

15 -ാം കേരള നിയമസഭ

13 -ാം സമ്മേളനം

നക്ഷത്രചിഹ്നമിട്ട ചോദ്യം നം. 116

12-02-2025 - ൽ മറുപടിയ്ക്ക്

ഹെലി ടൂറിസം

ചോദ്യം	ഉത്തരം
<p align="center">ശ്രീ എം മുഹമ്മദ്, ഡോ. കെ. ടി. ജലീൽ, ശ്രീ പി.പി. സുമോദ്, ശ്രീ പി.വി. ശ്രീനിജിൻ</p>	<p align="center">ശ്രീ പി.എ.മുഹമ്മദ് റിയാസ് (പൊതുമരാമത്ത്-വിനോദസഞ്ചാര വകുപ്പ് മന്ത്രി)</p>
<p>(എ) സംസ്ഥാനത്ത് ഹെലി ടൂറിസം നയം രൂപീകരിച്ചിട്ടുണ്ടോ; ഉണ്ടെങ്കിൽ പ്രസ്തുത നയം സംസ്ഥാനത്തിന്റെ ടൂറിസം മേഖലയിൽ ഉണ്ടാക്കുന്ന പുരോഗതി വിശദമാക്കാമോ;</p>	<p>(എ) ഉണ്ട്. 07.12.2024 ലെ സ.ഉ (കെ) നം. 23/2024/TSM നമ്പരായ ഉത്തരവ് പ്രകാരം (അനുബന്ധമായി ചേർക്കുന്നു) ഹെലി ടൂറിസം നയത്തിന് സർക്കാർ അംഗീകാരം നൽകിയിട്ടുണ്ട്. കേരളത്തിന്റെ മനോഹാരിത പുതിയൊരു കാഴ്ചപ്പാടില്ലാതെ ആസ്വദിക്കുന്നതിന് വഴിയൊരുക്കുന്നതോടൊപ്പം ഏറ്റവും കുറഞ്ഞ സമയത്തിനുള്ളിൽ തന്നെ വിവിധ വിനോദസഞ്ചാര കേന്ദ്രങ്ങളിലേക്ക് എത്തുന്നതിനും ഹെലി ടൂറിസം സഞ്ചാരികളെ പ്രാപ്തമാക്കും. ഹൗസ് ബോട്ടിംഗും, കാരവനം ശേഷം വിനോദസഞ്ചാര മേഖലയിൽ അവതരിപ്പിക്കപ്പെടുന്ന ഒരു ടൂറിസം ഉത്പന്നമാണ് ഹെലി ടൂറിസം. വിനോദസഞ്ചാരികൾക്ക് ഒരു പുതിയ ഉത്പന്നം എന്നതിനു പുറമെ വിവിധ നിക്ഷേപ സാധ്യതകളും ഈ മേഖല തുറന്നിടും. സാധ്യതയുള്ള വിനോദസഞ്ചാര കേന്ദ്രങ്ങളിൽ ഹെലിപാഡുകൾ അനുബന്ധ സൗകര്യങ്ങളും ഒരുക്കുക, ഹെലികോപ്റ്റർ സേവനങ്ങൾ ലഭ്യമാക്കുക മുതലായവ മുതൽ വിനോദസഞ്ചാരികൾക്ക് ആവശ്യമായ പാക്കേജുകളും, മറ്റ് പ്രവർത്തനങ്ങളും ഒരുക്കുക വരെ വിവിധങ്ങളായ നിക്ഷേപാവസരങ്ങൾ ഇതിന്റെ ഭാഗമായി സൃഷ്ടിക്കുവാൻ സാധിക്കുമെന്ന് പ്രതീക്ഷിക്കുന്നു.</p>
<p>(ബി) പ്രസ്തുത പദ്ധതിക്ക് അടിസ്ഥാന സൗകര്യങ്ങൾ ഒരുക്കുന്നതിന് സീകരിച്ചിട്ടുള്ള നടപടികൾ എന്തെല്ലാമാണെന്ന് വിശദമാക്കാമോ;</p>	<p>(ബി) വിവിധ ഘട്ടങ്ങളിലായാണ് ഹെലി ടൂറിസം നടപ്പിലാക്കുവാൻ ഉദ്ദേശിക്കുന്നത്. നിലവിൽ പ്രവർത്തനക്ഷമമായ ഹെലിപാഡുകൾ അനുബന്ധ സൗകര്യങ്ങളും പ്രയോജനപ്പെടുത്തിക്കൊണ്ട് ഹെലി ടൂറിസം പ്രോത്സാഹിപ്പിക്കുക എന്നതാണ് ആദ്യഘട്ടത്തിൽ ഉദ്ദേശിക്കുന്നത്. വിനോദസഞ്ചാരികൾക്കിടയിൽ താല്പര്യവും ആവശ്യകതയും വളർത്തിയെടുത്തതിനു ശേഷം</p>

