Azadi Ka Amrit Mahotsav

नागर विमानन मंत्रालय
MINISTRY OF CIVIL AVIATION

UDAN

हेली दिशा
Heli *Disha*

ADMINISTRATIVE GUIDANCE MATERIAL FOR CIVIL HELICOPTER OPERATIONS

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CHAPTER INDEX

LIST OF APPENDICES

1 Purpose of the document

1.1 This document has been prepared as guidance material to State Government administration to effectively and safely support civil helicopter operations. The information contained in this document should not be construed as definitive, but that observing its provisions will be following good practices and generally satisfying the requirements of the Civil Air Regulations and such other instructions issued by the Directorate General of Civil Aviation (DGCA) from time to time.

1.2 In that aspect, the guidance contained in this document suggests control measures and practices for administering activities associated with helicopter operations. This is done by highlighting embedded hazards and the actions that should be adopted to manage risks to safely plan the execution of helicopter operations by administrative staff. Towards that end, it should be ensured that this guidance is brought to the attention of all relevant persons responsible for risk management and control measures.

1.3 The civil administration is the enabling mechanism for promoting helicopter connectivity by facilitating safety and security requirements for helicopter operations in areas outside aerodromes. As air operations have the hallmarks of swiftness and ease of transportation, a timely facilitation by the administration through streamlined processes is representative of good governance and in consonance with the efforts of the Government to enhance aerial interconnectivity with helicopters. This document attempts to simplify and deconstruct the regulatory aspects to provide reference for consistent procedures so that the civil administration can proactively improve upon the ease of facilitation for helicopter operations.

2 Regulatory Perspective

2.1 Globally, the aviation industry is highly regulated and India being a member State of International Civil Aviation Organisation (ICAO) is no exception. The aviation regulatory body for India is the Directorate General Civil Aviation (DGCA) who by the Aircraft Act 1934 is empowered to formulate rules to implement ICAO standards and recommended practices (SARP) in accordance to the Convention relating to International Civil Aviation. The Aircraft Rules 1937, enables the DGCA to lay down standards and procedures consistent with the Act and ICAO Annexes through Civil Air Regulations (CAR), which specify the detailed requirements and compliance procedures.

2.2 The DGCA also issues circulars to advise the aviation community about non-regulatory and regulatory material. This can be in form of an Advisory Circular which provides guidance and is non-binding in nature, or in the form of a Circular which could be of binding nature that may be issued to prescribe/ lay down a method acceptable to DGCA for complying with the regulatory provisions.

2.3 The permission to operate civil aircraft registered in India is granted by the DGCA and the operation of the helicopter can be either in the private category, non-scheduled or scheduled category of operation. This permission is granted in the form of Air Operator Permit (AOP), or Air Operator Certification (AOC) in case of scheduled category. Commonly, almost all requests for helipad operations would be from the non-scheduled or NSOP category since this category operates commercial air transport operations such as charters, while the scheduled category cannot deviate from promulgated flight route and timings, and the private category is limited in its scope of operations.

2.4 Heliports are synonymous to airports which are licensed or approved areas for landing and takeoffs with passenger terminal areas. However, due to the versatility of helicopters to land and operate from any open area unfettered by runways makes it implicit that limiting helicopter operations to heliports is both impractical and unviable. Accordingly, the regulations accommodates this flexibility by placing compliance requirements upon the helicopter operator when operating

from any area outside an aerodrome, which is termed as helicopter landing areas, or in common parlance as helipad. The term helicopter landing area and helipad are synonymous and are used interchangeably in this document. The minimum safety requirements have been segregated on the basis of temporary or regularly used helicopter landing areas under relevant CARs. Temporary use is limited to usage of a particular helipad by the same helicopter operator for landing and take-off for not more than 7 days within a consecutive period of 30 days, while regular use is operation beyond these limits.

