

Section: Medical Evacuation (Medevac) / Air ambulance Operations
Subject: LANDING ZONE SELECTION AND PREPARATION
Section #: 302.05
Issue Date: March 21, 2011
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Approved By: 

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1. DEFINITIONS

- a. "Landing Zone" (LZ) - General area, surrounding the landing area, where the aircraft will approach and depart.
- b. "Landing Area" - portion of the LZ where a helicopter actually touches the ground.

2. LZ Selection

- a. The LZ should be located as close to the incident scene as possible, without causing problems with rotor-wash debris at the incident scene.
- b. If there is not an LZ available directly adjacent the incident scene, then select an adequate LZ within a ¼ mile radius of the incident location.
- c. All landing zones will be in an area that is free from excessive loose sand or debris.
- d. The landing zone will be thoroughly searched for any trash that could be blown by the rotor wash and create a hazard for the aircraft or ground personnel.
- e. Secure the landing zone from general public and traffic.
- f. Any landing zone will be of adequate size to permit the helicopter to make an approach with an adequate final landing approach angle. This means the overall area and height of surrounding hazards must be taken into consideration, along with the minimum dimensions of the actual landing area.

3. DAYTIME OPERATIONS

- a. The minimum landing area of a daytime LZ, without adverse weather conditions will be 60 feet by 60 feet.
- b. If adverse weather or high wind conditions are present, the minimum LZ landing area shall be 100 feet by 100 feet.
- c. The LZ is to be flat and free of obstructions or debris.
- d. Mark the LZ with strobes or fluorescent orange cones so that the rotor wash will not blow them away.
- e. Place a vehicle beneath overhead wires. Make sure emergency lights are on.
- f. Inform the pilot of all pertinent landing zone information and of all obstructions, including approximate height, location, and distance from the landing area (power lines, trees, poles, radio towers, etc.).
- g. If incident scene location is obstructed from view of the helicopter pilot due to trees or buildings, contact pilot as early as possible for guidance to your location.
- h. LZ Officer will stand in the center of the upwind LZ boundary, with their back to the wind.
- i. The LZ Officer will leave this position just prior to the aircraft departing with the patient.

4. NIGHT-TIME OPERATIONS

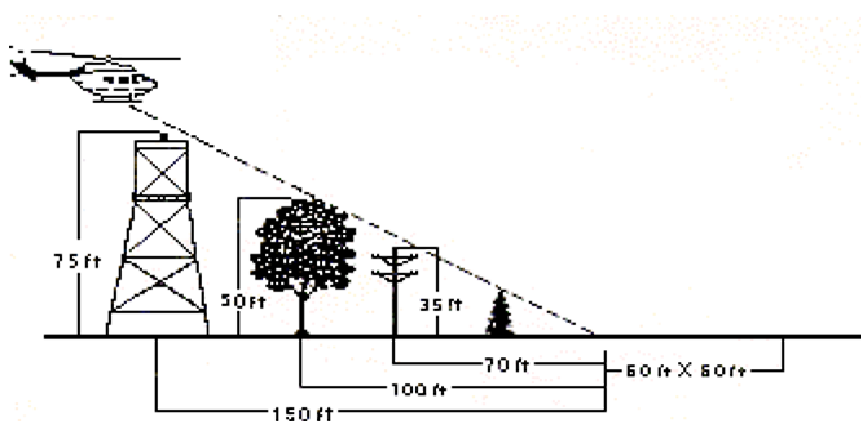
- a. The minimum landing area of a night-time LZ, without adverse weather conditions will be 100 feet by 100 feet.
- b. If adverse weather or high wind conditions are present, the minimum LZ landing area shall be 150 feet by 150 feet.
- c. Place strobe lights in each corner of the landing area. If for some reason, strobe lights are not available, the following alternatives are permissible:
 - i. Use a fluorescent cone, place on its side with points toward the center of LZ, with a hand light inside.

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- ii. Utilize one emergency vehicle with red lights, positioned approximately 30 feet from the landing zone, preferably located on the upwind side of the LZ.
 - d. If at all possible, place a vehicle or other lighted indicator underneath any overhead wire obstructions.
 - e. Inform the pilot of all pertinent landing zone information and of all obstructions, including approximate height, location, and distance from the landing area (power lines, trees, poles, radio towers, etc.).
 - f. If incident scene location is obstructed from view of the helicopter pilot due to trees or buildings, contact pilot as early as possible for guidance to your location.
 - g. Light Discipline
 - i. **Do Not** wave lights around to direct the aircraft!
 - ii. **Do Not** shine lights directly at the aircraft!
 - iii. **Keep all headlights and spot lights off on all vehicles around the landing zone when the aircraft is on its final landing approach.** (approx. 50 feet from touchdown)
 - iv. **Make sure the landing zone is thoroughly checked for obstructions and complete information is relayed to the pilot!**
 - v. The LZ Officer will have attached to his person, a strobe with a lens color contrasting with the landing area strobes, or a hand light,
 - vi. LZ Officer will stand in the center of the upwind LZ boundary, with their back to the wind.
5. Upon the aircraft landing, at least one person will be assigned to the left-hand side of the aircraft, and will maintain a safety position to prevent the accidental contact of any person with the tail rotor and to insure nobody approaches the aircraft.



Considerations for Landing Zones