

Rotary Wing Society of India



CIVIL HELICOPTER OPERATIONS IN INDIA

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- **Profile of helicopter Industry**
- **Growth Trends**
- **Usage of Helicopters.**
- **Challenges Affecting helicopter Operations**
- **Air traffic Management**
- **Recommendations.**
- **Contribution of RWSI to helicopter Industry.**

Profile of Helicopter Industry

- **The Indian Helicopter Scene is no different from the rest of the world.**
- **As the global demand for helicopters both for civil & military records a new high, the helicopter industry in India too is growing rapidly.**
- **There are around 284 civil registered helicopters in use in the civil.**

Growth of Civil Registered Helicopters

**First Commercial Helicopter Flight
Capt. R. Captain in Hiller UH 12B in
Nov'1953**



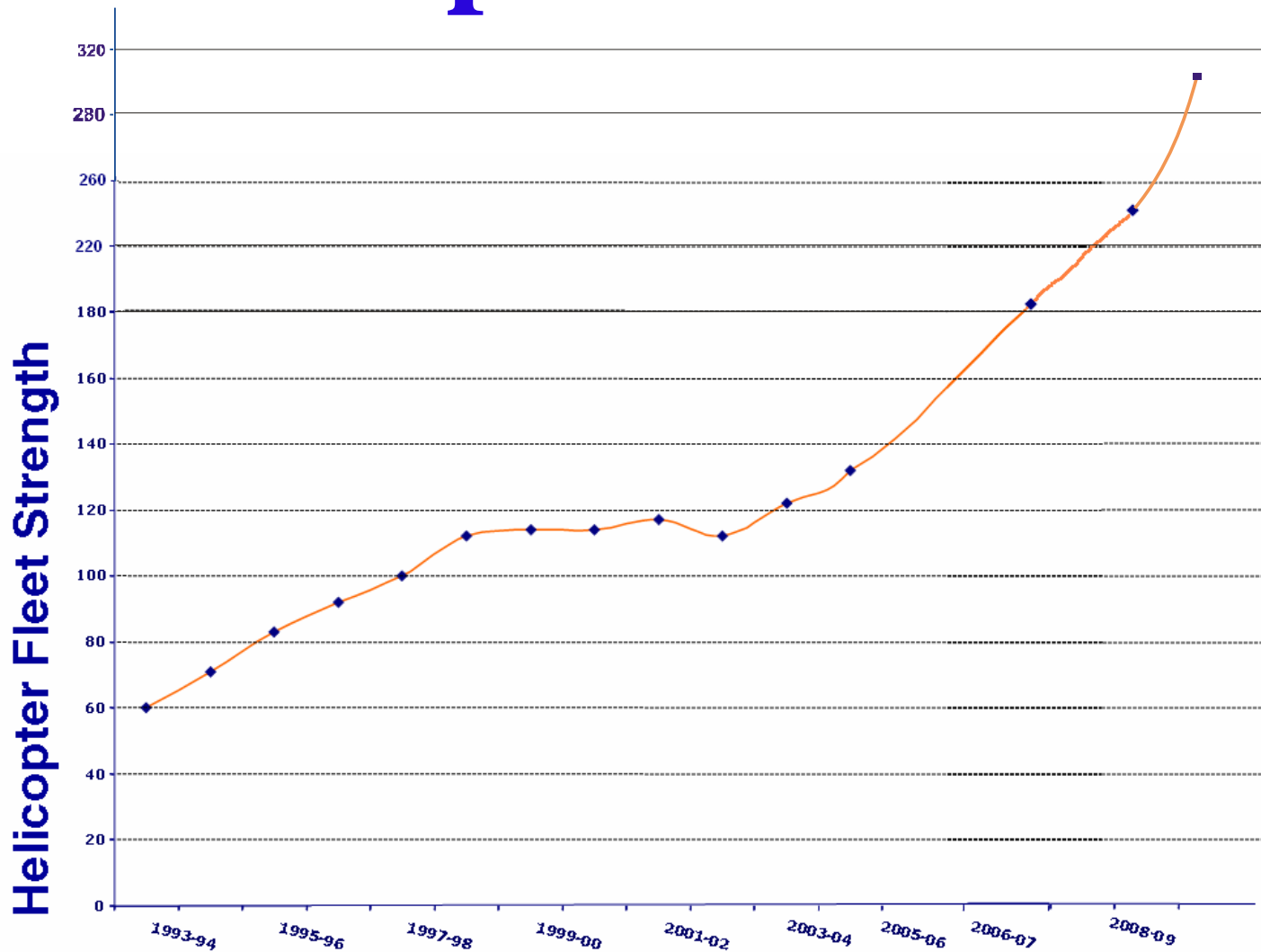
Helicopters in both civil & military have been in service of the nation for over 56 years.

From 1953 to 1986, the commercial use of helicopters in India was limited to small Aviation companies who were involved in communication and crop spraying roles.

The formation of Helicopter Corporation of India by the Govt in 1986 (later named Pawan Hans Helicopters Limited) with a fleet of 42 helicopters provided the first boost to the Industry in the country.

Since then, till 2007, the growth of civil registered helicopters has been very modest.