2.5 The person responsible for the overall functioning of helicopter operations under the terms of the granted AOP is the Accountable Manager. He is a postholder approved by the DGCA and identified as the person responsible with the corporate authority to ensure that all operations and maintenance activities can be financed and carried out to the standards required by the DGCA. Under regulations, the onus for ensuring the minimum facilities for safe operations of the helicopter and the protection of the passengers lies with helicopter operator when operating out of helipads. It would therefore be advisable that while planning and communicating on proposed helicopter operations, the Accountable Manager or at least the Director Operations who is responsible for all operational aspects, represents the helicopter operator in all planning interactions.

3 Overview of Helicopter Operations

3.1 The typical helicopter operations out of helipads that require facilitation by the civil administration are charters. This is a form of helicopter hiring in which the departure time, departure location and arrival locations are specially negotiated and agreed with the customer, either directly by the helicopter operator or through a charter agent. The charter can take different forms such as joy ride, flower dropping, photography, special events, normal VIP transportation or VIPs for election canvassing. Whilst these forms of charter are sporadic to the same locations, in a seasonal or regular charter role helicopters are being utilized for transportation to religious shrines such as the Char Dham Yatra where due to cyclical familiarity, the helipad operations have been systemized.

3.2 Presently the civil registered helicopter fleet in India totals about 250 helicopters out of which the NSOP category comprises about 181, government/PSU about 26, and the balance is the private category. Amongst the NSOP category, the distribution ratio of single engine and twin engine helicopters is around 35:65. The fleet operators range from the largest Pawan Hans which is holding more than 40 helicopters while on the other end of the spectrum there are operators having only one helicopter. A table of the physical dimensions of some common helicopter types operating in India is placed at Appendix A - Representative Helicopter Types Operating in India, to aid planning purposes.

3.3 Some of the salient points regarding helicopter operations which would be relevant in facilitation aspects are as follows –

- Flight operations from helicopter landing areas are restricted to day period only. This is taken as the period 20 min before sunrise to 20 min after sunset. Prior to any flight, every aircraft movement is required to obtain flight plan clearance, receive metrological and ATC briefing by the pilots and pre-flight breath-analyzer check for the crew at the first departure point of the day.

- In case medical facility for breath-analyzer check is not available at the first departure point, post-flight check for pilots can be undertaken on landing except in the case of VIP flights where the pre-flight check is compulsory.

- As per DGCA regulations, the helicopter and the pilot(s) are required to carry a set of aircraft and personal documents that identify the helicopter, pilot and the operator which also includes insurance policy covering passengers, crew and third party.

- For brief halts, the helicopter may not be carrying any technical crew. In case there is a requirement of fuelling, the fuel in cans/barrels is transported by road since the carriage of spare fuel in any place in the helicopter except in onboard fuel tanks is prohibited. The refueling process could also be done by the pilot if the technical crew is not available for the halt. In case the helicopter is making an overnight halt, it would usually be accompanied by the technical crew and in such a case security around the helipad until the helicopter finally departs would be required.

- Except for half-dozen piston engine helicopters in the country, the remainder are turbine powered that use aviation-grade kerosene fuel called aviation turbine fuel (ATF). The piston engine helicopters are light single engine with total seating capacity upto four and utilize aviation gasoline (AVGAS), an aviation-grade petrol. The combustibility of both fuels types can be reckoned so that adequate precautions can be taken whilst fuelling and during the movement of fuel cans/barrels around the helipad. While the fuel uplift is wholly dependent on the planned duration of flight, the typical fuel volume required for one refueling operation could be around 60-80 lts per hour for AVGAS and about 200-500 lts per hour ATF for single or twin-engine turbine helicopters respectively.

- The helicopter can start up using its internal batteries and in case the technical crew is available with support equipment, an aviation spec portable external battery could be also utilized. Single engine helicopters are predominantly flown by a single pilot whereas twin-engine helicopters are mostly flown by two pilots. The pilot-in-command is responsible for the safe conduct of the flight and to take the final decision on go/no-go conditions to execute the flight.

