

Policy Number: 2010-008

Effective Date: 08/29/2010

Last Review Date: 05/24/2020

Waterloo Vol Fire Department Standard Operating Guidelines

Helicopter Operations

Purpose: The purpose of the Standard Operating Guideline is to provide guidelines to assist personnel to set up and operate a Medivac Landing Zone.

Request for Helicopter Service:

- Requests for helicopter support shall be made to Fire Control by the On-Scene Commander. Most requests will be made for a medical evacuation helicopter or rescue helicopter.
- Request for helicopter support shall include:
 - The reason for the request (ie. Medical evacuation. water rescue, search for missing person)
 - Location of the landing zone
 - Where applicable, available patient information
 - Ground contact assignment
- If on scene resources are committed, the Incident Commander shall request an additional engine company to set up the landing zone.
- Communication with the helicopter shall be conducted on a specific frequency (Fireground 5)

Landing Zone Engine Company:

- Unless otherwise directed by the Incident Commander, the engine company assigned to the landing zone shall respond directly to the landing zone and report to Operations or the Incident Commander.
- All responses to the LZ shall be non-emergency unless updated by Incident Command.
- All personnel shall be in full personal protective equipment.

Location and Securing a Landing Zone:

- Personnel shall make every effort to locate a landing site that is: flat and firm
- Large and unobstructed
- Free of debris or loose stone
- Paved lot, if possible

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- Landing zone borders should not be less than a square measuring 100 feet per side.
- Landing zone markers will be either:
 - Traffic cones, Lightboxes inside if at night.
 - Landing zone lights

Landing Zone Safety:

- Landing zone should be established to allow the aircraft a 12 to 20 degree down angle approach. While a hovering landing may be possible, it is a more dangerous approach.
- Landing zones should be at least twice the height away of any vertical obstructions
- Lighting used to illuminate the landing site should never be aimed up at the helicopter.
- All personnel should secure the area to 50 feet to the rear, sides, and front of the aircraft as necessary to keep bystanders away. Personnel located to the front of the aircraft should maintain visual contact with the pilot.
- Under no circumstances shall personnel approach the aircraft unless directed to do so by a member of the flight crew.
- In the event of an emergency involving the aircraft, the Incident Commander shall request a full alarm response.

Helicopter Loading:

- Assistance with loading, carrying, or securing of patients in the helicopter shall be done at the sole discretion of the flight crew.