

Emergency Response Plan

Company: Snowshoe Mountain Resources	Emergency Coordinator: Mitch Mortensen	Muster area:
Main Camp: NA	Sat Phone# Pending	Mine Entrance
Claim Owner: Mitch Mortensen	Phone# (904)386-9744	Smoking area:
Mine Operator: Snowshoe Mountain Resources	Phone# (904)386-9744	Designated
Mine Manager: Snowshoe Mountain Resources	Phone# (250)988-1325	MSDS review:
Medic: Mitch Mortensen	Phone# (250)988-1325	Gas
911 from a Satellite Phone	Phone# 1-800-461-9911	Oil
Ambulance: 911	Phone# 911	
Fire Dept: 911	Phone#392-4321	
Hospital: Williams Lake	Phone#(250) 392-4411	
Police: Williams Lake	Phone# (250) 392-6211	
WorkSafeBC	Phone# 1 888 621-7233	
Ministry of Mines: John Russ	Phone# 250-828 4457	
Ministry of Mines: Chris Leclair	Phone#250-371 3714	
Forestry:	Phone# (250) 992-4400	
Forest Fire Reporting	Phone# 1-800-663-5555	
Ministry of Mines	Phone# 250 952-0241	
Ministry of Environment	Phone# 1 800 663-3456	
Poison Control	Phone# 1 800 567-8911	
Emergency Response Cleanup I	Phone# 1 888 844 4041	
Helicopter: BC Ambulance	Phone# 1800 961 9111	Medivac zone:
Site1: Muster Site	Lat 52.72465*N Long -121.38865*W	Mine Entrance
Site2:	Lat / Long W	
Site3:	Lat N / Long W	
Site Radio Freq. – TBD	Road Freq.- TBD	Date:

Sample

Road Directions: From Likely

Travel North on the Keathly Creek Road for 15.4km. Turn Left onto the Kangaroo Forest Service Road (KFSR) and travel to 18km into claim.

Section –K- Emergency Preparedness

Emergency Equipment List Onsite

- Level 3 first aid kit
- Emergency Transportation equipment
- Portable fire extinguishers (Onboard Drill)
- Two-way radio

All worksites managed by **Snowshoe Mountain Resources** will have an Emergency Response Plan/Procedure (ERP) that is site specific to that location. It describes in general terms the major categories of an emergency/dangerous occurrence, which are:

- unexpected major ground fall or subsidence, whether on surface or underground, which endangers people or damages equipment or poses a threat to people or property
- cracking or subsidence of a dam or impoundment dike, unexpected seepage or appearance of springs on the outer face of a dam or dike; loss of adequate freeboard, washout or significant erosion of a dam or dike, any of which might adversely affect the integrity of such structures.
- any accident involving mine hoisting plant and including sheaves hoisting rope, shaft conveyance, shaft, shaft timber or head frame structure
- unexpected inrush of water, slurry, or debris
- premature or unexpected explosion of explosives, gas or any dust
- Significant inflows or release of explosives or other dangerous gas
- Mine vehicle going out of control
- Outbreak of fire which endangers persons or threatens or damages equipment and all underground fires
- electrical equipment failure or incident that causes or threatens to cause injury to persons or damages to equipment or property and
- any other unusual accident or unexpected event which had the potential to result in serious injury

All worksites should have the detailed telephone numbers of appropriate provincial regulatory agencies for Company personnel to contact in times of emergency.

This Emergency Response Plan (ERP) contains some general rules when dealing with emergencies

DEFINITION OF AN EMERGENCY: Any abnormal situation which, to limit damage to persons, property, or the environment, requires prompt action beyond normal procedures.

Each and every work site is different and must have its own emergency plan.

This plan shall contain:

- supervisors' responsibilities;
- employees' responsibilities;
- medical and emergency contacts;
- site specific procedures; and
- location of emergency equipment.
- Notification of the Mines Inspector
- Notification of adjacent workplaces or residences which may be affected if the risk of exposure to a substance extends beyond the workplace. Notification of the public must be in conformity with the requirements of other jurisdictions, including provincial and municipal agencies.

Prior to the start of work, the site supervisor and/or mine manager of **Snowshoe Mountain Resources** shall make contact with client representatives to establish emergency phone numbers, evacuation routes and client company safety and emergency regulations to be followed at the site. A risk assessment must be conducted in every workplace in which a need to rescue or evacuate a worker may arise.