4 Helipad Planning

4.1 Legitimacy for operation at helicopter landing area

4.1.1 Helicopter operators would submit a request for operations into a particular helicopter landing site and indicate the broad requirements of a helipad on a particular date and period. It is often miscomprehended that approval of district administration is required for helicopter operations but it may be noted that permission is required from the owner of the helipad area and only intimation needs to be provided to the district administration about the planned helicopter operation. This implies a tacit concurrence unless otherwise refused.

4.1.2 If the proposed landing area is contained within a public area or establishment, a No Objection Certificate (NOC) of the government appointed custodian of that establishment as being the owner would be necessitated. Similarly if the helicopter landing area is contained within a private property, the consent of the owner of that land would be required. Unless the district administration considers that operating the helicopter can metamorphose into an adverse law and order situation, or create an unsafe act to public or property, any refusal should be promptly conveyed to the helicopter operator. This would enable the charterer who is undertaking travel at considerable expense, to minimize impact to his travel plans and limit expenditure due to cancellation at the last moment.

4.2 Helipad Selection

4.2.1 The helicopter landing area or helipad ought to be adequately clear of any obstructions the helicopter may encounter not only while hovering or sitting over helipad, but also along its approach and takeoff flight trajectory. Wrong selection of helipad that did not take into account the likely proximity to power lines, trees, building or tower have resulted in accidents due to collision with unseen or unaccounted obstruction. As a rule of thumb, a helipad size of 35m x 35m is adequate for all small and medium sized helicopters, and a generally a clear obstacle-free area contained outside a slope of 4.6 deg from the helipad centre to 800 ft distant would be a safe approach area.

4.2.2 A checklist for assessing the helipad clearances and obstacle clearance margins is pictorially represented in Appendix B - Helipad/Landing Area Suitability Assessment Checklist.

4.3 Helipad Clearing

4.3.1 The helicopter during hover prior to sitting down and at takeoff can generate a rotor downwash wind to easily exceed 100 kmph for a medium sized helicopter. The wind force is sufficient to cause the topsoil to be whipped into a heavy dust cloud and debris to be blown away with force, uprooting even loosely secured objects in vicinity. This has caused accidents due to loss of visual cues to the pilot, entanglement of objects in rotors, loss of engine power due to dust/debris ingestion and even injuries to bystanders who otherwise were well clear of the helipad. Removal of loosely secured articles at least upto 50m x 50m from the center of helipad and adequate watering down of the touchdown area must be undertaken to avert risks of unclear or dusty helipads.

4.4 Helipad Markings

4.4.1 The helipad touchdown point is marked by the identification lettering H so that it is easily visible from the air and can be used by the pilot as a reference mark to make his approach to the helipad. The absence of marking the landing zone has caused either the helipad being misidentified by the pilot, or touching down at the incorrect spot, or making incorrect approach that is dangerously steep or low. The lettering H should be painted white on the ground measuring 3m tall and 1.8m wide, with thickness 0.4m so make it conspicuous from air and aid the pilot as the aiming point for touchdown.

4.5 Wind Indicating Sources

4.5.1 Helicopters typically make approaches into the wind and in case of adverse wind direction can be sensitive to onset of a debilitating aerodynamic condition called vortex ring state that can cause a dangerous piloting situation to quickly develop. It is therefore important that windsock, flag or continuous smoke source in vicinity of helipad must be placed to indicate the prevailing winds to the pilot so that the correct approach direction can be selected by him.

5 Helipad Operations

5.1 Cordon and Crowd Control

5.1.1 The helicopter main rotor blades when being started up or during shut down can droop dangerously low and can hit a person of even 4 ft height when entering the main rotor disc area. Failure to cordon bystanders or animals have caused people or cattle/dogs to inadvertently come in fatal contact with the fast rotating helicopter blades. Entry or exit to the helicopter must be made when the rotors have completely stopped turning and in such a way that the approach or exit is from the front of the helicopter. The rear section of the helicopter housing the tail rotor is out of the pilot's field of view and unlike the main rotors, these are much smaller blades spinning at over 2000 rpm at low height, which makes it deceptively invisible and highly dangerous. Walking into the tail rotor is a well-known hazard and the policing staff should be well-briefed to prevent any person approaching the helicopter from the rear. In any case, it is recommended that the cordon area should be at least 80-100m from the landing spot.

