions are transported in the helicopter. The PIC is to make all effort to get to know the medical condition of the patient and any special precautions/care that may need to be taken. All efforts are to be taken to maintain a maximum rate of climb/ rate of descent of 500 feet per minute and bank restricted to 15 degrees.

d) Routing and Clearance

A Flight Plan is to be sent to Chennai FIC to facilitate obtaining FIC/ADC. Copy of the Flight plan is to be faxed to Coimbatore ATC also.

It is imperative that weather briefing is obtained before departure. The Flight Co-ordinator will e-mail the enroute weather and forecast, which is to be used to assess the enroute and destination weather. Crew should attempt to watch the latest satellite picture in the event of any reported depressions / cyclonic circulations in the region where the flying is planned. The crew is to carry suitable equipment like mobile phone or i-pads for obtaining updated weather information prior every departure as far as practical.

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e) INBOUND PROCEDURE

It is imperative that crew adhere to a minimum safe height AOL in case of any inclement weather or marginal visibility. All helicopters approaching the helipad are under the control of Coimbatore ATC and approach radar. The pilot will carry out his final approach to the helipad in a direction of 080/260 after informing Coimbatore ATC. The PIC is to inform the relevant Air Traffic Control unit regarding safe landing and switch off at the helipad.

The crew is to plan return to Ganga Helipad in such a way so that they land not later than 0:30 min before sunset. In case a delay is expected, concurrence of the Chief pilot shall be obtained to land beyond this time limit.

In case of an R/T failure, the following actions are to be taken

- (a) Check you leads for proper insertion
- (b) Try alternate channels
- (c) Use Standby hand held set available in the cockpit
- (d) If no contact, squawk 7600
- (e) the arrival/departure to/from ganga helipad shall be in accordance with ATC Coimbatore, as advised, prior to commencing the operations
- (f) Proceed to destination as per ETA declared.
- (g) Inform the landing time to all concerned by quickest means.

(f) Parking and Taxi Plan

A total of one parking bay with appropriate dimensions as per ICAO standards has been marked. At any given time, only one helicopter will be allowed to land/take off from the FATO.

Helicopter, after start up, will use the available link to taxi out and enter FATO for departure. After landing helicopter to vacate via the link and proceed to the parking bay.

(g) Communication & Navigation

No separate radio frequency has been allotted to Ganga Helipad. Two way communications shall be maintained by all helicopters with Coimbatore ATC and the instruction obtained from ATC shall be used for final phases of landing and for getting airborne. As such Ganga Heliport is a Day VFR heliport. Coordination with Sulur ATC shall be established, in case if it is required

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h) Passenger Facilitation

Adequate infrastructure for handling of arrival / departure of Passengers at heliport is to be ensured. Perimeter security will be done by private security guards & frisking / baggage by hand held devise as per the Company Security procedure will be carried out by the PIC. Pre embarkation checks will be carried out by PIC.

(i) Refueling

At Ganga Hospital Helipad, the barrel refueling will be done in accordance with fuelling policy as illustrated in Company OM. The barrels will be stored at a safe distance from the helipad. The area earmarked will be isolated from the normal public and signage such as “Restricted Area” and “No Smoking” will be prominently displayed.

8. Helicopters & Maintenance

Type of Helicopter	No. of Seats & Min Crew req.	Category
A109C/VT-ICU	One Stretcher+ 3/4 pax + 1/2 Crew	AMT/Pax
A109C/VT-OSE	1 Crew +7 Pax	Pax
A109C/VT-OSF	1 Crew + 7 Pax	Pax
A109E/VT-OSC	1 Crew + 7 Pax	Pax

Oss Air is responsible to maintain its own helicopters under its own CAR 145 and CARM approval at Ganga Helipad or any other Base as advised by OSS Air Quality Department.

9. OPERATIONAL ORGANISATION

- (a) Nodal officer appointed by Ganga Hospital shall exercise overall control over the Heliport activities in coordination with the PIC. GM OPS will coordinate all the tasking and monitor the progress of operations. The COO/Chief Pilot will detail suitably qualified crew for AMT flights which shall be accompanied by AMC if patient is required to be transported.
- (b) Control room will help the crew in passing of the program and obtaining ADC/FIC in Co-ordination with Corporate Office Delhi.
- (c) Pre-flight medical shall be carried out Ganga Helipad prior to departure.
- (d) PIC of the helicopter is to ensure that preflight and post flight briefing/ debriefing are conducted and records maintained accordingly.

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- e) Post commitment, the PIC is to ensure that the relevant manifests (AA Manifest/Normal Manifest) are duly completed are handed over to the Ops room for it onward dispatch to Delhi Head Office for record and retention. However one set of documents are required to be kept locally at helipad He is also to ensure that all relevant documentation pertaining to the flight are completed. Flight plans, met briefs, logcards and trim sheets are required to be filed in respective folders. COO/Ops (Coordinator) is to be intimated of task completion.
- f) AMEs and technicians are to be detailed by Sr. VP Engineering from Delhi Office.
- g) However PIC of the sortie shall be responsible for overall activities performed to operate AMT operations and ensure the strict compliance of stipulated Regulations and Company OM

10. Security Policy

Security and frisking of passengers: -All the staff are to be familiar with this SOP. This is the responsibility of COO to ensure that pilots those have been deputed to operate Ex Ganga Helipad has been briefed about the procedure as stipulated in this SOP. Nodal officer and PIC are to ensure adequate security arrangements (as per BCAS policy) at Ganga Helipad. GM Ops is to maintain necessary coordination with various agencies and Police to ensure security at destination helipads, security checking of passengers and surrounding area and ensure smooth and safe operations from these operating sites. All other Security arrangements shall be monitored by the PIC. One copy of Security program shall be placed at Helipad Site.

11. Safety Policy


All Safety aspect of the operations shall be in accordance with Company Flight Safety Manual, approved by DGCA. One copy of Manual shall be placed at Helipad site for reference.

For embarkation: Responsibility for embarkation and disembarkation will be that of OSS and will be exercised through PIC of the aircraft.

