



HELICOPTERS: TEMPORARY LANDING AREA

KNOWLEDGE SERIES: LEARN GLOBALLY, INNOVATE LOCALLY

presented by: FLITELINE SUPERVISORS
Circa Nov 2023

Frequently
asked
Questions
(FAQ)



Q1. How are temporary helicopter landing area important to an owner or operator of helicopter?

Answer: Helicopter is based out of a main station.

To be utilized fully in its intended use, the helicopter operations require it to be landing at anyplace where it is required.

While the helicopter can fly to any place within its range, it will not be able to land on unprepared surface.

This is why temporary helicopter landing area is important to owners and operators of helicopter.

Q2. What are the regulations for a temporary helicopter landing area?



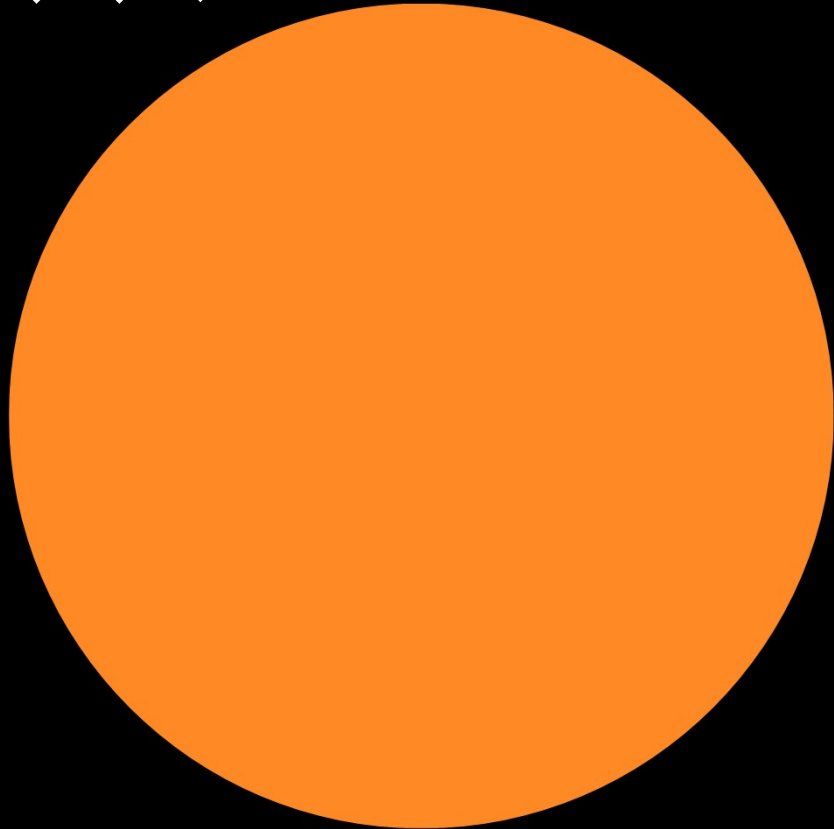
Answer: Refer Indian Regulations: CAR Section 4 Series B part II.



This piece of regulation deals with minimum safety requirements for Temporary Helicopter Landing Area.



If you do not use a helipad for more than 7 days in a month, you may opt for a temporary helipad instead of a permanent one.



Q3. What are the options available for Temporary Helicopter Landing Area?

Answer: There are two options:

Aluminum and;

PVC derived material.

Both are fully acceptable solutions as per applicable regulations.



| ALUMINIUM BASED HELICOPTER LANDING PADS | PVC BASED HELICOPTER LANDING PADS |
|-------------------------------------------------------|---------------------------------------|
| Pricing is comparable | |
| Heavier | Lighter |
| Workforce required is 6-8 persons | Workforce required 2 persons |
| Heavier Tooling and equipment required | 2 Hand Tool required only |
| Underlying Ground will be damaged due mechanical work | No damage to underlying ground |
| Larger Transportation Truck required | Smaller Transportation Truck required |
| Time to fix the platform is longer | Quick Deployment (1-2 hours) |

Q4. How do we decide apart from pricing on which is the better option?

Answer: The following table may help you in deciding:



Q5. PVC Based looks better.
Do we have any operators
who use PVC based material?

- Answer: Yes, PVC is widely in defense applications and increasingly being introduced for the past decade in civil use and airport applications also.
- Also, life of product is upwards of 10 years.

Q6. How do we get to know more about this product in India?



ANSWER: IN INDIA, **FLITELINE SUPERVISORS** IS INTRODUCING THIS PRODUCT IN A KIT BUILT INDIGENOUSLY FOR BOTH DEFENCE AND CIVIL USE.



The product name is "HeLP." [Helicopter Landing Platform]




You may see more details at <https://flitelinesupervisors.com/helipad/>



You may contact us at <https://flitelinesupervisors.com/about-us/>

Q7. Can you quote a few recommendations from the operators who have been using this type of product?