5.2 Firefighting services

5.2.1 Despite best efforts of all involved in helicopter operations, it is recognized that accidents can and do occur. Within the limits inherent in operating at untried or new helipads, the potential for accidents require that crash rescue and firefighting respond effectively to prevent serious injury or property damage. While it would not be practicable to train personnel to respond to a full-fledged aircraft fire, the response of the local fire department should be geared to contain fires within their capability of training and be able to rescue survivors of a crash. This would require basic preparedness planning with the helicopter operator to receive information on access to helicopter cabin and availability of a simple crash rescue kit such as axe and seatbelt cutter.

5.2.2 A baseline amount of extinguishing agents for contingency planning could be a tank with 500 ltr water capacity and an ideal discharge rate of 250 ltr/min. This can be interchanged by complementary agents such as dry chemical powder (DCP) or halon (both 23 kg capacity) or CO2 (45 kgs). While these amounts of extinguishing agents are the recommended resource capability against helicopter fires that could be available within the district, this may not be sought by the helicopter operators utilizing helipad for temporary use (usage not more than 7

days within consecutive period of 30 days). In such cases, 12 kg DCP extinguisher often provided through the operator is considered satisfactory as per regulations.

5.3 Medical services

5.3.1 The minimum medical facility for temporary use helipads is a first aid box available at the helipad and this is usually arranged by the operator. In case of regular use helipads, contingency arrangements should made with locally available medical facilities to deal with emergencies. The provision of ambulance with at least a paramedic should be made whenever medical coverage is requested by operator.

5.4 Emergency Response Plan

5.4.1 Emergency Response Plan (ERP) for helicopter accident/emergency should be prepared at the level of state administration and disseminated to all districts. The actions should be focused on managing crisis by covering aspects of who to contact, how to act and what resources to use. It would be in good practice for the civil administration to obtain a copy of the ERP from the helicopter operator during the helipad planning process in case district ERP document is not available.

5.5 Security

5.5.1 Security of helicopter at public landing sites is the responsibility of the civil administration which should not be devolved to the operator. Although the helicopter operator and the flight crew are responsible to ensure that unauthorized cash, arms, or illegal items are not carried onboard, the task of ensuring the physical security and prevention of damage can be beyond the capability of a single pilot or technical crew. A credible policing effort coherent to assessed security risks should be maintained whilst the helicopter is on ground. At private landing site the security is the responsibility of the helipad owner who may request for augmented security from civil administration depending on the perceived threat.

5.5.2 The provision of security may also arise unplanned if a helicopter makes an unannounced precautionary or emergency landing due to weather or material malfunction. In view of the high incidence of helicopter accidents during flight into bad weather, DGCA permits unplanned landings necessitated due to bad weather conditions in the interest of safety. Any breach of local laws arising out of this situation should be examined in context of the emergency and while the pilot may be preliminarily investigated for his actions, the responsibilities of the helicopter operator through the Accountable Manager should be obtained to expand the investigation further.

6 Process Flow for Helipad Operations

6.1 Helicopter operations out of infrequently used helipads pose coordination challenges to the helicopter operator because as part of compliance requirements it needs to ascertain that minimum safety requirements published in the CAR has been met. Conforming to the safety prerequisites requires facilitation spanning multiple departments in the civil administration who may not comprehend the urgency of a time-critical charter request making the coordination activities an onerous task. In an effort to integrate the myriad requirements a process flow ensuring coordination while not placing additional burden to any one department is a solution to achieve faster facilitation to helipad requests.

