CARVER FIRE DEPARTMENT

Standard Operating Guidelines

Section 4.04 – Med-Flight Operations **March 24, 2017**

1. 0 PURPOSE

The purpose of this guideline is to establish an operational guideline for the Carver Fire Department to implement when Med-Flight is needed

1.2 SCOPE

This guideline shall apply to all incidents involving Med-Flight responses both in Carver and when the Department responds to a Med-Flight Mutual Aid Call

1.3 SAFETY

Landing zone safety and security is of utmost importance during helicopter landings at designated or undesignated sites.

1.4 POLICY

01. To facilitate medical transport of patients, Boston MedFlight, in conjunction with community fire departments, developed a set of safe designated landing zone areas, identified and recorded by global positioning system coordinates. The Carver Fire Department has 13 designated landing zones within the Town

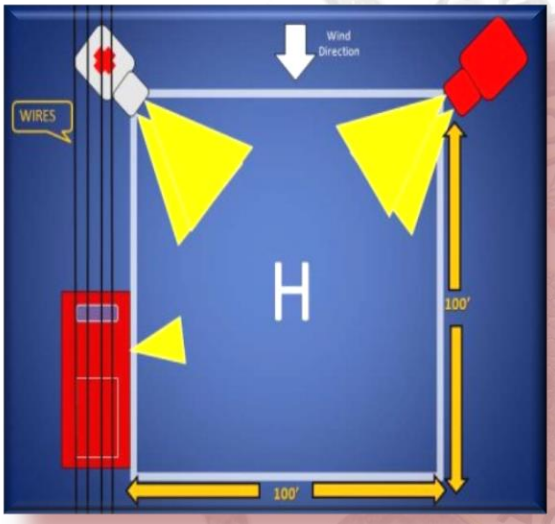
02. In addition to designated landing zones, the helicopter may, but not recommend, land at an undesignated landing zone. In the event of an undesignated landing zone situation, communication must exist between Boston MedFlight and ground personnel in order to identify the landing zone and clear the area of obstructions. Highway and open field landings are the most common undesignated landing zones.

03. Normal response will be an Engine Company with a minimum of 4 Firefighters. As with any Carver Fire Department response, full PPE will be required with goggles or safety glasses worn when Firefighters's are in the area when the aircraft lands, whenever the rotors are turning and when the aircraft lifts off. If at all possible the Engine will be strategically located in a corner to help illuminate the landing area. Under the discretion of a Carver Fire Department Officer, a second apparatus may be called to the landing zone, if addition man power is needed.

04. All apparatus warning lights will be on and the driver will stay in the cab to facilitate shutting down lights, if at the request of the Med-Flight pilot the lights are a hazard. IF needed, four (4) portable strobe lights, no firefighters, will be set up on the corners of the landing zone (LZ) to help the pilot locate the touch-down area. NO hose line shall be deployed unless directed to by an Officer.

During a night landing, **NO** lights should be pointed toward the sky.

05. Landing Zone Criteria



- **Area should be at a minimum 100' x 100'**
- **Obstructions should be noted and relayed to the pilot (wires, tall trees, light stanchions, antennas, etc.)**
- **Area should be clear of debris (trash cans, barriers, cones, etc.)**
- **Any obstructions should be illuminated.**
- **If at all possible, other than emergency vehicles, all other vehicles should be kept 200-300 feet away from the LZ**
- **Any and all equipment within the LZ area needs to be secured to prevent it becoming airborne and creating a hazard**
- **Crowd control should be ensured prior to MedFlights arrival**

05. Landing and Loading Procedures

A. Carver Fire Department Firefighters will monitor the general area around the aircraft and secure the Landing Zone from bystanders.

B. No one should approach the aircraft without permission from the flight crew and must be accompanied by a flight crew member at all times.

Enter and exit the aircraft as shown below.

06. Patient Movement

When moving the patient from the scene to the helicopter certain rules need to be followed:

A. Officer should assign at least 2 firefighters to assist EMS personnel to help carry the stretcher to the aircraft

B. MedFlight crew will brief personnel on procedure. It is important to follow the instructions of the crew at all times.

C. Helmet chinstraps shall be secured.

D. Remember to exit in the same direction that you approached the aircraft

E. Loading the patient in the aircraft varies with each helicopter, see pictures below

F. Approach and departure from the aircraft will always occur at the 3 or 9 o'clock position.

The BK 117 is loaded from the rear of the aircraft **The Sikorsky S76 is loaded from the left side**

07. Aircraft Liftoff and Termination of the Incident

A. As when the aircraft was landing, Carver Fire Department Firefighters should monitor general area around aircraft and secure the LZ from bystanders

B. Carver Fire Department personnel will stay at the LZ till they receive word from the pilot that the event has been terminated

08. Miscellaneous items

In the case of a catastrophic failure of the aircraft, involving a fire, the Department will use it's resources to quell the fire referring to the guidelines in the Emergency Response Guidebook **(Section 138)**

1.5 MED-FLIGHT LANDING ZONES

LZ 1 Old Shaw's Plaza Parking Lot, 156 North Main Street. Northern end of parking lot. Advise of light poles.

LZ 2 Town Ball Field at 15 Purchase Street.