- (i) Passengers are briefed and supervised for embarkation by PIC / Copilot.
- (ii) Ensure Anti collision lights are off and obtain thumbs up from the crew.
- (iii) No head gear, umbrellas and sticks are carried to the Helicopter.
- (iv) Passengers to proceed to the helicopter in full view of Pilot.
- (v) During Start up and take off 01Marshaller will be positioned.
- (vi) Ensure passengers fasten seat belts.
- (vii) Ensure doors are properly closed and locked.
- (viii) Ensure hand baggage is kept in baggage hold compartment
- (ix) Ensure Helipad area is clear prior to take off
- (x) Give and obtain thumbs from the marshaller prior to taxi/liftoff.

(c) For Disembarkation

- (i) Rotors are fully stopped and Anti collision lights are off. Obtain thumbs up from the crew.

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- (ii) Passengers are guided towards arrival point by Marshaller standing on the side.
- (iii) Ensure passengers do not walk towards the rear of the helicopter.
- (iv) Ensure passengers do not wear loose headgear or carry umbrellas.
- (v) Ensure baggage to be off loaded after last passenger has disembarked.

12. CONTINGENCY/SAR PLAN & ERP

PIC/Nodal Officer will exercise control and stop operations during emergency (Weather deterioration, unavailability of FATO, Security considerations, unavailability of safety services etc). Helicopter on ground will be instructed through PIC to return/remain in dispersal. Helicopter in the air if need so arises will be asked to divert. PIC of helicopter to decide on the suitability of diversionary Airfield/Helipad. In case of helicopter un-serviceability at outstation helipads, PIC/AME onboard to coordinate with VP (Engg) or GM (OPS) for spares and rectification party. GM (OPS) is to be kept informed of any unusual delays due to weather or administrative reasons In case of emergency landing, communication with GM (OPS)/COO/CoFS is to be established with the help of telephone/help from police or civil administration. Help of civil administration is to be obtained for ensuring safety of the helicopter.

SAR PLAN:

- a) In the contingency of an helicopter accident / force landing the following is suggested sequence of action to be taken:

i) **By the Crew: Following** information to be passed to GM (OPS) by any and quickest possible means of communications available.

- a) Pass the coordinates of the landing site
- b) Indicate Type of Emergency
- c) Status of Crew/ Passengers / Helicopter.
- d) Description of the landing site
- e) Nature of damage to helicopter and assistance required.

ii) **By GM (Ops):**

Inform the corporate office & CoFS and liaise with the nearest ATC, State Government involved, DGCA, Air headquarter and other required agencies to coordinate the search / rescue. In case the above information is received from some other sources, then it must be ensured that maximum possible information is gathered from them to have all relevant details to launch the SAR.

b) Information to be provided to the SAR Personnel.

- i. Location of the Landing/Crash Site (coordinates)
- ii. Map of the area indicating the site.
- iii. Details of Local agencies in the vicinity of the site that has to be contacted

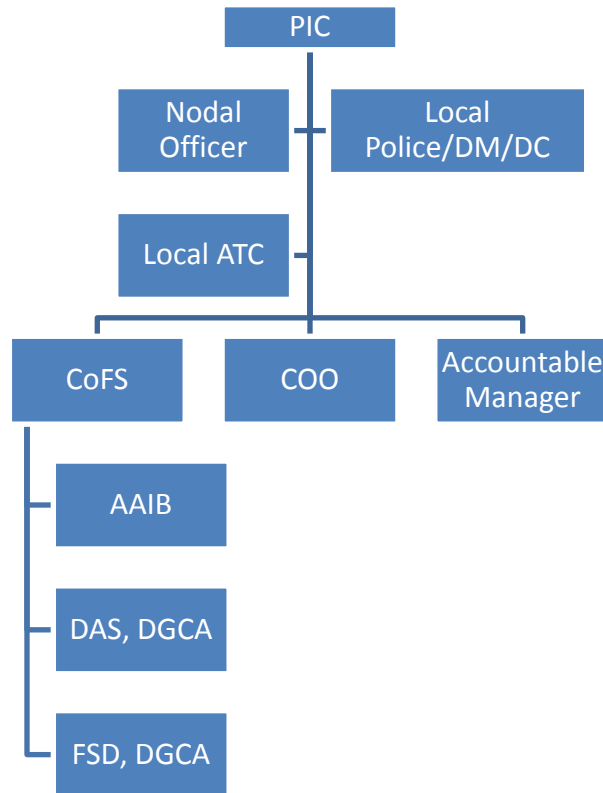
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iv. Nature of Accident

v. Nature of Damage to the helicopter/casualties to the crew/Passenger.

ERP Plan:

Company ERP plan shall be Governed in accordance with its approved Flight Safety Manual, Ch 03, however Reporting Procedure is illustrated below;



13. Helipad Facility & Administration

a) Rescue and Fire-fighting (RFF)

- Surface helipad at Ganga Hospital is being designed for operation of helicopters falling within AW109 class of helicopters.
- Thus, the level of protection to be provided at the helipad (RFF Category) is to be catered for H1 class of helicopter, with overall length ranging up to 15 M.
- Principal extinguishing agent for the surface helipads shall be foam & water. For H1 Category, the water needed for foam production is 500 liters. Discharge rate of foam solution (Foam meeting performance level B) shall be 250 liters per minute. The complementary agents to be used are 23 kg dry chemical powder, or 23 kg of Halonor 45 kg of CO2 (Ref CAR Section 4 Series B Part III).

