

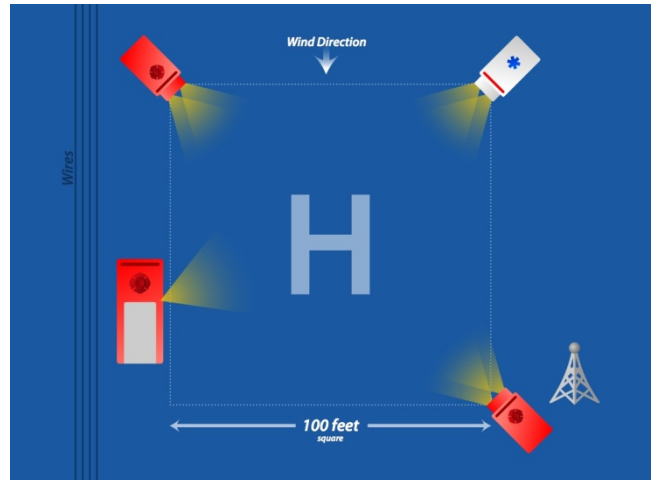
## Boston MedFlight Landing Zone Information

Landing zone safety and security is of utmost importance during helicopter landings at various designated or undesignated sites. Boston MedFlight, in conjunction with community fire departments, developed safe designated landing zone areas throughout the region.

In addition, the helicopter may land at an undesignated landing zone such as a highway or an open field. 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.

### When securing the landing zone, ground personnel shall ensure:

- Area is clear of debris (trash cans, barriers, cones, etc.)
- Obstructions are noted and relayed to the pilot (wires, tall trees, light poles, antennas, etc.)
- Crowd control prior to aircraft arrival
- During a night landing:
  - No lights should be pointed toward the sky.
  - Emergency lights should be on to help locate the Landing Zone.
  - Two vehicles should be stationed at the corners to make an "x" with their low beam lights.
  - Any obstructions should be illuminated.
  - Crews routinely use night vision goggles. Emergency vehicles may be asked to shut off emergency lights.



### When We Land

- Ground personnel shall monitor general area around aircraft and secure the Landing Zone from bystanders.
- Aircraft engines will remain running (rotor blades may or may not be turning) while on the ground unless unusual circumstances exist.
- Only approach the aircraft when escorted by a flight crew member



## Loading Procedure

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

- 4 personnel help carry the stretcher to the aircraft – crew will brief personnel on procedure.
- All chinstraps should be secured. Unsecured hats, such as baseball caps are hazardous and shall be removed.
- It is important to follow the instructions of the crew at all times.
- Remember to exit in the same direction that you approached the aircraft.
- Loading the patient in the aircraft varies with each helicopter.
- 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.