6.2 The recommended process flow envisages the office of the district administrator (DM or DC) as the focal point for the initial dissemination of helipad request received from the helicopter operator in the format of Helipad Request Form H placed at Appendix C. This would entail a nodal officer from the office of the DM/ DC undertaking the following –

(a) Intimating the office of the Superintendent of Police for security.
(b) Intimating the revenue department/PWD for helipad site survey (if the proposed landing site is a public property with no prior usage or temporary usage).
(c) Intimating the fire department for fire-fighting (as contingency information or if services requested by operator).
(d) Intimating the health department for medical coverage (as contingency information or if services requested by operator).

6.3 In case of operations from regular usage helipads, the receipt and dissemination of Helipad Request Form H may be devolved to the Civil Aviation Department of the State for coordination. Due to systemized operations from regular usage helipads, the period for intimation and acceptance process should minimized as far as practicable and it may be endeavored to discharge this within 45 min.

6.4 After submitting Helipad Intimation Form H to the DM/DC office for temporary use helipad, the helicopter operator would then interact with the nodal officer of the respective departments to coordinate compliance of safety objectives or understand where it cannot be complied. This way a process path is illuminated to the helicopter operators and focal markers in the form of nodal officers are identified so that the operator can pursue coordination activities to meet regulatory compliance. In order to channelize the process, checklists for all entities in the process chain is enumerated for guidance and application.

6.5 Helicopter Operator Request Checklist

- To be submitted at least 2 days prior to date of proposed helipad operation in case operating to a temporary use helipad.
- Include details as per Helipad Intimation Form H and in case of any changes to the information submitted it should be notified at once to the DM/DC office and the other coordinating departments.

6.6 Checklist for the Office of the District Administrator

- Nodal officer nominated to coordinate activities and interact with helicopter operator.
- Within 24 hrs of receipt of Helipad Intimation Form H, dispatch validated copy to SP office, revenue/PWD (if the proposed landing site is a public property), health and fire department.
- Identify point of contact at each department to the helicopter operator.
- Check owner consent for helipad received in case of landing area within private property. In case location of landing area is within public property, then confirm validity of issued NOC or seek NOC from custodian of public property.

6.7 Checklist for the Office of the Superintendent of Police

- Review security considerations (flight originating from or terminating at helipad in red corridor, disturbed area, prohibited/restricted area etc) and feasibility to provide policing effort for the date, duration and location.

- Review if operation can cause an adverse law and order situation to develop, or create an unsafe act to public or property.
- Review security considerations for operator, crew and passenger.
- Assess feasibility and submit NOC/objections to District Administrator office within 24 hrs of receipt of intimation.

6.8 Revenue Department/PWD Checklist

- Undertake site survey as per Helipad/Landing Area Suitability Assessment Form at Appendix B to assess helipad suitability and interact with operator to develop the helipad survey.
- Submit assessment of helipad suitability form to District Administrator office within 36 hrs of receipt of intimation.
- In case the same helipad has been used within the last six months, the site survey may be dispensed after a deliberated review that no key changes have occurred on the landing area with inclusion of new obstructions.

6.9 Fire Department Checklist

- If services requested by operator, assess if capable to be deployed at the designated site and date with recommended firefighting resources as per Para 5.2.2.
- Interact with operator to obtain crash rescue requirements and helicopter evacuation procedure. Review refueling requirements and risks of fire for contingency planning.
- Assess if sufficient water available for watering down helipad.
- Record limitations or inability for firefighting coverage and submit assessment to District Administrator office within 24 hrs of receipt of intimation.

6.10 Health Department Checklist

- Intimate hospitals in vicinity about helicopter operation period and forewarning for medical contingency.

- If requested by operator, assess if ambulance with at least a paramedic can be deployed at the designated site and date.
- Report to District Administrator office within 24 hrs of receipt of intimation if medical coverage on site can be provided and the resource available.

6.11 Final Checklist for the Office of the District Administrator

- Assess if any objection to the proposed flight on grounds of adverse law and order or other administrative reasons exists.
- If the operation is objected upon then denial should be intimated as soon as possible. The denial could be due to administrative reasons, security reasons or non-consent/ failure to obtain NOC from owner of land for the proposed landing area.
- Otherwise within 46 hrs, share resource availability submitted by police, health and fire department with the helicopter operator and share completed Helipad/ Landing Area Suitability Assessment Form. No separate approval letter for the operation is required as the sharing of data, or the absence of any communication indicating denial, would automatically construe no objection for the proposed operation.

