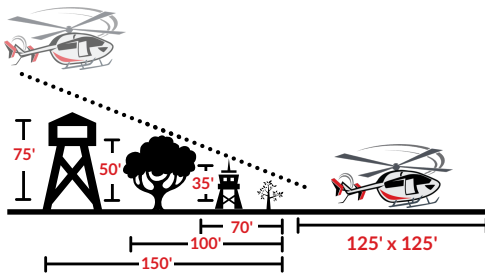


## Glide Path Consideration



## Selecting a Landing Zone

**LZ: 125' x 125', flat and firm surface, free of overhead obstacles.** Give closest street address, intersection or milemarker.

**At the scene (often overlooked)**

- Closer is better and decreases time on scene
- Fields, Parking lots, Road ways (wires, poles)

**Predetermined Landing Zones**

- Always an option, but not always closest

**Obstacles and access considerations**

- Slope of hillside
- Snow covered surfaces (what is underneath)
- Trees, ski lifts, poles, wires, towers, etc.
- Day vs Night Ops
- Lighting
- Accessibility

## MARKING A LANDING ZONE

**Cones should be the primary device!**

*Flares may be used as an alternative. (Fire hazard, difficult to see in daylight)*

**NEVER USE PERSONNEL to mark an LZ!**

## LZ Command

**Ascertain Designated Communication Frequency**

- Low Band, VHF or UHF

**One (1) person to communicate with aircraft**

- IC or LZ officer
- Ensure crowds stay back

**What to report**

- Brief description of LZ with any cautions or hazards

**Patient updates are secondary to safely landing the aircraft!**

## Ground Operations

**Approaching the aircraft**

- Remove non-essential apparel that could be dislodged
- No smoking within 200' of aircraft

**Loading**

- All loading procedure instructions will be given by the flight crew prior to approaching the aircraft

**Safety**

- Only approach the helicopter under the direction of the flight crew
- Always make eye contact with the pilot before moving towards the helicopter
- Never go past the rear stabilizer! Stay clear of tail rotor!
- Eye and ear protection are always recommended
- "ABORT, ABORT, ABORT" over radio if hazards arise at any point

**Focus should be on:**

**Safety • Security • LZ Setup  
Obstacles • Communications**

# REQUESTING ORGANIZATION

## PREDETERMINED LANDING ZONES

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## RADIO FREQUENCY

