



**GLASTONBURY FIRE DEPARTMENT
STANDARD OPERATING GUIDELINES**



SOG NUMBER: EMS-004 ISSUED DATE: 12-14-11 EFFECTIVE DATE: 01-15-12
REVISION #: 1 REVISED DATE: 01-11-16 EFFECTIVE DATE: 01-11-16
CATEGORY: EMERGENCY MEDICAL SERVICE
SUB-CATEGORY: EMERGENCY MEDICAL SERVICE – OPERATIONAL
SUBJECT: PROTOCOL FOR ESTABLISHING A LANDING ZONE FOR LIFE STAR
RELATED GUIDELINES: EMS-003

Section I – Introduction

A. Objective

To provide a common operating guideline that is to be used for establishing a landing zone for an emergency air ambulance.

B. Applicability

This applies to any incident in which an emergency air ambulance has been requested to the scene of an emergency incident and a victim needs to be rapidly transported to a local level one trauma center.

C. References

Hartford Hospital – Life Star

Section II – Establishing a Landing Zone

1. The landing zone should be at least 75 feet by 85 feet.
2. The area should be relatively flat and free of any overhead obstructions.
3. The Landing Zone Officer needs to inform Life Star of any obstructions near the landing zone, which would include trees, power lines, antennas, cranes, etc.

Section III – Marking a Landing Zone

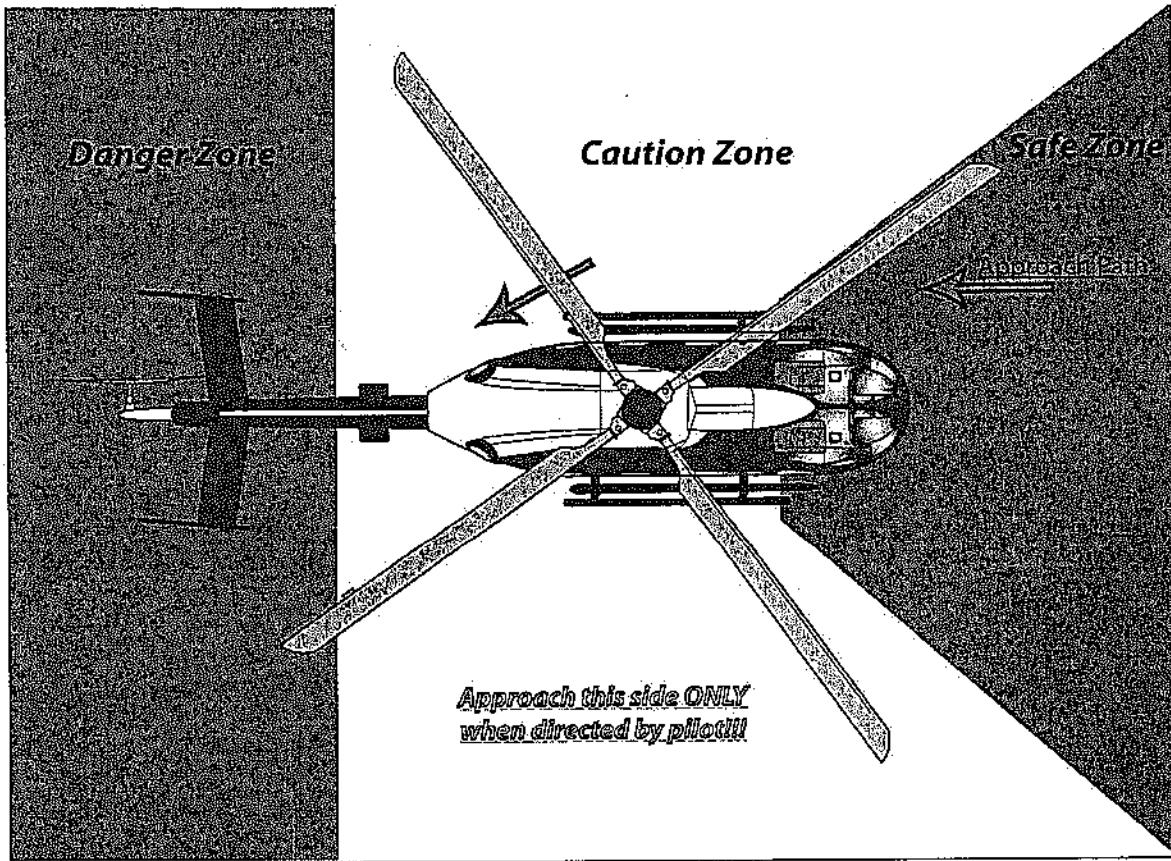
1. During the day a landing zone should be marked with:
 - a. orange cones at each corner
 - b. strobe lights can also be used to mark the corners as well
2. During the night a landing zone should be marked with:
 - a. A single strobe light
 - b. Never direct spotlights, white strobes, or flash photography towards the aircraft as this will impair the crew's night vision.

Section IV – Securing the Landing Zone Area

1. It is important to secure the landing zone to prevent unauthorized persons from approaching the aircraft.
2. Keep the landing zone clear of loose articles and hazardous debris.
3. Protect yourself and the patient from rotor downwash.
4. Keep well clear of the landing zone when the aircraft is approaching and taking off from the landing zone.
5. Wear eye protection.
6. If landing zone is dusty, consider wetting down the area, if possible.

Section V – Approaching the Aircraft

1. Do NOT approach the aircraft unless requested to do so by a member of the flight crew.
2. If requested to approach stay within the pilot's field of vision.
3. The tail rotor is invisible when spinning – NEVER approach the aircraft from the rear or tail area.
4. Follow the directions of the flight crew when assisting near the aircraft.
5. Carry all equipment horizontally, below your waist level – never upright or over your shoulder.
6. Always carry the stretcher in a forward facing position, standing up right at all times.
7. There is no smoking inside or within 100 feet of the aircraft.



Section VI – Approval:

Fire Chief Michael P. Thuy

Date of Approval: 1/11/16