The mine manager of **Snowshoe Mountain Resources** shall establish exact responsibilities in the event of an emergency and review this information with all site personnel at the tailgate meeting prior to the startup of the job. This information shall be reviewed as a regular part of tailgate meeting agendas.

At least once a year emergency drills must be held to ensure awareness and effectiveness of emergency exit routes and procedures, and a record of the drills must be kept.

The emergency response plan shall be reviewed annual in consultation with the OHSC or worker health and safety representative.

If emergency action is required to correct a condition which constitutes an immediate threat to workers only those qualified and properly instructed workers necessary to correct the unsafe condition may be exposed to the hazard, and every possible effort must be made to control the hazard while this is being done.

Procedures for spill cleanup and re-entry

If workers are required to control a release of a hazardous substance, to perform cleanup of a spill, or to carry out testing before re-entry, Snowshoe Mountain Resources must provide

- a) Adequate written safe work procedures,
- b) Appropriate personal protective equipment which is readily available to workers and is adequately maintained, and
- c) Material or equipment necessary for the control and disposal of the hazardous substances.

Small Spill Procedures (less than 100 Liters)

Snowshoe Mountain Resources has a Spill Kit on site equipped with a 99 liter spill kit. All fuel and oils are stored properly. In the event of a small spill, use the procedures

- Notify people in the immediate area to move away from the spill.
- Wear appropriate personal protective equipment (PPE) such as gloves, goggles,
- Using the absorbent material confine the spill, if this can be done without risk of injury.
- Prevent material from entering into any nearby waterway.
- Clean up spill by working from the outside of the spill toward the center to minimize spread of contamination.
- Be sure to allow adequate contact time for complete absorption of the fluid.
- Clean-up the absorb content and place into a plastic bag or proper container.
- Properly place spill cleanup debris in a container and for proper disposal.
- Wash hands and other exposed skin after completing clean-up.
- Notify Ministry of Mines of the spill, if you require assistance or additional information.
- Restock material used in spill kit.
- Investigate source of the spill and methods to prevent future incidents.

Large Spill Procedures (over 100Litres)

Evacuate

- Get to a safe area immediately

Alarm

- Notify others by radio

Identify spilled substance

- Diesel, Hydraulic fluid,

Get help (Refer to Site ERP)

- Inform Supervisor/Mine Manager
- Notify Client Representative and/or Land Owner
- Fire dept
- Emergency Response Cleanup Inc
- Ministry of environment (If near a creek)
- Mines Inspector
- OHSC or Worker Health and Safety Representative

Hazard Assessment

- Refer to Material Safety Data Sheets.
- Flammability
- Exposure Limits
- Ignition Sources
- First Aid Limitations

Action Plan

- Refer to Material Safety Data Sheet
- Prepare site for Emergency Vehicle Access
- Tools and Equipment Required
- Man Power Required
- Near a creek
- Fire Fighting Equipment
- Personal Protective Equipment
- Secure Ignition Sources
- No Smoking
- First Aid Location

Contain the spill

- Refer to Material Safety Data Sheets
- Diesel – Ventilate spill area, Dike and contain spills
- Hydraulic Fluid - Dike and contain spills

Clean up the spill

- Emergency Response Cleanup Inc will clean up the spill

Investigate

- Review Incident/Accident Investigation Form and Document Report
- Release Reporting Requirements

Sample

Spill Requirements Chart

Chemical Class As defined by the Federal Transportation of Dangerous Goods Act	Examples	TDG Reporting requirements Including: transporting, loading or unloading dangerous goods	Provincial Reporting Requirements (Minimum Requirements)
			British Columbia

Upstream Produced Fluids Not a defined chemical class under TDG	Crude Oil Produced Water Condensate Crude Emulsions	200 L	100 L for oil, 2m ³ for salt water, any amount off site, or from a pipeline, (Report to OGC)
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Class 1 Explosives	Ammunition Nitroglycerin	Any quantity that could pose a danger to public safety or 50g	All releases
Class 2.1 Flammable Gases	Methane Propane Butane H ₂ S Natural Gas	Any quantity that could pose a danger to public safety or any sustained release of 10min. or more	10 kg
Class 2.2 Non-Flammable Gases	Compressed air O ₂ N ₂ CO ₂	Any quantity that could pose a danger to public safety or any sustained release of 10 min. or more	10 kg
Class 2.3 Toxic Gases	SO ₂ Hydrogen Cyanide Nitric Acid	Any quantity that could pose a danger to public safety or any sustained release of 10 min. or more	5 kg
Class 3 Flammable Liquids	Gasoline Diesel Methanol Demulsifiers* Scale inhibitors*	200 L	100 L
Class 4 Flammable Solids	Molten sulphur Calcium Carbide Sodium Activated Carbon	25 kg	25 kg
Class 5.1 Oxidizing Substances	Calcium Nitrate (CaNO ₃) Ammonium Nitrate Bleaches	50 kg or 50 L	50 kg
Class 5.2 Organic Peroxides	Methylethyl Ketone Peroxide Succinic Acid Peroxide	1 kg or 1 L	1 kg
Class 6.1 Poisonous Toxic Substances	Arsenic Lead Acetate Mercuric Chloride Pesticides*	5 kg or 5 L	5 kg

