

## Step 1 — Select LZ Manager

Incident Commander selects LZ Manager from first responders (e.g. Fire, Police, BCEHS, SAR)

LZ Manager passes location information (LZ if known, incident scene if not) to BCEHS dispatch through your dispatch:

- Latitude/Longitude (preferred), or
- Street address/intersection, or
- Distance/bearing from landmark, and
- Confirm air to ground frequency (PEPCORD1 or AIR2GRND)

## Step 2 — LZ Selection Considerations

- Consult with other agencies on LZ site selection
- In vicinity to accident but no closer than 50m (50 paces) away to be clear of rotor wash.
- Downwind from accident unless hazardous gasses or materials present
- Flat (less than 10 degree slope), level, hard surface - preferably pavement or concrete
- No wires, poles or tall trees ,or if present, well clear (40m) of centre of LZ
- Clear of debris that could be picked up by rotor wash (e.g. scene tape, tents, plywood sheets, bags, portable signs)
- If dusty consider wetting down prior to helicopter arrival



## Step 3 — Setup LZ

- Mark out 40m x 40m for LZ
- Mark corners with NVG visible LED beacons or heavy, weighted cones or bright objects easily seen from the air
- Brief LZ team on procedures
- Ensure access to LZ is controlled from all sides.
- Ensure light objects are secured (e.g. tents, bags, portable signs, plywood sheets) from rotor wash.

## Step 4 — Safety and Security

LZ Manger ensures:

- LZ clear of obstacles, vehicles and bystanders
- Traffic fully stopped for landings on/near roadways
- Staff securing LZ have eye and ear protection and bystanders aware that rotor wash can throw dust, gravel or debris.

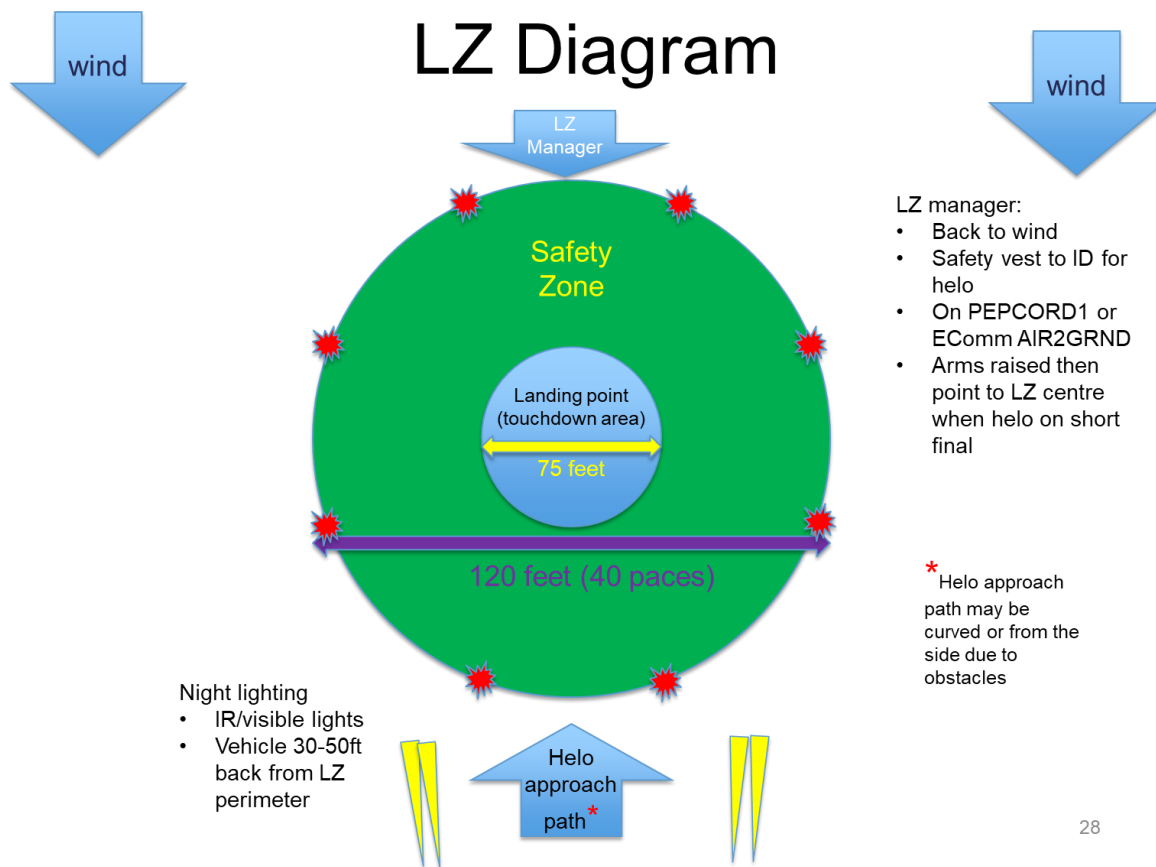
Submit feedback or suggestions for improvement for any BCEHS helicopter landing to [aviationservicesmanagement@bcehs.ca](mailto:aviationservicesmanagement@bcehs.ca) with the date, time and location of the landing.

## Step 5 — Brief Helicopter on LZ

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Helicopter will try to call 5 minutes back.

- Comms:
  - in EComm coverage area (lower mainland bounded by North/West Vancouver, White Rock, Abbotsford, Maple Ridge) - **AIR2GRND** channel
  - All other areas of the province - **PEPCORD1 (148.655)**
- ID yourself as LZ manager
- LZ location using cardinal references (North, South, East, West) from accident scene or local landmark
- LZ status - LZ secure & ready for landing or LZ not secure and estimate ready in X minutes
- LZ markings (LED beacons, weighted cones, etc.)
- Estimated wind direction & speed
- LZ hazards using North, South, East, West reference to LZ (e.g. poles, wires, significant trees)
- **Pilot is ultimate decision maker on LZ suitability and may request another LZ.**



- LZ manager:
- Back to wind
  - Safety vest to ID for helo
  - On PEPCORD1 or EComm AIR2GRND
  - Arms raised then point to LZ centre when helo on short final

\* Helo approach path may be curved or from the side due to obstacles

- Night lighting
- IR/visible lights
  - Vehicle 30-50ft back from LZ perimeter

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During helicopter approach and landing:

If the LZ Manager sees an unsafe condition call "**abort, abort, abort**" over the radio and cross your arms back and forth over your head (see diagram right) to get the helicopter to wave off and go around.



**NEVER APPROACH THE HELICOPTER UNTIL AFTER THE ROTORS HAVE COMPLETELY STOPPED TURNING AND YOU HAVE BEEN REQUESTED TO APPROACH BY THE PILOTS OR PARAMEDICS**

**Emergency: 911**

**In areas where 911 service is not available: Toll Free 1-800-461-9911 / Cell & Satphone 250-374-5937**