7 Conclusion

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7.1 The process flow and checklist mechanism for operations from helicopter landing sites is structured to facilitate air travel by helicopters. The guidance contained in the document simplifies control methods for the civil administrative staff and untangles a clear path to the helicopter operator to fulfil his responsibilities as assigned by the DGCA. With the acceptance and maturity of this process, further rationalization to achieve quicker end state in the planning for helipad operations process would be undertaken. Civil administration at state and district levels are urged to adopt processes that impart efficiency and increase the viability of the helicopter industry in India.

REPRESENTATIVE HELICOPTER TYPES OPERATING IN INDIA		
TYPE	**MAX LENGTH (m)**	**MAX WEIGHT (kg)**
Single engine helicopters		
Agusta A119	13.02	2720
Bell 206 L4	12.91	2018

Appendix A

REPRESENTATIVE HELICOPTER TYPES OPERATING IN INDIA		
TYPE	**MAX LENGTH (m)**	**MAX WEIGHT (kg)**
Single engine helicopters		
Agusta A119	13.02	2720
Bell 206 L4	12.91	2018
Eurocopter AS350B3	12.94	2250
Robinson R44	11.66	1089
Twin engine helicopters		
Agusta A109	13.04	2600
Bell 412EP	17.13	5398
Dauphin AS365 N3	13.73	4300
Sikorsky S76	16.0	5307

Appendix B

HELIPAD/LANDING AREA SUITABILITY ASSESSMENT FORM

1. It is recommended that the landing area should be an open area of a measurement of at least 30m x 30m. What is the rough length and breadth of the selected landing area?
   Assessed dimension _____

2. Is there a clear approach to the selected landing area so that no obstructions in the form of trees, buildings, wires, tower etc are within the approach path to the helipad as shown in Fig 1 and Fig 2 below?

Fig 1

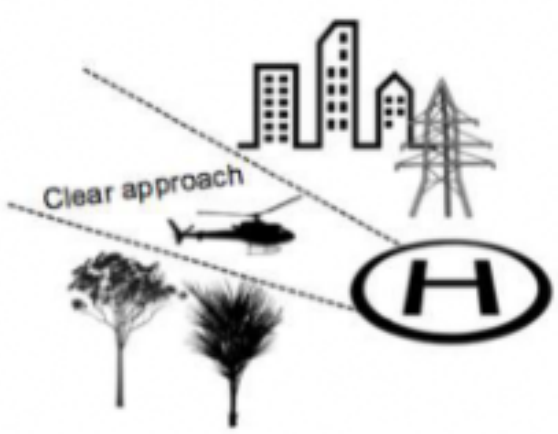
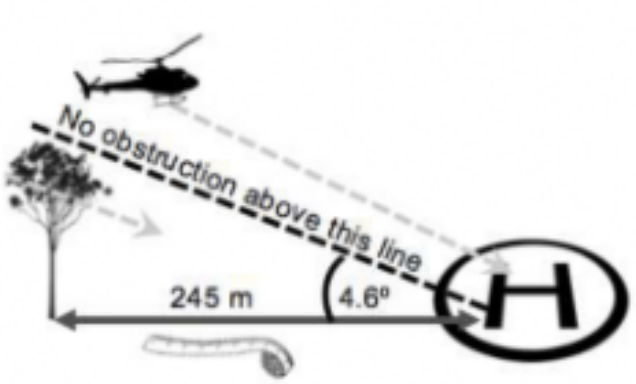


Fig 2



Clear approach, Yes/No or please specify _____

3. Standing at the center of the helipad, take at least eight photographs turning all around to provide 360 degree view of the helipad and surroundings. Share photographs to the helicopter team.

