

## FOR IMMEDIATE RELEASE

### FIRST SEVEN HELICOPTER WAAS LPV IFPs APPROVED BY FAA

**JUNE 2, 2009 - ORANGE BEACH, ALABAMA** - On April 1, 2009, the FAA AFS-400 approved the *first* Helicopter Wide Area Augmentation System (WAAS) Localizer Performance with Vertical Guidance (LPV) Instrument Flight Procedures (IFPs) (**WAAS LPV**). **Hickok & Associates** developed the three WAAS LPV procedures for California Shock/Trauma Air Rescue (**CALSTAR**) using its company-developed helicopter WAAS LPV criteria, which was approved by the FAA on January 17, 2008. [February 2008: *HELI-EXPO 2008 news release*].



All three WAAS LPV procedures are interconnected with almost 200 miles of off-airway/feeder routes, providing *reduced Minimum Instrument Altitudes (MIA)* enroute between the approaches. **Hickok & Associates** also provided **CALSTAR** with *FAA-Approved Obstacle Departure Procedures (ODPs)* for each of the three hospital sites.

*Also in April:* **CALSTAR** became the *first* helicopter operator to obtain a WAAS LPV

Supplemental Type Certificate (STC), when the FAA approved the STC for its Agusta 109 helicopters. Paul G. Likens, lead pilot at **CALSTAR**'s Ukiah, California base, worked with FAA and Garmin for their STC approval.

**HELICOPTER WAAS LPV MINIMUMS:** **Hickok & Associates'** WAAS LPV procedures provide **CALSTAR** with *significantly reduced approach minimums*, even in a challenging terrain environment. **CALSTAR**'s approach to the *Ukiah Valley Medical Center* provides a Decision Altitude (DA) of 972 feet Mean Sea Level (MSL), 364 feet Height Above Landing (HAL), and ¾ Statute Mile (SM) visibility. This is *748 feet lower* than the lowest minimums available at Ukiah Municipal Airport, where the Localizer/DME minimums are 1,720 feet MSL, 1,106 feet HAL, and 1¼ SM visibility. Ukiah Municipal is only ½ miles south of the hospital, in the same valley. Prior to their WAAS LPV approach, the ILS approach at Santa Rosa (40 miles south of Ukiah) was the nearest airport with minimums lower than Ukiah Muni's Localizer/DME.

### **ACROSS THE UNITED STATES:**

On April 27, 2009, two more of **Hickok & Associates'** WAAS LPV procedures were approved by the FAA AFS-400 for one of its Fortune 100 company customers, and, on May 1, 2009, the

FAA approved **Hickok & Associates'** WAAS LPV approach for United Technologies Flight Department (*UTFlight*) to its heliport in Farmington, Connecticut. *UTFlight* expects its STC for the UNS-1FW in its S-76 to be completed by the end of June 2009.



On May 14, 2009, **Hickok & Associates'** WAAS LPV procedure, with a HAL of 273 feet, was approved for Grand Prairie-based *CareFlite*, and provides *near-precision* IFR capabilities for *CareFlite* to North Texas Medical Center in Gainesville, Texas. In 2008, Stephen M. Hickok became the first pilot authorized by the FAA to perform Flight Validations (FV), which replaces flight inspection by the FAA [*February 2008: HELI-EXPO 2008 news release*]. Hickok's FV authorization

allowed **Hickok & Associates** to complete *CareFlite's* WAAS LPV procedure, including approval by the FAA, *in just 15 weeks!*

**NO ADDITIONAL FEES for WAAS LPV ("Two for the price of one"):** Since FAA approval of **Hickok & Associates'** WAAS LPV criteria, all of the helicopter procedures developed by the company have included both LNAV and WAAS LPV, for its customers committed to equipping with WAAS receivers. **Hickok & Associates** does not charge additional fees to add WAAS LPV when developing new original procedures. The company delivers both LNAV and WAAS LPV approach minimums so its customers have the LNAV minimums for operations while equipping their aircraft for WAAS LPV, and some of the company's customers intend to continue operating mixed aircraft fleets with both WAAS LPV and non-WAAS LPV equipped aircraft.

**ADDING WAAS LPV to EXISTING PROCEDURES:** **Hickok & Associates** provides maintenance for procedures it develops, and also provides maintenance for *existing* procedures originally designed by other companies or the FAA. For its maintenance customers equipping with WAAS receivers, **Hickok & Associates** can add WAAS LPV minimums to most existing LNAV procedures at a reduced cost.

**About Hickok & Associates, Inc.:** Stephen M. Hickok, President, **Hickok & Associates, Inc.**, has worked as project manager, chief investigator, or advisor on every helicopter GPS/GNSS criterion and policy since the early 1990's. He was the first non-federal developer to submit completed helicopter instrument approach procedures to the FAA; the first airman designated by the FAA as a Procedure Evaluation Pilot (PEP), the first pilot authorized to conduct Flight Validations (FV), and has been developing helicopter GPS/GNSS instrument approaches longer than any other developer in the world. His company developed its own unique helicopter WAAS LPV criteria, and is today the only provider of helicopter WAAS LPV procedures. **Hickok & Associates** is developing and maintaining helicopter procedures throughout the United States, and in Europe and Asia using PANSOPS criteria.

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