THEDASTAR

Approaching The Helicopter

- Always approach and depart the helicopter from the front.
- Only approach when signaled to do so by a flight crew member.
- **Never** approach from the rear.
- **Never** go behind the rear elevators on the tail of the aircraft.

Loading and Unloading

- Flight Crew will load and unload all equipment.
- Loading and unloading of the patient(s) will be directed by a member of the flight crew.
- Flight Crew members will operate all doors & latches.

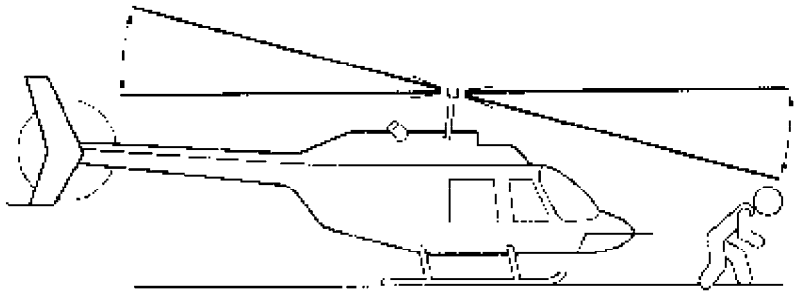
Landing Zone Safety

- Two-way communication is required. Please advise us which radio frequency you would like us to utilize. We need both transmit and receive frequencies as well as PL codes. Communication via a vehicle mounted radio is preferable to utilizing a handheld radio, unless the handheld radio has a means of boosting the transmit signal. If you have trouble making contact with us when using a handheld radio, attempt a vehicle mounted radio that has a higher output.
- ThedaStar has many frequencies pre-programmed into our radio. Our communications center can relay frequencies that we have available to utilize in your area when you request ThedaStar.
- Appoint one person to run the Landing Zone and maintain communication at all times.
- 60' X 60' Landing Zone, clear of wires, trees, vehicles and debris. (100' X 100' at night or in windy conditions.)
- Surface should be flat and smooth with less than a 6 degree slope. It is preferable for us to land on a roadway or paved surface.
- Crowds must be kept at least 200' from the edge of the landing zone.

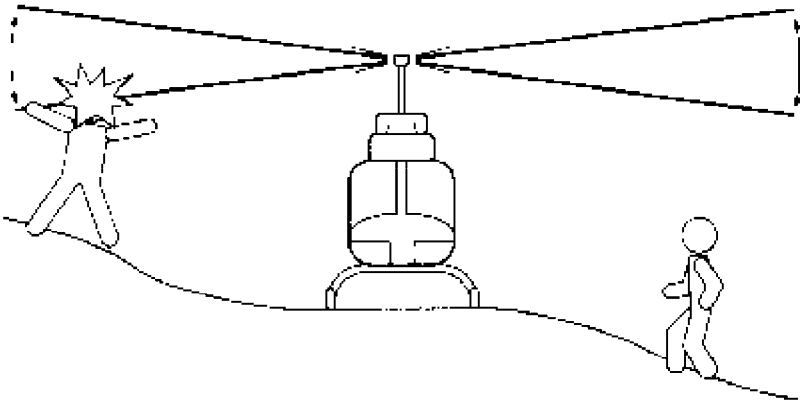
- Protect your eyes, wear safety goggles.
- Do not shine bright lights at the helicopter.

General Helicopter Safety Rules

When walking around the helicopter, never approach from the rear, even if the aircraft is not running. Always approach the aircraft from the front so you can see the pilot, and he can see you. When approaching the helicopter, remember to keep low to avoid the main rotor, because winds can cause the rotor on the Bell 206 (Old Helicopter) to flex down.



If the helicopter is landed on or near a slope, approach and depart from the downside only.