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- If larger helicopters (with overall length between 15M to 18M) are operated at Ganga Hospital Helipad, RFF Category would be raised to H2 Category, with water needed for foam production 1000 liters, discharge rate of foam solution 500 liters per minute and complementary agents 45 kg dry chemical powder, or 45 kg of Halonor 90 kg of CO2.
- At the surface-level heliport it is permissible to replace all or part of the amount of water for foam production by complementary agents.
- At a surface-level heliport, the operational objective of the rescue and fire-fighting service shall be to achieve response times not exceeding two minutes in optimum conditions of visibility and surface conditions.
- Response time is considered to be the time between the initial call to the rescue and fire-fighting service and the time when the first responding vehicle(s) (the service) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate specified above.
- Rescue equipment commensurate with the level of helicopter operations should be provided as mentioned in the following Para of this report;

b) Control Room cum V.I.P. Room/ Crew Restroom

- One Control Room cum store room equipped with glass windows to facilitate external view may be provided close to the helipad. Such glass windows may be there in all 360° directions, or at least in the direction of Ganga Hospital Helipad, Coimbatore, Tamil Nadu.
- The Control Room can be further extended to have the following extensions;
 - i. A medical room including first aid facilities, Stretchers, and other essential medical aids as considered necessary by hospital authorities,
 - ii. A compact waiting Room (Passenger Lounge) for the Doctors, patients, relatives and Passengers
 - iii. A Rest room for the Crew members of the Helicopters.
- Preferably, the Control Room & Crew Rest room can be provided above the Medical room, Waiting lounge in the form of a two- storied Structure.
- Such structure should be positioned at a suitable location close to the helipad..
- The Control room should be manned by a trained control operator and essential operational documents, DGCA Circulars and other important Aviation materials must be kept there.
- Essential Tools are required to be stored at or close to the helipad for safety of the helipad as mentioned in next Para of this report such as Adjustable wrench, Axe, Ladder, Lifeline, Blanket etc. as well as Fire & Rescue aids must be stored there.
- Provision of the Control Room, Medical room, Crew Restroom, waiting room etc. are recommended for the purpose of facilitation of Patients, Doctors, relatives, passenger & Crew. In case such provision is not made, the Helicopter Controller should be present close to the helipad during helicopter operations.

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Air Crew restroom, Patient/ Guest Lounge, Equipment storage, is provided separately at Helipad and clearly marked. The helipad has its full scope visibility ops room installed with CCTV to monitor Helicopter movement during the operations.

c) Important Contacts


Designation	Name	Contact No.
Nodal Officer- Ganga	Ms.GayathiriAnanth	09626219328
Accountable Manager-OSS	Mr. Naresh Jain	09818565888
Chairman AMT Project-Ganga	Dr. SR Sabhapathy	09842219328
Sr. VP Engineering-OSS	Mr JP Pandey	09999651614 011-41312006
COO-OSS	Capt SK Bhattacharya	09871131333 011 41312005
Chief Pilot	Capt. PunamBhardwaj	09611134234
Chief of Flight Safety	Mr. Suraj Pandey	011 41312003 09871461393
GM OPS -OSS	Mr. SK Dey	01141312015 09971666879
Nearest Hospital/Ambulance	Coimbatore	0422 2485000/09345691630 0422 2644133
DM Office, Coimbatore	-----	0422-2301320/2301114
Fire & Rescue Services	-----	0422-233002/09445086306
Nearest Police Station	Thudiyalur, Coimbatore	0422 2642990
Fire Safety Officer – Ganga Helipad	Mr.Kashi	09344855669
APD, Coimbatore Airport	APD	0422-25 92155
Terminal Manager, Coimbatore airport	TM	0422-2591905 09442191902

d) Documents & Records

One set of all the record shall be placed at Ganga Helipad atleast for six months, however our Delhi office shall maintain the record in accordance with DGCA guideline and also as per the stipulated requirement in Company OM.

The following documents shall be provided at Helipad Site;

- i) Company OM
- ii) Company Flight Safety Manual
- iii) Company Security Program
- iv) SOP
- v) Copy of AOP
- vi) SMS Manual

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e) Passenger Handling/Ground Handling

The ground handling during AMT shall be performed in accordance with Company OM Part A, Chapter 09. The PIC is responsible to ensure the compliance of Ground handling procedure in accordance with Company OM. The AMC and certified Oxygen cylinder shall be onboard when Patient is required to be transported during AMT.

14. CONCLUSION

This SOP is made to ensure safe flying operation from Ganga Helipad. No amount of orders/ instructions are adequate to cope with all kinds of contingencies. It is the initiative and sense of involvement of the detachment’s personnel which will ensure safe operations of the helicopter. The purpose of this SOP is to provide the essential information and guidelines to pilots, Engineering support personnel and Helipad officers for safe and smooth helicopter operations at Ganga Helipad, Coimbatore. No means the Operation shall be deviated from the content approved in Company OM, Issue 03, Rev 0 wef March 2017.

For detail procedure for AMT related information following chapters of Company OM (as updated from time to time) shall be referred:

Part A	Part B2	Part D
Chapter-00	Chapter 01	Chapter 04
Chapter-01		
Chapter-02		
Chapter-08		
Chapter-09		
Chapter-11		
Chapter-13		
Chapter-14		
Chapter-17		
Chapter-28		

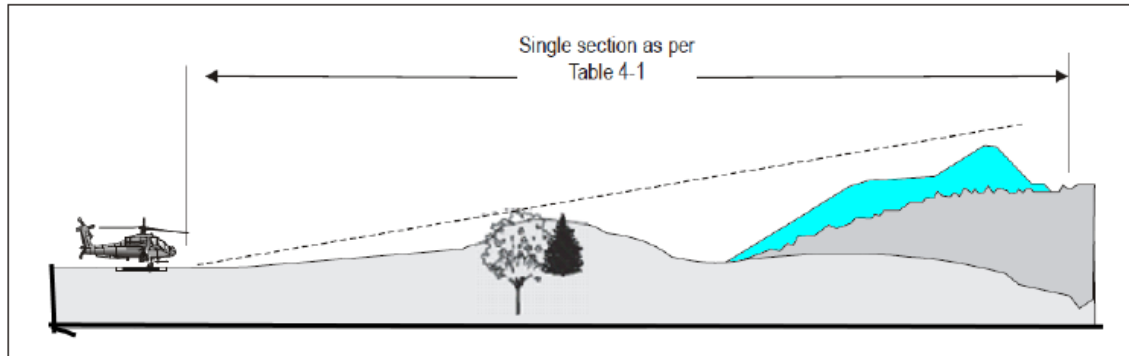
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Appendix A

