



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# InFO

Information for Operators

InFO 15016  
DATE: 11/29/15

Flight Standards Service  
Washington, DC

[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info)

*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.*

**Subject:** Helicopter Running Landings

**Purpose:** This InFO serves to inform helicopter operators and pilots of potential hazards when accomplishing running landings to runways that have embedded in-pavement lighting systems.

**Background:** On May 7, 2015, a Bell 206L-3 helicopter contacted the recessed centerline lights on a paved runway surface while practicing running landings causing damage to the aircraft skids. The maneuver was accomplished with Air Traffic Control (ATC) authorization and within operational standards. The centerline lighting was approved by the Federal Aviation Administration (FAA).

**Discussion:** Operators should avoid conducting running landing training in skid equipped helicopters on runways equipped with embedded in-pavement lighting systems. Where this is not possible or in the event the pilot chooses to perform a running landing due to operational safety considerations, the pilot should accomplish running landings so as to avoid contacting embedded in-pavement lighting systems on the runway. This can be achieved by landing off-center to the side of centerline lights, landing beyond touchdown zone lights, and avoiding high speed taxiway centerline indicator lights to ensure that throughout the maneuver, the skids do not contact the embedded in-pavement lighting fixtures. Before starting the maneuver, pilots should request embedded in-pavement lights be activated and set at an intensity level sufficient to see and avoid the lights. Runways equipped with centerline lights are at least 150 feet-wide and touchdown zone lights occupy the first 3000 feet of pavement beyond the threshold or half the runway length on runways that are less than 6000 feet long.

NOTE: The avoidance technique should only be used if it can be accomplished and if it is not contrary to any flight manual requirements, aircraft limitations, or operations specifications. Title 14 of the Code of Federal Regulations (14 CFR) part 135 operators and pilots are also encouraged to ensure that running landings can be accomplished in accordance with approved maneuver descriptions.

**Recommended Action:** Directors of Operations, Directors of Training, Training Center Managers, Check Pilots, Fix-Based Operators, Pilots, and flightcrew members (flight nurse, load master, etc.), should be familiar with the content of this InFO. They should work together to ensure that the content of this InFO is incorporated into operational policy, provided to pilots during ground training, and reinforced during flight training and checks.

**Contact:** Questions or comments regarding this InFO should be directed to the Part 135 Air Carrier Operations Branch, AFS-250, at (202) 267-8166.