Infectious Substances	Affecting Human/ Animals	could pose a danger to public safety or 1 kg or 1 L	All releases
Class 7 Radioactive Substances	Uranium Plutonium Tritiated Water	Any quantity that pose a danger to public safety or an emission level > established in Section 20 of the Packaging and Transport of Nuclear Substances Regulations	Discharge or radiation level exceeding 10mSv/h at package surface and 200 uSv/h 1 metre from the package surface
Class 8 Corrosives	Acids* Bases* Batteries* Caustics* Amines*	5 kg or 5 L	5 kg
Class 9 Miscellaneous Products, Substances or Organisms NOTE: * Product names that are commonly used to refer to a number of products that have various classifications. Refer to product's MSDS to confirm classification.	P.C.B's Asbestos Polystyrene beads Gas Plant Filters Benzoic Acid Chromic Acetate Cupric Sulphate Wastes that can release hazardous substances through leaching*	25 kg or 25 L As per the TDG Act and Regulations (2002), Class 9 no longer contains divisions. However, provincial regulations still contain specific release reporting requirements for Class 9 divisions which contained in the previous TDG Act and Regulations. The reporting requirements on the right identify the most stringent of the former three divisions.	1 kg
<p>NOTE: You must report a spill or leak exceeding the amount in the reporting quantities table British Columbia Local Police and B.C. Ministry of Environment at: 1-800-663-3456 (Provincial Emergency Program) 30-day written report to Transport Canada for TDG releases B.C. Oil & Gas Commission (BCOGC) 1-888-330-8822 and 1-800-663- 3456 (Provincial Emergency Program)</p> <p>Written report may be required by the BCOGC within 14 days (report requirements outlined in Section 74(6) (e) of the Drilling and Production regulations)</p>			

Emergency Response

- Prior to job commencement, Emergency Response Plan form will be completed by the supervisor/mine manager for Snowshoe Mountain Resources
- The Emergency Response Plan form will be reviewed and the information included shall be as current as possible.
- The Emergency Response Plan form will be reviewed at the tailgate safety meeting at the start of the job and regularly thereafter.
- A copy of the Emergency Response plan shall be readily available in all equipment and vehicles on the job site.

Each supervisor of **Snowshoe Mountain Resources** shall have a thorough knowledge of EMERGENCY RESPONSE PLANS, immediate area resources available and their responsibilities.

Emergency Procedures

When working on site please follow emergency procedures set out by the prime contractor. These steps should be taken during all emergencies:

- Protect yourself - Do not investigate incident or attempt rescue without ensuring your personal safety.
- Protect others
- Report emergency / call for support
- Follow all instructions

General Emergency Response Plan Procedures

- Evacuate danger area
- Alarm others of the emergency
- Meet at muster / safe area
- Coordinate rescue efforts
- Report emergency to supervisor/mine manager

Rescue Operations Response Plan for Injured Worker

- **Snowshoe Mountain Resources**, employees and subcontractors working for **Snowshoe Mountain Resources** are also required to have their level one first aid.
- If a situation arises where advanced rescue techniques are required, appropriately trained and skilled person(s) shall be hired.
- Employee's/contractors designated to provide rescue or evacuation services must be adequately trained.
- The training program must include simulated rescue or evacuation exercises and regular retraining, appropriate to the type of rescue or evacuation being provided, and training records must be kept.
- Employee's/contractors performing rescue or evacuation must wear personnel protective clothing and equipment appropriate to the hazards likely to be encountered.
- Ropes and associated equipment must be inspected visually and physically by qualified employee's/contractors after each use for rescue, evacuation or training purposes.

