

Lake of the Woods of Jacaranda Venice, Florida

Temporary Landing Zone Instructions

Preparation for the landing site is one of the primary functions of the emergency personnel on the ground. Proper preparation is essential to the safe operation of Helicopter Emergency Medical Services mission.

Once the HEMS (Helicopter Emergency Medical Services) have been requested, the Incident Commander shall designate a Landing Zone Officer to coordinate aircraft landing and landing zone (LZ) security.

Landing site preparation should include:

- * The landing site ideally is 100' x 100' with a minimum of 60' x 60'
- * Consideration of the condition of the ground and type of ground cover
- * Consideration of obstructions/hazards (i.e.: wires, trees, light poles, vehicles)
- * Consider presence of hazardous materials

The landing site should be a firm, level (maximum slope of 5 degrees) surface and should be free of all debris and loose objects. Suitable landing sites can include parking lots, parks or athletic fields, and streets or highways.

The helicopter is capable of taking off and landing straight up and down; however, it is preferred and safer to have a clear angle of approach to the landing zone.

Mark the landing zone by placing weighted orange highway cones in the four corners of the landing zone, or shining the headlights of rescue vehicles into the landing zone in an "X" pattern. The use of flares is not recommended. Avoid shining lights toward the helicopter as this may interfere with the pilot's vision.

Communications between the LZ Officer and the pilot will be conducted over your community's main fire radio frequency. The helicopter will attempt to contact the LZ Officer when the aircraft is less than five minutes from the landing zone. At this time, the LZ Officer can relay information regarding description of the LZ, hazards around the perimeter, and confirmation that the LZ is secure.

As the helicopter approaches the landing site, it will circle the area-making note of all the obstructions and hazards. It will then begin its final approach to landing. During the final approach, avoid unnecessary radio communications. The LZ Officer should maintain visual contact with the aircraft. If any safety hazard is of concern, it should be communicated to the pilot. If the international LZ UNSAFE WAVEOFF SIGN is given, the pilot will abort its approach to a safe altitude until the hazard is eliminated.

The most important function of the LZ Officer is to maintain safety and security.

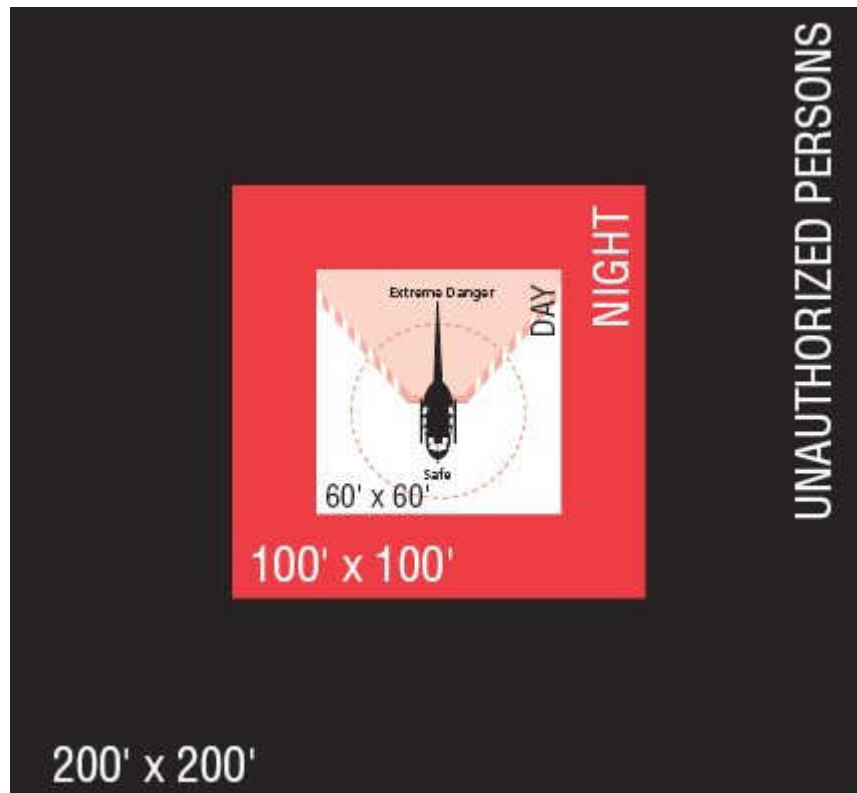
DO NOT APPROACH THE AIRCRAFT!!!

All personnel should remain outside the diameter of the rotor blades at all times, unless accompanied by a flight crewmember.

NEVER approach a helicopter from the rear of the aircraft. Always approach and depart from the front and only when signaled to do so by the pilot.

Do not allow unauthorized personnel within 200 feet of the aircraft.

Keep vehicles at least 100 feet away from the aircraft.



Temporary Landing Zone Information

DESCRIPTION.....	140' x 160' (22,400 sq ft) grass (sod) field due North of the gazebo, labeled as the Recreational Area, bordered to the West by a house line on Silk Oak Drive, bordered to the East by a tree line and boarded to the North by Lake Meredith .	
Location.....	N 27° 03' 46.71" W 82° 22' 35.16"	
GPS.....	N 27 03.775 W 82 22.586	
DECIAMAL...	N 27.062975 W 82.376433	
ELEVATION	12'	
APPROCH.....	Unrestricted from the North of the site only, on a vertical or semi-vertical approach or departure. Heading 198°.	
	All other approaches are restricted.	
SITE VARIATIONS.....	60' x 60'	less than 3"
	100' x 100'	less than 6"
	200' x 200'	less than 12"

SITE WARNINGS:

- 1.) After or during hard rains, the drainage swale located just outside the far western edge of the LZ may be under water or soft. Inspect this location carefully before approving a landing.
- 2.) After or during hard rains, check for lake overflow on the northern edge of the LZ.
- 3.) Tree obstruction just outside the far southern edge of the LZ.

Temporary Alternate Site

If the primary LZ is deemed unusable by the Landing Zone Officer, a temporary alternative site plan will be activated. As described, the alternative LZ location is on a main road access used by ground emergency services, therefore, this site may be used on a 'as needed bases' only, due to it's logistics.

DESCRIPTION.....	70' x 100' (7,000 sq ft) paved road at the center of the intersection at Venice East Blvd. and Lake of the Woods Dr. (South entrance).
Location.....	N 27° 03' 41.35" W 82° 22' 42.98"
GPS.....	N 27 03.6891666 W 82 22.7163333
DECIAMAL...	N 27.06148611 W 82.37860555
ELEVATION	12'
APPROCH.....	Unrestricted from the North and South of the site only, on a vertical or semi-vertical approach or departure.

SITE WARNINGS:

- 1.) House(s) obstructions outside the Eastern edge of this site.
- 2.) Tree(s) obstructions outside the Western edge of this site.
- 3.) Tree(s) obstructions outside the Southern edge of this site.
- 4.) Limited time use. This site deems ground transportation on Venice East Blvd, Northbound and Southbound along with the South entrance to Lake of the Woods via Lake of the Woods Drive, impassable.

Reference(s):

US Department of Transportation, Federal Aviation Administration

- 1.) **AC No: 150/5390-2b**, Heliport Design
- 2.) **Notice 8000.318**, Public HEMS Operations
- 3.) **AC No: AC No. 00-59**, Integrating Helicopter and Tilt rotor Assets Into Disaster Relief Planning