PLYMPTON LZ 2 Plympton LiteControl – 65 Spring Street – parking lot – advise of water tank and repeater tower in the area
Notify Plympton Fire of LZ set up.

LZ 3 Grass area next to bogs opposite 71 Wenham Road.

LZ 4 Governor John Carver School, 85 Main Street, parking lot.

LZ 5 Carver Square Boulevard: cul-de-sac at end

LZ 6 99 Main Street – Fire Headquarters - marked rear lot by Training Facility

LZ 7 King Richards Faire, 235 Main Street - dirt parking lot will have to be wet down if dry.

LZ 8 Approximately 73 Tremont Street - grass area on edge of bogs just past entrance to Edgewood shop.

LZ 9 Edaville Railroad - 9 Pine Street- main parking lot

LZ 10 Opposite 43 Myles Standish Drive: cul-de-sac

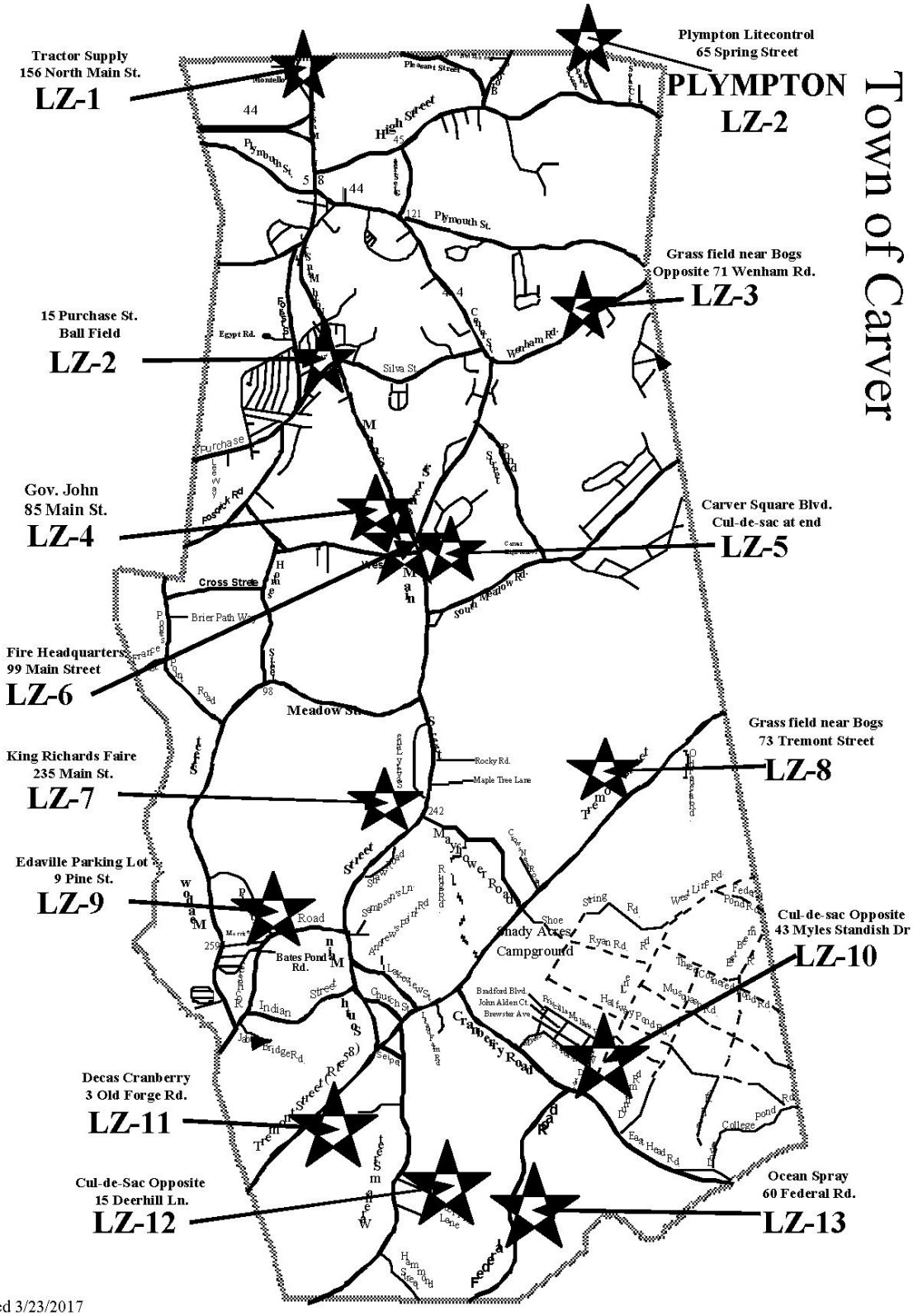
LZ 11 Decas Cranberry Plant - 3 Old Forge Road - parking lot - advise of light poles

LZ 12 15 Deer Hill Lane: cul-de-sac at north end

LZ 13 Ocean Spray - 60 Federal Road - parking lot between street and weigh station.

Med-Flight Landing Zone

Town of Carver



Revised 3/23/2017

On Call Professionals Serving Carver with Pride

March 24, 2017