		<p>തുടർന്നുവരുന്ന ഘട്ടത്തിൽ സർക്കാർ നേരിട്ട് പുതിയ അടിസ്ഥാന സൗകര്യങ്ങൾ സ്ഥാപിക്കുന്നതും വിഭാവനം ചെയ്തിട്ടുണ്ട്.</p>
(സി)	<p>ഹെലി ടൂറിസം പദ്ധതിയിൽ സ്വകാര്യ മേഖലയുടെ പങ്കാളിത്തം ഉറപ്പുവരുത്തുന്നതിന് നടപടികൾ സ്വീകരിച്ചിട്ടുണ്ടോ; വിശദമാക്കുമോ?</p>	<p>(സി) സർക്കാരിനോടൊപ്പം സ്വകാര്യമേഖലയുടെ കരുത്തും പരിചയവും കൂടി പ്രയോജനപ്പെടുത്തുന്നതിനായി സ്വകാര്യ മേഖലയെക്കൂടി ഭാഗമാക്കിക്കൊണ്ടാണ് ഹെലി ടൂറിസം പദ്ധതി അവിഷ്കരിച്ചിട്ടുള്ളത്. നിലവിൽ ഹെലി ടൂറിസം പ്രോത്സാഹനത്തിനായി ഒരു ഫെസിലിറ്റേറ്ററുടെ ഭാഗമാണ് സർക്കാർ നിർവ്വഹിക്കുന്നത്. പുതിയ ഹെലിപ്ലാഡുകൾ നിർമ്മിക്കുവാനും ആവശ്യമായ അനുമതികൾ ഉള്ള ഹെലികോപ്റ്ററുകൾ ഉപയോഗിച്ച് സേവനം ലഭ്യമാക്കുവാനും സ്വകാര്യമേഖലയ്ക്ക് അവസരം ഉണ്ടായിരിക്കും. കൂടാതെ ഇതിന്റെ ഭാഗമായി കൂടുതൽ ടൂറിസം അധിഷ്ഠിത അനുബന്ധ പ്രവർത്തനങ്ങളും സ്വകാര്യമേഖലയ്ക്ക് അവസരം ലഭ്യമാകും.</p>

സെക്ഷൻ ഓഫീസർ

"ഭരണഭാഷ- മാതൃഭാഷ"



കേരള സർക്കാർ

സംഗ്രഹം

വിനോദസഞ്ചാര വകുപ്പ്- സംസ്ഥാനത്തിനായുള്ള ഹെലി ടൂറിസം നയം- തത്വത്തിൽ അംഗീകരിച്ച് ഉത്തരവ് പുറപ്പെടുവിക്കുന്നു.

വിനോദസഞ്ചാര (സി)വകുപ്പ്

സ.ഉ.(കെ) നം.23/2024/TSM തീയതി,തിരുവനന്തപുരം, 07-12-2024

- പരാമർശം:-
1. വിനോദസഞ്ചാര വകുപ്പ് ഡയറക്ടറുടെ 24-09-2022, 05-02-2023എന്നീ തീയതികളിലെ P4-14458/2022 നമ്പർ കത്ത്.
 2. സ.ഉ (സാധാ) നം.113/2023/ടൂറിസം തീയതി 13-03-2023.
 3. വിനോദസഞ്ചാര വകുപ്പ് ഡയറക്ടറുടെ 27-01-2024 തീയതിയിലെ DOT/14449/2023-P9-Part(1) നമ്പർ കത്തും, 16-03-2024 എന്നീ തീയതികളിലെ DOT/7131/2023-P9 നമ്പരായ കത്തും

ഉത്തരവ്

1. അതുല്യവും അവിസ്മരണീയവുമായ അനുഭവങ്ങൾക്ക് വേണ്ടിയുള്ള വിനോദ സഞ്ചാരികളുടെ ആഗ്രഹം പരിഗണിച്ച് സാഹസികതയ്ക്ക് മുൻതൂക്കം നൽകി അനുഭവവേദ്യ സഞ്ചാരത്തിനു അനുയോജ്യമായ അനുഭവങ്ങൾ നൽകുന്നതിനായി ആവിഷ്കരിക്കുന്ന ഹെലി ടൂറിസം പദ്ധതി സംബന്ധിച്ച കരട് നയം പരാമർശം (1) പ്രകാരം വിനോദസഞ്ചാര വകുപ്പ് ഡയറക്ടർ സർക്കാരിന് സമർപ്പിക്കുകയുണ്ടായി. പ്രസ്തുത നയം പരാമർശം (2) പ്രകാരം രൂപീകരിച്ച സ്ക്രീനിംഗ് കമ്മിറ്റി പരിശോധിക്കുകയും, കമ്മിറ്റി അംഗങ്ങൾ നൽകിയ നിർദ്ദേശങ്ങൾ കൂടി ഉൾപ്പെടുത്തി കരട് നയത്തിൽ മാറ്റങ്ങൾ വരുത്തി ഡയറക്ടർ പരാമർശം (3) പ്രകാരം സർക്കാരിന് പുന:സമർപ്പിക്കുകയുണ്ടായി.

2. സർക്കാർ അന്തിമ കരട് ഹെലി ടൂറിസം നയം വിശദമായി പരിശോധിച്ചു. അതിന്റെ അടിസ്ഥാനത്തിൽ, ഇപ്പോൾ സാമ്പത്തിക ബാധ്യത ഉണ്ടാകാതെയും, ഭാവിയിൽ നയം നടപ്പിലാക്കുന്ന ഘട്ടത്തിൽ ഏതെങ്കിലും തരത്തിലുള്ള സാമ്പത്തിക ബാധ്യതകൾ ഉണ്ടാവുകയാണെങ്കിൽ സർക്കാരിന്റെ അനുമതി തേടേണ്ടതാണ് എന്ന വ്യവസ്ഥയ്ക്ക്

വിധേയമായും അനുബന്ധമായി ചേർത്തിരിക്കുന്ന ഹെലി ടൂറിസം നയം തത്വത്തിൽ അംഗീകരിച്ച് ഉത്തരവാകുന്നു.

