

RA 3536 - Domestic Helicopter Landing Site - Services, Equipment and Installations

Rationale

► *The safety of operations at a Domestic HLS is dependent on the quality of the services, equipment and installations available at the Domestic HLS. The absence of such facilities could prolong a response time in the event of an Incident.* ◀ *Operations at a Domestic Helicopter Landing Site (HLS) ► will ◀ be as safe as possible with reliable communications facilities and adequate Fire and Rescue services.* ► ◀

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Regulation 3536(1)

Domestic Helicopter Landing Site - Fire and Medical Cover

3536(1) Heads of Establishment (HoEs) and Aviation Duty Holder-Facing organizations (ADH-Facing Organizations) **shall** ensure that provision for fire and medical cover is made for a Domestic HLS.

Acceptable Means of Compliance 3536(1)

Domestic Helicopter Landing Site - Fire and Medical Cover

1. Fire cover provision **should** be in accordance with (iaw) DSA02 DFR¹.
2. Medical coverage **should** be iaw Table 1.

Table 1. Daylight Operations

	Group 1	Group 2	Group 3
FREQUENCY OF FLIGHTS	Up to 20 flights per month. Maximum of one flight per 15 minutes.	21 to 100 flights per month. Maximum of one flight per 5 minutes.	101+ flights per month or multiple landings if less than 101 flights per month.
LANDING POINT	Surface may be grass.	Surface may be grass.	Surface should be concrete or tarmac.
WINDSOCK	Located adjacent to site, clear of buildings.	As Group 1.	As Group 1.
LANDING POINT	Surface may be grass.	Surface may be grass.	Surface should be concrete or tarmac.
WINDSOCK	Located adjacent to site, clear of buildings.	As Group 1.	As Group 1.
FIRE COVER	Refer to DSA02 DFR ¹ .	As Group 1.	As Group 1.
MEDICAL COVER	Refer to AP1269 Lfit 12-08 ² .	As Group 1.	As Group 1.
RADIO COMMUNICATIONS	Nil, but pilots will comply with R/T procedure in 'Helicopter Landing Site Directory'.	As Group 1.	Nil for single ► Aircraft ◀ operations but a nominated UHF or VHF frequency should be ► crewed ◀ for multiple ► Aircraft ◀ operations (frequency allocation advice may be sought from Front Line Commands).
LIGHTING	Nil.	Nil.	Nil.
PYROTECHNICS	Nil.	Nil.	Red / green flares available for use by Site Co-ordinator, but only if site suitable.
SITE MOVEMENT CO-ORDINATION	Site booking required through a published telephone number.	As Group 1.	As Group 1.

¹ Refer to DSA02 DFR – Defence Aerodrome Rescue and Fire Fighting Regulations.

² Refer to The RAF Manual of Medical Administration, Lfit 12-08 – Guidance on the Standards of Medical Cover for Military Aerodromes.

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Domestic Helicopter Landing Site - Fire and Medical Cover

3. The criteria for fire and rescue cover for Royal Helicopter Flights are not covered by this instruction but are as directed by The ►King's◄ Helicopter Flight. Establishments ►will◄ refer the requirement for safety cover for Royal Helicopter Flights through the appropriate Duty Holder.

**Regulation
3536(2)**

Domestic Helicopter Landing Site - Radio Communications

3536(2) HoEs and ADH-Facing organizations **shall** ensure that Radio Telephony (R/T) and signalling procedures are promulgated for a Domestic HLS.

**Acceptable
Means of
Compliance
3536(2)**

Domestic Helicopter Landing Site - Radio Communications

4. R/T procedures **should** be iaw Table 1.

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Domestic Helicopter Landing Site - Radio Communications

5. Nil.

**Regulation
3536(3)**

Domestic Helicopter Landing Site - Classification

3536(3) HoEs and ADH-Facing organizations **shall** ensure that a Domestic HLS Classification Code is determined iaw the perceived likely use of the facility.

**Acceptable
Means of
Compliance
3536(3)**

Domestic Helicopter Landing Site - Classification

6. All domestic HLS establishments **should** be classified as Group 1, 2 or 3 iaw Table 1.

7. Consideration **should** also be given the following:

- a. Type of helicopter routinely using the HLS;
- b. Volume of passengers handled;
- c. Nature of stores moved (including underslung loads); and
- d. Location of the HLS and proximity to obstructions or stores of flammable materials.

8. All domestic HLS **should** be listed in the Royal Air Force Flight Information Publications, HLS (available from No 1 AIDU RAF Northolt).

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Domestic Helicopter Landing Site - Classification

9. Nil.