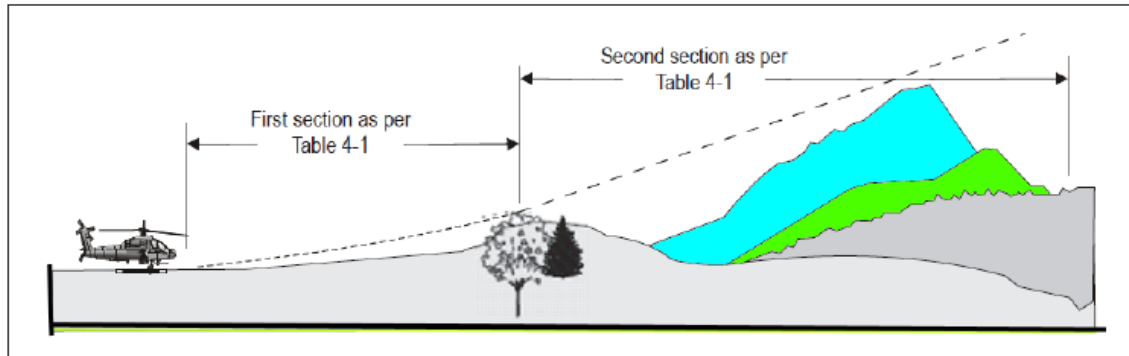
Approach & T/O Surfaces (VFR Day Operations-Slope Design 4.2 Category A, B & C)

APPROACH AND TAKE-OFF CLIMB SURFACE: SLOPE DESIGN CATEGORIES			
	<u>Slope Design</u>	<u>Slope Design</u>	<u>Slope Design</u>
	<u>Cat A</u>	<u>Cat B</u>	<u>Cat C</u>
Length of inner edge	35M	35M	35M
Location of inner edge	35M	35M	35M
Divergence: (1st and 2nd section)			
Day use only	10%	10%	10%
First Section:			
Length	3386M	245M	1220M
Slope	4.5% (1:22.2)	8% (1:12.5)	12.5% (1:8)
Outer Width	100M	N/A	100M
Second Section:			
Length	N/A	830 M	N/A
Slope	N/A	16% (1:6.25)	N/A
Outer Width	N/A	100m(b)	N/A
Total Length from inner edge^(a)	3386m	1075m	1220m
Transitional Surface: (Only for FATOs with a PinS)			
Slope	50% (1:2)	50% (1:2)	50% (1:2)
Height	45m	45m	45 M
<i>(Not Applicable in this case approach procedure with a VSS)</i>			
Inner Horizontal	Nil		
Conical	Nil		
Transitional	Nil		

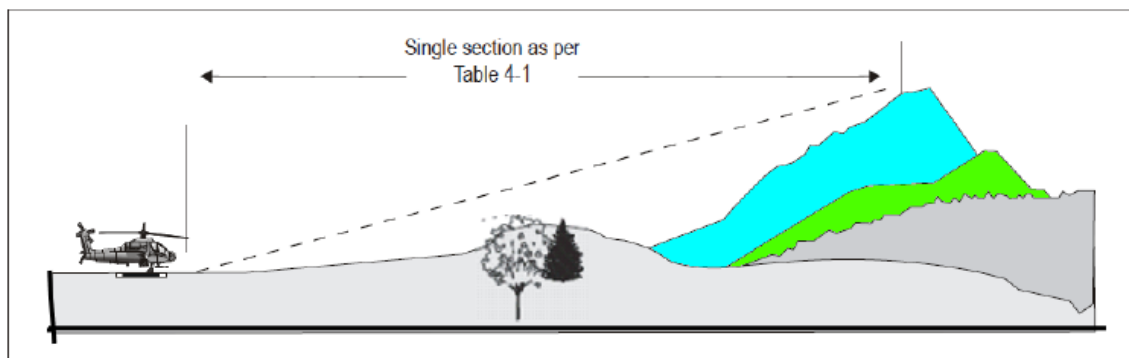
Note.- The slope design categories above may not be restricted to a specific performance class of operation and may be applicable to more than one performance class of operation. The slope design categories depicted in above Table represent minimum design slope angles and not operational slopes. Slope category: "A" generally corresponds with helicopters operated in performance class 1; slope category "B" generally corresponds with helicopters operated in performance class 3; and slope category "C" generally corresponds with helicopters operated in performance class 2. Consultation with helicopter operators will help to determine the appropriate slope category to apply according to the heliport environment and the most critical helicopter type or which the heliport is intended.