(ഗവർണ്ണറുടെ ഉത്തരവിൻ പ്രകാരം)
കെ ബിജു ഐ എ എസ്
സെക്രട്ടറി

ഡയറക്ടർ, വിനോദസഞ്ചാര വകുപ്പ്, പാർക്ക് വ്യൂ തിരുവനന്തപുരം.
മാനേജിംഗ് ഡയറക്ടർ, കേരള ടൂറിസം ഇൻഫ്രാസ്ട്രക്ചർ ലിമിറ്റഡ് (കെ.ടി.ഐ.എൽ), വിപണിക
ടവേഴ്സ്, തൈക്കാട്, തിരുവനന്തപുരം
പ്രിൻസിപ്പൽ അക്കൗണ്ടന്റ് ജനറൽ (എ&ഇ), കേരള, തിരുവനന്തപുരം.
അക്കൗണ്ടന്റ് ജനറൽ (ഓഡിറ്റ് I & II), കേരള, തിരുവനന്തപുരം.
സബ് ട്രഷറി ഓഫീസർ, സബ് ട്രഷറി, വെള്ളയമ്പലം, തിരുവനന്തപുരം
ധനകാര്യ വകുപ്പ് (17-05-2024 തീയതിയിലെ 2764226/EXP-B2/141/2024-FIN)
നിയമ വകുപ്പ് (06-04-2024 തീയതിയിലെ CONV-2/39/2024-LAW)
പൊതുഭരണ (എസ്.സി) വകുപ്പ് (04-12-2024 തീയതിയിലെ ഇനം.നമ്പർ 2523)
വിവര പൊതുജന സമ്പർക്ക (വെബ് ആന്റ് ന്യൂ മീഡിയ) വകുപ്പ് (വെബ്സൈറ്റിൽ
പ്രസിദ്ധീകരിക്കുന്നതിനായി)
കരുതൽ ഫയൽ / ഓഫീസ് കോപ്പി

Signed by ഉത്തരവിൻ പ്രകാരം
Reena P P
Date: 07-12-2024 10:47:04
സെക്ഷൻ ഓഫീസർ

പകർപ്പ് : മുഖ്യ മന്ത്രിയുടെ പ്രൈവറ്റ് സെക്രട്ടറി
വിനോദസഞ്ചാര വകുപ്പ് മന്ത്രിയുടെ പ്രൈവറ്റ് സെക്രട്ടറി
വിനോദസഞ്ചാര വകുപ്പ് സെക്രട്ടറിയുടെ പി.എ.
വിനോദസഞ്ചാര വകുപ്പ് അഡീഷണൽ സെക്രട്ടറിയുടെ സി.എ.

DEVELOPMENT OF HELITOURISM IN KERALA

HELI TOURISM POLICY OF KERALA



**KERALA TOURISM INFRASTRUCTURE LIMITED
4TH FLOOR VIPANCHIKA TOWER
THYCAUD THIRUVANANTHAPURAM**

HELI TOURISM POLICY

DEVELOPMENT OF HELI TOURISM IN KERALA

TABEL OF CONTENTS

SL NO	PARTICULARS	PAGE NO
I.	Introduction	1
II.	Helitourism	9
III.	Regulatory Framework and Control Mechanism	15
IV.	Heli Disha and circulars on Civil Aviation Requirements	23
V.	Implementation Mechanism/Financing Models	24
VI.	Proposed Developments in Kerala	26
VII.	Operators	29
VIII.	Logistic Arrangements	30
IX.	Nodal Agency	31

I. Introduction



Kerala is branded as the “God’s Own Country” for the rest of the world with the plethora of experiences and attractions offered to the visitors through its diverse landscapes, scenic beauty, good climate, long shore line with serene beaches, tranquil backwaters, lush hill stations, forests, exotic wild life, its rich culture and heritage etc.

These qualities have played a major role in attracting international as well as domestic tourists to Kerala for all these years. The unique landscape of Kerala enables the visitors to immerse in the experiences offered by serene beaches, the tranquility of the backwaters and the calmness of a hill station on a single day.

At the same time, Kerala has also been unique in the identification and establishment of new tourism products and experiences to the tourists. The House Boats, introduced as a tourism product has been one of the most attractive one all over the world.



In the year 2022, Kerala Tourism has introduced an important innovative tourism product, 'Caravan', which is attracting positive responses from various part of the country. Since 1990s, Kerala has been in the forefront in identification and development of innovative tourism opportunities/products. In line with the same, the developments in sectors like aviation, transportation etc., are areas which can be effectively utilized for the augmentation of tourism in Kerala.

Development of efficient modes of transportation plays a vital role in tourism. It can save a major share of productive time of tourists often lost during transit. This is important to the tourists, since savings on the time of travel will enable them to cherish the experiences, ambiance and beauty of the destinations.



Major Destinations

Varkala:



Alappuzha:



Wayanad



Bekal





Athirappilly



Fort Kochi



Mananchira

The tourist destinations spread all over Kerala and efficient modes of transportation are essential for attracting high-end travelers to the state. In this context, Heli tourism is envisaged by the Department of Tourism for implementation.

Heli tourism Policy for Kerala

Kerala Tourism intends to tap the potential of Heli Tourism in Kerala and a framework for guiding the initiatives in this sector is envisaged through a Heli Tourism Policy for Kerala. The policy is intended to provide an overall idea about the various initiatives that can be taken up by operators to utilize the opportunities in Kerala. The operators shall fulfill all the requirements, conditions, Circulars and directions issued by the regulatory mechanisms like Ministry of Civil Aviation, Government of India, Directorate General of Civil Aviation etc.

Vision & Mission

The vision and mission of the Helitourism Policy are

VISION:

To establish new linkages, between tourism destinations/potential destinations through air and facilities across Kerala state and creation of systems for tourists to avail the services.

MISSION:

To focus on creation of helicopter service network within state to reach any tourist spot within shortest time and leverage private sector investment with the facilitatory support from Government.

II. HELI TOURISM

Heliports have been mooted as a suitable solution for addressing this issue with considerable savings on time and relatively less requirement of land, investment etc. In addition to these Heliports can also have significant positive impact on strengthening of regional connectivity, addressing medical emergencies and in disaster management situations.

Heliports are small airports suitable for helicopters and other vertical lift aircrafts. Usually, the term is often used interchangeably with Helipads. However, Helipads provide space for landing and take-off of helicopters only, while in Heliports, additional facilities like Terminal Buildings, Hangers, fueling facilities etc. are also set up.

The comparatively less space requirements of Heliports make this more suitable for Kerala where scarcity of land is a major constraint for development.

The requirement of land for setting up of Heliports /Helistations /Helipads depends up on the size of the aircrafts expected, number of passengers proposed to be handled, aircraft parking facilities envisaged, other supporting facilities etc.



