

SECTION II: FIREGROUND OPERATIONS AND FIRE RELATED DUTIES

2.15 Response to Medevac/Helicopter Standby

Generally, it is the responsibility of the Fire Department, to set up and secure the helicopter landing zone. These procedures are to ensure the safest working environment for Fire Department personnel establishing and maintaining a Helicopter Landing Zone (LZ).

When the determination has been made that a helicopter is needed, the Incident Commander (IC) should appoint someone to serve as a Ground Contact. The IC should then contact Communications and provide the unit number of the Ground Contact.

2.15.1 Landing Zone Selection

1. The unit assigned to the LZ shall secure an area at least 110 ft X 110 ft with a clear approach and departure path. A hard flat surface is preferred. This area should be free of the following hazards:
 - (1). Loose debris, mud, or soft ground and,
 - (2). Powerlines, telephone lines, guy wires, or other cables in the near vicinity and,
 - (3). High tension wires within 150 feet of the landing zone and,
 - (4). Antennas higher than 35 feet and,
 - (5). Trees or limbs that extend within 25 feet of the zone boundary limits and,
 - (6). Any street lights, billboards or other structures within close proximity to the zone.
 - (7). Secure from vehicles and pedestrians
 - (8). All white lights are to be turned off
 - Scene lights
 - Headlights (apparatus and other vehicles)
 - Any flashlights
 - Flash photography

2.15.2 Landing Zone Operations

1. An engine shall be assigned to the Landing Zone and will:
 - (1). Stage engine out of the immediate Landing Zone, but nearby in a clear area so that it can be utilized quickly in case of a helicopter crash or fire
 - (2). At least two crewmembers should be in full PPE, with S.C.B.A., and prepared to deploy attack lines should conditions warrant.
 - (3). Fire protection will be maintained at all times during aircraft arrival and departure.
2. Upon arrival of apparatus assigned to secure an LZ, apparatus personnel shall locate an area as described, be prepared to have a request to change the location of the LZ by the pilot should they request you to do so.
3. Utilize available apparatus and scene lighting PRIOR to arrival of aircraft to assist in identifying LZ hazards.

4. Deploy your personnel, with hand lights, to “walk the LZ”. Have them scan overhead and the LZ area itself for any hazards (ie: wires, debris, slopes ect.)
5. Identify and secure all access sites to LZ to limit access to LZ to bystanders and unnecessary vehicles.
6. The area will be marked with one Flare or Traffic Cone at each corner of the landing zone.
7. Ensure your radio is on the proper frequency for contacting aircraft. (provided by Gloucester County Communications Center)
8. Stand by and await contact from pilot of aircraft for an LZ description/briefing.
9. At **NO TIME** should anyone approach the aircraft unless directed to do so by a member of the flight crew.
10. The Landing Zone officer should advise the IC via radio when the incoming aircraft has safely landed and upon departure.
11. Following the safe departure of the aircraft, the landing zone should be cleared and released as soon as possible.

2.15.3 Landing Zone Communications

When the pilot asks for a description of the LZ, the following information must be given:

1. **Location** - In reference to scene as well as area landmarks
2. **Description of area aircraft is landing in:** Grass field, Parking lot, Roadway
3. **Surface type:** Asphalt, Grass, Dirt
4. **Approximate size of LZ and how LZ is marked out**
-110'x110' MINIMUM with flares or cones
5. **Hazards:**
 - Wires
 - Towers
 - Light standards
 - Trees, ect.*Also note location of hazards on LZ North, south, east or west on LZ.
6. Advise pilot of any LZ surface conditions ie: dusty, covered in snow, wet ect.

7. Example of a LZ description from NJSP website.

“Aircraft, your landing zone is set up to the west of the accident scene. You will be landing in an asphalt lot in excess of 110 x 110. Your obstructions are, telephone poles with wires approx. 50 feet high to the north along the roadway. You have a tree line to the east and a fence line to the south. There are no overhead wires or obstructions. You do have an unlit cell phone tower to the west outside the LZ area. The LZ is marked out with 4 flares. The area is secure awaiting your arrival, patient is on location at this time.”