

LZ – LANDING ZONE

SECTION 1 – SELECTING A LANDING ZONE

1.1.0 SELECTING A LANDING ZONE

- 1.1.1 Wear eye protection during landings and takeoffs. Hats should be removed; if helmets are worn, chin straps must be securely fastened.
- 1.1.2 The landing zone should be level, firm and free of loose debris that could possibly blow up into the rotor system.
 - 1.1.2.1 Time permitting, consider walking/inspecting LZ perimeter
- 1.1.3 The suggested LZ size (day or night) should be 125 ft by 125 ft.
- 1.1.4 Keep emergency vehicles 100 feet away
- 1.1.5 Keep spectators back at least 200 feet
- 1.1.6 If any obstacles exist, insure they are marked and communicated to the pilot on the initial radio contact.

SECTION 2 – HELPING THE FLIGHT CREW LOCATE SCENE

2.1.0 HELPING THE FLIGHT CREW LOCATE THE SCENE

- 2.1.1 MFD landing zone coordinator should make radio contact with helicopter on EMS Channel.
 - 2.1.1.1 Communications: “Engine (#) to Lifestar.” NOTE: Any other medevac agencies may or may not have radio communications
- 2.1.2 Establish LZ control via radio: “Engine (#) will be LZ Control.”
- 2.1.3 Confirm visual via radio: “Engine (#) to Lifestar, do you have a visual?”
- 2.1.4 The landing zone coordinator should use the clock reference method to assist the flight crew in approaching the scene.
- 2.1.5 The nose of the helicopter is always 12 o’clock.

SECTION 3 – WIND DIRECTION AND TOUCHDOWN AREA IN THE LZ

3.1.0 WIND DIRECTION AND TOUCHDOWN AREA IN THE LZ

- 3.1.1 Determine from which direction the wind is blowing.
- 3.1.2 Helicopters normally land and take off into the wind.

SECTION 4 – GROUND GUIDE

4.1.0 GROUND GUIDE

- 4.1.1 When the helicopter is in sight, one person should assist as the landing zone coordinator in guiding the helicopter into a safe landing area.
- 4.1.2 The coordinator should stand with his back to the wind and his arms above his head (flashlights in each hand for night operations).
- 4.1.3 The pilot will confirm the landing zone sighting by radio. If possible, once the pilot has identified the landing zone, the ground guide should move out of the landing zone.
- 4.1.4 As the helicopter turns into the wind and begins a descent, the landing zone coordinator should provide assistance by means of radio contact or utilize the unsafe signal to wave off the helicopter if the landing zone is not safe.
- 4.1.5 The landing zone coordinator should be far enough from the touchdown area that he can still maintain visual contact with the pilot.

SECTION 5 – NIGHT LANDING ZONE

5.1.0 NIGHT LANDING ZONES

- 5.1.1 White Warning Strobes and OPTICOM Systems on MFD Units at the LZ shall be turned off. If White Warning Strobes and/or OPTICOMS cannot be isolated, turn off ALL Emergency Warning Lights. (Pilots wearing Night Vision Goggles, NVG, are blinded by white strobes.)
- 5.1.2 At night, spotlights, flood lights and hand lights used to define the landing zone are not to be pointed at the helicopter.

- 5.1.3 Spotlights, flood lights and hand-lights are helpful when pointed toward utility poles, trees or other possible hazards to the landing aircraft.
- 5.1.4 NOTE: An alternative method for the marking the landing zone uses two vehicles. Have the vehicles direct their headlight beams into the wind, crossing at the center of the landing zone.

SECTION 6 – ASSISTING THE CREW

6.1.0 ASSISTING THE CREW

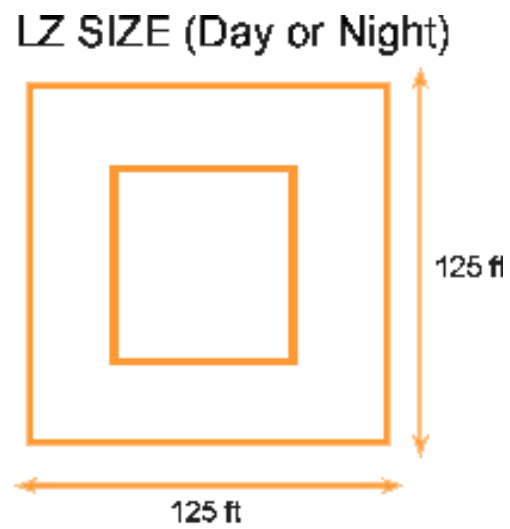
- 6.1.1 After the helicopter has landed, do not approach the helicopter. The crew will approach you.
- 6.1.2 Be prepared to assist the crew by providing security for the helicopter.
- 6.1.3 Once the patient is packaged and ready to load, allow the crew to open the doors to the helicopter and guide the loading of the patient.
- 6.1.4 When approaching or departing the helicopter, always be aware of the tail rotor and always follow the directions of the crew.

SECTION 7 – GENERAL LZ RULES

7.1.0 GENERAL RULES

- 7.1.1 When working around a helicopter, always approach and depart from the front, never from the rear.
- 7.1.2 To prevent injury or damage, never raise anything above your head.
- 7.1.3 If the helicopter is landed on a slope, approach and depart from the down slope side only.
- 7.1.4 When the helicopter is loaded and ready for take off, keep the departure path free of vehicles and spectators.

8.1.0 IMAGE DESCRIPTIONS



ISSUES FOR SAFE LANDING

The following are approved hand signals for use with emergency helicopter landings.



Land (here)

Arms outstretched forward and up,
with back to the wind



Don't Land

Arms outstretched,
bring up cross and
then back - waving
motion.



**Morristown Fire Department
Quick Access Medevac LZ Guide**

- 1. Choose Landing Zone**
- 2. Survey LZ for loose objects**
- 3. Establish LZ Control with Helicopter (Radio and Visual)**
- 4. NIGHT LANDING – Turn off White Strobes**