(Source: www.pawanhans.co.in)

A. Heliports

A new/Greenfield heliport can be designed and developed consisting typical components as follows,



Primary Facilities

- Helipad
- Apron
- Taxiway
- Hangar
- Terminal Building

Support Facilities

- Air Traffic Control Tower
- Fire Station
- Re-fueling Bay
- Sewage Treatment Plant
- Security Watch Towers
- Parking area for vehicles
- Hotel/Restaurant
- Amenity Spaces
- Security, Navigational Aids, Meteorological equipment, Weather Monitoring systems etc.

Passenger Terminal (150 Pax), Hangers 4 Nos with Parking Capacity of 16 Helicopters, Parking Bays 9 Nos, Air Traffic Control, Fire Fighting Facilities, Fuelling facility, Maintenance, Repair and Overhaul (MRO) Facility etc. Approximate cost of development amounts to Rs.20 Crores.

A minimum area of about 10 acres is required for setting up of these facilities at a essential level. All the facilities arranged at these locations shall be based on the regulations chalked out by the DGCA from time to time.

B. Helistations (Functional Helipads for frequent use)

A Helistation is similar to an airport in that it is a facility designed to support the takeoff and landing of several helicopters from its hub. Flat open spaces, play grounds etc. are available at various places all over Kerala which essentially can be utilized for the touchdown and lift off of Helicopters. These can be utilized or developed as functional Helipads for frequent use – Helistations which can be operated at much smaller areas and with minimum investment.

A model Helistation shall be with

1. Clear visibility, tree free visibility
2. Separate entry and exit to heliport
3. Parking space for 5-10 Vehicles
4. Fire Engine area
5. Fueling Point
6. Helistation Building – Terminal Building (3000 Sq. Ft.)
 - a. Entry Space
 - b. Security Check
 - c. Waiting lounge
 - d. User amenities







Minimum area of about 3 - 5 Acres is required for setting up of these facilities at an essential level. Approximate investment of Rs.5 Crores will be required for setting up of the facilities.

All the facilities arranged at these locations shall be based on the regulations chalked out by the DGCA from time to time.

C. Helipads



A helipad is a single takeoff and landing zone designated for use by one helicopter at a time. An area of about 0.5 Acres shall be required for setting up the facility. The investment required for setting up the facilities shall be about Rs.1 Crore. All the facilities arranged at these locations shall be based on the regulations chalked out by the DGCA from time to time.

D. Rooftop Helipads

Rooftop Helipads are widely used by Hospitals for HEMS (Helicopter Emergency Medical Services). Rooftop helipads are also used as an alternate to land based helipads. In India presently only multi engine helicopters are permitted to operate from rooftop helipads. Many requests have been sent by operators in India to permit single engine helicopters also to operate from Rooftop helipads. The same is under consideration by MoCA and DGCA. Rooftop helipads will be an alternate to land based helipads in crowded cities.

III. REGULATORY FRAMEWORK AND CONTROL MECHANISM

The regulations and requirements of setting up of Heliports/Helistations/Helipads in India are framed by the Director General of Civil Aviation, Government of India.

Guidelines and requirements for Heliport license/Operational Authorization for Helicopter landing, site clearance, construction, minimal facilities for safety of Helicopter operations, additional facilities for development etc. are regulated as per **DGCA Civil Aviation Rules (CAR) Section 4 Series F Part II** and subsequent revisions if any.

The Civil Aviation Rules (CAR) as above lays down requirements for grant of license for Heliports/Helistations/Helipads operated under public use category and also lays down minimum safety requirements for the issue of operational authorization for the Roof Top helicopter landing area and landing area used under Regional Connectivity Scheme.

This is applicable for

- a. Heliports operated under public use category
- b. Roof Top landing Area eg: hospitals/ Medical Tourism
- c. Surface level helicopter landing area used under Regional Connectivity Scheme (RCS)
- d. Helicopter landing area used for Night Operations



HELIPORTS

The guidelines regarding identification of land, prior clearances/permissions, construction, operation etc. for Heliports are chalked out by DGCA.

a. Site Identification:

The suitability of the site proposed for development of Heliport shall be inspected by DGCA Officials along with representatives of other agencies as considered necessary after the receipt of the application in prescribed format from the proponent of the project. An 'In Principle' approval will be given by DGCA after inspection, if found satisfactory.

b. Prior Clearances/Permissions required for Heliport licensing/Operational Authorization

Clearances from the following bodies shall be submitted along with the application to DGCA for Heliport licensing/Operational Authorization.

1. Ministry of Defense
2. Ministry of Home Affairs through MOCA
3. Ministry of Environment and Forests, as applicable
4. Airports Authority of India-ATM Point of View as applicable
5. Owner of the land
6. Local authority such as Municipal Corporation or Urban Land Development Boards / Authority of the state or its Country and Town Planning Department.

c. Construction of Heliport

The services, equipment and facilities to be provided at the Heliport are detailed as per the **CAR Section 4 Series B Part-III (Heliports)** and subsequent revisions if any.

d. Minimum Requirement for public use Heliport

Final Approach and Take Off (**FATO**) Area, taxi and apron to provide at least two independent helicopter parking positions designed for the most demanding helicopter, which is intended to serve and Terminal Building for Passenger facilitation.

The Apron should be connected to the FATO by at least one taxi way designed for surface movement of helicopters and with sufficient clear area to ensure safe air-taxi by the helicopters.

Plan may also include provision of associated infrastructure for passenger facilitation and maintenance of helicopters including hanger.

Based on the above Department of Tourism/developer shall obtain mandatory

approvals from DGCA.

Information on Heliport Services:

1. Security

Security arrangements with respect to passengers and guarding of vital installations shall be in accordance with ICAO Requirements. The following information shall be provided.

