

CLAYTON FIRE COMPANY NO.1 INCORPORATED
STANDARD OPERATING GUIDELINE # II-16

Date of Effect: November 1, 2009	To be reviewed: January, 2020
To: All Members	Revised: January 1, 2019
Ordered By: Alexander C Carrow, Fire Chief	
Subject: Establishing Landing Zone for Helicopters	

This guideline shall take effect immediately and shall remain in effect until superseded.

Purpose: To establish a guideline for setting up a landing zone for helicopters..

I. GUIDELINE:

When the need arises to establish a landing zone for landing helicopters the following procedure will be followed.

1. Once arriving on scene and determining the need to utilize aviation the incident commander will establish a landing zone officer.
2. It will be the landing zone officers' job to determine a suitable location to establish a landing zone. The incident commander will notify Kent Center who the landing zone officer will be. It will be Kent Center responsibility to notify the crew of the responding aircraft who their point of contact will be.
3. The landing zone officer will be the only unit on the ground to communicate with the responding helicopter. All communications between the scene and the helicopter will go through the landing zone officer.
4. When establishing a landing zone always consider the wind direction. Helicopters prefer to land and take off into the wind.
5. Determine if the area is large enough to land the craft in. Medium size helicopters require a landing area of 100' x 100'. Large crafts require an area of 120' x 120'.
6. Landing surface should be flat and firm when at all possible. The area should also be free of debris that would blow up into the rotor system.
7. The landing area should be clear of people, vehicles, and any obstructions such as trees, poles, and wires. Keep in mind that wires cannot be seen from the air. The landing site must be free of stumps, brush, posts and large rocks.
8. If there are any of these obstructions notify the helicopter crew of these upon the initial radio contact.
9. During night time operations strobe lights will be used to mark the landing area, note the rotor wash may cause these lights to move around slightly but due to their weight should not cause a problem to the craft. At NO time will you ever use flares or traffic cones to mark the landing area.
10. During night time operations it may become necessary to shut down any spot or flood lights on the scene that may cause a problem for the pilot and crew while landing and taking off.

11. After landing has been completed a guard should be posted toward the rear on the helicopter to secure that area from people walking near the rear rotor.
12. Once the helicopter has landed DO NOT approach the helicopter until the crew has acknowledged your presence.
13. When working around helicopters NEVER approach the craft from the rear. ALWAYS approach and depart the aircraft TOWARD the FRONT so you can see the pilot and the pilot can see you.
14. When approaching the aircraft remember to keep low to avoid the main rotor because Winds can cause the rotor to flex down.
15. When setting up a landing area the landing zone officer will see that at least 2 firefighters are in full PPE and donning scba incase of an emergency. The need to deploy a stand by hose line will be the discretion of the landing zone officer.