

# Buechel Fire Protection District

## Fire-ground Operations

FGO-0009

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Title: Helicopter Landing Zone Procedure

Approval Date – 12-2-1994

Section	Instruction
1.	<p>There are many emergencies where helicopter transportation may be used, and the fire service is not called. Examples are shootings, accidents without rescue, diving accidents in swimming pools, etc. However the police are normally available at these incidents.</p> <p>Thus the presumption by all parties (Fire, Police, EMS and helicopter services) will be that any landing zones will be established, and coordinated by the police, except as modified below.</p>
2.	<p>If the fire service is called to an incident, and air transportation has been called for, the paramedic in charge is to so advise the fire officer in charge. This is to include StatCare.</p>
3.	<p>The fire officer in charge should contact the police officer in charge to discuss the helicopter-landing zone. At this conference the location of the landing zone should be decided upon, as well as which agency (police or fire) will set up and coordinate the landing zone.</p>
4.	<p>In the event the decision is made that the helicopter-landing zone will be established and coordinated by the fire service, for whatever reason, the fire service shall be responsible for the following:</p> <ul style="list-style-type: none"><li data-bbox="446 1260 1446 1333">a. Informing the applicable helicopter service the fire service will be handling the landing zone.</li><li data-bbox="446 1354 1446 1459">b. Informing the applicable helicopter service which radio frequency that the helicopter can contact ground units, be it the helicopter's own radio channel, a certain fire channel, or the mutual aid channel.</li><li data-bbox="446 1480 1446 1564">c. Actual establishment security, etc. of a proper landing zone, including communication with the incoming helicopter.</li></ul>
5.	<p>If any agency has concerns or complaints about the landing zone, these concerns should be immediately addressed at an appropriate time, while all affected agencies are at the scene, whenever possible. If such discussion is not practical, attempts to resolve any conflicts should be made as soon as possible, in order to avoid recurrence.</p>
6.	<p>Each fire District is encouraged to contact StatCare to take advantage of programs this service have already developed to help familiarize emergency</p>

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	<p>services with helicopter transportation safety, as well as periodic refresher programs.</p> <p><b>Selecting An On-Scene Landing Zone</b></p> <p>7. First, determine if the area is large enough to land a helicopter safely. The landing surface should be flat and firm, free of debris that would blow up into the rotor system.</p> <p>8. Touchdown Area. Small helicopter: The touchdown area should be a square with 60-foot sides, 100 X 100 feet at night. Medium-size helicopter: The touchdown area should be a square with 75-foot sides, 125 feet at night. Large helicopter: The touchdown area should be a square with 120-foot sides, 200 feet at night.</p> <p>9. The landing site should be clear of people, vehicles, obstructions, such as trees, poles and wires. Keep in mind that wires cannot be seen from the air. The landing site must be free of stumps, brush, posts and large rocks.</p> <p>10. There are many situations where helicopter medical transportation is necessary. In Jefferson County the fire district is responsible for landing zone establishment and coordination through Jefferson County EMS dispatch.</p> <p>11. When the fire district responds to situations requiring helicopter medical transportation the Paramedic or the EMS Incident Commander will advise the fire officer in charge that helicopter medical transportation has been requested.</p> <ul style="list-style-type: none"><li>a. The fire officer in charge should advise the police officer in charge where the landing zone will be located and if assistance will be required from the police District.</li><li>b. The fire District will establish and secure a proper landing zone and will communicate with the incoming helicopter on the Mutual Aid Frequency.</li></ul> <p>12. Pilots will NOT land until they attempt to contact the Landing Zone Coordinator.</p> <p>13. In the event that the pilot cannot contact the Landing Zone Coordinator and there is an adequate landing zone the pilot, at their discretion, will attempt to make the landing.</p>

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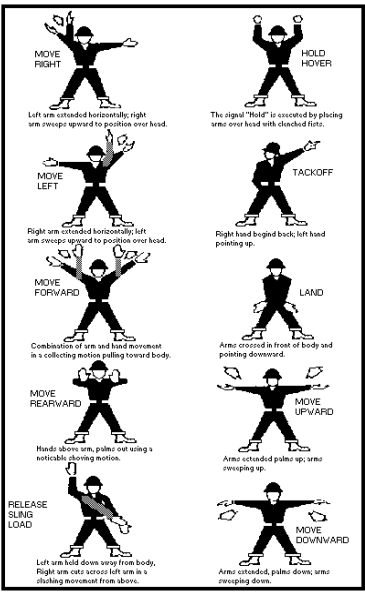
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14.	Concerns or complaints about the landing zone should be addressed, at an appropriate time, with all involved parties in order to resolve any conflicts and to prevent future occurrences.
15.	Landing zones should be established by a square of 100' on all sides, free of obstructions including: <ul style="list-style-type: none"> <li>a. Power lines,</li> <li>b. Trees,</li> <li>c. Cars,</li> <li>d. People,</li> <li>e. Ground obstructions (i.e. tree stumps)</li> </ul>
15.	Four flares should be used to mark the fourcorners of the Touchdown area.
16.	Shine NO lights at the helicopter.
17.	Consider the wind direction - helicopters takeoff into the wind.
18.	Keep people away from the landing zone: <ul style="list-style-type: none"> <li>a. Spectators - 200 feet.</li> <li>b. Emergency service personnel - 100 feet.</li> </ul>
19.	A Landing Zone Coordinator should be assigned and should perform according to the "Ground Guide" directions in the Booklet Preparing A Landing Zone. (See Figure N-1, 29 CFR, 1910.183)
 <p>FIGURE N-1 HELICOPTER HAND SIGNAL</p>	

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20.	One person shall be assigned as the Landing Zone Coordinator from the time the helicopter is inbound to and until it departs from the emergency scene.
21.	The Landing Zone Coordinator shall: <ul style="list-style-type: none"><li>a. Be equipped with a radio capable of transmitting on Mutual Aid Frequency.</li><li>b. Communicate with EMS that the helicopter is inbound and its estimated time of arrival;</li><li>c. Advise the helicopter pilot of any changing conditions in the area or the landing zone;</li><li>d. Be attentive to the helicopters tail rotor position during landing and takeoff and communicate any potential problems to the helicopter pilot as they cannot see its exact position.</li><li>e. Ground personnel should only assist the helicopter personnel when requested and they should follow the directions of the helicopter personnel.</li></ul>