

b. The information provided is largely based on the booklet, LZ – Preparing the Landing Zone, issued by National Emergency Medical Services Pilots Association (NEMSPA), and the guidance developed by the University of Tennessee Medical Center’s LIFESTAR program, and is used with their permission. For additional information, go to <http://www.nemspa.org/>.

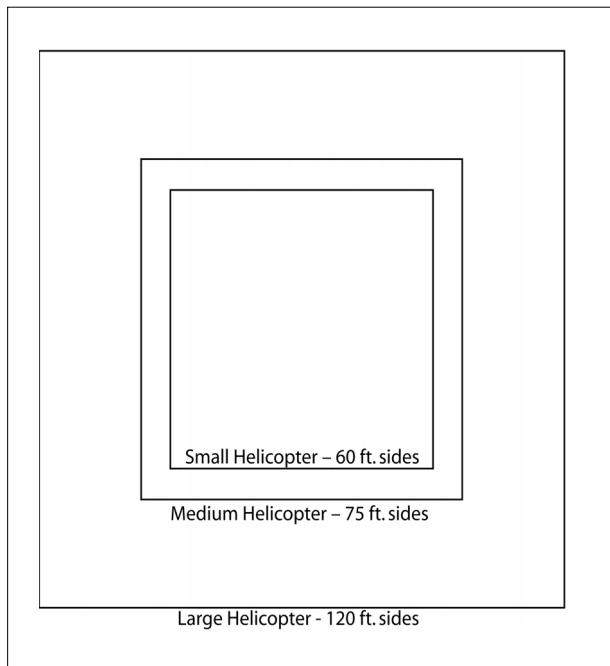
c. Information concerning the estimation of wind velocity is based on the Beaufort Scale. See <http://www.spc.noaa.gov/faq/tornado/beaufort.html> for more information.

d. Selecting a Scene LZ

1. If the situation requires the use of a helicopter, first check to see if there is an area large enough to land a helicopter safely.

FIG 10-2-4

Recommended Minimum Landing Zone Dimensions



2. For the purposes of FIG 10-2-4 the following are provided as examples of relative helicopter size:

(a) Small Helicopter: Bell 206/407, Eurocopter AS-350/355, BO-105, BK-117.

(b) Medium Helicopter: Bell UH-1 (Huey) and derivatives (Bell 212/412), Bell 222/230/430 Sikorsky S-76, Eurocopter SA-365.

(c) Large Helicopter: Boeing Chinook, Eurocopter Puma, Sikorsky H-60 series (Blackhawk), SK-92.

3. The LZ should be level, firm and free of loose debris that could possibly blow up into the rotor system.

4. The LZ should be clear of people, vehicles and obstructions such as trees, poles and wires. Remember that wires are difficult to see from the air. The LZ must also be free of stumps, brush, post and large rocks. See FIG 10-2-5.

FIG 10-2-5

Landing Zone Hazards



5. Keep spectators back at least 200 feet. Keep emergency vehicles 100 feet away and have fire equipment (if available) standing by. Ground personnel should wear eye protection, if available, during landing and takeoff operations. To avoid loose objects being blown around in the LZ, hats should be removed; if helmets are worn, chin straps must be securely fastened.

6. Fire fighters (if available) should wet down the LZ if it is extremely dusty.