

# HELICOPTER LANDING ZONE

## A. Purpose:

To establish a guideline for maximizing firefighter, law enforcement, EMS, and general public safety when dealing with helicopter landing zone operations.

## B. Scope:

This guideline is to be followed by all members of this department regardless of the district in which the landing zone is located. Authority to deviate from this guideline rests with the Senior Officer and/or Incident Commander who is solely responsible for the results of any deviation.

## C. Landing Zone (LZ) Considerations

Provide a LZ a minimum of 250 feet from the emergency scene. The LZ should be a minimum of 60 feet square during daylight, and 100 feet square during darkness or inclement weather.

Inspect the proposed LZ for the following hazards:

1. Terrain:
  - a. Level or Sloped
  - b. Rocks, bushes, tall grass
2. Obstacles:
  - a. Signs, trees
  - b. Antennae, power lines
  - c. Vehicles
3. Wind Direction & Speed

## D. Landing Zone Operations

1. The engine shall be parked no closer than 150 feet from the supposed center of the LZ.
2. LZ corner marking devices shall be used (flares or specialized equipment).
3. A 250 foot preconnected line shall be the primary line, but not deployed unless needed for LZ surface preparation.

4. The LZ shall be reasonably clear of debris. Utilize a preconnected line to wash or wet down the area. The senior officer shall determine the need of wash/wet down.
5. Personnel shall remain outside of the LZ perimeter, shall not be in contact with the preconnected line, and shall be in a position to use the engine or other vehicle as a shield from the LZ. Flying debris is a distinct probability in the event of flight failures and other loose objects. Eye protection should be worn. The minimum is the helmet and face shield. If no gear is available, the member must be seated within a vehicle.
6. In the event rescue personnel are still in the rescue process they shall be notified of the landing and suitable precautions (if any) shall be taken.
7. The pump operator shall be seated in the cab during landing/liftoff. This position will allow for proper shielding and immediate pump activations if necessary.
8. Communications with the helicopter shall be verified by Air Operations Division and the Incident Commander. In some situations CCEMS or law enforcement may be in communications with the helicopter. In any case, command must be assured direct communications are being performed. If CCEMS or law enforcement are not able to communicate with the helicopter, command must assign a qualified individual to perform the communications coordination.