Maintenance records must be kept, including but not limited to

- a) the name of the manufacturer,
- b) the type of equipment,
- c) the date put into service,
- d) when and for what purpose the equipment has been used,

Sample

- e) the date of the last inspection and name of the inspecting person,
- f) any damage suffered, and
- g) the date and nature of any maintenance.

Maintenance records must be available upon request to any worker concerned with the safe operation of the equipment or to an officer.

At least one member of a rescue team must be a first aid attendant trained to immobilize an injured worker. Effective communication must be maintained between the workers engaged in rescue or evacuation and support persons. Search and rescue should be attempted, if it places no life in danger

The first person on the scene of an emergency should:

- Notify the supervisor/mine manager of the need to rescue workers.
- Determine if a rescue can be safely attempted.
- Wear appropriate personal protective equipment when attempting a rescue.

When an injured worker is found, the rescuer should:

- Keep the injured person motionless and begin first aid.
- Call or send for help.

Fire / Wild Fire/ Explosion Control Response Plan

For fires that can be controlled by the crew and equipment on site, follow the steps listed below:

- Activate the alarm (call for help, sound bell, horn, whistle or by radio)
- Cut off fuel supply
- Evacuate the area
- Shut down all equipment in the immediate area of the emergency.
- Tell personal to rid themselves of static electricity (by touching metal surface) before entering a potentially explosive area.

Use the most appropriate of the fire-fighting methods listed below:

- Remove the fuel- isolate the area on fire
- Remove oxygen - use steam, chemical foam, dry powder or carbon dioxide extinguishers
- Use water to cool nearby equipment
- Isolate the fire - protect surrounding equipment and property while leaving the fire to burn itself out.

Machine / Motor Vehicle Accident (Onsite)

- Sound the Alarm
- Immediate shutdown of operations
- Assemble Onsite Personnel at muster area
- Crew Member responds with assistance from Onsite Personnel
- Secure the scene
- Determine Patient condition
- Do not move patient unless scene is already life threatening (Machine/Vehicle fire)
- Begin First Aid
- Summon First Aid Attendant
- Assess potential for extraction with available resources
- Contact appropriate Provincial Emergency services (Fire, Ambulance)

- Maintain Life support of patient
- Extract patient (If Possible) Remember “DO NO HARM”
- Transport Patient
- Rendezvous with Provincial Services

Motor Vehicle Accident (Hwy/Resource Road)

- Secure the scene
- Determine patient condition
- Call for help
- Do not move patient unless scene is already life threatening (Machine/Vehicle fire)
- Contact appropriate Provincial Emergency services (Fire, Ambulance)
- Begin First Aid
- Maintain Life support of patient

Post-Emergency Response Plan Cleanup

After an emergency, clean up the site returning it as closely as possible to its original state. Cleanup procedures might include:

- Protection of evidence
- Proper disposal of hazardous waste
- Hiring of specialist cleanup services
- Documentation of cleanup activities
- Restoration of the work site and surrounding area (including vegetation)

Return to work

Crews should proceed with systematic return to operations by following these steps:

- Determine the extent of damage
- Isolate damaged equipment
- Take necessary steps to prevent further damage and control hazards in damaged areas
- Barricade damaged areas / sections and erect temporary shelters as necessary
- Recall personnel

Contacting Officials

- Health and Safety
- notify next of kin
- Management contacts media
- Report Incident to Ministry of Mines

Emergency Transportation Procedures

The chosen procedure for Land or Air evacuation is based on a few general rules.

- If a helicopter ETA is 30min or sooner than land transport, then transport by air.
- If Land transport is less than an hour from hospital then transport by land.

Sample

Local EMS

- Local EMS Provincial ambulance (land) service needs to be contacted to find out the processes involved in responding to a call and the expected response time.
- Determine the local EMS capabilities to dispatch a helicopter. Most Helicopters can only fly during the day with the exception of S*T*A*R*S. Determine dawn and dusk times of flight operations. Complete site assessment of the site considering the type of injuries, number of workers, and location of workers, ambulance response times, weather complications, and travel times.
- Complete the Emergency Transportation Procedures with the information from the Emergency Medical Services and the site assessment.

29.3 Emergency transportation Procedures Form

- The (ETP) form must be fully completed and posted. Advise crew members of its location, as it may be one of them that call Emergency Medical Services in an emergency.
- Be sure there is a copy of the ETP in all crew vehicles, all onsite trailers,
- You should also include the Lat and Long on the ETP specific to the muster location.

