



# Helicopter Safety & Landing Site Requirements

Operating around helicopters can be dangerous. This card provides important information for the safety of bystanders and emergency services when working in the vicinity of helicopters.

## Helicopter Safety Considerations

Emergency Personnel, Vehicles & Bystanders must **remain well clear of the landing area** during landing and take-off. **Protect eyes** with safety goggles or turn head when helicopter is landing and departing.



**DO NOT APPROACH THE HELICOPTER** unless escorted by a crew member.

If escorted - Only approach or depart the helicopter in the green shaded area indicated.

**NEVER WALK BEHIND A HELICOPTER**

If on uneven ground, **approach** or **depart** from the **downhill** side.

**NEVER** from the uphill side or the rear.



## Landing Site Requirements – Minimum 40 metres x 40 metres

The **Pilot in Command** of the helicopter has the **final decision** on suitability of the landing site.

- Area a minimum of 40 x 40m or about the size of 2 tennis courts.
- Surface should be Free of Obstacles and as Firm and Flat as possible.
- **Landing site to be free of Overhead Wires**
- Approach / Departure paths to be into wind where possible.
- Vehicle Doors & Windows to be closed.
- All loose articles including stretchers to be removed or secured.
- At night, be prepared to turn lights off if requested by crew





# Helicopter Winch Operations

## Helicopter Winch Safety Considerations

The downwash of a helicopter can be considerable, with potential to cause flying dust, debris or blow equipment away, break tree branches or even bring whole trees down.

The following should be considered when a helicopter winch is likely:

- **Look up**, check for overhanging, broken or dead tree branches and **maintain awareness** of potential for falling debris throughout winch operation.
- **Consider moving** the patient/ persons to be winched away from the hazards where possible.
- **PPE** including Hearing, Eye and Head Protection for all personnel/ patients where available.
- **Secure** all loose items and equipment that may be blown away by downwash.
- Only **essential** personnel should remain in the immediate winch area.
- **Bystanders** should be moved well **clear** of the winch area including the helicopters likely approach and departure paths (into wind wherever possible).
- **Follow** any **directions** provided by the helicopter crew.
- **Maintain awareness** of above considerations until helicopter has **departed** the area.

## Anti-Rotation “Tag” line Operation

When a stretcher is to be winched, an Anti-Rotation or ‘Tag’ Line will be attached to one end of the stretcher and held by a nominated Tag Line Operator on the ground. This is to prevent the stretcher from spinning while being winched up to the aircraft.

If you are asked to operate the Tag line:

- **Listen carefully to the briefing** provided to you on its operation, even if you have done it before.
- **PPE** including Hearing, Eye and Head protection along with sturdy gloves **must** be worn.
- **Maintain awareness** of surroundings at all times.
- **NEVER wrap** the Tag Line around your Hands/ Arms/ Body.
- **NEVER attach** the Tag Line to anything.
- When the stretcher reaches the helicopter, the Tag Line will be released by the rescue crewman and will fall to the ground. **Remain clear** of the falling line.
- Return the Tag Line as instructed.

