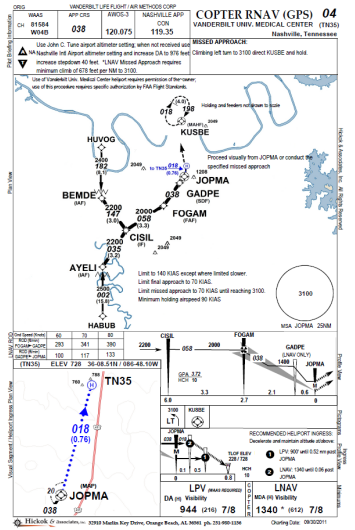
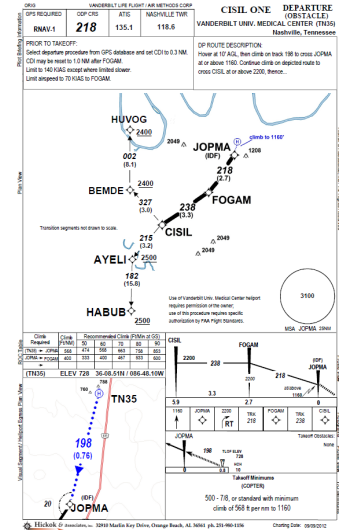
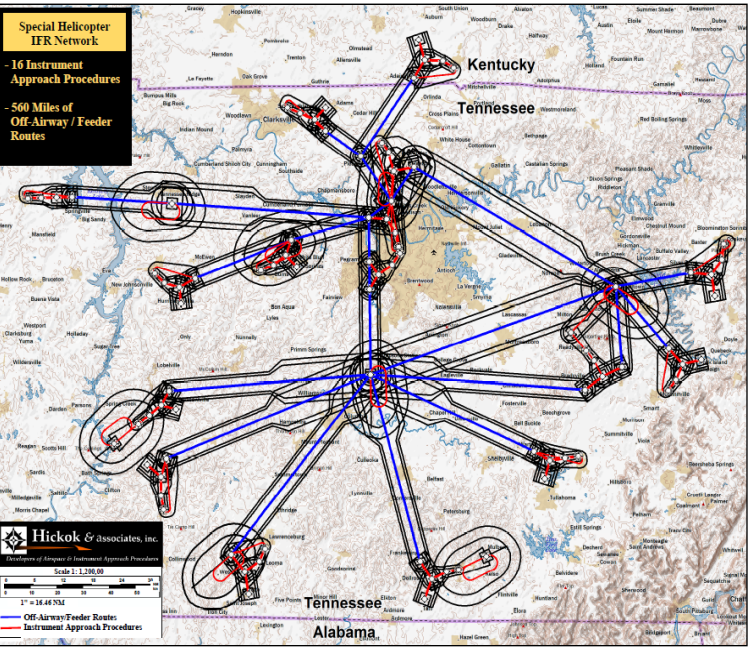


