

RA 3533 - Helicopter Landing Site - Indicators and Signalling Devices

Rationale

At Helicopter Landing Sites (HLS), and in particular, where landing information is not available through radio communications, indicators and signalling devices are important visual aids ►to◄ improving safety.

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Regulation 3533(1)

Helicopter Landing Sites - Wind Direction Indicator

3533(1) Heads of Establishment (HoE) and Aviation Duty Holder-Facing Organizations (ADH-Facing Organizations) **shall** ensure that permanent and domestic HLS are equipped with at least one wind direction indicator.

Acceptable Means of Compliance 3533(1)

Helicopter Landing Sites - Wind Direction Indicator

1. A wind direction indicator **should** be located to indicate the wind conditions over the Final Approach and Take Off area (FATO) and Touchdown and Lift Off area (TLOF) and in such a way as to be free from the effects of airflow disturbances caused by nearby objects or rotor downwash. It **should** be visible from a helicopter in flight, in a hover or on the movement area.
2. Where a TLOF and/or FATO may be subject to a disturbed airflow, then additional wind direction indicators located close to the area **should** be provided to indicate the surface wind on the area.
3. Wind direction indicators **should**:
 - a. Be in the form of a truncated cone made of fabric;
 - b. Have a length of not less than 2.4 m a diameter at the larger end of not less than 0.6 m and a diameter at the smaller end of not less than 0.3 m;
 - c. Be constructed so that it gives a clear indication of the direction of the surface wind and a general indication of the wind speed; and
 - d. Be of a colour or colours (preferably orange or white) as to make the wind direction indicator clearly visible and understandable from a height of at least 200 m.
4. Wind direction indicators at a HLS intended for use at night **should** be illuminated.

Guidance Material 3533(1)

Helicopter Landing Sites - Wind Direction Indicator

5. Where practicable, a single colour may be used. Where a combination of two colours is required to give adequate conspicuity against changing backgrounds, they may preferably be orange and white, red and white, or black and white, and ►need to◄ be arranged in five alternate bands, the first and last bands being the darker colour.

Civil Equivalence.

6. This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol II para 5.1.

Regulation 3533(2)

Permanent Helicopter Landing Sites - Aerodrome Identification

3533(2) HoEs and ADH-Facing Organizations **shall** ensure that permanent HLS are readily identifiable from the air.

**Acceptable
Means of
Compliance
3533(2)****Permanent Helicopter Landing Sites - Aerodrome Identification**

7. A HLS name marking **should** be provided at a HLS where there is insufficient alternative means of visual identification.
8. The markings, where provided, **should**:
 - a. Be visible, at all angles above the horizontal. Where an obstacle sector exists, the marking **should** be located on the obstacle side of the H identification marking;
 - b. Consist of the name or alphanumeric designator of the base as used in the Radio/Telephony communications;
 - c. Be not less than 3 m in height and the colour of the markings **should** contrast with the background; and
 - d. When intended for use at night or in poor visibility, be illuminated, either internally or externally.

**Guidance
Material
3533(2)****Permanent Helicopter Landing Sites - Aerodrome Identification**

9. For Non-runway type FATOs, the minimum height may be reduced to 1.5 m.
- Civil Equivalence.**
10. This regulation is in line with ICAO Annex 14 Vol II para 5.2.