

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
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OPERATION OF AIRCRAFT

SAFETY

OPERATION OF HELICOPTERS AND AEROPLANES

- A Indicates changes.
- A This AIC replaces AIC 21A26 dated 94-12-15.
- A1. While respective aeroplanes can cause jet blast, propeller wash, wake turbulence and vortices, helicopters can cause rotor downwash. When various categories of aircraft are operated in close proximity to one another extreme caution must be taken. In this regard aircraft operations must not present a hazard to other aircraft, individuals or structures.
- A2. Be aware of the turbulence that an aircraft may produce and the effect it may have on another aircraft, specifically during ground operations, this constitutes good airmanship. Provide adequate distances under the circumstances, consider such aspects as the intensity of the aircraft's turbulence, the wind direction and the environment.
- A3. At airports where a combination of aeroplanes and helicopters are likely to operate, aircraft should be parked in such a way that aeroplane propeller wash or jet blast, or helicopter rotor downwash, does not affect other aircraft on entering the parking area, or during start-up and departure. Since many helicopters cannot easily be moved by hand when parked, aeroplanes should **NOT** be parked near helicopters. Airport management should ideally allocate separate parking and manoeuvring areas for aeroplanes and helicopters, but both equally convenient to the airport's facilities such as the terminal building. It should also draw up a set of rules in respect of operations at its airport and enforce such rules.
4. Aeroplanes should be taxied with caution near helicopters engaged in hover operations. Where possible, helicopters should give way to aeroplanes if the same operational area, such as taxiways, are used.
- A5. Unless other arrangements have been made in respect of a specific airport, helicopters should follow taxiways and use runways for their operations. Regulation 91.06.12(1)(c) of the Civil Aviation Regulations, 1997, as amended, provides for helicopters to fly a circuit in an opposite direction to that used by other traffic. Pilots should make themselves familiar with the rules applicable to the airport they intend to visit. Where ATC or AFIS is available, ATC will give the necessary instructions while AFIS may assist with relevant information.
6. Aircraft owners and operators are reminded that in terms of the Aviation Act 74 of 1962, where material damage or loss is caused by an aircraft in flight (which includes a helicopter in hover flight), liability is absolute unless negligence or wilful act of the party suffering damage or loss can be shown as a contributing factor, such as for instance, taxiing near a hovering helicopter.

COMMISSIONER FOR CIVIL AVIATION