

# TOWNSHIP FIRE DEPARTMENT

## CHAPTER 2: SUGGESTED OPERATING GUIDELINES

Part 1: Response Guidelines

Subject: Landing Zones

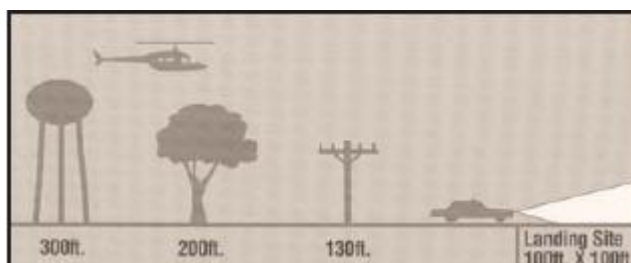
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Effective Date: 05/29/07

Section: 2-1-37

Review/Revision Date: 7/24/14

- 37.01 Purpose: To provide safety guidelines for use by all Township Fire Department personnel when urgent transportation of critically ill and injured patients via medical helicopter from the scene of an incident is required.
- 37.02 Goal: All members of Township Fire Department shall be trained and capable of securing and working in a landing zone.
- 37.03 Considerations: Due to uncontrollable situations, ground transportation may not be the quickest mode of transportation of a critically ill or injured patient in need of specialized care.
- 37.04 Landing Zone Selection Guidelines:
1. If possible, select a location for the landing zone that will not block access to the scene by other emergency vehicles.
  2. Ensure that the location of the landing zone has been accurately relayed to the responding helicopter's dispatch.
  3. Forward the landing zones contact radio frequency and call sign to the responding helicopters dispatch.
  4. Position available personnel around the landing zone so security is present on all sides for the entire period the helicopter is at the landing zone.
  5. Inspect the landing zone for hazards and debris.
- 37.05 General Landing Zone Guidelines:
1. Landing areas should be 150' X 150' in diameter, if possible. If smaller, identify a larger alternate site, should the pilot refuse your 1<sup>st</sup> choice.
  2. Approach and departure paths should be clear of wires, trees, antennas and loose debris.
  3. Landing direction should be into the wind.
  4. Landing zone should be firm and level.



**Subject: Landing Zone**

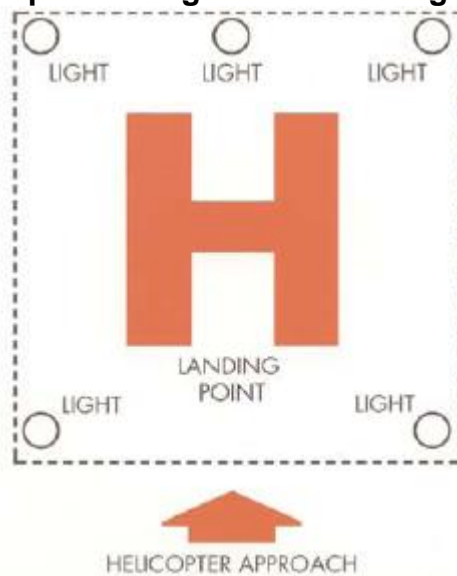
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**37.06 Night Time Landing Zone Guidelines:**

1. Landing areas should be 150' X 150' in diameter.
2. Approach and departure paths should be clear of wires, trees, antennas and loose debris.
3. Landing zone should be firm and level.
4. Mark the 4 corners of the LZ with lights. Place a 5th light on the side of the LZ from which the wind is blowing.
5. Two vehicles, parked 90 degrees from each other, with low beam lights forming an "X" can also be used for LZ marking.
6. Spot lights can be used to illuminate hazards such as power poles, high trees, or wires.
7. Keep high beams off. Do not point spot lights or flashlights at the helicopter.
8. Strobe lights, if used, should be turned off once the pilot has identified the LZ.

**Example of a Night Time Landing Zone**



- 37.07 Landing Zone Communications:** Air-to-ground communications need to be established to give landing instructions to approaching helicopters. Communication should be done by only one person on scene on a channel pre-designated. The person assigned shall be designated as the LZ coordinator during all radio transmissions.

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37.08 When communicating with the helicopter:

1. Channel designated for landing zones is MARC 2, unless another channel has been arranged.
2. Identify yourself as the LZ coordinator and remain in communications with the aircraft during all phases of flight.
3. Communicate the landing zone location.
4. Describe the landing zone and touchdown area (size, condition, and type of surface).
5. Describe any obstructions in the landing zone or approach and departure paths (wires, trees, stumps, brush, towers, poles, signs motor vehicles, antennas, buildings, rocks, debris or blowing dust or snow.)
8. If appropriate, describe the direction of the slope.
9. Describe general direction of the wind.
10. At night, communicate how the landing zone is lit.
11. Identify any hazardous materials on scene.
12. Provide medical details of the case after the landing zone information has been communicated, if requested by the Flight Crew.
13. Should an unsafe situation arise, immediately communicate "ABORT" to the pilot.

37.09 Safety Guidelines:

1. Restrict access to the landing zone area and helicopter.
2. In cases where a road or highway is the landing zone, traffic will be stopped at least 200' away in both directions.
3. Assign a tail rotor guard to assist with preventing persons from entering the LZ.
4. Do not approach the helicopter unless escorted by a crew member.
5. Do not bring the patient to the helicopter; the medical team will come to you.
6. Personnel should not attempt to open or close aircraft doors.
7. Keep all persons back 200' from the landing zone.
8. No running in the area of the helicopter.
9. Keep hats and other loose objects away from the aircraft.
10. Eye protection or helmet face shields must be worn. Helmet chin straps must be tightened securely.
11. Do not shine any lights into the pilot's eyes.
12. Smoking is not permitted in any Landing Zone.
13. Always approach and depart the helicopter from the sides, within view of the pilot.
14. Do not approach or depart the helicopter from a slope.

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16. Carry equipment in a crouched position.

17. No emergency vehicles within 100' of the helicopter.

