

SCAAAMS Approved Landing Zone Selection, Preparation and Safety

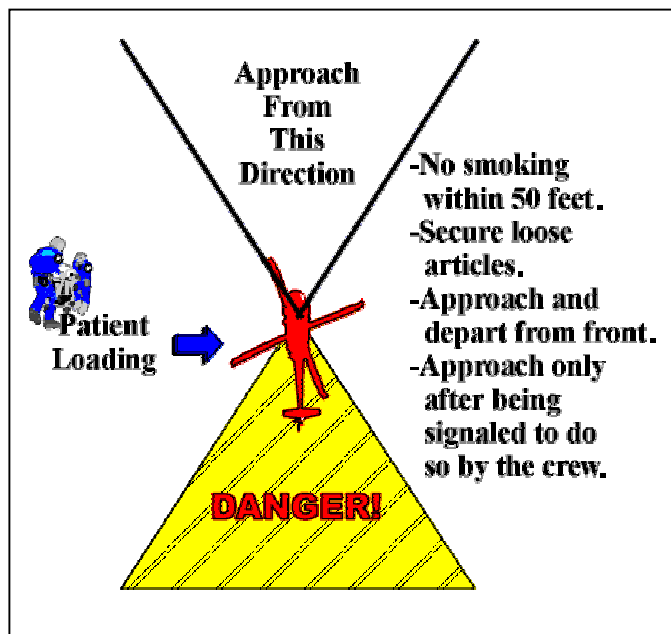
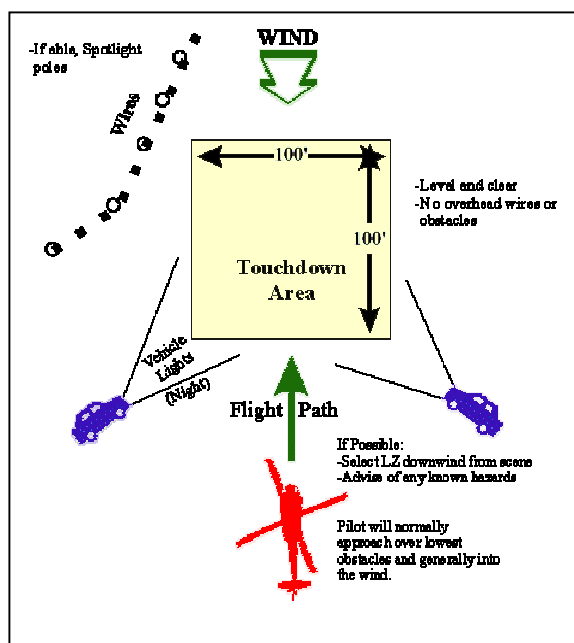
DO's:

- 100' x 100' area - day or night.
- Area should be relatively level and clear of debris and loose objects.
- Ensure there are no overhead wires or obstacles in the LZ. Any known hazards near the LZ should be reported to the flight crew.
- Emergency flashing lights make it easier to identify the LZ, especially at night.
- The LZ can be marked at night with vehicle headlights. Point headlights toward the center of the LZ to form an "X" visible from the air.
- Secure all items when approaching the aircraft.
- The LZ should be upwind from any possible hazard.
- Specify radio frequency to dispatcher when activation aircraft
- **ALWAYS** approach and depart the aircraft from the front.

DON'TS:

- Do not smoke within 50 feet of the aircraft.
- Do not wear hats within 50 feet of the aircraft.
- **NEVER** approach the aircraft without first getting the attention of and permission from the pilot or until signaled to approach by one of the flight crew members.
- **DO NOT** approach or depart from the uphill side when the aircraft has landed near a hill.
- **DO NOT** shine lights in the cockpit of the landing or departing aircraft. Such lighting may temporarily blind the pilot or crew.
- **NO** crew HAZMAT transports will occur without complete decontamination prior to patient acceptance.

Since time on scene is intended to be as brief as possible, the aircraft is often kept running while the patient is loaded into the helicopter. The noise of turning rotors and running engine combined with the commotion of the scene can create a deadly distraction. Be responsible for yourself and of those around you when operating near he helicopter. Below is a diagram of a remote LZ.



The LZ Commander should provide the pilot with the following information:

- Landmarks to help identify the LZ, such as schools, major roads, and towers
- LZ description
- Type of LZ (roadway, field, construction site)
- LZ surface (grass, concrete, gravel, dirt)
- Boundaries of LZ (trees, houses, wires, fences, towers)
- Notify the pilot when the aircraft is heard and seen
- Direct the aircraft to the LZ using the clock method. (The aircraft always points to the 12 o'clock position)

LZ Commander Responsibilities:

- Assume command and secure landing zone
- Establish radio contact with aircraft (should be the only person talking with the aircraft to avoid confusion)
- Assist pilot in locating your LZ with general directions such as north, south, east, or west. **Not with road names.**
- Do not stand in the landing area

Night Operations:

- DO NOT SHINE LIGHTS DIRECTLY AT THE HELICOPTER
- Do not use cones, flares, or tape to mark the site
- Emergency vehicles may be parked so their headlights intersect the middle of the landing site and/or parked underneath wires to mark them.
- Lights may be directed onto poles indicating wires between the poles.

Fire Prevention and Suppression

In the unlikely event of an aircraft mishap in the vicinity of the LZ during take-off or landing, treat it like you would a Motor Vehicle Accident with the following exception. Do not approach the aircraft while the rotor blades are turning. If the aircraft is upright, the flight crew will stop the engine and rotors. If the aircraft is not upright, wait until the rotors have stopped before approaching. Treat spilled fuel with the same caution you would use at any accident scene. To help prevent fuel ignition, disconnect the aircraft battery. In the event of a fire, non-fire department personnel should only attempt suppression if the fire is minor or if extrication of the crew or patient is required.



**Air Link, Air Med, Carolina Life Care, LifeNet Life Star One,
Med Center Air, Meducare Air, MedTrans One, Regional One**