



FEDERATION INTERNATIONALE DE L' AUTOMOBILE

Rally Safety Guidelines

HELICOPTERS

Duty of Safety Helicopters and Regulations for Commercial Helicopters

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Introduction

The purpose of establishing standard helicopter regulations for Rally events is to create a safe flying environment for all helicopters flying in support of the event.

In particular it is necessary to prioritise the role of FIA Safety and Medical helicopters. Each Organiser is asked to appoint a "Helicopter Coordinator".

The Role of Helicopter Coordinator

1. In cooperation with the national aviation authority (where appropriate) and for the purpose of flight safety, the coordinator will arrange appropriate restricted and/or NOTAM airspace designations for the duration of the event. Only helicopters registered with the rally will be permitted to fly within such airspace.
2. In conjunction with a local operator or pilot, the coordinator will conduct the pilots' briefing the day before the Rally. All helicopter pilots will be provided with details of the procedures to be followed, radio frequencies and other aviation-related items. A list of helicopters and pilots will be provided to each participant, so that an atmosphere of comradeship and accountability will be established.

3. To provide operational details to registered helicopter pilots before, or at, the pilots' briefing. It is anticipated that all administration and communication will be by e-mail.
4. To arrange, where appropriate, an air traffic radio service for Rally helicopters.
5. To create and evolve a set of flight safety rules for helicopter flying during Rally events. A draft of the proposed Rally Helicopter Flying Rules is attached in Appendix 1.

Recommended action of the Rally Organiser

1. To state in all information issued by the Rally organiser that with the FIA's safety recommendation, and in accordance with the local Air Traffic Authority, every helicopter flying in support of the rally must be registered with the organisers.
2. To issue a Standard Form (proposed format in App.9) for helicopter registration.
3. To assist and support the FIA and the helicopter company in arrangements with their National Aviation Authority, and to support requests for radio frequencies, restricted airspace, landing permission, etc.
4. To identify suitable landing sites at the Rally service areas, and on Rally special stages with GPS position.
5. To identify the location of local hospitals with helicopter landing sites by map, with photographs and GPS position.
6. To provide a suitable room at Rally HQ to conduct the helicopter pilots' briefing, usually the day before the start of the Rally.

APPENDIX 1

Proposed Rally Helicopter Flight Safety Rules

The following is a draft of the proposed rules to be provided to pilots:

There are (nn) registered helicopters flying during the rally. A list is attached.

All radio communications will be in English.

The tasks of the helicopters vary in importance. The highest priority is to be given to helicopters operated by the event organiser and (for some FIA events) for the purpose of spectator safety and medical emergencies.

Most of the remaining helicopters will be flying passengers from the service areas to vantage points in the stages in order to watch the first few top cars, and return to the service areas. These helicopters are not permitted to follow the cars.

By contrast, at least one TV Wescam helicopter will be following cars at low level along the stages for filming purposes.

The big danger for all pilots is collision with another helicopter, especially in difficult weather conditions.

All helicopters registered to fly during the Rally will be provided with an identification sticker, which must be affixed to the helicopter.

If you meet the pilot of an unregistered helicopter, give him a copy of these rules and report the details to the helicopter coordinator. Unregistered means that the pilot has not been briefed and could prejudice the safety of everyone.

(If appropriate). The special stages and service areas of the Rally have been designated as restricted airspace. Only registered helicopters may fly within this airspace during the Rally.

To prevent collisions, and for flight safety, please follow these simple rules.

1. Priorities: except when normal national flying rules apply, helicopter pilots are to give priority to other helicopters in the following order of importance:
 - a) The FIA Safety and Technical helicopters (if the helicopters are operating)
 - b) The local Emergency Medical Services
 - c) The local Police and other security agencies
 - d) Wescam-equipped helicopters filming the stages.

In case of a Rally incident, b) and c) would have priority.

