



OPS-012

Visibility, Recognition, and Presentation



Standard
Version 2023.1
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1 Background

Aircraft conducting fire and emergency operations often operate at low level and in low visibility environments and may be at increased risk of collision with other aircraft. Safety may be enhanced by visibility enhancement equipment and high visibility livery by making aircraft easier to see and recognise.

Requirements of any contract take precedence over requirements of this standard. Any exceptions to this standard will be made at the absolute discretion of NAFC or a Member.

2 Approval Criteria

Contractors providing aircraft services must ensure that aircraft meet Australian civil aviation legislation. Aircraft must meet the lighting, marking, and presentation specifications of this Standard.

a. Lighting

Lights specified in this Standard must be always in use when operational conditions permit.

All aircraft must be equipped with high visibility strobing white recognition lights, minimum intensity of 400 candelas. Sufficient lights must be provided to permit direct viewing of lights from any position above the aircraft, within the same horizontal plane as the aircraft, and below the aircraft. This Standard exceeds the requirements of FAA FAR PART 91.205(c) and related documents. Lights must be visible from directly above and below the aircraft and there is no age-based exemption.

All Rotary Wing aircraft, and all Fixed Wing aircraft engaged in firebombing must be equipped with two forward facing, high visibility, alternating on and off, white recognition lights with a minimum light output equivalent to a 50-watt incandescent aircraft landing light. Fixed Wing aircraft conducting other aerial work operations must be similarly equipped if required by a Member.

LED lighting should have minimum intensity and brightness as the referenced incandescent lights.

b. Markings

Rotary wing aircraft must have rotor blades painted in distinctly different colours or alternating patterns in a manner acceptable to NAFC.

c. Special Task Operations Callsigns

All aircraft with an assigned Special Task Operations callsign must have identifying letters or numbers affixed to the aircraft depicting the assigned callsign:

- i. in a design acceptable to NAFC. Where an aircraft's STO callsign is "Helitak 123", acceptable designs for the callsign may include just the numbers "123" or "3". Advice should be sought from NAFC or a Member as to which callsign design is appropriate for each aircraft and Service



- ii. as large as is reasonably practicable, enabling recognition of the callsign from a distance of 50 metres from any position in the same horizontal plane as the aircraft. (A 60° arc centred on the tail of the aircraft, and a 60° arc centred on the nose of the aircraft (where it is not practical) are excepted)
- iii. on the underside of the aircraft, as large as is reasonably practicable, enabling recognition of the callsign from a distance of 200 feet (approximately 70 metres) immediately below the aircraft.

Only currently allocated firefighting STO callsigns may be displayed on aircraft. Withdrawn callsigns must be immediately removed.

d. Livery and Logos

During Service Periods:

- i. the aircraft livery must be of a colour and design acceptable to NAFC. The aircraft must be highly visible in conditions in the Operating Environment.
- ii. the Contractor will not allow any corporate design or symbol of any other company, agency, or entity, to remain on the aircraft without permission from NAFC or a Member. (Contractor corporate identification and the normal identification of manufacturer or model of the aircraft and or components are permitted)

Outside of any Service Period:

- i. the Contractor will not permit any corporate symbols or identifications of NAFC, NAFC clients and agents, Members, or sponsors, to remain on the aircraft if it is used for any other client of the Contractor without permission from NAFC or a Member.

e. General Presentation

At all times during any period of service the aircraft must be well presented and clean, as far as is practicable.

3 Summary

Visibility, Recognition & Presentation	Rotary Wing	Fixed Wing Airwork	Fixed Wing Firebombing
High visibility strobing white recognition lights	Required	Required	Required
Forward facing, high visibility, alternating on and off, white recognition lights	Required	Preferred	Required
Rotor blades painted in distinctly different colours or alternating patterns	Required	N/A	N/A
Letters or numbers depicting the Aircraft's assigned callsign	Required	Required	Required
Aircraft livery colour and design acceptable to NAFC	Required	Required	Required
Aircraft clean and well presented	Required	Required	Required