

AIR EVAC EMS, INC
FLIGHT – STANDARD AND EMERGENCY
OPERATING PROCEDURES

CHAPTER V

moving their hand horizontally across their throat area several times signaling the pilot to abort the start.

- i. If the area is clear and the main rotor and tail are released, the aircraft will be started in accordance with the current BH 206L Flight Manual.
- j. When the engine is operating at flight idle, the pilot will signal for the battery cart to be disconnected (if applicable). The battery cart will then be moved to a location away from the takeoff and landing area for the helicopter. This is to prevent a possible striking of the cart with the aircraft. Once that is accomplished, the medical crewmembers may board the aircraft and secure themselves to their seats. Each crewmember will have their seatbelts and shoulder harness securely fastened prior to each takeoff and landing.

5.53 USE OF MAIN ROTOR TIE DOWN SYSTEMS FOR AE EMS 206 AIRCRAFT

- Each aircraft is equipped with a company supplied main rotor tie-down and red equipment bag for securing the tie-down in.
- The equipment bag will contain the tie-down and will be securely placed in the aircraft's cabin area or baggage compartment.
- When the main rotor is in use to secure the main rotor system, the red equipment bag will be placed over the cyclic and used as a reminder that the main rotor tie-down is being utilized.
- Any additional types of tie-down systems other than the one supplied with the aircraft by the company are authorized for use if approved by the regional pilot manager for that base. The only requirement for their use is the red equipment bag must be placed over the cyclic when the system is in use and the pilot going off-duty will brief the pilot coming onto duty that the main rotor tie-down is being utilized using this alternate method and it is acknowledged by the on-duty pilot.

5.54 SEARCH PROCEDURES

Search operations are authorized as long as the minimum altitudes of 300 feet day and 500 feet night are complied with in addition to the other requirements of Para 5.17 of this manual. Avoidance of any operations within the height velocity curve (Bell 206L Flight Manual, Section 5) will be strictly adhered to.