2. Approaching service areas, call on the notified frequency at least 2 minutes out, stating from which direction you are arriving, and call again on final approach.
3. Call before lifting off from the service areas.
4. Announce your intentions to "Rally Traffic" on (insert radio frequency) before landing and take-off in special stages. Identify yourself by helicopter number.
5. The Wescam TV helicopter will announce its presence on stages when following cars at low level.
6. If flying within 1000 ft of a rally stage, fly only in the direction of the stage. Minimum height above stage is 500 ftagl. If crossing a stage, try to do so at right angles, and at least 1000 ftagl. Try to land at least 100 m away from the stage. If landing/taking off within 100 m of a live stage, only do so after a competing car has just passed, and fly away from the stage, so as not to distract the competitor. Do not attempt to follow a competing car by helicopter under any circumstances.
7. Be aware that the Wescam TV helicopter will often follow the leading cars over the same stretch of special stage, at very low level.
8. Ensure that you know the start time of each stage, and be on the ground by then. Understand the 2-minute and one-minute car interval schedule.
9. Near stages and service areas, have your landing light on.
10. In the event of a Rally incident, the medical helicopter may need your landing place if there is nowhere else to land in the stage. Ensure that the pilot remains with the helicopter and be ready to move if need be.
11. Do not fly too close to the public (quote national rules).
12. Quote national weather limitation flying rules.

APPENDIX 2

Helicopter numbering system

Each helicopter will be given a number to clearly identify it. The numbers allocated have nothing to do with the level of priority of helicopters.

Helicopter No.	Allocated to
1 & 2	FIA
3	Medivac
4 & 5	Local Organiser
6 – 8	TV & Media
9 onwards	Teams, Public & Private.

Medivac: When Medivac comes in, it has absolute priority.

Identification markings for attachment to the helicopter will be provided, and are to be affixed to each helicopter as directed.

APPENDIX 3

Helicopter landing zone at Service Areas

Only helicopters registered with the Organisers of the Rally will be permitted to land at the service areas or other Organiser sites.

The layout of the helicopter landing area, and the rules for landing, will vary according to the space available.

There should always be space for the FIA, Organisers, Medivac and TV helicopters to land either next to or within 1 km of a service area (the Primary landing site). If necessary, other public helicopters will be allocated a landing site at a different location. Public helicopters may, however, be permitted to land at the primary landing site to drop off or pick up passengers, provided their stay is momentary and the engines are not shut down.

Layout of the Primary area

Landing spots will be established for each Primary helicopter. The most convenient spot will be allocated to Helicopter 1, and progress numerically.

Fire cover and fuel provision will be arranged, and compliance with local law and regulations respected.

APPENDIX 4

Special Stage Landing Areas

The long-term goal will be to establish a list of suitable and safe helicopter landing sites for all registered helicopters within walking distance of special stages, and to obtain the proper permissions for use, etc.

It is proposed that the helicopter co-ordinator will, in conjunction with the event organisers, carry out reconnaissance and establish suitable sites in order to provide a map and details to all pilots.

APPENDIX 5

Radio Procedures

Radio Procedures will be established for arrival and departure from the Service Areas and the Rally Special Stages.

A ground radio station will be established at busy Service Areas to enhance flight safety, especially as to landing positions and parking of helicopters.

Helicopters will be required to call this station before landing and take-off at service areas, identifying themselves by helicopter number, and will receive flight safety information.

Approaching a service area, helicopters should call at least 2 minutes out, stating from which direction they are arriving, and call again on final approach.

Helicopters will call before lifting off from a service area, and announce when 30 seconds away, so other pilots know it is safe to lift off.

Approaching a Special Stage, Helicopters will announce their intentions to "Rally Traffic" before landing and take-off at special stages, referring to their helicopter number.

The Wescam TV helicopter will announce itself when following cars at low level.

APPENDIX 6

Briefings for Pilots

An important element of the safety and consistency of helicopter operations during Rally events will be the Helicopter Pilots' Briefing. The organisers will be asked to provide a suitable room with theatre style seating and screen facilities.

