MEET ALL UK CAA REQUIREMENTS!

HELIDECK MICRO GRIP TESTER

Helideck Micro Grip Tester, recognized in UK CAA, CAP 437 is the world’s first purpose built continuous friction measuring device designed specifically for testing Helidecks and Helicopter Landing Zones. Helideck MGT Testing it has been purpose built to cope with harsh offshore environments and for transportation too hard to reach facilities.

Helideck Friction Test carried out is based on UK CAA, CAP 437 which provides guidance on the periodicity of helideck friction testing. The helideck should be re-tested annually or when the condition of the deck suggests more frequent testing is appropriate.

“The landing area is a critical part of the helideck platform; keeping this safe for helicopter landings is a key safety measure.”
BUILD IN COMPUTER & SOFTWARE

The simple to use software installed on the Micro Grip Tester’s touch screen display guides the user through the friction test procedure with ease and stores the data straight onto the unit’s built in hard drive or directly onto a USB drive to allow for easy transfer of data.

HELIDECK RECOATING APPLICATION

In case required parameters of surface friction are not achieved, FEDS ENGINEERING W.L.L. can carry out Helideck recoating including the application of a Anti-Slip aggregate so as to meet the UKCAA, CAP437 friction Standard.

Table 2: Friction requirements

<table>
<thead>
<tr>
<th>Section of helideck</th>
<th>Fixed helideck</th>
<th>Moving helideck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside TD/PM circle</td>
<td>µ 0.60</td>
<td>µ 0.65</td>
</tr>
<tr>
<td>TD/PM circle and H painted markings</td>
<td>µ 0.60</td>
<td>µ 0.65</td>
</tr>
<tr>
<td>Outside TD/PM circle</td>
<td>µ 0.50</td>
<td>µ 0.50</td>
</tr>
</tbody>
</table>

3.37 The landing area should present a non-slip surface for helicopter operations. The installation operator should ensure that the helideck is kept free from oil, grease, ice, snow, excessive surface water or any other contaminant (particularly guano) that could degrade the surface friction. Assurance should be provided to the helicopter operator that procedures are in place for elimination and removal of contaminants prior to helicopter movements.

3.38 The minimum average surface friction values that should be achieved are detailed in Table 2. The average surface friction values should be confirmed using a test method acceptable to the CAA – see paragraphs 3.39, 3.40 and 3.41.

3.39 For flat helidecks with a micro-texture finish (e.g. non-slip paint or grit-blasted finish), the helideck friction test method should normally comprise the following:

- a survey of the entire helideck surface in two orthogonal directions to a resolution of not less than 1 m²;
- use of a tester employing the Braked wheel technique and a tyre made of the same material as helicopter tyres;
- testing in the wet condition using a tester that is capable of controlling the wetness of the deck during testing, and
- use of a tester which provides electronic data collection, storage and processing.

FEDS / HELITECH RELATED SERVICES:

HELIDECK LIGHT SYSTEM – UK CAA, CAP 437, CAP 1077
HELIDECK SPECIAL SERVICES – UK CAA, CAP 437

FEDS ENGINEERING W.L.L.
Office 123-04, 1st Floor
Regus Business Centre
D-Ring Road, Al-Mataar Al-Qadeem
P.O. Box: 32522, Doha, Qatar

Tel: +974 4423 1142
Fax: +974 4423 1100
E-mail: info@feds.solutions

HELITECH
CAP COMPLIANT SERVICES

http://www.feds.solutions