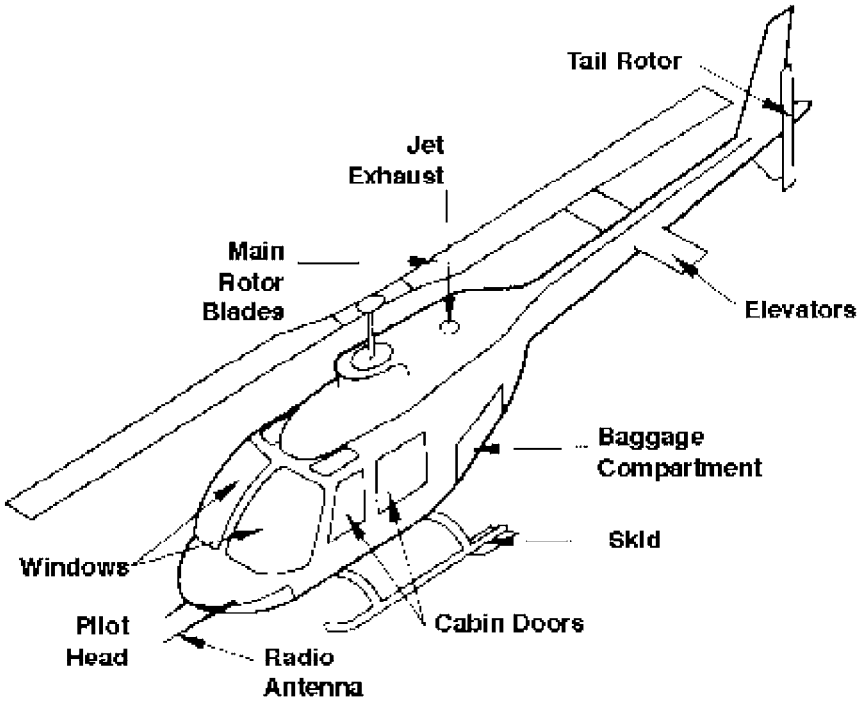


When the helicopter is loaded and ready for take off, keep the landing zone and departure path free of vehicles and spectators untilThedaStar is out of sight. If an emergency were to occur, we would need this area to execute our landing.

Rotors Can Kill

The helicopter is normally very safe but must be approached with caution. Those areas which present a hazard should be avoided at all times. Never approach the helicopter during start up and shut down procedures. This is the most dangerous time, as the rotors are not at full RPM and will flex downward more easily, especially on the Bell 206.

Major Components of the Bell 206 L1 Helicopter



Hazardous Materials

Accidents involving hazardous materials require special handling by Fire/Rescue units on the ground. Just as important are the preparations for helicopter operations in these areas.

Those hazardous materials of concern are those which are toxic, poisonous, flammable, explosive, irritating or radioactive in nature. Helicopter ambulance crews normally do not carry protective suits or breathing apparatus to protect them from hazardous materials.

The helicopter ambulance crew**must** be told of hazardous materials on scene, in order to avoid contamination of the crew. Patients/victims contaminated by the hazardous materials may require special precautions in packaging before loading for the medical crew's protection.

Hazardous Chemicals/Gases

Hazardous chemicals and gases are extremely dangerous to the unprotected person and may be fatal if inhaled or absorbed through the skin.

Upon initial radio contact, the helicopter crew must be made aware of any hazardous gases in the area. **Never assume that the crew has already been informed.** If the aircraft were to fly through the hazardous gases, the crew could be poisoned and/or the engine could develop mechanical problems.

Poisonous or irritating gases may cling to a victim's clothing and go unnoticed until the patient is loaded and the doors of the helicopter are closed; the crew is then compromised.

Hazardous Material Landing Zones

Helicopter landing zones must be selected to avoid**all** possibility of compromising the safety of the helicopter and its crew.

When explosives, poisonous gases/vapors, or chemicals in danger of exploding and burning are on site, helicopter landing zones must be prepared**upwind, at least one mile** from any hazardous material accident site and never in low-lying areas. The toxic gases and vapors may be heavier than air and gather

in these low-lying area.

For hazardous material accidents involving radioactive materials, the helicopter landing zone must be prepped **upwind, at least one quarter mile** from the accident, unless there are **radioactive gases** (steam or smoke), and in that case the landing zone must be at least **one mile upwind** of the accident site.