

HAMILTON FIRE DEPARTMENT STANDARD OPERATING GUIDE

PROCEDURE:	OPERATIONS	POLICY
TITLE:	Helicopter Landing Zones	O-16

PURPOSE: The purpose of this guide is to establish a procedure for setting up and operating at a helicopter landing zone (LZ).

SCOPE: The Hamilton Fire Department is responsible for establishing helicopter landing zones. Medevac helicopters respond directly to emergency scenes where an LZ must be established. Police aviation units may also require an LZ during search and rescue operations, law enforcement missions, etc.

TRAINING: Hamilton Fire Department personnel are trained in LZ safety and operations by Mercy Flight Central, Inc. in accordance with CAMTS standards.

ESTABLISHING THE LZ:

Site: The LZ should be located where there is a flat / hard surface available which can support the weight of the aircraft. The LZ must be free from obstructions and hazards and large enough to safely accommodate a landing and take-off.

Location: Scene response medevac- the Officer in Charge (OIC) shall choose the closest suitable location which should ideally be located at the scene. Considerations should include the roadway, large lawns / fields, parking areas, etc.

Markings: The LZ will be marked with four traffic cones arranged in a square shape.

OPERATIONS: HFD personnel will ensure that the LZ remains secure. Priorities should include crowd control / public safety and vehicle and traffic considerations if the LZ is to be established in the roadway. **During landing and take-off there shall be no personnel in or around the LZ.** During landing and take-off, personnel should be located in the apparatus or in another appropriate protected area. Personnel should be prepared to assist in loading the patient into the aircraft. When loading, personnel must follow the directives from the helicopter crew. Personnel should remain together as a group and should approach and depart the aircraft in the same direction. **The tail of the helicopter is the most dangerous area and should be avoided at all times.** Issued PPE shall be worn while operating around the aircraft.

APPROVED BY:	Ross Hoham	EFFECTIVE DATE:	09/03/07
TITLE:	Fire Chief	LAST REVISION:	2/25/08

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NIGHT-TIME and LOW LIGHT OPERATIONS: In darkness, light box type flashlights will be placed inside to cones to illuminate them. No external white lights shall be directed at the aircraft or in the direction of the LZ.

REMOTE LZ: If the LZ can't be established at the scene, transportation shall be provided for the aircraft crew to bring them to the patient, if the patient is not already in transit to / or at the LZ.

COMMUNICATIONS: The OIC (at the LZ) will communicate directly with the aircraft prior to landing. Radio frequency will normally be 46.22. During this report, the OIC shall advise the aircraft of the location and description of the LZ. Hazards such as lights, wires, trees, etc. shall be discussed as well as any other specific concerns. All communications shall focus on safely landing the aircraft. Non-critical information such as patient updates shall be avoided until the aircraft has landed. There will be no visual (hand signals) communication with the aircraft. Fire Control shall be notified (via command) when the aircraft lands and goes airborne.

AIRPORT OPERATIONS: The Hamilton Municipal Airport may be deemed the most appropriate LZ. There will be no LZ marked with cones, instead the pilot will determine where on the ramp to land. There is no need for additional lighting in darkness. Personnel should stage and be prepared to assist in loading the patient into the aircraft.

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