a) Approach and take-off climb surfaces - "A" slope profile - 4.5% design



b) Approach and take-off climb surfaces - "B" slope profile - 8% and 16% design

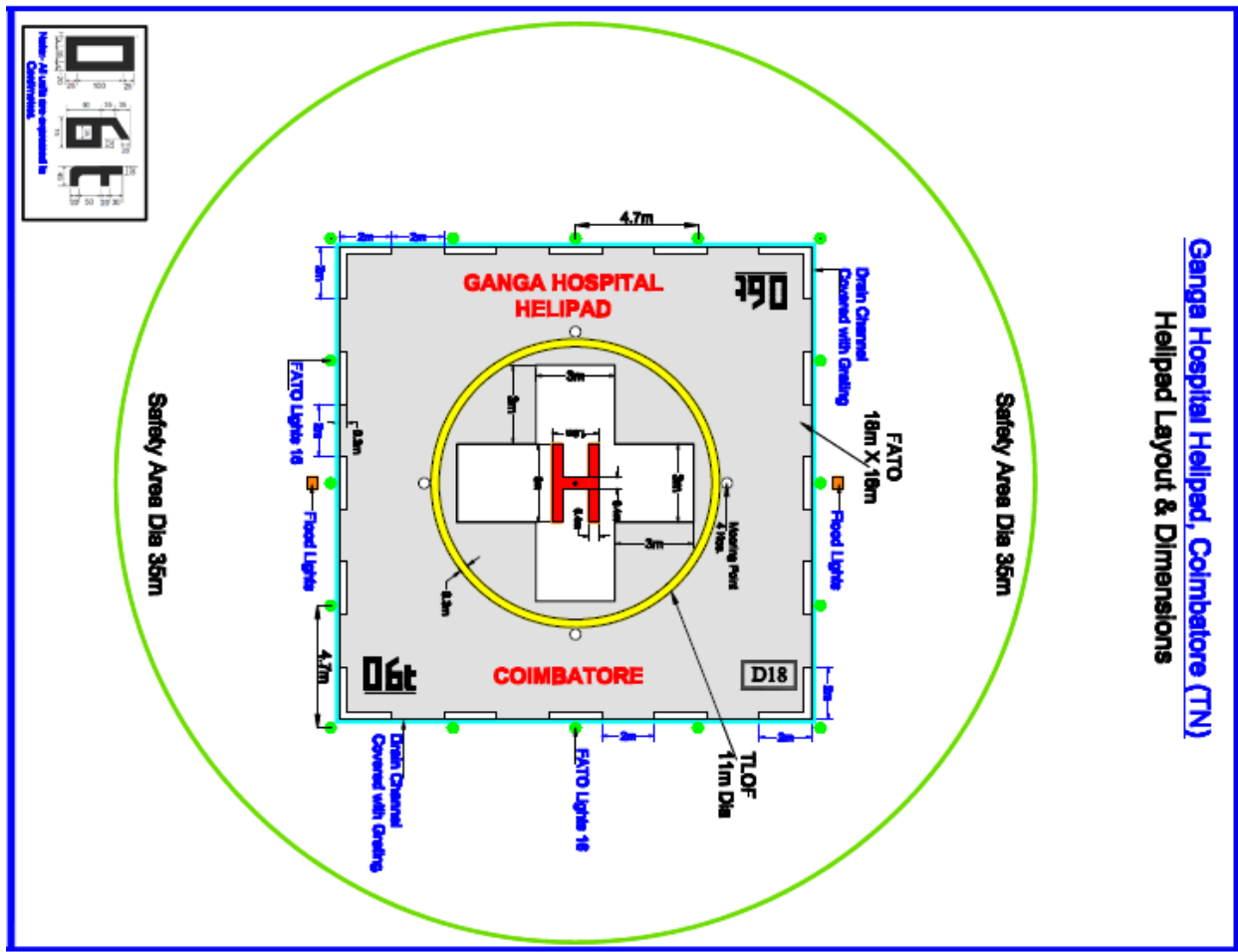


c) Approach and take-off climb surfaces - "C" slope profile - 12.5% design

Figure 4.1. Approach and take-off climb surfaces with different slope design categories

