



Helicopter Operations

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1.0 Purpose

- 1.1. To establish guidelines for safe operations involving helicopters.

2.0 Conditions

- 2.1. The transport of a patient(s) by helicopter should be considered under the following conditions:
 - 2.1.1. Ground transportation to the appropriate care facility will exceed thirty minutes.
 - 2.1.2. The helicopter can be airborne and transport to the designated hospital quicker than ground transportation can transport the patient(s) to the nearest appropriate hospital.
 - 2.1.3. Ground Transportation is compromised.
 - 2.1.4. A proper helicopter-landing zone is available.
 - 2.1.5. A multiple casualty incident (MCI) threatens to overload local capabilities.
 - 2.1.6. Difficult access situations

3.0 Procedure

- 3.1. The Incident Commander will appoint a LZ Officer to coordinate helicopter operations. They will have full authority during the landing and departure of the helicopter. The Officer shall have a portable radio, eye protection, ear protection, and high visibility safety vests.
- 3.2. When a decision is made to request a helicopter evacuation, the Incident Commander will make that request to Sampson County E911 Center.
- 3.3. Helicopters are normally safe, but they must be approached with caution.
- 3.4. The rotors of the helicopter present the greatest hazard and should be avoided at all times. When the rotors are in motion they may dip down. When landing and taking off helicopter rotor blades create downdrafts that can be dangerous.
- 3.5. Stay clear of the tail rotor; never approach the aircraft from the rear.



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- 3.6. When approaching a helicopter, there must not be any equipment present (i.e. shovels, axes, tools, etc.). Keep your helmet on but it must be secured due to the wind velocity. Approach or leave aircraft in a crouching manner (for extra clearance from the main rotor. On uneven ground, always approach on the down slope side. Always approach or leave in the pilot's field of vision.
- 3.7. The helicopter crew is most familiar with the aircrafts behavior under different conditions. The crew will decide when it is safe for you to approach the aircraft. Ground personal should never approach the helicopter unless escorted by the crew.
- 3.8. All unnecessary personnel should be kept well out of the landing zone area. Personnel must remain alert at all times and constantly evaluate the situation and their surroundings to ensure that landing zone security has not been compromised. All landing zone personnel are required to have protective gear on.
- 3.9. For communication purposes the landing zone will be designated as the **"Taylors Bridge LZ"**.
- 3.10. Once radio contact has been established between LZ Command and the aircraft and there is an obvious danger to the aircraft, immediately transmit **ABORT! ABORT! ABORT!** If you are not in radio communication raise your arms over your head and cross and uncross your arms in an exaggerated motion. The aircraft will abort its landing until the LZ is cleared.
- 3.11. Landing zones must be relatively flat and free of obstructions and should be at least 100 ft x 100 ft, 100 ft = about 30 large steps. Landing zones and aircraft approach lane should be clear of wires, towers, vehicles, and loose objects that can be kicked up by the downdraft from the aircraft. Landing zone should consist of firm ground with less than 8 degrees of slope. If possible, an engine should be assigned to the landing zone.