

Part 8 Landing Zone/Pickup Zone (LZ/PZ) Operations Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 - 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

- 1. Which formation is good for long narrow LZs with freedom of lateral movement and unrestricted fires?**
 - A. Trail**
 - B. Staggered trail left**
 - C. Echelon right**
 - D. Diamond**
- 2. If the primary LZ becomes unusable, what action should be taken?**
 - A. Continue using primary LZ**
 - B. Abort mission without relocation**
 - C. Relocate to alternate LZ per established criteria.**
 - D. Call for airstrike**
- 3. What equipment and procedures are essential for safe night LZ operations?**
 - A. Only infrared lighting; no signals.**
 - B. Bright spotlights on ground personnel.**
 - C. NVG-compatible gear, reflective PPE, backup power, conspicuous markings, and established night-hand signals for guides.**
 - D. No lighting needed; day-only operations.**
- 4. How is the inverted Y oriented (distances)?**
 - A. Four lights in the shape of a Y, the first two are 7m apart, then everything else is 14m apart**
 - B. Four lights in the shape of a Y, the first two are 14m apart, then 7m apart**
 - C. Four lights in the shape of a Y, all 10m apart**
 - D. Four lights in the shape of a Y, evenly spaced 12m apart**
- 5. What is the primary purpose of the Landing Zone (LZ) in rotary-wing operations?**
 - A. To mark obstacles and serve as a training exercise area.**
 - B. To provide a clearly marked, cleared, and safe area for helicopters to land, load/unload personnel and equipment, and enable rapid insertion/extraction while minimizing risk.**
 - C. To maximize helicopter speed during approach.**
 - D. To store equipment after landing.**

- 6. What is the ground slope angle formula used to compute slope from vertical and horizontal distances?**
- A. VD times 57.3 divided by HD**
 - B. HD times 57.3 divided by VD**
 - C. VD divided by HD**
 - D. VD times 57.3 / HD (ROUND UP ALWAYS)**
- 7. In a diamond formation, what is the primary advantage of this arrangement?**
- A. Best fuel efficiency**
 - B. Simplest to coordinate**
 - C. Fastest deployment**
 - D. Most secure**
- 8. Which statement about rotor wash effects is true in relation to wind during LZ operations?**
- A. Rotor wash effects depend on wind.**
 - B. Rotor wash is independent of wind.**
 - C. Rotor wash only affects visibility.**
 - D. Rotor wash can be ignored if the ground is flat.**
- 9. What is the length of a size 1 TDP in meters?**
- A. 80 m**
 - B. 25 m**
 - C. 35 m**
 - D. 50 m**
- 10. What is the distinction between a landing zone (LZ) and a pickup zone (PZ)?**
- A. LZ is for weather checks; PZ for crew rest.**
 - B. LZ is for aircraft landing and offload; PZ is for pickup of personnel or cargo; they may be combined or separate zones.**
 - C. LZ is a security checkpoint; PZ is a fueling zone.**
 - D. LZ is only used for helicopter landing; PZ only for pickup.**

Answers

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1. A
2. C
3. C
4. A
5. B
6. D
7. D
8. A
9. B
10. B

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Explanations

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1. Which formation is good for long narrow LZs with freedom of lateral movement and unrestricted fires?

A. Trail

B. Staggered trail left

C. Echelon right

D. Diamond

For long, narrow LZs you want a formation that uses the length efficiently and keeps the flight path simple. A trail formation places helicopters one after another in a straight line along the corridor, giving a slender footprint that fits the narrow space while preserving a clear, continuous axis for entry and exit. This arrangement minimizes congestion and rotor wash interactions between aircraft, making it easier to control spacing and sequencing as troops dismount or embark. With the line stretched along the length, ground commanders can direct fires across the zone without needing to worry about multiple columns colliding or obstructing each other, and aircraft can maneuver laterally as needed without breaking the formation or creating crossfire issues. Other formations spread the units wider and reduce the usable length of the LZ, which is not ideal when the goal is to maximize space for fires and movement in a narrow strip. Trail thus provides the best balance of orderly access, space efficiency, and fire support in a long, narrow landing zone.

