RA 3550 - Temporary Landing Zone

Rationale
The employment of military Air Systems in a tactical role (in the UK or overseas) may require the establishment and/or utilization of a Temporary Landing Zone (TLZ). The austere nature of these locations may result in a lack of assured aerodrome infrastructure which could introduce operating hazards to Air Systems. TLZ reconnaissance is required to ensure that a minimum set of aerodrome infrastructure safeguarding and Air Systems operating requirements are established to minimize operating hazards and mitigate Air Safety Risk.

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Regulation 3550(1)
Temporary Landing Zone
3550(1) Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall determine the Air Systems operating requirements for the utilization of a TLZ.

Acceptable Means of Compliance 3550(1)
Temporary Landing Zone
1. Orders. The 2 Group Operations Manual Part B Temporary Landing Zones underpins the safe planning and execution of TLZ operations. The 2 Group Operations Manual Part B Temporary Landing Zones should be reviewed periodically and by ADH and AM(MF) whose aircraft may operate to a TLZ.
2. Site Selection. ADH and AM(MF) should consider the tactical requirements of the TLZ, supported by Flight Safety and engineering considerations.
3. Airborne Reconnaissance. In extremis, where use of an airborne TLZ reconnaissance is required the ADH or AM(MF) should pre-approve the activity. The ADH should define appropriate procedures.
4. Risk Management (RM). ADH and AM(MF) should ensure RM is conducted in accordance with (law) RA 1200\(^1\), RA 1210\(^2\) and the Manual of Air Safety to ensure that operating hazards are correctly identified and any Risk to Life is mitigated and held at the appropriate level.

Guidance Material 3550(1)
Temporary Landing Zone
5. A TLZ is defined as an un-prepared, semi-prepared, matted or paved surface with smoothness, slope, dimensions, load-bearing capacity and clearance from obstacles sufficient to allow suitably trained crews to land and take-off safely in specified weather conditions.
6. An airfield whose details are published in the national Aeronautical Information Publication (AIP) is not normally defined as a TLZ.

Regulation 3550(2)
Temporary Landing Zone Establishment
3550(2) ADH-Facing Organizations shall determine the infrastructure safeguarding and operating requirements for the establishment and utilization of a TLZ.

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\(^1\) Refer to RA 1200 - Air Safety Management.
\(^2\) Refer to RA 1210 - Ownership and Management of Operating Risk (Risk to Life).
Temporary Landing Zone Establishment

7. **Orders.** ADH-Facing Organizations **should** ensure that TLZs are established in accordance with Part B of the 2 Group Operations Manual.

8. **Classification.** ADH-Facing Organizations **should** ensure that in order for a TLZ to be accepted, it is classified appropriately. This classification **should** indicate the level of detail contained in the TLZ reconnaissance report and the type of TLZ markings in use.

9. **Control.** ADH-Facing Organizations **should** ensure that TLZs are controlled by Suitably Qualified and Experienced Persons (SQEP). Standard International Civil Aviation Organization (ICAO) phraseology, as outlined in Civil Aviation Publication (CAP) 413 Radiotelephony Manual, **should** be used.

10. **Crash/Rescue Provision.** ADH-Facing Organizations **should** liaise with the relevant ADH to ensure that there is an adequate level of crash/rescue required for the activity.

11. **Physical Characteristics and Obstacle Environment.** ADH-Facing Organizations **should** ensure that TLZ reconnaissance considers, but is not limited to, the following aerodrome physical characteristics:
   a. Manoeuvring area load bearing strength.
   b. Manoeuvring area friction levels.
   c. Manoeuvring area dimensions.
   d. Manoeuvring area condition.
   e. Obstacle Limitation Surfaces (ie longitudinal and transverse slopes).
   f. Approach and departure zone.
   g. Shoulders.
   h. Undershoot/overrun.
   i. Lateral safety zones.
   j. Clear areas.
   k. Transitional zones.

12. **Runway Tactical Marking and Lighting.** ADH-Facing Organizations **should** ensure that marking and lighting standards are met to allow the safe operation of the Air Systems, including the requirement for the Night Vision Device environment.
   a. **Man-Marking.** Where, in extremis due to operational necessity, “man-marking” is required prior permission **should** be granted by the ADH-Facing Organization. Training for “man-marking” **should** also be authorized and conducted to support this requirement by the ADH-Facing Organization.
   b. **Closed Runway.** The ADH-Facing Organization **should** publish procedures to communicate a runway closure.

13. **Radio Communication.** The minimum standards for communications **should** be established by the ADH-Facing Organization. When landing information is not available via radio communications, indicators for wind direction and signalling devices for TLZ acquisition are to be considered.
   a. **No Communications.** The ADH-Facing Organization **should** publish procedures to provide guidance if there is an instance where communications cannot be established.

14. **Taxiway and Apron Marking.** ADH-Facing Organizations **should** ensure that markings are sufficient to allow crews to determine the safe operating limits of the manoeuvring area.

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3 Refer to STANAG 3534 Airfield Lighting, Marking and Tone Down Systems for Non-Permanent/Deployed Operations.
15. **Risk Management (RM).** ADH-Facing Organizations should ensure RM is conducted in accordance with RA 1200¹, RA 1210² and the Manual of Air Safety to ensure that operating hazards are correctly identified.

16. **Infrastructure Improvements.** When long-term use of a TLZ is planned and future large-scale infrastructure improvements are likely, the ADH-Facing Organization should ensure that the reconnaissance gives due consideration to the possibility of the TLZ being improved to a permanent airfield, where normal airfield criteria would apply.

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17. Nil.