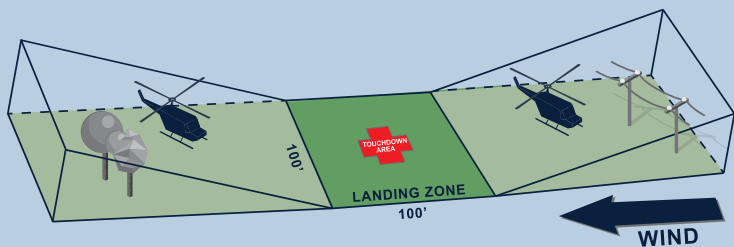


IMPORTANT GUIDANCE IN SAFELY RECEIVING & SENDING A HELICOPTER AIR AMBULANCE

A TEAM EFFORT FOR SAFE & RAPID TRANSPORT

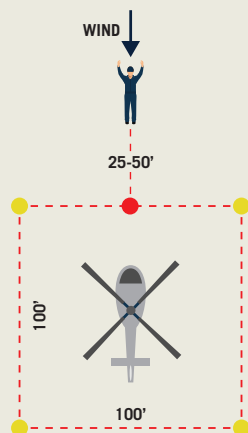


SELECTING A LANDING ZONE

- Wires, cranes and antennas are difficult for the pilot to see and are a significant hazard to the helicopter.
- The ground must be firm, fairly flat, free of livestock and free of debris (such as pipes, logs and tall rocks). Walk through tall grass before the aircraft arrives to ensure it is flat and clear. Consider wetting the ground if conditions are dusty.
- If a highway is chosen, ensure the designated LZ is free of signs, posts, wires and highway markers and that traffic cannot pass until the aircraft has departed.
- Ensure the designated LZ is a safe distance from the accident.

SETTING UP THE LANDING ZONE

- Place a cone or strobe (flares not recommended) at each corner of the LZ to clearly mark it. If a fifth one is available, place it in the center of the upwind side of the LZ. The helicopter will approach from downwind.
- No person should stand in the LZ. Upon arrival, the pilot will survey the LZ for flatness and obstacles and will maneuver the aircraft within the LZ. To allow the pilot to maneuver as needed, many pilots prefer to not have a ground guide. However, if your program uses a ground guide, the guide stands with his back at the wind, facing the helicopter, 25-50 feet outside the LZ.
- If a ground guide is used, the guide should wear ear and eye protection whenever possible. Helicopters produce loud noise and strong wind, causing flying debris. Helmets must be secured under the chin. The ground guide should be cognizant of approaching vehicles and pedestrians—especially to the rear of the aircraft where the pilot cannot see.



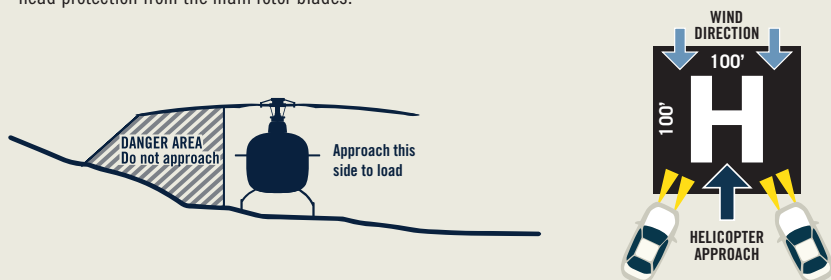
HAND SIGNALS

- To avoid confusion to the pilot, only the ground guide provides hand signals to the pilot.
- The ground guide uses hands or gloves in daylight and flashlights at night.
- The hand signals shown here are for both arrival and departure.
- The pilot has final authority on whether to continue, regardless of ground guidance.



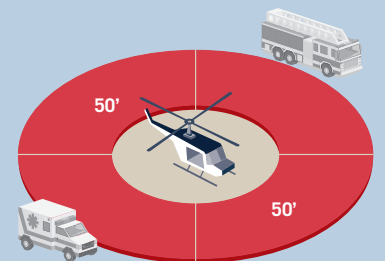
ALTERNATE LANDING ZONE SET-UPS

- If strobes are not available at night, an alternate method is to shine headlights or floodlights from the downwind side of the LZ in an "X" pattern.
- After landing, remove direct light away from the aircraft. Never shine blinding light into the face of the pilot.
- If the LZ is near sloping terrain, the aircraft should be approached from the downhill side of the aircraft for safer head protection from the main rotor blades.

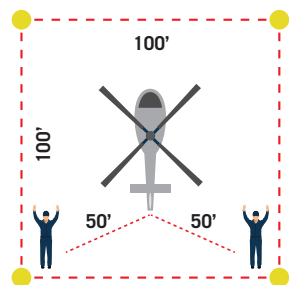


APPROACHING THE AIRCRAFT

- Do not approach the helicopter unless signaled by pilot or crewmember.
- Stay in pilot's view at all times when approaching the aircraft.
- Do not walk behind the helicopter at any time due to tail rotor hazard.
- Only necessary personnel should approach the helicopter.
- Spectators must remain well clear of the helicopter.
- Do not raise anything above your head while in the vicinity of the helicopter.
- Do not open or close aircraft doors. Crewmembers will direct the loading/unloading of the patient. Assistance with doors can lead to doors coming open in flight. The crew has a routine and knows the aircraft. They will ask for assistance if needed.



ADDITIONAL SAFEGUARDS



TAIL ROTOR GUARDS (UPON REQUEST): If crowds are a concern, the flight crew may request tail rotor guards to ensure no one approaches the aircraft—especially the dangerous tail rotor section. Before the aircraft departs, all personnel should stand outside the LZ to allow the aircraft to maneuver.

LZ CONTROL: Communication should be established between the ground and the aircraft prior to arrival and should be continuously maintained until the aircraft departs.