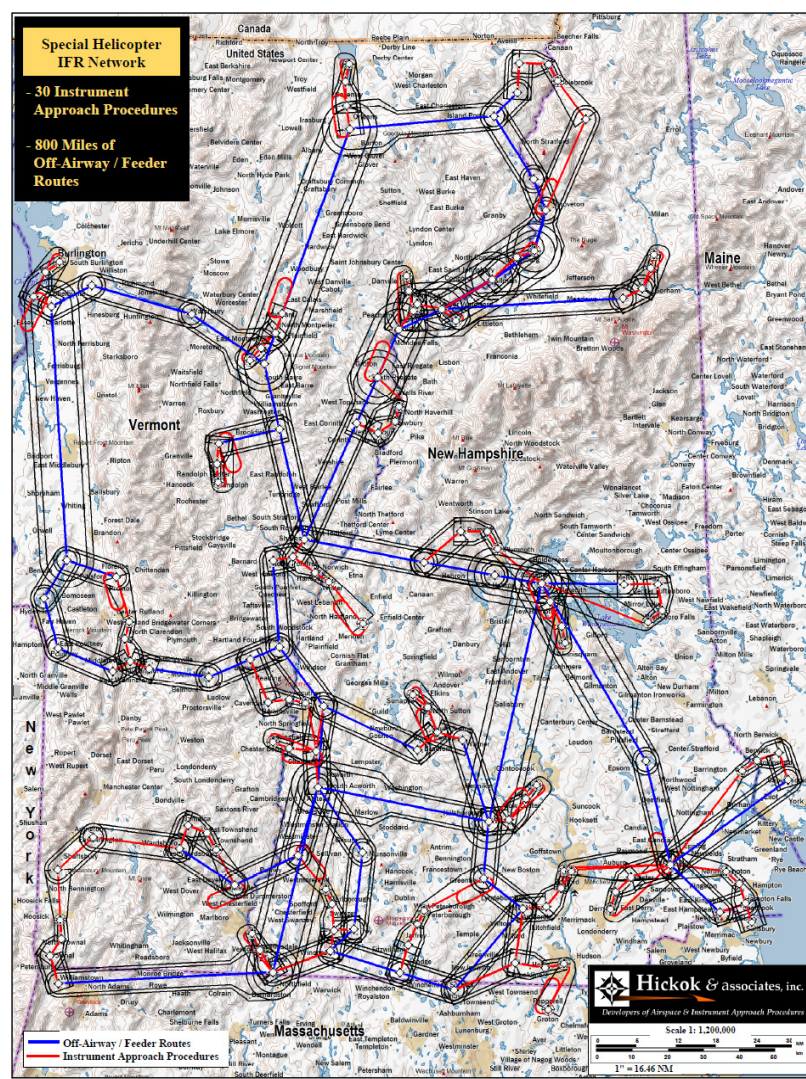
Complete Airspace Systems

At Hickok & associates, we know that to provide our customers with the capability they want and need also requires more than anyone else is providing. We don't do 'cookie cutter' approaches, or develop standalone procedures and expect the pilot, or ATC, to figure out how to get the helicopter to the Initial Approach Fix!



Complete Airspace Systems (cont.)

At Hickok & associates, we build and coordinate helicopter airspace systems, sometimes covering entire states, to provide approach, departure, and enroute capabilities. Our en route segments are typically hundreds of feet lower than the traditional Minimum Instrument Altitude (MIA) or Minimum Vector Altitude (MVA) that ATC would otherwise have to use.



Hickok & Associates, Inc., 32910 Marlin Key Drive,
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Hickok & associates, inc.

Developers of Airspace & Instrument Approach Procedures



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What's in a Name?
Everything!
Hickok & associates, inc
For Your Helicopter
Instrument Flight Procedures

32910 Marlin Key Drive, Orange Beach, AL 36561 Ph. 251/980-1156

As President of Hickok & associates, I know you are putting your trust in a name when selecting the company to develop your helicopter instrument procedures. You look for a company with people who have proven experience and the most current tools and software available.

Hickok & associates fills all of your expectations with the industry's leaders and visionaries. On our staff are the original pioneers who began helicopter GPS capabilities two decades ago; who FAA trusted for the flight testing and development of helicopter IFR/GPS criteria and policy; the visionaries who perfected the all-encompassing services needed, and took that FAA criterion and policy and 'wrote the book' for how to successfully develop helicopter instrument flight procedures.

We also have never been content to rely on our past accomplishments. In 2008 we developed the first helicopter WAAS LPV criteria: every helicopter WAAS LPV approach approved to date has been developed by Hickok & Associates using our criteria, to provide our customers with WAAS LPV approach minimums that are oftentimes 50% lower than the LNAV minimums. In 2009 we developed the first helicopter GPS departure criteria and began providing standalone FAA approved helicopter departures; 3 years prior to FAA's notice that PilotNav departures would no longer be allowed.

