

Summarize chapter  
23 and 24



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## Summary of Chapters 23: Aircraft Ground Operations And Chapter 24:

**Airports and Heliports** The chapter on Aircraft Ground Operations focused on addressing problems that occur in the grounds of the aviation environment.

Specifically the problem that was highlighted centered on aircraft parking ramp which was categorized as high risk due to the high energy sources required. The causes of flight line problems were identified and discussed, as well as the recommended solutions. Likewise, crucial perspectives relating to flight line vehicles were proffered including operations, safety procedural guidelines, control plan, standards, limitations and enforcement procedures. Finally, the chapter also delved into a discussion of safety procedures required during aircraft taxiing, parking and towing, among others. The aim of the chapter was to enhance awareness on ground operations to prevent accidents and ensure safety through effective flight line operations.

Chapter 24 delved into a discussion of airports and heliports by first indicating three diverse scenarios: being a tenant, owning one, or using diverse airports or heliports, for that matter. The aim is to provide a comprehensive presentation of safety precautions and guidelines for safety managers, regardless of the kind of ownership. Learning begins with the airport certification manual and emergency plan. Differentiating criteria for airports and heliports were likewise presented. A great deal of spaces were accorded to contain relevant information detailing airport and heliport safety inspection subjects which make safety managers equipped in identifying safety programs, contents of manuals, required reporting, emergency plans, equipment, and fuel handling. It indicated that more information could be sourced from the Federal Aviation Administration, as required.

Article Related to Chapters 23 & 24:

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FAA begins rule making process to address EMS Helicopter accidents

The article written by Andrew Smolenski published in Examiner. com

indicated the Federal Aviation Administration' s (FAA) new ruling on improving relevant policies to prevent the increased helicopter accidents.

The full press release from the FAA revealed that: “ the U. S. Department of Transportation's Federal Aviation Administration (FAA) today proposed broad new rules for helicopter operators, including air ambulances, which, if finalized, would require stricter flight rules and procedures, improved communications and training, and additional on-board safety equipment” (Smolenski, 1).

It can be deduced that the relevance of insuring compliance to safety requirements as stipulated in manuals and emergency plans must be adhered to, as indicated in the course modules on ground operations and airport/heliport concerns. Likewise, there is a need to improve training and communications to increase competencies and skills in the prevention of accidents and in ensuring safety in lives of the people on board and in the ground.

The article proffered information that highlighted the need to focus on training through simulating on unconventional situations such as landing in remote situations, among others. An amendment in operational requirements were noted, to wit: “ amend their operational requirements to include Visual Flight Rules (VFR) weather minimums, Instrument Flight Rules (IFR) operations at airports/heliports without weather reporting, procedures for VFR approaches, and VFR flight planning” (Smolenski, 1).

These new regulations need to be incorporated in all operations manuals and owners and operators of airports and heliports need to comply with the

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standards, trainings, and upkeep of equipment to avoid future accidents.

#### Work Cited

Smolenski, Andrew. FAA begins rule making process to address EMS

Helicopter accidents. 7

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