

**CALL SIGN:**

**DEDICATED  
UNHESITATING  
SERVICE  
TO  
OUR  
FIGHTING  
FORCES**

**MEDEVAC/  
CASEVAC**



WRITE MEDEVAC FREQUENCY HERE

**FULL 9-LINE MEDEVAC IS REQUIRED**

Requests for a MedEvac are initiated by the requesting unit through their higher headquarters or nearest TOC who will then forward the request to the BCT and AVN TF CDRs for approval. Requests for high-risk and extremely high-risk missions will be sent to the JOC for approval by a general officer using IWS/TACOPS, MRC chat or telephone.

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**RULES TO REMEMBER**

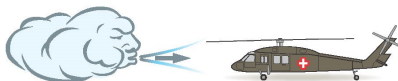
**IMPORTANT**

Radio contact (from line 2 of 9-Line) must be maintained with DUSTOFF aircraft at all times during the mission.

Be prepared to give enemy situation, landing direction and patient update.

- Never approach the helicopter from the front or rear of the aircraft, and never without a crew member's direction.
- Consolidate patients.
- Keep area around the medic clear so the medic can work efficiently.
- Secure any loose items on patient/litter bearers to prevent them from blowing into rotor blades.
- Properly secure patient's weapon, sensitive items and/or ammo.
- Assign litter teams prior to aircraft arrival.
- Use light discipline at night—air crew members wear night vision goggles (no vehicle/white lights towards aircraft).
- Provide 360° security for the aircraft on the LZ.
- Ensure that personnel, equipment and vehicles are not in the intended point of landing.

**LZ CONSIDERATIONS**



Ensure that the landing zone is set up so that the helicopter will land into the wind.

Properly mark the LZ utilizing techniques specified in the "9-Line MEDEVAC."

For day LZ identification, the preferred method is: smoke or VS-17 panel.

For night LZ authentication, the preferred method is:

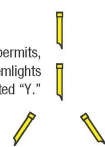
- Chemlight buzzsaw (chemlight attached to a string of 550 cord)
- IR strobe
- Red-lens flashlight — flash intermittently at A/C until A/C is 100 meters from LZ.

**CAUTION:** Within 100 meters, red-lens light can white out NVG's.



Advise the pilot of any obstacles via radio prior to arrival. (i.e. wires, tower, poles)

If time permits, set up chemlights in an inverted "Y."



**LZ SELECTION CRITERIA**



LZ should generally be level and clear of debris (comm wire, engineer tape and obstacles greater than 12 inches in height).

If VS-17 panel markers are used, ensure they are well secured with large rocks or stakes to prevent them from being blown into the aircraft rotor system.



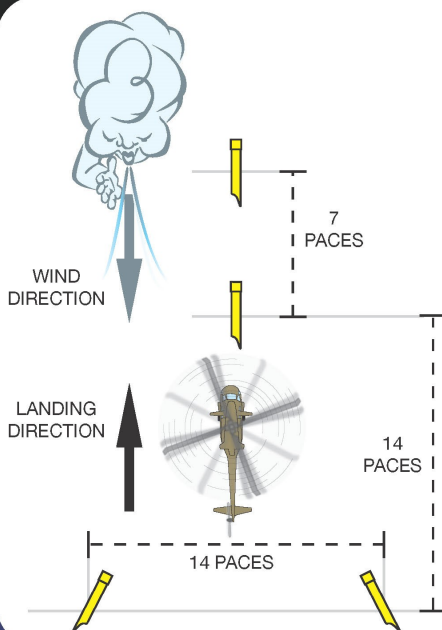
If the LZ is dusty, the aircraft will always land into the wind with forward ground roll of 10-50 feet to prevent being engulfed by dust. The LZ should have plenty of room beyond the intended point of landing for this purpose.

Ground guides are not needed. The pilot will determine where to land. This will keep personnel out of the ground roll area upon landing.



Select a LZ that is a minimum of 50 meters in diameter (60 meters diameter is ideal).

**LZ CONSIDERATIONS**



**LOW VISIBILITY TECHNIQUES**

Preferred chemlight for buzzsaw (in this order) is:



Use 2-3 feet of 550 cord, string, or rope and attach to chemlight.

When the aircraft is in sight or can be heard in the vicinity of the LZ, swing the chemlight around in a circle.



Once the pilots have identified the LZ, ensure that it is cleared of all personnel.