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## ***Heliport Design Issues - Definitions***

### ***Heliport – Helistop – Helipad – Helideck- Helispot***

These are the typical and common words meant to describe a helicopter landing area and in many cases are used interchangeably. None are terribly incorrect from a usage point because most understand that is where helicopters land. It is just when people put the words into official documents you can spend many hours on the meaning of the differences.

This is not a new issue, and it has been discussed at length during many FAA/industry meetings about heliports.

The result from the FAA and found in their documents, the official name for formalized helicopter landing areas is HELIPORT.

The FAA also defines helistop which is a heliport with no fueling, support facilities. A full heliport with fueling, passenger building and hangar or such is all considered a heliport. The FAA compares this with a bus stop/ bus terminal relationship in respect to services.

Under the FAA and most international regulations, there is only one set of airspace, ground space, surface needs for the typical visual rules heliport. There are then Private, Public Use, Official Use, General Aviation and other sub-classes but they are still heliports.

The term helideck and helipad are sometimes used to describe the actual landing surface of the heliport. The FAA and other international regulators have adopted the term of Touchdown and Lift-off Area (TLOF) to describe ALL such areas.

Helispot is the term Brazil uses for what is known elsewhere as a helistop.

Bottom line, call it a heliport and you will not be wrong.

Sincerely yours,

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