1. System for checking the passengers/visitors inside the terminal building.
Separate Security checking area for Ladies and Gents to be provided.
2. Provision for anti-hijacking control room and facilities provided therein
3. Availability of
 - a. Hand held metal detectors/Door Frame Metal Detectors
 - b. X-Ray Machine for screening hand carried baggage and checked in baggage
 - c. Isolation parking stand
 - d. Cooling Pit
4. Separate Entry / Exit corridor for passengers proceeding to the helicopter from the passenger hold area and passengers exiting from the helicopter
Arrangements for separation of inbound and outbound passengers should be ensured. The incoming passengers and outgoing passengers should not mix at any stage.

2. Passenger Visitor Amenities

Particulars of the following or any other accommodation provided for passengers and pilots stating operating hours

1. Passenger Hold Area (Waiting Room)
2. Lavatories (Separate for Ladies and Gents)
3. Hotel/Restaurant
4. Parking Area for Vehicles
5. Transport availability to and from Heliport

In addition to the above separate arrival and departure lounges, waiting rooms, Medical/First Aid Facilities, weighing scale for accurate payload calculation, spaces for providing passenger amenities etc. can also be arranged.

3. Firefighting Facilities.

Required number of Firefighting equipments including water with throw capabilities as per the CAR Section-4, Series -B, Part-III and subsequent revisions if any to be provided.

4. Refueling Facilities:

Bouzer refueling is preferred. Wherever fuel Bouzer cannot be provided, area should be earmarked for storing required number of fuel barrels close to the helicopter parking area / landing area.

5. No Smoking Zone:

The entire helipad Area is No Smoking Zone

HELISTATION

The guidelines regarding identification of land, prior clearances/permissions, construction, operation etc. are chalked out by DGCA.

a. Site Identification:

The suitability of the site proposed for development of Helistation shall be inspected by DGCA Officials along with representatives of other agencies as considered necessary after the receipt of the application in prescribed format from the proponent of the project. An 'In Principle' approval will be given by DGCA after inspection, if found satisfactory.

b. Prior Clearances/Permissions required for licensing/Operational Authorization

Clearances from the following bodies shall be submitted along with the application to DGCA for licensing/Operational Authorization.

1. Ministry of Defense
2. Ministry of Home Affairs through MOCA
3. Ministry of Environment and Forests, as applicable
4. Airports Authority of India-ATM Point of View as applicable
5. Owner of the land
6. Local authority such as Municipal Corporation or Urban Land Development Boards / Authority of the state or its Country and Town Planning Department.

c. Construction of Helistation

The services, equipment and facilities to be provided at the Heliport are detailed as per the **CAR Section 4 Series B Part-III (Heliports)** and subsequent revisions if any.

Minimum Requirement

Final Approach and Take Off (**FATO**) Area, taxi and apron to provide at least two independent helicopter parking positions designed for the most demanding helicopter, the heliport is intended to serve and Terminal Building for Passenger facilitation.

The Apron should be connected to the FATO by at least one taxi way designed for surface movement of helicopters and with enough protection area to ensure safe air-taxi by the helicopters.

Plan may also include provision of associated infrastructure for passenger facilitation and maintenance of helicopters including hanger.

Based on the above Department of Tourism/developer shall obtain mandatory approvals from DGCA.

Helistation Services:

1. Security

Security arrangements with respect to passengers and guarding of vital installations shall be in accordance with ICAO Requirements. The following information shall be provided.

1. System for checking the passengers/visitors inside the terminal building.
2. Provision for anti-hijacking control room and facilities provided therein
3. Availability of
 - a. Hand held metal detectors/Door Frame Metal Detectors
 - b. X-Ray Machine for screening hand held baggage and checked in baggage
 - c. Dog Squad/Bomb Disposal unit
 - d. Isolation parking stand
 - e. Cooling Pit
4. Arrangements for separation of inbound and outbound passengers should be ensured.

2. Passenger Visitor Amenities

Particulars of the following or any other accommodation provided for passengers and pilots stating operating hours

1. Waiting Room
2. Lavatories
3. Hotel/Restaurant
4. Parking of Vehicles
5. Transport available to and from Heliport

In addition to the above separate arrival and departure lounges, waiting rooms, Medical/First Aid Facilities, weighing scale for accurate payload calculation, spaces for providing passenger amenities etc. can also be arranged.

HELIPAD

The guidelines regarding identification of land, prior clearances/permissions, construction, operation etc. are chalked out by DGCA.

a. Site Identification:

The suitability of the site proposed for development of Helistation shall be inspected by DGCA Officials along with representatives of other agencies as considered necessary after the receipt of the application in prescribed format from the proponent of the project. An 'In Principle' approval will be given by DGCA after inspection, if found satisfactory.

b. Prior Clearances/Permissions required for licensing/Operational Authorization

Clearances from the following bodies shall be submitted along with the application to DGCA for licensing/Operational Authorization.

1. Ministry of Defense
2. Ministry of Home Affairs through MOCA
3. Ministry of Environment and Forests, as applicable
4. Airports Authority of India-ATM Point of View as applicable
5. Owner of the land
6. Local authority such as Municipal Corporation or Urban Land Development Boars / Authority of the state or its Country and Town Planning Department.

c. Construction

The revised guidelines for construction of Helipads have been issued by DGCA vide No.: AV 22014/52014-FSD dated: 07.05.2014.

As a rule of thumb, a helipad size of 35m x 35m is adequate for all small and medium sized helicopters, and a generally a clear obstacle-free area contained outside a slope of 4.6 deg from the helipad center to 800 ft distant would be a safe approach area.

The operators/developers are to follow the instructions as per the latest guidelines issued by DGCA from time to time while designing the Helipad for operations.

Minimum Requirement

Final Approach and Take Off (**FATO**) Area, taxi and apron to provide at least two independent helicopter parking positions designed for the most demanding helicopter, the heliport is intended to serve and Terminal Building for Passenger facilitation.