Hickok & associate's Advanced Helicopter Instrument Flight Procedures criteria is our latest achievement. Our advanced helicopter criteria includes all phases of instrument flight for the development of the helicopter IFR Networks we have become expert at originating: en route, terminal, LNAV and WAAS LPV approaches, departure, and unique provisions for the qualification of landing locations. Our Advanced Helicopter criteria was approved by FAA as an all-inclusive standalone criteria for the instrument approaches, departures, and helicopter airspace systems developed by the company.

As a fully self-reliant and 100% sole source provider, neither Hickok & associates nor our customers have to enter into reimbursable agreements with the FAA for FAA services. Hickok & associate's FAA approvals allow our evaluation of the landing locations, development of instrument flight procedures, flight validation, and maintenance of our procedures and helicopter low level IFR networks.

Services and Products

✦ Onsite Evaluations and Data Collection

The onsite work is where it all begins and answers the most important question: "Can an IFR approach be developed to your site and provide operationally effective approach minimums?" Heliport evaluations are completed and obstacles measured and recorded. Hickok & associates is approved for surveying obstacles that meet FAA's stringent aviation accuracy standards, and approved to complete the heliport evaluations typically only performed by an FAA Aviation Safety Inspector.

✦ IFR Approach Procedure Development

The development of an instrument approach procedure stipulates technical and operational expertise. Hickok & associates founder became the first non-government developer authorized by FAA for the development of helicopter procedures; and for nearly two decades has developed more helicopter procedures than any other non-fed developer.

✦ Sole-Source/100% Turn-Key Service Provider

Hickok & associate's unique FAA authorizations result in its also being the only company capable of making this claim: **We are the only 100% sole-source turn-key provider of helicopter instrument procedures.** Our procedures are uploaded directly to a website, established for us and hosted by FAA's oversight branch, and the go directly into FAA's Procedure Review Board (PRB) for approval.

✦ Hickok & Associate's Maintenance Program

Hickok & associates maintains all of the procedures originated by the company. We have also taken over the maintenance of nearly 50 approaches developed by others; many of which we have subsequently amended to bring into full compliance with criteria, add FAA Approved departures, or add WAAS LPV approach minimums. Our maintenance program includes our company's FAA approved NOTAM program, and is the primary NOTAM system for all the procedures maintained by the company.

Procedure Maintenance

✦ Proactive versus Reactive Maintenance

Procedure Maintenance is such an important topic, and yet often misunderstood, that it is deserving of its own section in this flyer. While all other maintenance service providers continue to provide principally their reactive maintenance programs, Hickok & associates focuses on how to provide a proactive program. Today, we offer the most thorough and all encompassing maintenance program available by anyone.

✦ The Basic (Reactive) Maintenance Program

FAA mandates a maintenance program be established for every instrument procedure it approves that includes:

- Biennial Reviews for compliance with current criteria.
- Periodic Flight Inspection each 540-days.

Basic maintenance programs are essentially an obstacle discovery program: when a new obstacle is found during periodic flight inspection, a NOTAM is issued to increase the minimums, or that terminates the approach. They react after discovering a new obstacle! But what about the time period between periodic flight inspections... when the obstacle was penetrating the obstacle clearance surface? A reactive maintenance program fails to provide obstacle clearance protection assurances, and fails to protect the proponent's investment for the procedure, which may become compromised after the construction of new obstacles.

✦ Hickok & associates (Proactive) Maintenance Program

Hickok & associates provides basic maintenance and a proactive maintenance program that includes:

- A review each 30 to 60 days of procedures against FAA's notice of constructions using our maintenance software.
- If a proposed construction is identified, we then have time to attempt to modify or prevent that construction; or can amend the procedure and publish a NOTAM in our FAA approved NOTAM system, before construction begins, to preserve the use and safety of the procedure.
- Periodic Flight Validations, and onsite evaluations if needed.