


SHELBYVILLE FIRE & RESCUE STANDARD OPERATING PROCEDURES

	SECTION: Operations	S.O.P: 109.11
	SUBJECT: Aircraft Safety & Landing Zone	PAGE: 1 of 2
	Approved By:	Effective Date: December 1, 2012
		Revision Date:

Purpose:

The SFD will be responsible for setting up a landing zone for helicopters during emergency incidents. We could be on the incident, or called to set up the LZ by EMS or Police.

Procedure:

On incidents where there is a chance of needing air transport, before getting on scene the F.D. Duty Officer may have Medical Helicopter go on standby.

Once the first medically trained firefighter or EMS member gets on scene (EMT-FR or above) through command S.O.G.'s may advise air transport to respond. A higher trained EMS member may cancel air transport once they arrive on scene and may call to transport by ground.

Once the fire department or EMS call for air transport the F.D. shall choose a location for the landing zone and conduct radio communications with the pilot on landing information. All communications will be conducted on the fire channel unless otherwise designated. It is very important that dispatch gives this information to the Medical Helicopter.

Fire Department members should always land the Medical Helicopter at the scene or as close to the scene as possible. Don't forget we have only one hour from the time the accident happens, we respond, provide treatment and transport to the medical center.


The following pages are Aircraft Safety and Landing Zone requirements from.

AIRCRAFT SAFETY LANDING ZONE (LZ) REQUIREMENTS

How to set up a landing zone (LZ)

1. Size: Approx. 100 feet X 100 feet
2. Firm, flat ground
3. The LZ and approach/departure path **MUST** be clear of wires, towers, poles, vehicles, people, and loose objects. Also check for holes, stumps and ditches.
4. Markers on all four corners (must be secured to the ground).
5. Keep personnel, patients and spectators at least 200 feet from the LZ.
6. Select an LZ officer. This person is in charge of securing the LZ and acts as a safety officer. The LZ officer is the **ONLY** one who should be directing the pilot towards the LZ. This person should maintain eye contact with the pilot at all times.
7. If helmets are worn, chin straps must be fastened. **NO LOOSE HATS or BALLCAPS** are to be worn near a running helicopter.
8. Rotor wash will cause flying dirt, dust, gravel and debris. Close all vehicle doors and windows. Protect the patient(s) from flying debris. Protect LZ personnel – wear goggles and secured helmets.

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At night, **NO SPOTLIGHTS, FLOODLIGHTS, WHITE STROBES OR FLASHBULBS**; these lights ruin the pilot's vision and temporarily blind him. **NEVER** under any circumstance direct lights at an approaching helicopter.

SAFETY AROUND THE AIRCRAFT

1. **NEVER** allow personnel to approach the aircraft until signaled by the pilot.
2. **NEVER APPROACH THE REAR OF THE AIRCRAFT FROM ANY DIRECTION!**
3. **ALWAYS** approach and depart the aircraft from the front.
4. The crew will select 2 – 4 people to help load the patient(s) into the aircraft.
5. If moving the patient to the aircraft via ambulance, keep the vehicle 50 feet from the rotors.
6. **DO NOT HANDLE DOORS OR THE STRETCHER SYSTEM!**

RADIO COMMUNICATIONS

Make sure your dispatch center or central alarm knows your RADIO FREQUENCY and PL. To aid the pilot with LZ information, it is very important that the correct frequency, PL and ground contact be relayed to the Medical Helicopter upon your initial request.

LZ Officer

1. Location of LZ (“Two miles south of Fairdale, just west of the forest water tower”).
2. Major landmarks, such as highways, factory or a shopping center (“There is a rock quarry 1 mile south of the scene”).
3. Description of LZ (“Flat with about 1 foot tall grass. Wires to the east, trees on the south and west side”). There is a ditch that runs north to south near the wires”
4. Other information; We have the LZ marked with fire trucks and police cars on the north side, or The accident scene is under some trees, so your LZ is approximately ¼ of a mile to the west. Look for police cars and orange smoke.

AIRCRAFT SAFETY IS EVERYONE'S RESPONSIBILITY