The Apron should be connected to the FATO by at least one taxi way designed for surface movement of helicopters and with enough protection area to ensure safe air-taxi by the helicopters.

Plan may also include provision of associated infrastructure for passenger facilitation and maintenance of helicopters including hanger.

Passenger Visitor Amenities

1. Parking of Vehicles
2. Transport available to and from Helipad

Based on the above Department of Tourism/developer shall obtain mandatory approvals from DGCA.

Environmental Safeguards:

Utmost care shall be taken by the operators of Helitourism services with regard to impact on environment due to noise, fueling, aircraft maintenance etc.

All the guidelines including but not limited to CAR Section 10 – Aviation Environment Protection Series A Part I, Aircraft Rules 1937 or any other rules as applicable may be complied with.

IV. HELI DISHA AND CIRCULARS ON CIVIL AVIATION REQUIREMENTS

The Directorate General of Civil Aviation (DGCA), the aviation regulatory body for India, is empowered to formulate rules to implement ICAO Standards and Recommended Practices in accordance to the Convention related to International Civil Aviation. The permission to operate civil aircraft in India is granted by the DGCA and the operation of helicopter can be either in the private category, non-scheduled or scheduled category of operations.

Various Circulars to advise the aviation community about non-regulatory and regulatory material are issued by the DGCA from time to time. All the operation in connection with the helicopter services envisaged under the Heli tourism policy of Kerala, shall be bound by the Heli Disha - Administrative Guidance Material for Civil Helicopter Operations, document issued by the Ministry of Civil Aviation, Government of India and the Circulars on Civil Aviation Requirements (CAR) issued by the DGCA or any other requirement deemed necessary by the Government from time to time.

The operators are mandated to follow the latest circulars and guidelines of safety requirements in aviation issued by the DGCA/BCAS or any other regulatory body authorized by Government of India in this regard.

An indicative list of websites for guidelines and mandates are as under

<https://www.dgca.gov.in>
<https://www.bcasindia.gov.in/>
<https://helisewa.civilaviation.gov.in/>
<https://www.civilaviation.gov.in/>
<https://www.keralatourism.org/heli-tourism>

V. IMPLEMENTATION MECHANISM/FINANCING MODELS

Locations for setting up of the Heliports/Helistations/Helipads can be identified at strategic points adjacent to major tourism attractions in the state. The strategy will be to keep investment from the part of Government to the minimum and encourage private sector for investment, development and operation of the facilities. The high number of footfalls and interest of the tourists to the identified locations will be a major factor attracting private investors for investment, development and operation of the Helitourism facilities.

The following models can be broadly adopted for development of the facilities depending up on the sites identified.

a. Heliports/Helistations/Helipads owned and operated by Private entities

In this mode, private investors can develop heliports/helistations /helipads facilities utilizing their own resources. The major focus of the approach would be to encourage private investors with the necessary technical as well as financial resources to invest, develop and operate the heli tourism facilities at the nodes identified. Government will take the role of facilitating and handholding the investors for addressing the issues faced by them in terms of permissions, procedural bottlenecks, interactions with various Governmental agencies, other operational difficulties etc. The Government can also support the development through subsidies, incentives etc.

b. Heliports/Helistations/Helipads on Public-Private-Partnership mode

Various models of development of Heliports can be formulated under Public-Private-Partnership mode

i. Land owned by Government and development of infrastructure and operation of facilities by Private entities on concession

These types of facilities can be developed at locations where land is available with Government which will be provided for setting up the facilities on concession. Steps including the designing of the facilities,

financing, building the infrastructure, operation of the facilities etc. will be the responsibility of the private entity identified for the project. Appropriate revenue models can be chalked out for operation of the facilities during the concession period. At the end of concession period, the entire facility shall be transferred to Government.

ii. Infrastructure developed and owned by Government and operations by private entities

At potential locations, where land is available with Government the facilities can be established directly by the Government. The Private entities for operation of the facilities can be identified through a competitive process.

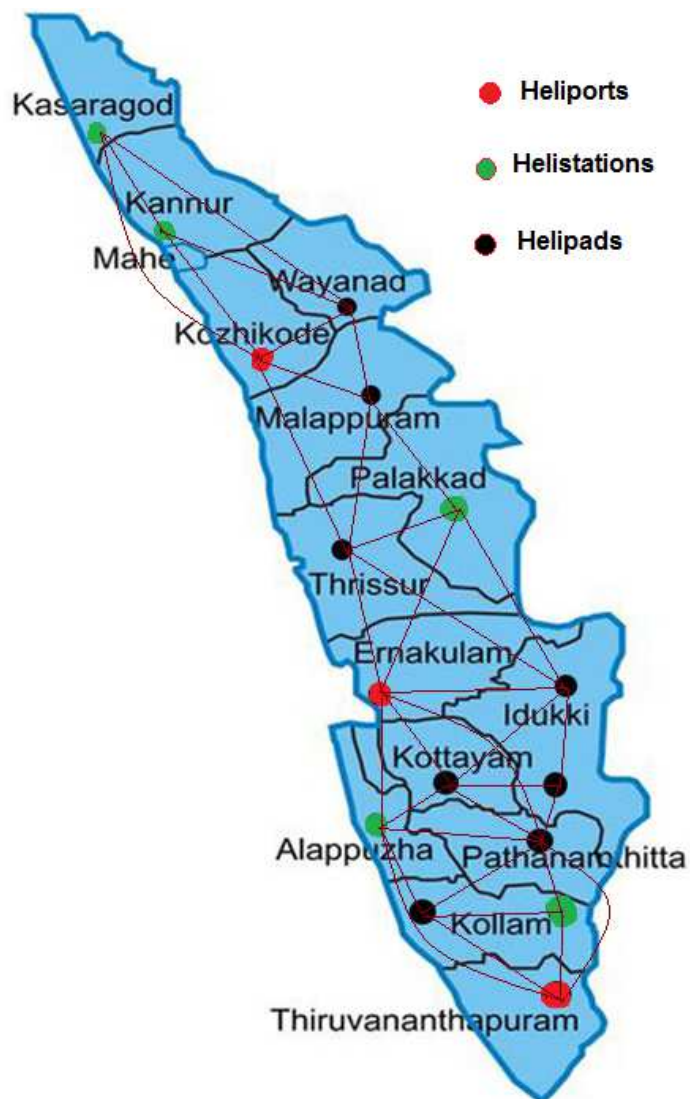
At these locations, the facilities would be developed by Government utilizing its own land and financial resources. The revenue streams to Government may be a combination of fixed and variable elements such as fee per passenger plus lease for land leased out to the Heliport Operator etc. In other essential points, Government can also develop facilities on its own or through Viability Gap Funding Model.

