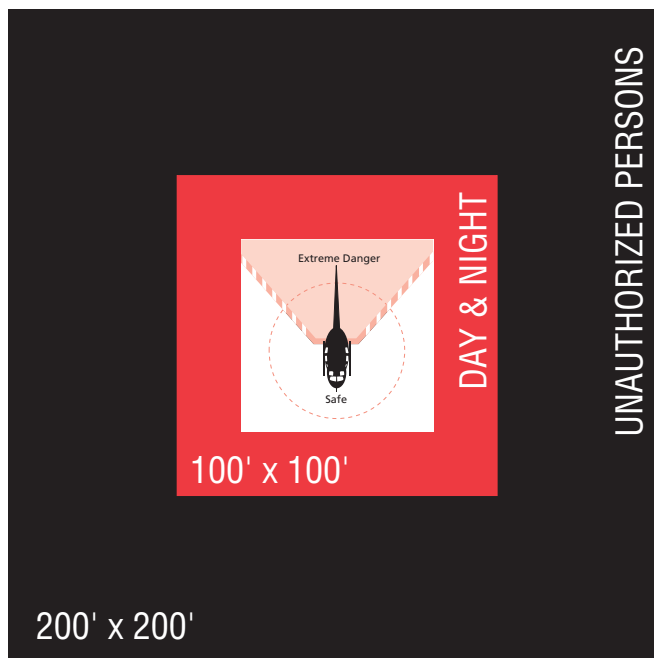


## Requesting Airlift Northwest

- ❑ **Notify 24-hour ComCenter of need for helicopter**
- ❑ **Patient considerations**
  - Notify if hazardous materials involved
  - For patients greater than 250 lbs., contact the ComCenter to provide estimated height and weight.
- ❑ **Notify communication center of planned destination hospital**
- ❑ **Select LZ location at or near incident site**
  - 15' x 15' landing gear touchdown area
  - 100' x 100' for day and night operations
  - Clear of obstructions/overhead wires
  - Less than 10 degrees slope
  - Roadway, school, parking lot or field
  - If very rural, consider GPS locator
- ❑ **Select ground contact**
  - If not known at time of call, LZ command will be used
- ❑ **Coordinate frequency for LZ command**
  - 800 MHz-State Ops1 preferred (if available) or
  - VHF-TAC frequency preferred — primary frequency may be too busy

## LANDING ZONE (LZ)



### LZ Brief Example



**Airlift, this is** *(LZ command)*.

**The landing zone is a** *(roadway, school, parking lot, field)*  
**surrounded by** *(street, trees, buildings, fences)*  
**approximately** *(dimensions)*  
**marked by** *(strobes, lights, flares, cones)*.

**Obstacles and hazards in the area are** *(wires, light standards, radio towers, fences)*  
**to the** *(note in each compass direction)*.

**Surface winds are** *(calm, light, variable, strong, gusting)* **in** *(compass direction)*.

**Clearest path of approach is from the** *(direction)*.



## LZ Command Responsibilities

### BEFORE HELICOPTER ARRIVES

- ❑ **LZ inspection**
  - Clear of debris and unsecured materials.
  - Brush no taller than knee high.
- ❑ **Prepare an LZ brief /description**
  - Note overhead wires, light standards, radio towers, fences or obstructions, or other hazards in relation to compass bearings (N, S, E, W).
  - Note surface winds and visibility.
- ❑ **LZ safety and security**
  - Fire department personnel maintain a 200' perimeter for bystanders, from aircraft arrival to departure.
  - Personal protective equipment (vision and hearing protection) should be utilized.
- ❑ **LZ lighting restrictions**
  - No white strobe lights at night.
  - Red lights assist in noting location.
  - Flares OK if not a fire hazard due to the helicopter downwash.
  - No flares during night vision goggle operations.
  - All white lights (headlights) OFF during landing and takeoff, to protect pilot's night vision.
  - Do not spotlight overhead hazards.

### HELICOPTER ARRIVAL AND LANDING

- ❑ Brief the pilot prior to arrival, noting locations of known hazards in the LZ area.
- ❑ Remain in two-way radio contact throughout landing. Be prepared to call off landing if LZ or helicopter approach becomes unsafe.

### WHILE IN THE LZ

- ❑ Do not approach the helicopter until the rotor blades have stopped.
- ❑ Approach the helicopter only from the front, once directed by the flight crew.
- ❑ Do not walk around the tail, even when aircraft is shut down.
- ❑ Maintain the LZ security and light restrictions at all times.
- ❑ Review known hazards with the pilot before aircraft departure.

### HELICOPTER DEPARTURE

- ❑ Clear all ground personnel away from the helicopter before engine start.
- ❑ No one may approach after engine(s) started.
- ❑ Re-establish two-way radio contact with pilot and confirm the LZ is secure.
- ❑ Notify the pilot immediately if an unsafe situation develops.