

LANDING ZONE STANDARD OPERATING GUIDELINE

DATE APPROVED: November 2007

I. Scope

This standard regulates the landing zone requirements and safety while establishing a landing zone for air medical services.

II. Establishing a Landing Zone

- A. The landing zone shall be as level as possible, open and away from trees and overhead wires, and free of other debris that might endanger the aircraft, fire apparatus, or personnel.
- B. A clear zone of at least 100 feet in diameter shall be established and maintained. If possible, mark the four corners with the landing zone kit.
- C. For nighttime operations is to mark the perimeter with emergency vehicles with the warning lights operating. Use headlights and telescoping lights to illuminate the area, but do not direct them upward or otherwise interfere with the pilot's vision. Personnel shall stand by their apparatus to shut off the lights if so directed by the pilot.
- D. The final decision to land shall be the pilot's. The pilot may also designate an alternate landing site if so desired.
- E. A charged hose-line shall be available, if possible, whenever an aircraft lands or lifts off, at the officer discretion.

III. Safety Guidelines

- A. Whenever the aircraft is landing or taking off, establish a clear zone that is at least 100 feet in diameter. This zone shall be off limits to everyone.
- B. Personnel shall not approach a helicopter until signaled to do so by the pilot or a member of the flight crew.
- C. Always approach a helicopter from the front, *never* from the rear! The tail rotor moves so fast that it may not be visible.
- D. Walk, do not run. Always remain in view of the pilot.
- E. Personnel should always wear a helmet, eye protection, and safety vest near the aircraft and should avoid wearing hats or other articles of loose clothing.
- F. When approaching a helicopter, bend at the waist, and be aware that the main rotor blades can flex down as much as four feet. If the aircraft is on an incline, always approach from the downhill side.
- G. Do not smoke within 50 feet of the aircraft.

IV. Responsibilities

- A. The pilot is always in command of their aircraft and is the final authority as to the flight and which, if any, patients are to be transported. The pilot's decisions shall be strictly followed and not questioned.

B. All personnel shall commit no act that compromises the safety of the patient, the aircraft and crew, or another member of the department.