

## RA 3550 - Temporary Landing Zone

### Rationale

The employment of military ► **Aircraft** ◀ 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 ► **Aircraft** ◀. TLZ reconnaissance is required to ensure that a minimum set of Aerodrome infrastructure safeguarding and ► **Aircraft** ◀ operating requirements are established to minimise 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 ► **Aircraft** ◀ 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 ► **and** ◀ **should** be reviewed periodically 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 (iaw) RA 1200<sup>1</sup>, RA 1210<sup>2</sup> 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 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.

<sup>1</sup> Refer to RA 1200 – Air Safety Management.

<sup>2</sup> Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).

**Acceptable  
Means of  
Compliance  
3550(2)**

### Temporary Landing Zone Establishment

7. **Orders.** ADH-Facing organizations **should** ensure that TLZs are established in accordance with the 2 Group Operations Manual Part B Temporary Landing Zones.
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 **▶ a ◀** Suitably Qualified and Experienced Person. Standard ICAO phraseology, as outlined in 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 **▶ Aircraft ◀**<sup>3</sup>, including the requirement for the Night Vision Device environment.
  - a. **▶ Person-marking ◀.** Where, in extremis due to operational necessity, "**▶ person-marking ◀**" is required prior permission **should** be granted by the ADH-Facing organization. Training for "**▶ person-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 **▶ should ◀** 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.

<sup>3</sup> Refer to STANAG 3534 Airfield Lighting, Marking and Tone Down Systems for Non-Permanent/Deployed Operations.

**Acceptable  
Means of  
Compliance  
3550(2)**

15. **Risk Management (RM).** ADH-Facing organizations **should** ensure RM is conducted iaw RA 1200<sup>1</sup>, RA 1210<sup>2</sup> 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.

**Guidance  
Material  
3550(2)****Temporary Landing Zone Establishment**

17. Nil.

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