Additional information

- Advise crew members that you will attend to an injured worker. You may require their assistance in treating the injured worker and/or in retrieving additional supplies, oxygen, the stretcher and other first aid equipment.
- Give the crew members information as to where these items will be found.
- Phones are only to be used for emergencies. Please use your phone log for these calls as well as your business calls.
- Keep liquids that must not freeze from freezing.
- Test the system to ensure procedure, communication systems, and emergency numbers work from the location.
- Document who the system was tested, whom you talked to and the estimated time the EMS would take to get to location.
- Consider having a rendezvous point with Provincial EMS en route to the nearest hospital.
- Remember, EMS ambulances are equipped with road channels but are not 4x4 capable for off highway use.
- Sign and date the Emergency Transportation Procedures when you have completed and tested the system.
- Ensure that you have enough fuel to make it to nearest medical Aid.
- Have backup and contingency plans that are tested (alternate phone numbers, back up phones and radio communication, back up emergency transportation vehicle, know location and contact information of other first aid services in the area).

Registering A Work Site

S*T*A*R*S

Call 1-888-888-4567, or #4567 from most cellular phones.

You have Contacted the S*T*A*R*S Emergency Link Centre (ELC)

Before calling the ELC ensure that you have the following information:

- Legal Land Description (LSD#)
- Is there a presence of H2S?
- Nature of Activity
- Hazards STARS needs to be aware of
- Closest Town to Location
- Highest Level of Medical Training

Snowshoe Mountain Resources

- Is there a Fire/Shower Crew on Site?
- Is There an Ambulance Capable of Transport?
- Is an AED on site (Automatic External Defibrillator)
- Date of Completion Estimate
- Client company
- Client Company contact number
- Mine Manager contact number
- Onsite Medic contact number

Once the ELC has this information STARS will assign you an Active Site Number for quick reference to STARS database. From that point on when you call, just quote the site number and STARS will pull up your record immediately.

In an emergency the dispatcher on duty will create a conference type call with the Local Emergency Medical Services (EMS) and any other emergency agency, including essential company personnel if need be, required to get an immediate emergency response to the scene.

Should the injuries exceed the EMD protocol or there is a Mass Casualty Incident STARS can also conference in an Emergency Physician to give pre-arrival instructions and facilitate transport.

STARS first call is always to the closest local resource in order to get the most immediate response to the scene. At that point STARS offers assistance to the local EMS in any way they can: giving pre-arrival medical instruction over the phone, bringing on a physician 24 hours a day 7 days a week to aid in not only the pre-ambulance arrival treatment of the patient, inform the hospitals in the tertiary centers so they are prepared when they arrive, and of course, dispatching STARS to the scene within our flight area.

Should the worksite be outside the area of STARS, we will bring the Provincial Flight Coordination Centre (PFCC) for consideration of fixed wing or private helicopter companies who do private contract work in the event of emergencies.

Be sure to note on the ETP the expiry date of your site number. At the end of the job, contact STARS and tell them that the job is over.

Note: When dialing #4567 on some satellite phones the phone could be routed to a phone number other than STARS. To avoid this problem, use 1-888-888-4567. Ensure that emergency numbers are tested from satellite phones to ensure the appropriate emergency medical services are contacted.

British Columbia Local Air Helicopter Support

Helicopter companies' procedures for registering a site may be very similar to Stars. Most Helicopter companies do not have the ability to fly at night. Be sure to find out dawn and dusk times of flight operations.

Ensure the local helicopter company has an A Star for transport of an injured worker.

UTM/GPS

Snowshoe Mountain Resources is committed to providing a GPS (Global Positioning System) as part of its custom inventory. Each employee will have read the operators manual and received a briefing on how to operate a GPS prior to employment.

A GPS check will be conducted daily to ensure the device is operating properly and has sufficient battery power. If the device is low on power, change the batteries. Make a note in the daily log

If you are using a GPS, be sure to calibrate the device to your area. Helicopter companies do have the resource to transfer UTM/GPS coordinates to Lat and Long but they will require the zone number associated with the UTM/GPS to make the adjustment.

Satellite Phone

Snowshoe Mountain Resources will provide a Satellite phone in isolated conditions.

- A daily check must be conducted to ensure the phone is operating properly.
- Swivel the antennae out and angle it so the antenna is straight up and the phone is comfortably natural from your ear to mouth.
- Turn the phone on check the battery.
- Call the office to perform the check.
- Make a note in the daily log as to the phones condition ease of use.
- When dialing 911 on a satellite phone, you must dial 1-800-461-9911.
- The phone will be routed to a 9-1-1 dispatcher that could be anywhere in North America.
- Ensure that emergency numbers are tested from satellite phones to ensure the appropriate emergency medical services are contacted.