- Answer: Definitely, there are many such recommendations. Few of them illustrated below:
- Royal Navy UK has been using this product for their helicopters for daily flight operations such as Lynx, Merlin and Sea King. Quick to install and meets their safety and operational requirements.
- Norwich Airport, UK has utilized this product for their helicopter landing facilities for more than 10 years.
- Army of Czech Republic has utilized PVC based product for heavy military helicopters.
- Recommendation from Weatherhaven Global Solutions where this product is used in Middle East Air Force in harsh desert conditions for daily use in various locations.

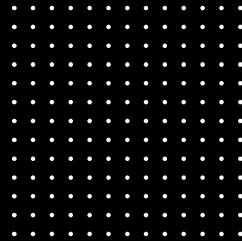


Q8. What are the other benefits of using this product?

Answer: This product saves cost, prevents brownout dust storms and prevents ground damage.



Q9. Ok that sounds, impressive. Could you elaborate about the cost it saves?



- Answer: Of course, majority of the helicopters operating in India, are manufactured, outside India.
- So, their repairs are expensive. Most of the maintenance expenses originate from the engine and rotor.
- All helicopters produce a significant downdraft. In the case of a chinook, this can be in the region of 120mph.
- Not using Helicopter Landing pads makes it susceptible to damage during landing from brownout dust-storm.
- Loose sand and debris may be ingested into the engine causing FOD damage to engine and rotors.



Q10. So, what are brownout dust storms which can cause FOD damage?



Answer: It is an in-flight visibility restriction scenario due to dust or sand in the air.



In a brownout, the pilot cannot see nearby objects which provide the outside visual references necessary to control the aircraft near the ground.



It causes accidents during helicopter landing and take-off operations in arid desert terrain or similar dusty areas.



Using a product like “HeLP” will provide a temporary flooring to the helicopter and access vehicles along with an expedient and quick matting solution.



Following regulations and using the right material will eliminate the possibility of helicopter damage to minimal levels and allow helicopter to serve many more locations than being currently served.

Q11. How does HeLP prevent ground damage?



Answer: Eliminates Point loading.



When the helicopter lands on the ground beneath, the entire landing force and weight is transmitted through the skis or tires.



Using a product like “HeLP” distributes this weight over a large area.



This allows landing possibility over soft and mushy areas also.



Also, there is hardly any damage after the operation is completed thereby minimizing environmental damage.




This mat system can take a fully armed and fuelled Apache which can easily weigh 12 tonnes for continuous take-off and landing operations.



Q12. How long does it take to setup something like this?

- Answer: You may contact us at <https://flitelinesupervisors.com/about-us/>
- We shall take typically 2 days to collaborate with you on finalizing the appropriate solution for you. Once the Purchase Order is received, we take 8-12 weeks to deliver the product and commission it at your end including training your personnel.



Q13. So how does this product HeLP me. Give details of the product?

- Answer: The product is available in five format, based on the size of the helicopter and customer requirements.
- Briefly, this is a complete helicopter temporary landing matting system which not only meets but exceeds the applicable regulations.
- List of HeLP kits alongwith the features and pricing are in the next slide:

| Model | Equipment Included |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HeLP ValueLite | <p>Helipad Matting</p> <p>Helipad Identification lettering of "H"</p> <p>Windsock</p> <p>First Aid Kit</p> <p>Fire Extinguisher</p> <p>Lighting Mast with power supply</p> <p>Matting Layout Tooling</p> <p>Personnel Safety Kit</p> <p>On-site Training to four persons</p> |
| HeLP Essentials | <p>HELP ValueLite equipment plus:</p> <p>Truck customized to carry the Kit</p> <p>Pilot Resting Area (non-airconditioned) with Toilet</p> <p>Truck Mounted Light Mast</p> <p>Power Supply (2 KVA Generator)</p> <p>Blower</p> <p>Refuelling Equipment</p> <p>Fuel Barrel</p> |
| HeLP UltimateX | <p>HELP Essentials equipment plus:</p> <p>Premium Fire Safety Device</p> <p>Premium Mast Light with inbuilt Generator for area lighting</p> <p>Helipad Landing area Lights</p> <p>Ground Power Unit (5 KVA)</p> <p>Heliport Casualty Response Kit</p> <p>Limited Quantity Fire Barrels</p> <p>Helicopter Crash Rescue Locker</p> <p>Hand-held GPS</p> |

HeLP

product variants

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- **Note: All our models meet DGCA CAR requirements. Prices are exclusive of taxes.**
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Q14. What is your recommendation on the model to be chosen?

- Answer: Each customer is unique based on requirements. This is a long-term investment.
- We have an advisory service at no extra charge where we understand the customer profile and provide our recommendations.
- We encourage customers to ask for this service from our representative.