Growth of Civil Registered Helicopters in India



Indian Helicopter Industry

- **Private Category** (17 Operators) Fleet Strength (27)
- **Commercial Operators** (64) Fleet Strength (228)
- **Govts. /Semi-Govt.** (17 Operators) Fleet Strength (29)
- Total : 98 operators, 284 Turbine Helicopters
- Utilization: Energy Sector- 80 -100 hrs per helicopter / month
- **Other Sectors** : 40 – 60 hrs per helicopter / month

Commercial Role

- **Energy Sector** – Around 54 helicopters are employed in logistics air support.
- **Other Roles** - Around 224 helicopters are employed in Government / VIP Transport, Corporate use, Air Ambulance, Air taxi / Charter Electronic News Gathering, Heli - Tourism and other services such as Film Shooting & Aerial Surveys.

Usage of Helicopters

- Helicopter is a unique and very versatile machine and can be deployed in variety of roles by modifying them even at a very short notice. **Some of the roles in which helicopters can be gainfully deployed are : -**
- **Helicopter Emergency Medical Services (HEMS)**



Usage of Helicopters

- **Airborne Law Enforcement:**
Helicopters act as 'Force Multipliers'. The regulations will need to provide for unrestricted operation of these helicopters close to the crime site / potential trouble spots.
- **Emergency Restoration Scheme:**
Helicopters act as airborne cranes to hoist in position power transmission towers which have been uprooted / damaged by storms.
- **Preventive Maintenance of Power Lines.**
Helicopters can be deployed for washing of power lines. The Rules be framed to cater for such operations.



Challenges

- **Lack of awareness about versatility of helicopters among public.**
- Long winding procedures for hiring, chartering and operating helicopters.
- **Lack of Infrastructure.** Non Availability of Heliports, Helipads, Lack of Hangar Space and Maintenance Facilities.
- **Lack of Manpower.** Shortage of Pilots and Engineers..
- **High Cost of Fuel.** Aviation Turbine Fuel continues to attract very high sales tax that makes helicopter usage unaffordable.
- **High Tariffs.** Radio Navigation Facilities charges, landing, Parking, Passenger Service Fee etc. add to the already high cost of operations.
- **High Customs Duty.** Import of helicopters & spares by private operators involves high customs duty.
- **Fixed Wing Traffic Rules being applied for Helicopters.**

AIR TRAFFIC MANAGEMENT HELICOPTERS

Helicopters treated like fixed wing for ATM.

No separate rules governing simultaneous operations of aircraft and helicopters.

Newly worked out helicopter routings to South of Delhi Airport entails additional flying time of half an hour to forty five minutes.

Lack of adequate awareness about helicopter operations results in considerable delays in departure and landing of helicopters.

Recommendations

- AAI need to take-up development of heliports / vertiports for public use in the country. For this purpose, AAI may Establish a Heliport Wing to oversee the development of Heliports, Vertiports and Heli-routes in the country.
- AAI should identify suitable sites for creation of heliports / vertiports in major population centers where there is scope for commercial usage of helicopters. Vertiports for the futuristic Tilt-Wing Rotorcraft can off-load Airport traffic associated with commercial flights of 300 miles or less.
- National Highway Authority of India should create helipads at every 100 Kms or so along national highways to ensure emergency medical evacuation of accident victims by helicopters.
- State Govts be encouraged to develop heliports in State Capitals and large commercial activity locations and helipads at every district headquarters.
- Separate procedures and routings need to be worked out for efficient and economical exit and entry of helicopters.
- Procedures must be worked out for simultaneous operations of aircraft and helicopters so as to avoid delay in departure and landing of helicopter traffic.
- A team comprising members from MOCA, AAI, DGCA and RWSI should visit some of the Western countries to study the conduct of simultaneous operation of helicopters and aircraft from some of the busiest airports in the world.

RWSI's Contribution to the Industry

- As a **Nodal Agency** of the Industry, have progressed various issues affecting the Industry with the Regulator periodically in addition to submission of Road Maps for the Industry.
- Have provided guidance on aviation matters to organizations such as ONGC, CAIRN Energy, RITES (Airports Division), IRCON, CII and NCAER.
- Handled Safety Audit for organizations that use helicopters.
- To enhance Safety, have conducted **Spl. VFR ground training** capsules and ground tests for unrated helicopter pilots on behalf of DGCA since Oct'04.
- Conducted **28 National & International Seminars** on topics of interest to the industry and raise common issues faced by the Indian Helicopter Industry.
- Conducted various activities during Year of Helicopters -2008 for the promotion of Helicopter industry.

RWSI's Contribution to the Industry

- DGCA has entrusted RWSI with the conduct of recurrent training to helicopter pilots on 24 January 2007.
- As a member of International Federation of Helicopter Association (which has an observer status in ICAO), provide Regional perspective to various ICAO Guidelines.
- RWSI is a member of the International Helicopter Safety Team (IHST). It has pledged through its activities to reduce the accident rate by 80% before 2016. As a member of IHST, the first Regional Conference of IHST was launched in, New Delhi on 12-13 Jun'06 with 11 countries participating including Manager (Rotor Craft) FAA.
- As a follow up action, RWSI conducted the first workshop on Joint Helicopter Safety Analysis Team (India) at Delhi on 26-27 Mar'07.
- RWSI represented India at International Helicopter Safety Symposium 2009 at Montreal (Canada)

CONCLUSION

THANK YOU...