

**LAKEWOOD FIRE DEPARTMENT
STANDARD OPERATING GUIDELINES**

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| SOG NUMBER: 301.07 | EMERGENCY OPERATIONS |
| DATE IMPLEMENTED: JUNE 14, 2017 DATE REVISED: | TITLE: MED-EVAC |

PURPOSE:

These provisions are promulgated and designed to provide a structured approach for the safe arrival (landing) and departure (take-off) of MED-EVAC helicopters in emergency as well as in non-emergency situations.

SCOPE:

This guideline shall apply to all Department personnel when responding to and operating on the scene of a MED-EVAC helicopter landing and departure.

FIRE OPERATIONS:

1. It shall be the responsibility of the LFD Incident Commander to mark the landing zone (LZ) and to prepare for the initiation (**by the Med-Evac flight crew**) of ground-to-air communications with LFD Personnel at the LZ through direct radio contact as follows:
 - Mobile Radios – Ocean County UHF Med-Evac Channel
 - Portable Radios – Ocean County UHF Med-Evac Channel (Zone A – Channel 5 or Zone B – Channel 5)
2. Although the Med-Evac flight crew will initiate radio communications, notification shall be made to the flight crew by the Incident Commander or his designee should any significant change in weather conditions occur (ice, fog, thunderstorm, etc.) prior to arrival.
3. Every effort shall be made to utilize one of the LZ's that have been pre-approved:
 - Lakewood Airport
 - Lakewood High School
 - Monmouth Medical Center Southern Campus (usually designated for hospital to hospital transport only)
4. Upon arrival at the LZ, responding personnel must establish and identify command in accordance with the Incident Command System and adhere to ICS guidelines.
5. Fire personnel will stand-by in full turnout gear and be prepared to advance a hoseline.

LZ REQUIREMENTS:

1. The LZ shall be a minimum of 110 feet by 110 feet (approximately two lengths of hose on all four sides), level, firm, dry, free of debris and clear of overhead obstructions. Fire personnel shall walk the LZ prior to aircraft arrival to make certain the LZ is hazard free.

2. A clear approach and departure path from the LZ is required as helicopters do not take off and land vertically.
3. Be aware helicopters usually take off and land into the wind when possible.
4. Emergency personnel including firefighters and fire apparatus must maintain a distance of 100 feet from the perimeter of the LZ. No one shall be permitted inside the LZ. NO EXCEPTIONS.
5. An area of 200 feet from the perimeter of the LZ must be secured from civilians and/or spectator vehicles.
6. The corners of the LZ shall be marked with four (4) flares and the flares shall be anchored in place.
7. All WHITE LIGHTS MUST BE OFF. NEVER SHINE LIGHTS at the helicopter as they may blind the pilots. This includes white lights on emergency apparatus and other vehicles including headlights, flashlights, scene lighting, etc.
8. Any type of picture flash (camera/cell phone) must be strictly prohibited.
9. If the pilots feel the LZ is unsuitable, an alternate may need to be selected.
10. Personnel must never look directly at the helicopter as it is landing or taking off without eye protection.

OTHER CONSIDERATIONS:

1. The MED-EVAC helicopter crew is usually comprised of two (2) pilots, two (2) medical personnel and depending upon the situation can accommodate two (2) patients.
2. High heat and humid conditions may affect the performance of the aircraft and it is possible the pilots may request a larger LZ under these conditions.
3. Never approach the aircraft on your own, allow the crew to come to you.
4. Never approach the aircraft from the rear.
5. Never approach the aircraft while the blades (rotors) are spinning.
6. Keep in mind the rotors extend 24 feet from the top of the helicopter.
7. The safest approach to the aircraft is 90 degrees from the side doors in full view of the crew and with the escort from a crew member. Keep arms and IV's at or below shoulder height.
8. If the engines are running and the blades (rotors) are not spinning, assume they could start spinning at any time as there have been instances of the "rotor brake" disengaging.

STAY OUT OF THE DANGER ZONE