2. If the primary LZ becomes unusable, what action should be taken?

A. Continue using primary LZ

B. Abort mission without relocation

C. Relocate to alternate LZ per established criteria.

D. Call for airstrike

When the primary LZ becomes unusable, move to an alternate LZ that has been identified and approved in advance, following the established criteria. This keeps the mission moving safely by using a backup landing zone with known clearance, approach/departure routes, and security considerations. Continuing to use the primary LZ after it's unusable risks a dangerous situation or mission failure. Aborting the mission without relocation stops the operation without a safe landing or extraction option. Calling for an airstrike doesn't provide a landing zone and could escalate risk or endanger nearby forces, so it doesn't solve the need for a secure PZ/LZ.

3. What equipment and procedures are essential for safe night LZ operations?

- A. Only infrared lighting; no signals.**
- B. Bright spotlights on ground personnel.**
- C. NVG-compatible gear, reflective PPE, backup power, conspicuous markings, and established night-hand signals for guides.**
- D. No lighting needed; day-only operations.**

Night LZ operations hinge on visibility, standardized communication, and reliable power. NVG-compatible gear lets crews read, navigate, and coordinate while using night vision devices without sacrificing safety. Reflective PPE enhances visibility of personnel and equipment as lighting conditions change, reducing the chance someone or something is missed. Backup power is essential to keep lights, signals, and communications alive if the primary source fails, which is critical during the sensitive phases of approach and touchdown. Conspicuous markings on the landing zone, obstacles, and gear clearly delineate boundaries and hazards in the dark. Established night-hand signals for guides ensure everyone understands instructions the same way, minimizing miscommunication during the maneuver. Infrared lighting alone misses visible cues that everyone relies on, bright spotlights can cause glare and misperception, and operating without lighting is unsafe for night operations.

4. How is the inverted Y oriented (distances)?

- A. Four lights in the shape of a Y, the first two are 7m apart, then everything else is 14m apart**
- B. Four lights in the shape of a Y, the first two are 14m apart, then 7m apart**
- C. Four lights in the shape of a Y, all 10m apart**
- D. Four lights in the shape of a Y, evenly spaced 12m apart**

In an inverted Y, the tight part of the shape is at the top where two markers sit close together, and the remaining markers form the longer legs of the Y. So having the two top lights 7 meters apart creates that close junction, while the other distances being 14 meters apart give the longer reach down the arms. This arrangement preserves the distinct forked geometry of an inverted Y. If all distances were equal, you'd lose the characteristic Y shape and it wouldn't read as an inverted Y. If the closer spacing were configured the other way around (the close pair not at the top), the geometry wouldn't match the intended inverted Y layout. Therefore, the setup with the top pair 7 meters apart and the remaining connections at 14 meters best represents the inverted Y.

5. What is the primary purpose of the Landing Zone (LZ) in rotary-wing operations?

A. To mark obstacles and serve as a training exercise area.

B. To provide a clearly marked, cleared, and safe area for helicopters to land, load/unload personnel and equipment, and enable rapid insertion/extraction while minimizing risk.

C. To maximize helicopter speed during approach.

D. To store equipment after landing.

The essential idea is that a Landing Zone is a clearly marked, cleared, and safe space for a helicopter to land and to load or unload personnel and equipment, enabling rapid insertion or extraction while minimizing risk. This means removing obstacles, ensuring a solid, stable surface, providing safe approach and departure paths, and marking the area so pilots can identify and orient to it quickly in varying conditions. The goal is safety and operational speed during insertions and extractions, not simply marking obstacles or using the area for storage.

6. What is the ground slope angle formula used to compute slope from vertical and horizontal distances?

A. VD times 57.3 divided by HD

B. HD times 57.3 divided by VD

C. VD divided by HD

D. VD times 57.3 / HD (ROUND UP ALWAYS)

When you want the ground slope angle from how far up and how far across you've gone, you're working with a rise-over-run relationship. The exact way to get the angle in degrees is to take the arctangent of the vertical distance divided by the horizontal distance, then convert from radians to degrees. That would be $\theta(\text{deg}) = \arctan(\text{VD}/\text{HD}) \times 57.2958$. In field practice, a quick estimate is often used: for small slopes, $\tan \theta \approx \theta$ (in radians). So $\theta \approx \text{VD}/\text{HD}$ (in radians), and converting to degrees gives $\theta \approx (\text{VD}/\text{HD}) \times 57.3$. This is a practical approximation, which is why the option that uses $\text{VD} \times 57.3 \div \text{HD}$ aligns with that method. The "ROUND UP ALWAYS" instruction is added to keep the assessment conservative—always err on the side of safety by not underestimating the slope. So this option is best because it reflects the common field approach: convert the VD/HD ratio to degrees using the 57.3 factor and then round up to avoid underestimating slope hazards. The other choices either invert the ratio, give a radian value without conversion, or omit the rounding rule, which reduces safety or accuracy in practice.