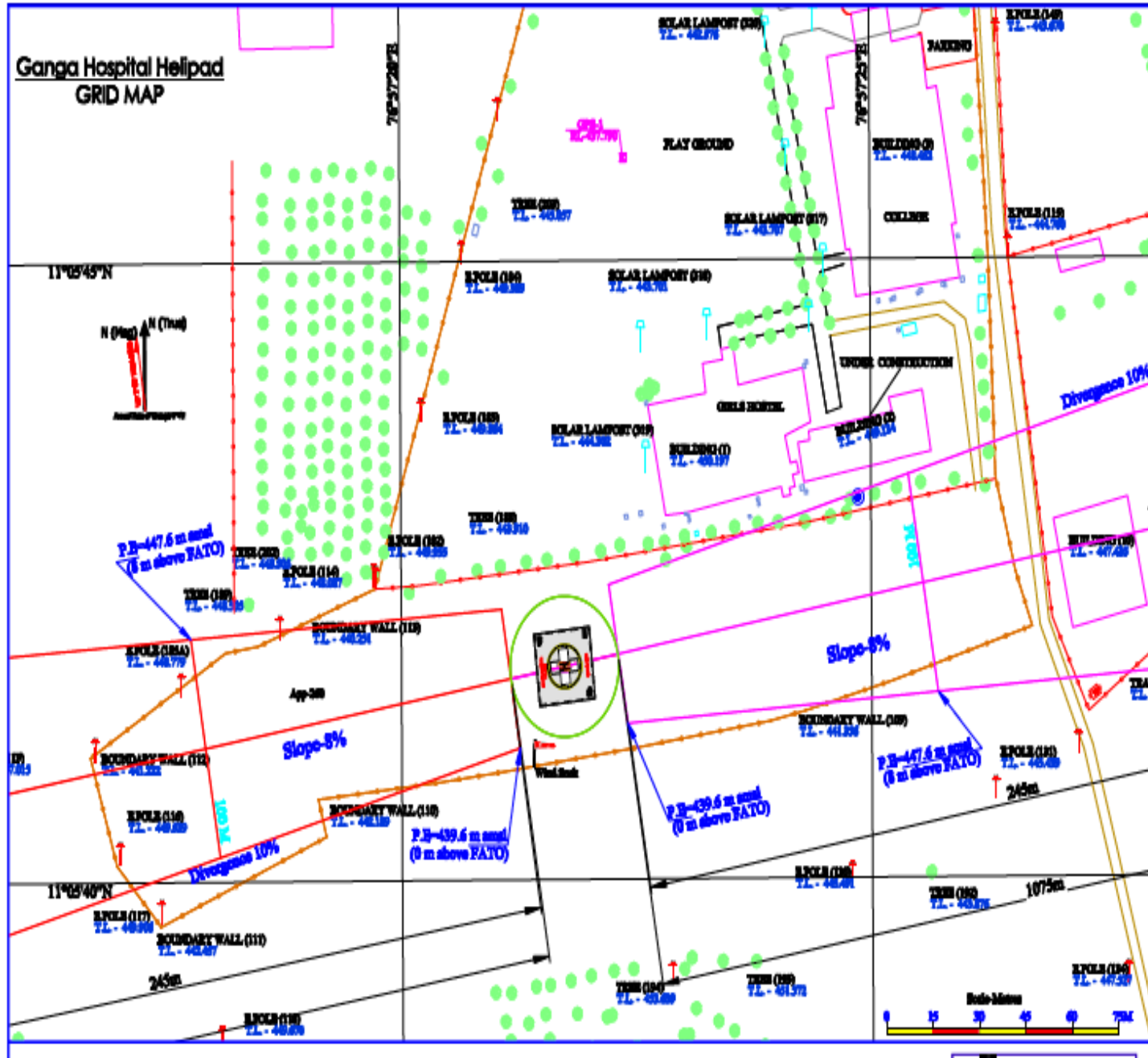
Appx B

Helipad Lay Out



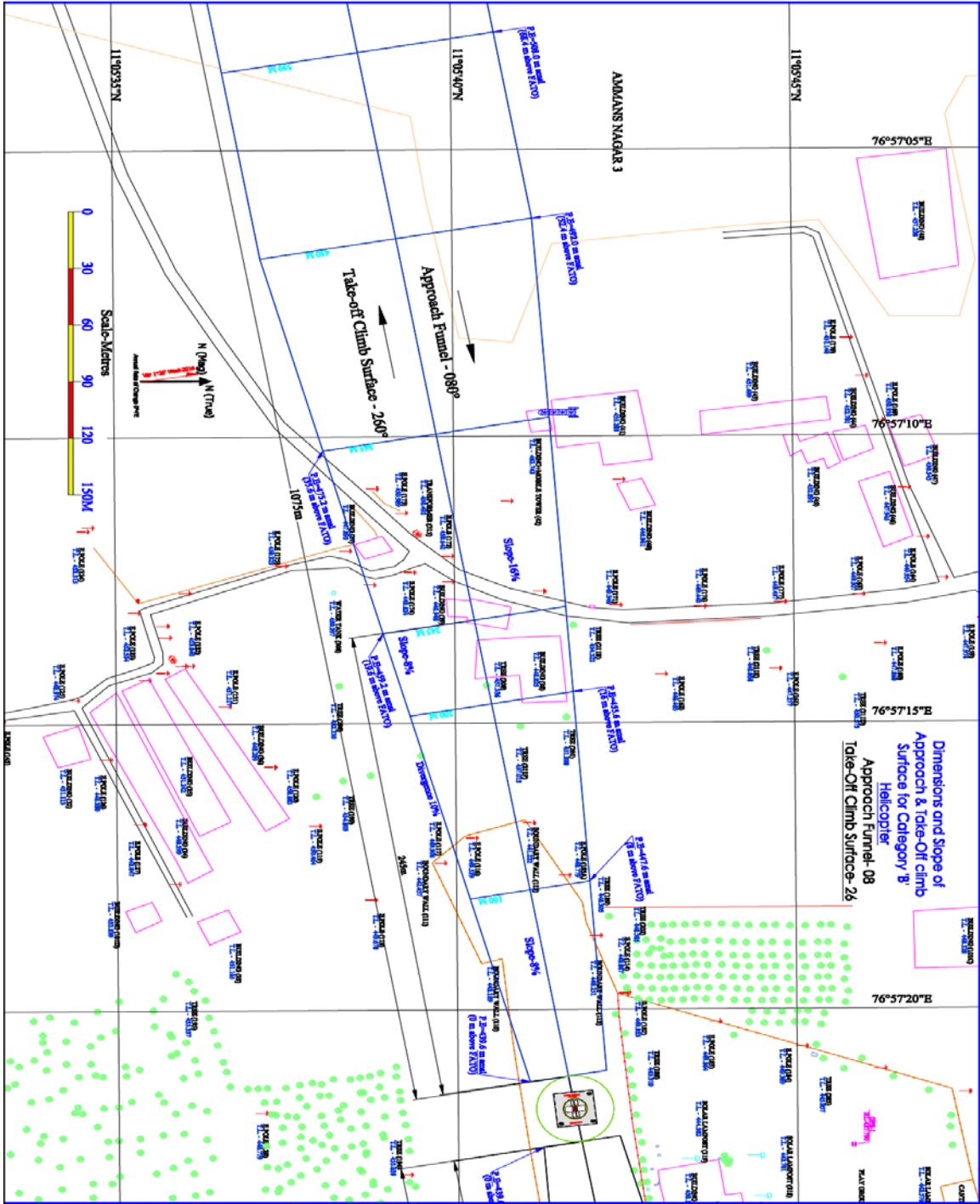
Appx C

Grid Map



Appx D

Approach Path-08





Standard Operating Procedure

OSS-SOP-Ganga/Coim

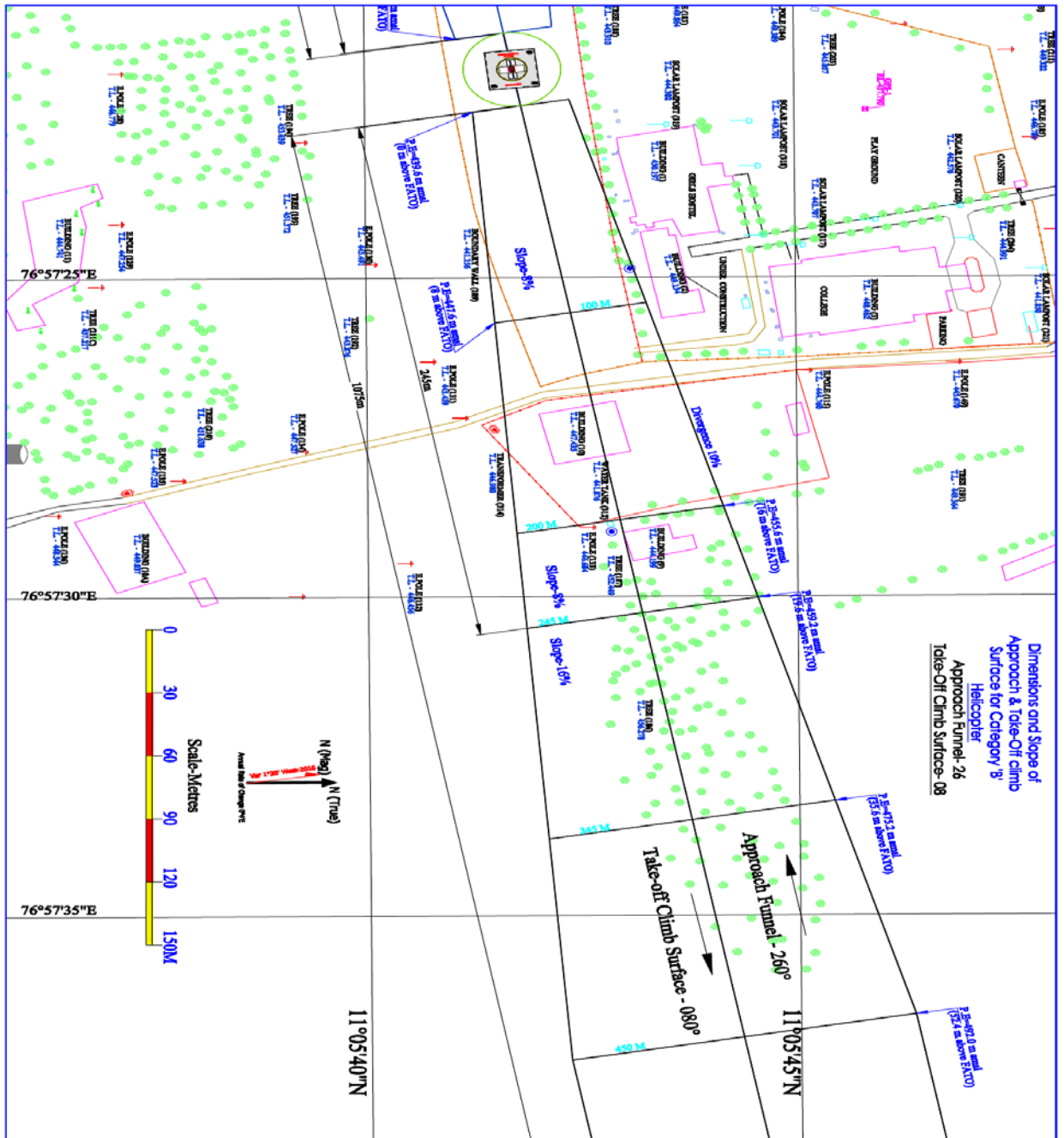
Issue 1

REVISION 0

May 17

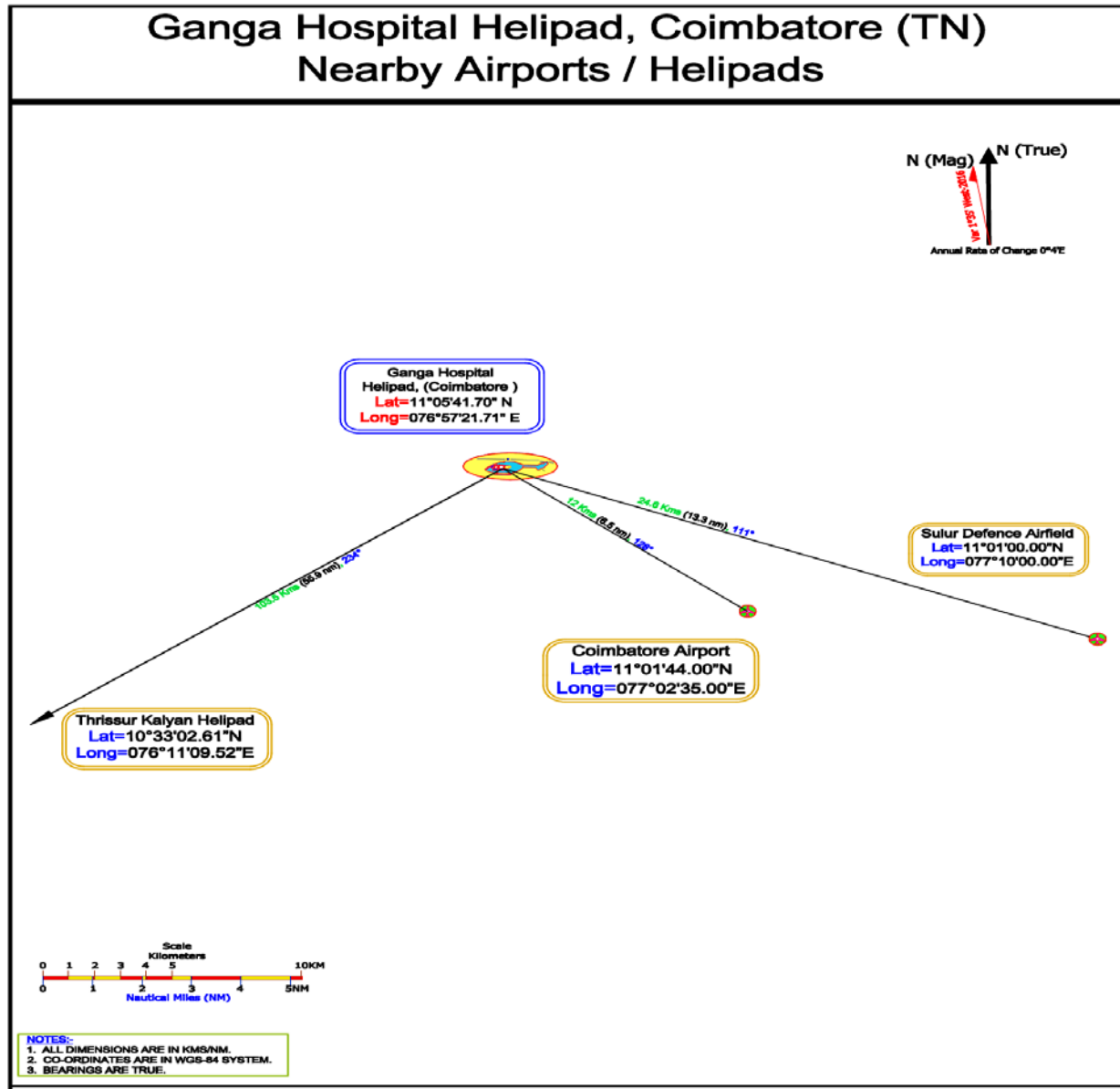
Appx E

Approach Path -26



Appx F

Near Helipads/Airports



Ganga Hospital Helipad
WGS-84 Co-ordinates
 Lat- 11°05'41.70" N
 Long- 076°57'21.71" E
Elevation-439.63 m AMSL

	Standard Operating Procedure	OSS-SOP-Ganga/Coim	
		Issue 1	
		REVISION 0	May 17

Appx G

**GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
DIRECTORATE GENERAL OF
CIVIL AVIATION**

OPP. SAFDARJUNG AIRPORT, NEW
DELHI - 110 003
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EPBX : +91-11-24622495 extn: 410



भारत सरकार
नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

Ref No: संख्या : AV.20027/02/16-AL
Date: दिनांक : 30.12.2016

To
The Accountable Manager,
Ganga Medical Centre & Hospital Private Limited,
313, Mettupalayam Road
Coimbatore -641043

(Kind Attention: Ms. Gayathri Ananthakrishnan)

Sub: Regarding NOC for Regular Operations from Helipad within the provision of CAR Section 4 Series B part V (Helipad -Day VFR operations only).