c. Heliports/Helistations/Helipads owned and operated by Government

This category of facilities is proposed only at those locations which are critically important in view of the medical evacuation / emergency situations, Disaster Management perspective etc. or as part of development of new destinations and as part of long-term planning of the Government.

In addition to the above, usage of the heli tourism infrastructure facilities by Helicopter Operators on user fee basis can also be envisaged. Detailed technical and financial feasibility studies need to be carried out before finalizing the Heliport location, financing models etc.

VI. PROPOSED DEVELOPMENTS IN KERALA



The unique nature of the landscape of Kerala and the mode of development has resulted in a rural-urban continuum all over the state. Moreover, various tourism destinations and places of commercial importance have been spread all over Kerala and an efficient way of transportation to these points will be highly welcomed. Suitable locations all over Kerala at strategic nodes adjacent to points of tourism attraction and points of commercial importance can be identified for setting up of Heliports/Helistations/Helipads.

As a strategy for development of Heli Tourism initiatives in Kerala, a model comprising of expansion of existing facilities available in connection with Airports and development of separate infrastructure at other essential locations can be considered.

As part of this, the development of Heliports can be considered in the vicinities or as part of existing Airports in Kerala. The development of Helistations/Helipads can be planned at other locations based on factors such as availability of land parcels, proximity to major destinations, potential for future developments etc.

Heliports:

Kerala has four international Airports in the state. In the initial phase, Heliports which have more demands in terms of extent of land, other supporting facilities etc. can be set up at the vicinities or as part of these airports. In this phase, it is proposed to establish heliports at Thiruvananthapuram, Kochi and Kannur/Kozhikode

Proposed Heliport Locations: Thiruvananthapuram Airport, Kochi Airport, Kannur/Kozhikode Airport

Helistations and Helipads:

The proposed Heliports will serve as feeder hubs for the Helistations and Helipads established near locations of tourism importance. Routes connecting various points of tourism importance as nodes can be identified to which travelers can fly for the Heliports or other Helistations and Helipads.

Proposed Helistation/Helipad locations: Varkala, Jatayupara, Ponmudi, Kollam, Munnar, Kumarakom, Alleppy, Thekkady, Palakkad, Bekal, Wayanad etc.

Development in phases:

Development of Helitourism services can be envisaged in phases. Kerala has many operational helipads which can be put to use for the development of Helitourism network. The services can be developed by making use of these helipads in the initial phase and private operators can be encouraged to initiate operations. Facilitatory support for operationalizing the helipads can be provided by Department of Tourism, Government of Kerala. Setting up of facilities by Government at identified

locations can be taken up, after establishment of sufficient tourist interest and necessary footfalls for long terms sustenance of the operations.

Roles of Parties:

The role taken by Government of Kerala shall only be that of a facilitator for the introduction, establishment and development of Helitourism services as a tourism product in the state. The Government can provide facilitatory support, if any required, in matters under its powers, in the regulatory approval process

The Operators of the services will be solely responsible for all approvals from the Regulators, design, safety, security, all operational and related issues and for complying with all the statutory, legal, safety and requirements related to the services.

Regulatory Authorities: The regulatory framework and safety and operational parameters for helicopter operations are stipulated and modified whenever required, by entities such as Directorate General of Civil Aviation (DGCA), Bureau of Civil Aviation Security (BCAS) or whichever entity authorized for the same by the Government of India from time to time. Wherever, the operations involve facilities under the control of Airport Authority of India (AAI), those operations shall fulfil the requirements stipulated by them.

Other bodies and entities under Government of Kerala, including the District Administration, bodies like Panchayaths/ Municipalities/Corporations etc. shall facilitate the operations by processing the requests for approvals/support etc. within the ambit of all the statutory and other regulatory powers with them.

VII. OPERATORS

The facilities developed for Helitourism can be utilized by operators who have the necessary permits and licenses as required by DGCA/BCAS for air operations based on Open sky policy.

Tours Operators conducting Helitourism Operations can use these facilities in line with guidelines set out by DGCA/BCAS. Special Financial packages will be made available in due course for the Helitourism Operators.

The operators of Helitourism Services shall agree to provide the helicopters and supporting facilities including manpower, for rescue of people and transportation of goods during emergency situations like natural calamities, for rendering disaster relief, for speedy transportation of human organs for patients in emergencies etc.

VIII. LOGISTIC ARRANGEMENTS

Helicopters and small aircrafts have limitations on the carrying capacity in terms of weight. Hence, while envisaging helicopter services connecting Heliports/Helipads at potential locations, alternate arrangements for transportation of the luggage of the passengers also need to be thought off. Suitable systems for transferring the luggage of the passengers utilizing the Heli transportation services, may be developed in collaboration with various entities offering such services in public/private sector in the state.

IX. NODAL AGENCY

The formulation and implementation of the innovative project requires expertise in multiple disciplines and hence collaboration between experts and various departments in sectors such as aviation, transportation, tourism, LSGD, PWD etc. and private sector are essential. M/s Kerala Tourism Infrastructure Limited (KTIL), Department of Tourism, Government of Kerala, can be designated as the nodal agency for the co-ordination and implementation of the project.