7. In a diamond formation, what is the primary advantage of this arrangement?

- A. Best fuel efficiency**
- B. Simplest to coordinate**
- C. Fastest deployment**
- D. Most secure**

The diamond formation is chosen mainly to maximize security. By spreading units into a diamond shape, you gain continuous 360-degree coverage around the group, so threats from any direction can be seen and addressed quickly. The overlapping fields of observation and mutual support mean one element can reinforce another if a threat emerges, and the formation allows rapid response without breaking cohesion. This protective posture is crucial during sensitive operations like establishing or moving through a landing or pickup zone, where staying alert to multipath threats and maintaining a secure perimeter matters most. Fuel efficiency and speed aren't the standout benefits here—the formation can even trade a bit of speed for security, and coordinating multiple nodes isn't simpler than other setups. The key advantage remains the enhanced protection and situational awareness provided by 360-degree security.

8. Which statement about rotor wash effects is true in relation to wind during LZ operations?

- A. Rotor wash effects depend on wind.**
- B. Rotor wash is independent of wind.**
- C. Rotor wash only affects visibility.**
- D. Rotor wash can be ignored if the ground is flat.**

Rotor wash effects during LZ operations are shaped by wind, because the helicopter's downwash interacts with the surrounding air flow. The rotor pushes a fast stream of air downward, and any wind adds, redirects, or twists that flow. This interaction creates gusts, ground vortices, and dust or debris clouds that can sweep across the area, affect visibility, and influence the safety zones around personnel and equipment. In other words, wind direction and speed determine how the downwash behaves, so rotor wash can change with changing winds. That's why the statement about rotor wash depending on wind is the best choice. It reflects the real-world need to account for how wind modifies downwash during hover, approach, and departure. The other options overlook critical realities: rotor wash is not independent of wind; it affects more than visibility (it can move debris, affect ground safety, and influence aircraft stability); and flat ground does not eliminate rotor wash hazards—the wind-downwash interaction and resulting debris or dust can still pose risks.

9. What is the length of a size 1 TDP in meters?

- A. 80 m
- B. 25 m**
- C. 35 m
- D. 50 m

Understanding touchdown point sizing in LZ/PZ operations is about providing a safe, predictable footprint for helicopters. The size designation corresponds to a standard footprint length; the smallest size is designed to accommodate a single aircraft with room to settle and prepare for departure, without encroaching on adjacent zones. For a size 1 TDP, the standard length is 25 meters. This length balances the need for a clear touchdown path and stopping distance with the space available in typical LZs, ensuring rotor clearance and protection from obstacles. Larger sizes extend the footprint to fit bigger aircraft or multiple aircraft in a single pass; you'll see longer lengths in the next sizes, such as 35, 50, or 80 meters depending on the standard. Therefore 25 meters is the correct length for a size 1 TDP.

10. What is the distinction between a landing zone (LZ) and a pickup zone (PZ)?

- A. LZ is for weather checks; PZ for crew rest.
- B. LZ is for aircraft landing and offload; PZ is for pickup of personnel or cargo; they may be combined or separate zones.**
- C. LZ is a security checkpoint; PZ is a fueling zone.
- D. LZ is only used for helicopter landing; PZ only for pickup.

The distinction is about what part of the helicopter operation the area supports. A Landing Zone is designated for the helicopter to touch down and offload personnel or equipment. A Pickup Zone is where personnel or cargo are retrieved or loaded into the helicopter. These zones are set up to keep approach, clearance, and hazards organized and safe. Depending on the mission and terrain, they can be separate areas or the same location if the aircraft lands to pick up or load at the same time. Other options describe activities that aren't what defines LZ versus PZ, such as weather checks, security roles, or fueling.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://pt8lzpzsops.examzify.com>

We wish you the very best on your exam journey. You've got this!