

- B. When ready to land, the pilot will advise the Landing Zone Group that the aircraft is "On Final". At this point, communications on this channel shall be limited to those required for safety of flight until the aircraft has landed. If at any point, any person observes a situation that may be hazardous to the aircraft or ground personnel, that person shall transmit a "Wave- Off" or "Abort" to the pilot. Compliance with such transmissions shall be mandatory, and the PIC shall increase power to reject the landing. The pilot will return to a safe altitude until advised that the site is secure and the Landing Zone personnel have resolved the issue.

S-25 Approach to Landing at Off Airport Landing Sites

- A. Upon arrival at the location and prior to initiating an approach to landing, a 360° high (minimum altitude of 500 feet) reconnaissance of the site will be flown if terrain, airspace, or environmental conditions allow. If terrain, airspace, or environmental conditions restrict the 360° high reconnaissance, the pilot will use the appropriate means to ensure a safe landing area. The purpose of the high reconnaissance is to confirm that the Landing Zone is of adequate size for the intended operation, verify the location of known hazards, identify any previously undetected hazards or obstructions and to allow the pilot to plan his/her approach and departure paths into and out of the site. Pilots should not commence their approach to landing until also hazards are identified and the pilot has determined that the intended flight path shall afford the necessary obstacle clearance to ensure a safe landing.
- B. The approach to landing should be commenced from an altitude and airspeed that affords a safe closure rate and avoids the need to make large power adjustments throughout the approach. An altitude of approximately 300' AGL and airspeed of about 60KIAS will normally allow the pilot to establish a decelerating approach along a stable approach angle that terminates in a stable hover over the intended point of landing. Closure rates for night approaches to landing should be considerably lower with lower rates of descent to enable the pilot to stop closure or descent, or initiate a go-around should a previously undetected hazard appear. In all cases, descent rates in excess of 300fpm at low airspeed (below effective translational lift, ETL) should be avoided to prevent the onset of "settling with power".

S-26 Ground Operations at Off Airport Landing Sites

- A. Once the aircraft has landed, the pilot will apply the rotor brake and stop the aircraft rotor system. The pilot will then advise the medical crew when it is safe to exit the aircraft. Trained medical crew will supervise the preparation of the patient for loading into the aircraft, including ensuring the patient is adequately secured to the litter, removal of any unsecured sheets or blankets from the litter assembly, etc. Ambulances may bring the patient to the aircraft but will not approach within 30 feet of the aircraft or rotor system.
- B. Trauma Star medical crew will supervise any personnel brought under the rotor arc to assist in loading the patient into the aircraft and will only allow those personnel necessary to accomplish the task to enter the rotor arc. After loading the patient, the medical crew will ensure all personnel are clear of the rotor arc, no gear or equipment remains outside of the aircraft. Once, aboard the aircraft, the medical crew should secure their seatbelts.