

NTC MEDEVAC PROCEDURES

Daylight Landing Procedures

1. Determine method to mark LZ (red smoke, VS-17 panel, red star cluster).
2. Do not pop smoke or fire star cluster until pilot requests it.
3. Aircraft will land in the vicinity of the smoke, dependent upon terrain.
4. After landing, do not approach helicopter for any reason, medical personnel will disembark the aircraft and come to the patient.
5. Keep vehicles and personnel clear of aircraft at all times.

Night Landing Procedures

1. Use light discipline, helicopter will be using night vision goggles. ***All unnecessary lights should be off or the crew may temporarily lose their night vision.***
2. Only those lights necessary to mark the LZ should be on.
3. After landing, do not approach helicopter for any reason, medical personnel will disembark the aircraft and come to the patient.
4. Use of inverted "Y" is preferred method of marking the LZ. Lightsticks or bean bag lights can be used. Ground guides are not required.

Rules to Remember

1. Never approach the helicopter unless a crewmember directs you.
2. Adhere to all instructions by medical personnel.
3. Identify 1-2 personnel to assist the medics as required.
4. Keep area around patient clear so medics can work efficiently.
5. Any loose items on patient/litter bearers must be secured to prevent them from blowing into rotor blades (blankets, LBE, clothing, etc.)
6. Patient's weapon or pyrotechnics cannot be loaded on aircraft.

LZ Selection Criteria

1. LZ should be generally level (slope not to exceed 8 degrees).
2. LZ should be clear of debris (commo wire, engineer tape, etc.).
3. Aircraft will always land into the wind to avoid being engulfed by dust.
4. LZ should have plenty of open room beyond the intended point of landing.
5. Ground guides are not needed. The pilot will determine where to land.
6. If VS-17 panel markers are used to identify the LZ, ensure they are well secured with large rocks/stakes preventing them from being blown into the rotor blades upon landing.