Report Date: 03 Nov 2014

Summary Report for Individual Task
011-228-2067
Select Landing Zone (LZ)/Pick-up Zone (PZ)/Holding Area (HA) (OH-58A/C)
Status: Approved

Condition: In an OH-58A/C or orally. Some iterations of this task should be performed in MOPP 4.

Standard: 1. Landing zone (LZ)/pickup zone (PZ).

a. Perform map, photo, or visual reconnaissance of the assigned area.

b. Determine that the LZ/PZ is suitable for the mission (size, number of aircraft, type cargo).

c. Provide accurate and detailed information to organic or supported unit.

2. Holding area (HA). Confirm suitability of a HA.

Special Condition: NIGHT OR NIGHT VISION GOGGLES CONSIDERATIONS: 1. Apply common considerations. 2. Unimproved and unlit areas are more difficult to evaluate at night because of low contrast. Knowledge of the various methods for determining the height of obstacles is critical to successfully completing this task. LZ/PZ/HA will require a larger area at night. Details of the landing area will be more difficult to see. CONFINED AREA CONSIDERATIONS: Determine a suitable axis and path for a go-around. For multi-aircraft operations, determine the number of aircraft that the area can safely accommodate at one time. SNOW/SAND/DUST CONSIDERATIONS: 1. Apply common considerations. 2. Be prepared for possible whiteout/brownout upon entry into the LZ/PZ/HA. Evaluate surface conditions for the likelihood of the using unit encountering a whiteout/brownout and IMC recovery. Determine a suitable path for a go-around. MOUNTAIN/PINNACLE/RIDGELINE CONSIDERATIONS: When practical, position the aircraft on the windward side of the area. Evaluate suitability of the area, paying particular attention to density altitude and winds. Determine a suitable path for a go-around. Operations at high altitudes are more likely to expose the crews to visual detection and radar and heat seeking weapons.

Safety Risk: Low

MOPP 4: Sometimes

Task Statements

Cue: None

DANGER

None

WARNING

Not all hazards will be depicted on a map. When using a map reconnaissance to determine suitability, the added risk of unknown hazards must be addressed during the mission risk assessment process.

CAUTION

None

Remarks: None

Notes: None

Performance Steps

1. Crew actions.

a. The crew will confirm location of plotted hazards and call out the location of unplotted hazards. They will perform the reconnaissance using the appropriate aircraft sensors or visual means. The PC will confirm suitability of the area.

b. The P* will remain focused outside the aircraft to avoid obstacles and will remain oriented on the proposed HA or LZ. The P* is responsible for clearing the aircraft and obstacle avoidance.

c. The P will assist in reconnaissance of the LZ/PZ/HA, aircraft orientation, and obstacle avoidance. The P will announce when attention is focused inside the aircraft, will operate the Color Camera/FLIR, and take notes as necessary to accomplish the reconnaissance.

2. Procedures.

a. LZ/PZ. The initial selection or reconnaissance of an LZ/PZ/HA begins with the analysis of maps, photos, and intelligence preparation of the battlefield (IPB). If maps or photos are unreliable, in accordance with mission, enemy, terrain and weather, troops and support available, time available, civil considerations (METT-TC), a fly-by may be performed while using the Color Camera/FLIR to allow for a detailed analysis of the area. When a fly-by is executed, the aircrew should not loiter or make more than one pass over the area. Determine the suitability of the LZ/PZ/HA by considering applicable tactical, technical, and meteorological elements. The reconnaissance data should be recorded on a worksheet. Target store can be used to record primary and secondary routes for approach and departure.

(1) Tactical.

(a) Mission. Determine if the LZ or PZ will facilitate the supported unit's ability to accomplish the mission.

(b) Security. Consider size and proximity of threat elements versus availability of security forces. Consider cover and concealment, key terrain, and avenues of approach and departure. The area should be large enough to provide dispersion.

(c) Location. If conducting a reconnaissance for an insertion mission, consider distance of LZ/PZ/HA from supported unit or objective, and supported unit's mission, equipment, and method of travel to and from the LZ/PZ/HA.

(2) Technical characteristics (utilizing the acronym LONGLASSV) of the LZ or PZ include:

(a) Landing formation. Determine if the shape and size of the LZ/PZ/HA are suitable for the formation to be flown

(b) Obstacles. Hazards within the LZ/PZ that cannot be eliminated must be plotted.

(c) Number of aircraft. Determine if the size of the LZ/PZ/HA will support the type and amount of aircraft that will be landing to the ground or hovering, as part of multi-ship operations. It may be necessary to provide an additional LZ/PZ nearby, or land aircraft at the same site in successive flights.

(d) Ground slope of the landing area. Normally if ground slope is greater than 15 degrees, helicopters cannot land safely.

(e) Load suitability. When high density altitude/ GWT operations are conducted, determine if the LZ/PZ/HA shape, size, vertical obstacles, and actual landing area surface condition will support operations by aircraft at/near their maximum operational GWT.

(f) Approach or departure direction. The direction of approach or departure should be over the lowest obstacles and generally into the wind with METT-TC considered.

(g) Size of LZ or HA. The area around the LZ/PZ/HA should be clear of obstacles that could cause aircraft damage. Situation depending, consideration should be given to plotting obstacles.

(h) Surface conditions. Consider blowing sand, snow, or dust. Be aware that vegetation may conceal surface hazards (for example, large rocks, ruts, or stumps). Areas selected should also be free of sources of rotor wash signature. If the area is wet, consider the effects of mud and aircraft weight

(i) Vulnerability. Consideration must be given to the vulnerability of ground troops in the LZ/PZ during air assault operations and to helicopters in the HA.

(3) Meteorological.

(a) Ceiling and visibility. This must be considered in order to prevent IIMC.

(b) Winds. Determine approach and departure paths.

(c) Density altitude. High density altitude may limit loads and therefore require more sorties.

b. HA. HA(s) are usually selected primarily by the map reconnaissance and it may not be feasible to conduct a reconnaissance by aircraft prior to arrival. If it is determined to be unsuitable for use after arrival, an alternate area may be chosen. The following items will be considered when selecting a HA.

(1) Obstacles within the HA.

(2) Cover and concealment.

(3) Key terrain.

(4) Avenues of approach and departure.

(5) Security.

Note: Note.. Avoid planning approach or departure routes into a rising or setting sun or moon.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Evaluation will be conducted in the acft.

Evaluation Preparation: Evaluator will brief the evaluation process.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Performed map, photo, or visual reconnaissance of the assigned area.			
2. Determined that the LZ/PZ is suitable for the mission (size, number of aircraft, type cargo).			
3. Provided accurate and detailed information to organic or supported unit.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	LOCAL SOP	LOCAL SOP	No	No
	TM 55-1520-228-10	OPERATORS MANUAL FOR ARMY MODEL OH-58A/C HELICOPTER (REPRINTED W/BASIC INCL C1-9)	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful

effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None