

MEDIVAC Helicopter Landing Zones

504.1 PURPOSE AND SCOPE

This document provides arrival and on-scene procedures for the Euless Fire Department to establish a MEDIVAC landing zone.

Corresponding Policies:

Aircraft Operations
Incident Management

504.2 FIRST FIVE MINUTES

The Incident Commander (IC) should appoint a landing zone (LZ) Supervisor.

The LZ Supervisor should:

#Confirm with Dispatch that at least one engine company has been dispatched or, if at an active incident, confirm with IC that at least one engine company can be dedicated to the LZ assignment.

#Upon arrival at an LZ location assigned by Dispatch, evaluate the sight for suitability or, if assigned to establish an LZ, locate a suitable LZ.

#LZ suitability considerations should include, but not be limited to, the following:

- A flat, open grassy or hard surface area
- At least 100-feet square or larger
- Clear of trees, power lines, poles and other obstructions
- At least 100 yards from any response-related or other human activity

#If assigned to establish an LZ at an active incident, notify the IC and Dispatch of the location.

#Once the LZ location is confirmed as suitable, request an operating channel from Dispatch for direct communication with the aircraft, make contact and

- Request an ETA.
- Advise the pilot that confirmation will be given when the LZ is prepared for landing.

504.3 PROCEDURES

504.3.1 RESOURCE DEPLOYMENT

- (a) Apparatus

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1. The Driver/Engineer should make reasonable efforts to position apparatus so personnel can immediately engage in fire suppression operations, with consideration for:
 - (a) Access to and distance from a fixed water source, if available.
 - (b) Access to the LZ and surrounding area while keeping a safe distance for landing and take-off.
 - (c) Making sure the foam system (if equipped) is ready for use.
 - (d) Turning off any unshielded apparatus lighting to prevent it shining upward and affecting the vision of the pilot.
2. Personnel
 - A minimum of two firefighters should be in full personal protective equipment (PPE), including self-contained breathing apparatus (SCBA), prepared to deploy attack lines should conditions warrant.

504.3.2 OPERATIONS

- (a) To prepare the LZ, the LZ Supervisor should:
 1. If time permits, assign personnel to walk the area to clear debris that could be picked up by rotor wash or create a danger to the aircraft or ground personnel.
 2. Mark the corners of the LZ with something that will not be blown away by the helicopter..
 3. If dark, contact the pilot and ask if lighting is wanted. If so, deploy any or all the following resources, depending on availability:
 - (a) If available, mark the LZ corners with red auxiliary lights. If not available, use half-mile lights set to strobe and facing inward to the center from the corners.
 - (b) Two vehicles at the borders of the LZ with headlights facing the center of the LZ. Vehicles should not be opposite each other to avoid blinding the vehicle Driver/Engineers.
 4. Assign personnel to keep all spectators at least 200 feet from the LZ.
 5. Emergency personnel should be at least 100 feet away from the touchdown area.
 6. If an unmanned aircraft system (UAS) or laser pointer is being employed, it should be shut down during LZ operations.
 7. Reasonable steps should be taken to keep any third parties from using a UAS or laser pointer during LZ operations.
- (b) After the LZ is prepared, the LZ Supervisor should:
 1. Contact the pilot and confirm that the LZ is ready for use.
 2. Aid the pilot in locating the LZ, if requested.

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3. Advise the pilot of any reasonably identified conditions that could create a landing hazard, including but not limited to:
 - Any sloping on the site
 - Nearby power lines
 - Nearby activity
 - Nearby structures
4. Advise Dispatch when aircraft has landed.
- (c) After aircraft has departed the LZ Supervisor should:
 1. Advise Dispatch.
 2. Assign personnel to remove any LZ markers or landing aides.
 3. Clear the scene with Dispatch.

504.4 UNIVERSAL PRACTICES

Personnel operating in or near an LZ should:

1. Not approach the aircraft until directed by the pilot.
2. Approach and walk away from the aircraft from the side only.
3. Not walk around the tail rotor.
4. Protect eyes from rotor wash during landing and takeoff.
5. Not carry anything overhead.
6. Not run towards, around or away from the aircraft.
7. Allow the aircraft crew to control activity around the aircraft.
8. Secure loose objects light enough to be blown into the rotor blades.

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504.5 PROCEDURE DECISION TREE

