

3.6 LAHSO (Land and Hold Short Operations)

Air Methods helicopters are not authorized to conduct land and hold short operations. When Automated Terminal Information System (ATIS) is acknowledged, the PIC will advise ATC that LAHSO cannot be accepted.

3.7 Landing-Zone Safety

3.7.1 Limitations

Improved Landing Area — an area designed or intended to be used for the landing and takeoff of helicopters and must have the following basic elements: a clear area suitable to safely position the aircraft for flight, a clearly defined boundary, lighting sufficient to illuminate the area and obstructions, and a wind indicator.

Unimproved Landing Area — an area that does not meet the improved landing area requirements.

NOTE When operating in an unimproved landing area, consideration should be given to the potential presence of foreign objects and debris (FOD). Approaches should be made to the ground and prolonged hovering should be avoided whenever possible.

Landing zones will normally be at least twice the overall length and width of the helicopter to be used, and have a reasonable approach and departure path that will not require exceeding the performance capability of the helicopter used. Landing zones may have any shape.

As a minimum, obstructions shall be cleared by 30 feet during approach and departure. During ground operations, including surface movements such as taxiing, a minimum of 15 feet of clearance shall be maintained between the rotor system and any obstacle to the tip path plane. Pilots should exercise caution when shorter obstacles are clear of rotating components but may still present a dynamic rollover hazard to skids and wheels or a damage hazard to the fuselage.

The pilot must also be able to determine wind direction from a wind indicator, two-way voice communications, or other reliable means. Downwind approaches and takeoffs shall not be attempted with a tail-wind component exceeding the aircraft manufacturer's flight limitation.

Rates of descent shall, when able, be kept below 300 feet per minute when less than 300 feet above the rooftop or confined landing area. Steep approach angles with a rate of descent greater than 300 feet per minute shall be avoided.

The practice of allowing medical attendants to open doors for any reason other than an emergency during landing and takeoff is prohibited.

For night operations, all landing zones must have suitable lighting to provide identification of hazards and dimensions of the landing area.

On departure a turn on course will not be made until the aircraft has climbed (at a minimum) to 300 feet AGL for day operations and 500 feet AGL for night operations unless rising terrain, obstacles, or local procedures dictate.

3.7.2 Scene Security and Crowd Control

Landing zones shall be secure before commencing an approach. Confirmation of a secured landing zone should include two-way radio communication with ground personnel, when available. If two-way radio communication is not available, the pilot shall visually check for landing-zone security during the high reconnaissance, approach, and landing.

After landing, scene security shall be ensured by the PIC, trained medical personnel, or a properly briefed first responder such as law enforcement officer or fireman. If a tail rotor guard is to be utilized, this individual will be briefed by the PIC or properly trained medical personnel as well.

The contents of the briefing that the crewmember will give to the appropriate first responder is as follows:

- Stay at least 50 feet from aircraft.
- Do not allow anyone to approach the aircraft without permission from the pilot or a crewmember.
- Anyone that approaches the aircraft must be accompanied by a crewmember.

The PIC retains responsibility for safety around the aircraft. If the security of the scene is ever in question, and/or no positive crowd control is actively in place, the aircraft will be shut down.