Medical Evacuations

Standard Helicopter Evac

- If the helicopter is forced to land on road and there is the possibility of other road traffic, ensure that workers are in place on either side of the landing site to ensure traffic is controlled. If workers are not available, place stop signs and/or have someone (if road is radio controlled) maintain road channel and warn potential vehicles of an Air ambulance emergency.
- Make sure landing site is clear of all loose debris, paper bags, rags and other hazards.
- If the injured patient is more than 10 min walk from nearest helipad you may be able to have the chainsaw operators cut a landing close to the injured worker.
- Use radio communications with helicopter to direct landing. Current procedures are to use the clock format in visual range. The pilot sits in the helicopter facing the 12 o'clock position. Directly behind him (back of the helicopter) is the 6 o'clock position. To his direct right is the 3 o'clock position and to his immediate left is the 9 o'clock position.
- If you can hear but cannot get a visual on the helicopter, you may be able to help the pilot receive a fix on your position by using a standard compass bearing (position of the sun) format based on the direction the sound of helicopter is coming from.
- You may be able to use a flare gun to help the helicopter get a fix on your position. Due to the potential hazard of igniting a forest fire, this procedure is not recommended unless in the worst of circumstances where all means to direct the helicopter to your position has failed.
- If radio communication is not possible, designate someone to direct the helicopter by waving arms in a downward motion with red flags to signify the intended landing spot.
- When the pilot has seen you and begins his approach back away. When the helicopter is landing, get a safe distance away from the landing spot and kneel facing away but shield your patient from flying debris.
- Do not approach the helicopter until it has powered down and the pilot signals you to do so. When working around a helicopter always stay in direct eye contact of the pilot.
- Never walk around the back of the helicopter, or cross underneath it.
- After patient has been loaded do not close doors unless asked. Doors need to be closed by person experienced with helicopters to ensure that it is closed correctly.
- Keep a safe distance from helicopter when it takes off.
- Ensure that all materials that were used in evacuation are cleared from the area and returned to their proper place.

The Landing Zone

- Locate the landing zone. This area should be at least 30 meters by 30 meters. If possible, 60 m x 60 m to include a safety zone. The landing zone can have no more than a 5-degree slope.
- If possible, provide roadblocks 500 meters on either side of the landing zone if a roadway is to be the landing zone.
- If the landing zone is a highway, park emergency vehicles under wires that cross the highway and leave the warning lights on. DO NOT shine the headlights of any vehicle towards the landing zone, this will blind the pilot when the helicopter is almost down.
- ALL LOOSE DEBRIS MUST BE PICKED UP IN THE AREA OF THE LANDING ZONE. Loose debris will become airborne and sucked into the helicopter's engines, causing engine damage and grounding the helicopter. The LZO should not be wearing a hat that can become airborne when the helicopter is landing.
- Ensure that no one approaches the helicopter. STARS personnel will come to the victim.
- All personnel must be kept at least 30 meters away from the landing zone as protection against flying debris caused by the rotor's downwash.
- No smoking in the vicinity of the aircraft.
- No backing of emergency vehicles to the helicopter.
- The Landing zone officer (LZO) must NOT MOVE when the helicopter is landing or when it is leaving. The LZO is the pilot's visual reference to the ground and if the LZO moves he/she will find that the helicopter "follows" them. They should turn and crouch down when the helicopter is almost down to avoid debris and dirt from flying into their face. (The downwash of the rotors will stir up dirt and snow in some landings and the pilot can only see the LZO as their ground reference.) It would be best if this person could don a reflector vest and eye goggles to perform this job safely.

The LZO should use universal sign language to communicate to the pilot:

- The thumbs up means that it is okay to land
- Arms straight up means to [land here]
- Waving of the hands in front of chest means [do not land]

No other signals should be used.

Maps

The ability to create maps relating to the directions to the jobsite from medical aid and a map of the job site itself is essential to Emergency Transport.

Mineral Titles Online offers a free internet mapping program that is fairly user friendly and satisfactory for most onsite operations. The map saves and prints in PDF format and can easily be added to the back page of your ETP and/or scaled down to fit on the front page on the following form. It is a government mapping system for mineral/placer exploration in BC. The link is

<https://www.mtonline.gov.bc.ca/mtov/home.do>