



Programs

Standard Operating Guidelines (SOG)

TACTICAL LANDING ZONES SOG

SCOPE

This guideline shall apply to all members of the Stoney Point Fire Department (SPFD) and shall be adhered to by all members.

PURPOSE

The purpose of this guideline is to ensure the proper establishment of a Landing Zone (LZ) at or near the scene of a critical illness or accident.

DEFINITIONS

SHALL - Indicates a mandatory requirement.

STANDARD OPERATING GUIDELINES (SOG) - Documents that help establish how an organization will operate and how its members are expected to carry out specific duties outlined in general terms.

GUIDELINES

In accordance with SPFD SOG 312 an Incident Commander must be named and Communications must be informed as to the exact location of the LZ and who the LZ commander will be. **Use Radio Channel 16-A (800 MHz) for all LZ operations.**

The IC shall ensure only approved methods for placement of apparatus at the LZ must be carefully followed, especially at night, so as to effectively mark the LZ and not cause a “blinding effect” on the helicopter.



EMERGENCY MEDICAL TRANSPORTATION

Helicopter transportation is available for patients within areas, when time and distance affect ground transportation time. When sufficient ambulances are unavailable, or when patients are in locations inaccessible to ground units, helicopter transportation should be considered.

Helicopter medical transportation should be considered for -- Immediate trauma patients requiring urgent surgery, patients requiring specialized treatment (OB, pediatric, burns, neurological.) or any **other patient Medical Control deems necessary. The Incident Commander can request MEDEVAC be placed on Stand-by status. However, only the EMS Supervisor or designated Paramedic and give take-off instructions to the air crew.**

COMMUNICATIONS

Air-to-ground communications shall be used whenever possible to give landing instructions to approaching helicopters. Dispatch will coordinate the establishment of air-to-ground communications. The pilot of a helicopter approaching the scene will advise Dispatch when ready to communicate with ground units. Dispatch will assign the radio channel to be used and advise Command of the identity of the helicopter. Direct air-to-ground communications shall then be established between the helicopter and Landing Zone personnel. Personnel in the landing area should have direct communications with the pilot before landing. SPFD SOG for communications with the pilot is Channel 16-A (800 MHz) for all LZ operations.

NOTE: National Guard helicopters have no direct communications capability with fire department ground units. Landing instructions must be given by hand signals.

ESTABLISHING LANDING ZONES

The landing zone must be relatively flat and free of obstructions for an area of at least 100' x 100' for each helicopter. All spectators, vehicle traffic (including emergency vehicles) and animals must be kept a minimum of 200' away from the landing zone. The individual communicating with the pilot shall stand at the front right corner (as seen by the pilot) of the touch-down area. A visual check should be made for overhead wires, poles, towers, and similar obstructions. Any obstructions noted must be communicated to the pilot before he/she is committed. The pilot can then assess the obstruction. Approach and departure paths should not pass over a treatment area, Command Post, or other activity areas where noise and rotor wash will cause problems. The landing zone should be located at least 300 yards from other activity areas. The landing zone and surrounding area must be free of small objects which can be blown around by rotor wash. Check for metal objects and secure loose clothing or blankets.



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Avoid dusty locations if possible. If the landing area is dusty, wet down the area with a hose line before landing. Once a helicopter has landed the pilot may elect to shut down for added safety in the landing zone. Radio contact and the landing zone shall be maintained for two to three minutes after departure of the helicopter in case an in-flight emergency is experienced and the helicopter needs to return to the landing zone.

HELICOPTER SAFETY FACTORS

- Approach and depart helicopter from the front or 45 degrees from the front, in a crouching position; remain in view of the pilot. SPECIAL NOTE: Cape Fear Helicopters may be approached from the tail. TAKE ALL DIRECTIONS FROM THE CREW.
- Establish eye contact with pilot or crew member before approaching if rotors are moving.
- Do not approach helicopter after landing until pilot or observer signals approval to approach aircraft.
- Approach and depart in pilot's or observer's field of vision (never towards the tail rotor).
- At no time will personnel approach the tail area of any helicopter, unless told to do so.
- Landing zone personnel shall use eye protection or helmet face shields and ear protection. Helmet chinstraps shall be tightened securely.
- Keep landing areas clear of loose articles that may "fly" in the rotor down wash.
- Provide wind indicators for take-off and landings; back to the wind, arms extended in front of body.

PERSONAL PROTECTIVE EQUIPMENT (PPE)

Firefighting personnel shall wear helmet with eye-protection, with turnout coat, pants and boots.

SURFACE SELECTION

1. Concrete
2. Asphalt
3. Grass
4. Compacted dirt (lightly moistened to control dust)
5. **Dry, loose dirt/sand (heavily moistened to control dust)**

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Limited Visibility Corner Markings

LZ Officer

1 ¾ Safety Line (min.)

300 feet (min.)



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CLEAR TO START ENGINE



TAKEOFF
Right hand behind back
Left hand pointing up



HOLD-HOVER
Place arms over head with clenched fists



MOVE UPWARD
Arms extended sweeping up



MOVE DOWNWARD
Arms extended, palms down, arms sweeping down



MOVE RIGHT
Left arm horizontal
Right arm sweeps upward to position over head



MOVE LEFT
Right arm horizontal
Left arm sweeps upward to position over head



MOVE FORWARD
Combination of arm and one hand movement in a collecting motion pulling toward body



MOVE REARWARD
Hands above arms, palms out using a shoving motion



RELEASE SLING LOAD
Left arm down away from body, right arm slashes across left arm in a slashing movement from above



LAND
Arms crossed in front of body and pointing downwards with backs to wind



SHUT OFF ENGINE
Slash across throat