4. Standing at the center of the helipad, share your GPS location from your smartphone to the helicopter team.

5. Is there any large prominent landmark eg. open ground, stadium, lake etc which is close to the helipad and easily identifiable from air? Take a photo in the general direction of the landmark and share with helicopter team.
Landmark _____

6. Mention the nearest village/taluk where the helipad is located.
Nearest village/taluk _____

7. What is the surface type of the helipad?
Surface type hard/grassy/tar/sandy/firm ground/dusty or any other specify

8. In order to estimate if the helipad is safe to bear the weight of the helicopter, do you think that a loaded jeep or a loaded truck can be safely parked on the helipad?
Ground adequate to take weight of (please specify) _____

9. Is the helipad nearly flat or sloping?
Flat or sloping ground. If sloping, is it very mild or more eg. for very mild slope a switched off car can be pushed easily by one person. Heavier slope a car could roll by itself (please specify flat, nearly flat, very mild slope etc _____

10. Is owner of the proposed landing area on a government land or belonging to private owner? If private then provide contact information.
Name and contact information of land owner _____

11. Has any helicopter landed on this site earlier? You may check from people in the area if this has happened so and if yes, then when was the approximate date of the last landing?
Last landing date (if yes) _____

12. Is the helipad area fenced or with boundary wall that could prevent gathering of crowd?
Area fenced or boundary wall (please specify) _____

13. Is the helipad easily accessible by road? If yes then is the road pucca or kutchha?
Access road pucca or kutchha (please specify) _____

14. Can an ambulance be driven onto the landing site to carry patient from helicopter? If no, what distance would the patient be required to be carried on stretcher?
Distance for ambulance_____ Distance if carriage by stretcher _____

15. Can a fire engine truck be driven close upto the landing area?
Distance of fire truck access to landing area, nil or specify distance _____

16. At the helipad what is the mobile signal strength (1/2/3/4 bars)? What is the name of the mobile provider? Any other provider which works best in this area?
Mobile strength _____ Mobile service provider _____

17. Is water available near the helipad for watering down the touchdown area? ____ _____

_____

Signature and Name of person undertaking survey

Telephone No:

Department:

Appendix C

FORM H
LANDING AREA OR HELIPAD INTIMATION AND REQUEST FORM

To be submitted minimum four days in advance from the date of the proposed landing operation. Any changes to information from what is submitted below should be intimated at once.

OPERATOR DETAILS			
Name of Helicopter Operator			
Accountable Manager		Cell Phone	
Director Operations		Cell Phone	
Point of Contact		Cell Phone	
		Email	

OPERATION DETAILS				
Location and address of proposed helipad operation with landmarks				
GPS coordinates if known (decimal degrees format)				
Date of proposed helipad requirement	From	To	Total number of days	
Time of proposed helipad utilization	From	To	Total duration of helipad requirement (in hrs)	
Is the proposed helipad on private or Govt land? (Tick as applicable)	Private	Is the consent/NOC to utilize the landing area obtained? If yes, approval letter to be attached		Yes
	Govt			No

HELICOPTER DETAILS					
Helicopter Registration		Make & Model		Seating Capacity	
Helicopter Type (Tick as applicable)	Single	Twin	Maximum All Up Weight (kgs)		
	Piston	Turbine			
Pilot in Command (To be notified at least 12 hrs before flight			Cell Phone		
Is fuelling planned at landing site (if yes indicate quantity)	Yes	No	List of passengers details to be attached (To be notified at least 12 hrs before flight)		

FACILITATION REQUEST					
Firefighting Coverage		Medical Coverage		Security Coverage	
Requested	Not required	Requested	Not required	Requested	Not required
Landing Area assessment and approval		Requested (if on Govt land)		Date of submission of form	
		Not required (if on private land or regular use helipad)			

_____

Signature of Accountable Manager
or Director Operations

Company Seal

For official use			
Case reference number assigned			
Nodal Officer assigned		Cell Phone	
Form H received on	Date received		

नागर विमानन मंत्रालय
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CIVIL AVIATION

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