The briefing will be conducted in English and the local language.

A standard presentation format will be established, which will include the following:

- Overview of the Rally, special stage organisation and competitor running intervals
- Times and location of stages
- Take-off and landing procedures
- Local aviation regulations

- Rally flying rules
- Rally Radio procedures
- Service Area landing site procedures and priorities
- Distribution of identification stickers
- Fuel provision arrangements
- Details of all helicopters' and pilots' mobile telephone numbers
- Details of hospital site
- Weather forecast information.

APPENDIX 7

Pre-Rally Documentation

The following documentation will be provided by the Rally helicopter coordinator:

- Rally Flying Rules
- Timetable of the event
- GPS positions of stages (start & finish) and landing sites
- Rally Map, to include aeronautical information and Wescam filming sectors
- List of Registered helicopters, their role and pilots' details
- All pre-rally communication will be by e-mail.

APPENDIX 8

Timetable

4 weeks in advance	Submission of helicopter registration forms.
2 weeks in advance	Provision of Rally Route and GPS positions, event timetable, and Rally Flying Rules.
1 day in advance	Pilots' briefing. Helicopter marking stickers, maps & pilots list issued.

Safety Helicopter (Local Organisers) in cooperation with FIA Safety Helicopter

The safety helicopter, crewed by an assistant safety officer and equipped with loudspeakers, should be flying over each special stage between approx. 25 and 5 minutes before the first car is due to start. The ASO should check that all spectators are positioned in safe places and, if need be, should instruct them with loudspeakers. He should be in constant touch with Rally Control and should inform it of the complete "readiness" of the special stage.

Medivac Helicopter

- One medivac helicopter should be ready to intervene in case of emergency, near and/or over the running stages. Landing points for emergency cases are shown by GPS positions in the safety plan in every stage.

- It patrols all special stages, ready to provide first aid and/or emergency medical transport in case of an accident.
- It is supported by ground engineers and a refuelling vehicle to keep it continuously airborne or ready to take off.
- It communicates directly with Rally Control and the special stages safety officers.
- The helicopter intervenes after having consulted either the Chief Medical Officer or the Chief Safety Officer at Rally Control.
- As soon as the helicopter flies to the incident, it reports its arrival to Rally Control, and does not land unless instructed to do so by Rally Control.
- If required and feasible it lands, as close as possible to the incident but off the stage.
- If unable to land at the site of the incident, the helicopter should land at the nearest available landing site, after the incident, clear of the stage. If a casualty or casualties is/are to be evacuated to hospital by the helicopter, an ambulance or a rescue vehicle should bring him/them to it, following the rally route.

Safety procedure for helicopters

Marshals who have arrived at the helicopter (after its landing) must take heed of the following:

- The pilot or the crew will instruct you when and how to approach.
- If not asked, you should not try to help the helicopter's crew to load the casualty.
- Keep yourself and other people away from the helicopter. The tail rotor, when turning, cannot be seen.
- During landing and take-off, the helicopter generates considerable wind. Secure any loose items.

APPENDIX 9

HELICOPTER REGISTRATION FORM

HELICOPTER

HELICOPTER'S REGISTRATION	
TYPE AND MAKE	
COLOURS	

OWNER

COMPANY/NAME	
ADDRESS	
PHONE	

OPERATION

WHAT WILL BE THE USE OF THE HELICOPTER ON THE RALLY	
JET A1 AT SERVICE AREA REQUIRED? QUANTITY?	
OVERNIGHT PARKING LOCATION	

PILOT

NAME:
ADDRESS AND PHONE:
E-MAIL ADDRESS (all info will be by e-mail)
ADDRESS AND MOBILE PHONE DURING THE EVENT:

FLYING UNDER CONTRACT FROM

NAME	
ADDRESS	
PHONE	

POSSIBILITY FOR PATIENT TRANSPORT: yes no
 I, the pilot of the above helicopter, agree to follow the rules notified to me during the Rally.

SIGNATURE: