

# Egg Harbor Fire Department and First Responders Standard Operating Guideline

**Subject: Helicopter Landing Zone**

**SOG 814**

**Purpose:** To establish a guideline for maximizing firefighter, law enforcement, EMS, and general public safety when dealing with helicopter landing zone operations.

**Scope:** This procedure applies to all members of the Egg Harbor Fire Department.

## Requests for Helicopter Support

Requests for helicopter support shall be made to the Comm. Center by the Incident Commander. Most requests will be made for a medical evacuation helicopter or rescue helicopter.

- A. Identify yourself and the EMS agency
- B. The call-back phone number
- C. The location and map or GPS coordinates
- D. The nature of the emergency and medical information known
- E. The number of patients for air transport
- F. The on-scene radio frequency and unit number which will coordinate the landing site
- G. The landing site location, landmarks, and location of hazards
- H. The name of the local hospital contacted

## Preparing the Landing Zone:

To land at a site other than an approved helipad, ground personnel should be available to assist in selecting and securing a landing area. All landing areas must be lighted after dark. Emergency vehicles with rotating beacons can aid the helicopter in locating the landing area at night. A safe landing zone can be prepared by using the following guidelines:

- A. The IC will designate one person (Landing Zone Coordinator) to ensure security and to communicate with the pilot throughout the incident. Use the **MARC 2** channel to communicate with the pilot. As this is non-repeated channel the helicopter should be within sight or you should be able to hear it before you can communicate with it.

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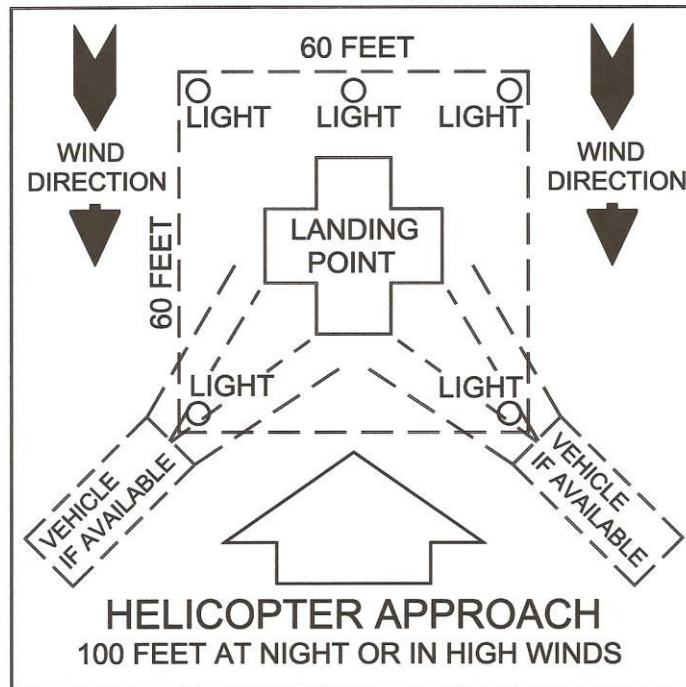
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- B. Should be level, firm, and free of loose debris.
- C. The landing zone should be at least 60'x 60' in daytime/good visibility or at least 100' x 100' in nighttime/reduced visibility
- D. Clear the landing zone of people, vehicles, and any other obstructions such as trees, poles, wires, large rocks, and high grass
- E. Remember that wires are difficult to see from the air and the crew should be notified of any in the area
- F. Keep spectators and emergency vehicles back at least 200 feet and have fire equipment standing by
- G. If eye protection is available, insure that it is in place during landings and take-offs
- H. Please remove all hats and if helmets are worn, chin straps must be securely fastened

If the landing zone is extremely dusty, it should be wet down by firefighters (if available)  
 Crew should be prepared to communicate to the pilot the following information:

- A. Wind direction
- B. Touchdown Area information; DAY: communicate with the ground personnel for area location and hazards. NIGHT: Landing Zone should be illuminated by chemical lights



## **Approaching Helicopter:**

The EAGLE III team appreciates your help in patient preparation and transport. Please assist them in keeping transports safe and efficient by:

- A. Waiting for team instructions before approaching the helicopter, it is normal for the medical team to exit the aircraft before the blades have stopped turning; do not take this as a signal to approach the helicopter
- B. No smoking or running
- C. Keeping all loose objects such as hats, sheets, etc. at least 100 feet from the aircraft and keeping all spectators at least 200 feet from the aircraft
- D. Do not allow anyone but the crew to approach the helicopter
- E. Protecting yourself and patients from rotor wash; rotors generate winds up to 120 mph