Depending up on the sites identified and the types of facilities being set up at these sites, appropriate development/financial models can be adopted. For commercially attractive sites closer to major tourism destinations with sizeable number of footfalls and for sites closer to points of commercial importance, suitable models of development on Public-Private-Partnership will be an option. For facilities being set up at other locations which are emerging as new tourism destinations, the facility itself can be a tourism product catalyzing the development of the destination. In such cases, development models with more investment from Government side can also be thought of. Considering the disaster management and addressing of medical emergency aspects, development of sites by the Government by itself also can be thought of. For all these aspects KTIL can take up the role of the nodal agency for coordinating the implementation of the project.

ADDENDUM:

Indicative steps of development of facilities for Helitourism – From concept to operation:

Establishing Helitourism services, from the conceptual stage to the operational stage, involves several key steps.

1. Finalize the type of Helicopters proposed to use the Helipad.
2. **Size and Layout.** Determine the size and layout of the helipad based on the types of helicopters expected to use it. Consider factors such as approach and departure paths, touchdown and lift-off areas (TLOF), and safety areas around the helipad. Consider connectivity by road and/or rail.
3. **Identification of Site.** Identification of private land parcels for Helipads by investors/operators incorporating inputs from District Administration. Select a suitable location for the helipad considering factors such as accessibility, terrain, obstructions, proximity to important facilities, and environmental impact. Ensure that the site meets safety requirements and allows for safe helicopter operations.
4. Ensure that the land is with clear ownership and ensure its availability for acquisition through purchase, lease, or other legal means.
5. Carry out a Market Search & Feasibility Study to assess the need and demand for a helipad in the proposed location. Conduct thorough market research to understand the demand for Helitourism in Kerala. Identify potential tourist destinations and target markets. Assess the competition and regulatory environment.
6. Conduct a site survey to evaluate potential locations for the helipad.
7. Evaluate regulatory requirements and environmental considerations. Ensure compliance with aviation safety standards, zoning regulations, and environmental regulations.
8. **Zoning Regulations.** Verifying the land complies with local zoning regulations for helipad construction and operation.
9. **Site Selection and Design:** Select the optimal site based on factors like accessibility, safety, and regulatory compliance.
10. **Develop a Business Plan.** Create a comprehensive business plan outlining overall goal, target market, pricing strategy, and financial projections. Calculate the startup costs, including helicopters, maintenance, permits, and marketing expenses.
11. Design the heliport/helipad layout, considering factors such as size, orientation, approach paths, availability of land and surrounding infrastructure.
12. **Regulatory Compliance:** Obtain necessary permits and approvals from relevant authorities, including aviation regulatory bodies, (DGCA, BCAS), environmental agencies etc. and as per the existing rules and regulations in Kerala.
13. Obtain approvals from district administration, local bodies etc. Develop a mechanism to make it known to the public how the proposed heliport/helipad will be beneficial to the locals.

14. Identify suitable helicopter operators who are in possession of all mandatory permits and licenses for commercial operations of the helicopter.
15. **Construction and Infrastructure Development:** Prepare the site for construction, including land clearing, grading, and infrastructure development. Construct the helipad according to the approved design plans, including paving, lighting, markings, and safety features. Install necessary infrastructure such as fueling facilities, hangars, and passenger amenities.
16. **Standard Operating Procedures (SOP).** Ensure SOPs for each helipad in accordance with all Civil Aviation Requirements are prepared and approved by DGCA.
17. **Safety and Security Measures:** Implement safety and security measures to ensure the safe operation of the helipad. Establish procedures for emergency response and contingency planning.
18. Install security systems and access controls to prevent unauthorized entry.
19. **Operational Readiness:** Conduct testing and inspection of the helipad to ensure compliance with safety standards and operational readiness. Train staff members on helipad operations, including ground handling procedures, safety protocols, and emergency response. Coordinate with air traffic control and other relevant stakeholders to establish communication and coordination procedures.
20. Obtain final approvals from DGCA for commercial operations from the Heliports/Helipads.
21. In consultation with all stakeholders arrive at viable routes linking the selected proposed helipad sites as well as existing DGCA approved helipads. Fix rates / fares for travel by helicopter. Address aspects related to GST on helicopter fares.
22. **Marketing and Promotion:** Develop marketing strategies to promote the helipad's services and attract users, including tourists, business travelers, and emergency responders. Collaborate with tourism agencies, local businesses, and other stakeholders to promote helipad usage and support tourism development.
23. Registration of Helicopter Operators who have the required permits to Register with the Department of Tourism website created for Helitourism.
24. **Booking and Reservation System.** Set up an online booking system to make it easy for tourists to reserve helicopter tours. Provide clear pricing information and booking terms. Details of Safety Briefings and Instructions to be put up on the web site. These instructions to be read and accepted prior to booking ticket. In case tickets are being booked by agents then agents to confirm that a copy of the safety instructions have been made available to the passengers in the language they understand. In addition, SOP for safety briefings to passengers before each flight to be ensured.
25. Stakeholders to work out comprehensive insurance coverage to protect the business and passengers. No liability to the Government of Kerala or the Department of Tourism.
26. **Operations and Maintenance:** Establish operational procedures for helipad management, including scheduling, reservations, and maintenance. Regularly inspect and maintain the helipad and associated infrastructure to ensure safety and compliance.

Monitor usage patterns and customer feedback to optimize operations and improve service quality.

27. **Continuous Improvement**: Monitor performance metrics and key performance indicators to identify areas for improvement. Continuously update and upgrade the helipad infrastructure and services to meet evolving needs and regulatory requirements. Seek feedback from users and stakeholders to enhance customer satisfaction and service delivery.

28. There are likely to be some aspects which require inter-departmental coordination. In order to streamline these aspects where required, SOPs or GOs may be put in place.

Malyayya C.S
എന്നിടത്ത് ഒപ്പിടുക