Sir,

Please refer your office letter GANGA/NOC/NC/12/16 dated 21/12/2016 on the subject matter. the documents have been examined and it is informed that Operations from the helipad may be conducted by the helicopter Operator after ensuring minimum safety requirement as per CAR Section 4 Series B part V "Minimum Safety Requirements for Helicopter Landing Areas used on Regular basis". Approval of SOP is required to obtain from FSD DGCA.

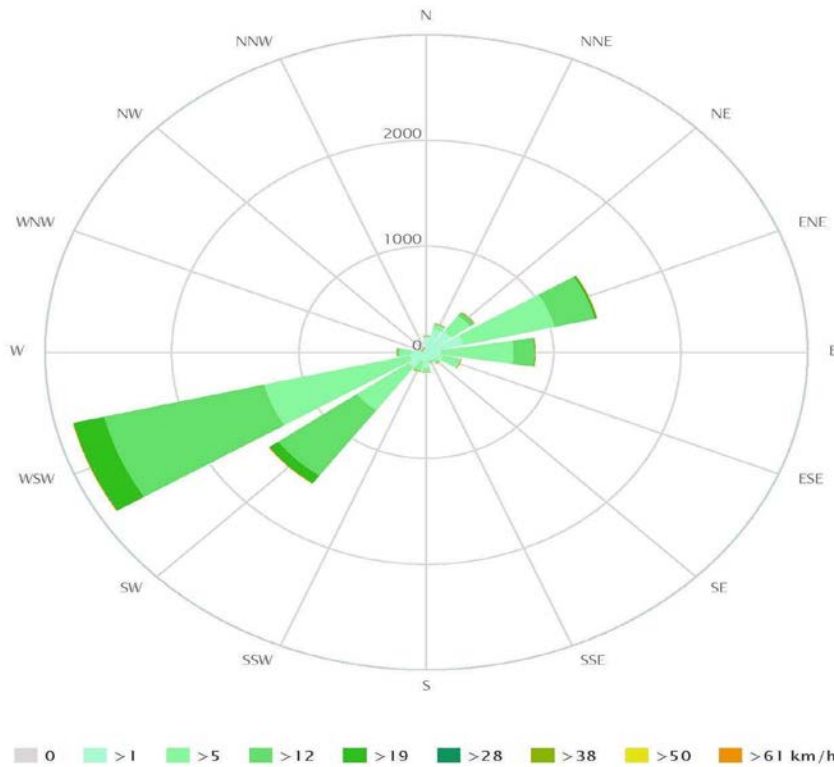
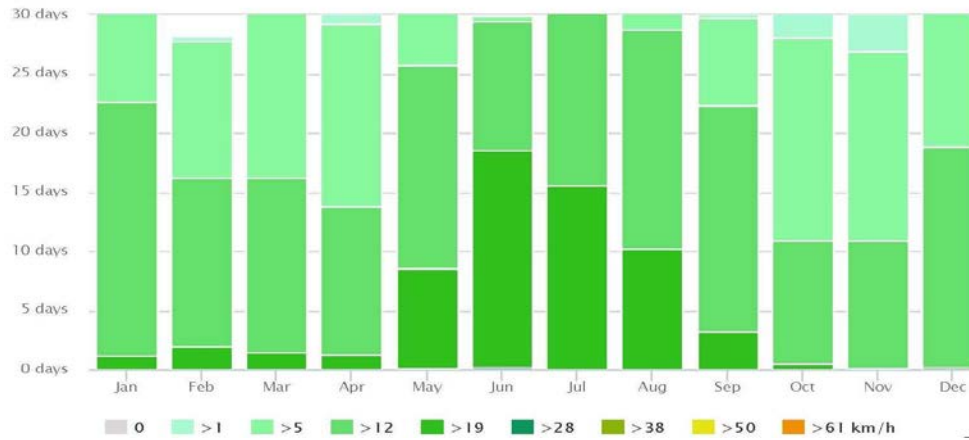
Yours sincerely,


(DC Sharma)

Director of Operations (Aero Stds)
For Director General of Civil Aviation

Appx H

Wind speed



	Standard Operating Procedure	OSS-SOP-Ganga/Coim	
		Issue 1	
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Appx I

MEDICAL MANIFEST FOR AA OPERATIONS			
<i>DATE OF AMT</i>	<i>FROM</i>	<i>TO</i>	
<i>REFERRING ENTITY</i>			
<i>TYPE OF AMT PAYLOAD (Tick as appropriate)</i>	<i>PATIENT(S), ORGAN, BLOOD, TISSUE, MEDICAL SUPPLIES, MEDICAL PERSONNEL</i>		
<i>DESCRIPTION OF AMT PAYLOAD</i>	<i>NAME</i>	<i>AGE</i>	<i>SEX</i>
(As appropriate name of patient(s) and ailment, OR Type of organ, blood, tissue, OR name(s) of medical personnel being transferred, OR medical supply description)			
<i>NAME AND QUALIFICATION OF ACCOMPANYING MEDICAL PERSONNEL</i>			
<i>SIGNATURE OF THE DOCTOR REPRESENTING THE REFERRING ENTITY</i>	<i>SIGNATURE OF THE PILOT IN COMMAND ACCEPTING AA FLIGHT</i>		

In triplicate – one copy AA operator, one copy referring entity and one copy in aircraft.