

Saturday, May 9, 2026

## Off Airport Landing

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### Purpose and Objective

An off airport landing requires constant evaluation of the landing spot, surroundings and weather. The maneuver is structured into a reconnaissance, approach, landing, and departure.

#### **High Reconnaissance, PPP at 500 feet AGL, 60 KTS.**

People, are there any people around?

Power lines, are there any power lines we need to avoid?

Power, what is our 5 min and max continuous power at this spot?

#### **Low Reconnaissance, LOWFEET at 300 feet AGL, 40-50 KTS.**

Landing area, what are the surface conditions at the spot?

Obstacles, are there any obstacles not seen earlier around the landing spot?

Wind, where is the wind coming from?

Forced landing areas, what escape routes do we have in case of an emergency?

Entry, considering wind, obstacles and approach angles, how should we enter?

Exit, considering wind, obstacles, and necessary departure routes, how should we exit?

Turbulence, will we encounter any turbulence on the approach or departure?

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### Maneuver

1. Perform a high recon over the spot (**PPP**), keeping the spot in sight at all times.
2. If the spot passes the high recon, perform a low recon (**LOWFEET**). Again, keeping the spot in sight at all times.
3. If the spot again passes the low recon, setup for an approach and conduct pre landing checks.
4. Conduct the approach
  1. As normal as possible, as steep as necessary to avoid any obstacles.
  2. Keep evaluating hazards not seen in the recons.
  3. Carb heat comes down on final.
  4. Maintain ETL vibrations all the way into in-ground effect.
  5. Check power setting throughout approach.
5. Setdown if able.
6. Depart using a max performance takeoff profile as necessary.



## Common Errors

- Orbiting too close to the spot.
  - Approach becomes too steep.
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## Performance Standards

### *Confined Area Operations*

*Private Pilot for Rotorcraft Category Helicopter Rating ACS, Area of Operation V, Task F.*

#### Highlights

- Mitigate risks associated with wind, windshear, and turbulence.
- Accomplish a proper high and low reconnaissance of the confined landing area.
- Continually evaluate the suitability of the confined landing area and termination point.

### *Pinnacle Operations*

*Private Pilot for Rotorcraft Category Helicopter Rating ACS, Area of Operation V, Task G.*

#### Highlights

- Identify, assess, and mitigate risks associated with aerodynamic hazards.
- Accomplish high and low reconnaissance.
- Select a suitable approach path, termination path, and departure considering wind direction.

