

Station 19 Helipad Emergency Action Plan

Escambia County Fire Rescue has established SOG's to address helipad procedures and helicopter safety as it relates to daily operations. Although it is rare, helicopter emergencies can occur and will require special response and tactics. Employees will be informed of the department's planned response and will be expected to adhere to these guidelines for the duration of an incident. Training is the key to the successful outcome of such operations and it should take place on a quarterly basis. Multi-agency drills are recommended and should be conducted annually.

The elements of this plan, as required by 29 CFR 1926.35, are as follows when an aircraft crash involves the structure:

- I. Emergency Evacuation Plan
- II. Critical Operations
- III. Rescue and Medical Duties
- IV. Means for Reporting Emergencies
- IV. Company Representative(s) Responsible for Plan

I. Emergency Evacuation Plan

- a. All members of the fire company must evacuate and be accounted for immediately.
- b. Evacuation routes include the two stairwells on the north and south sides of the building.
- c. Fire alarms should be activated to notify all occupants in the building of the evacuation.
- d. All occupants will be evacuated from the station and the adjoining building, referred to as the Perdido Key Chamber of Commerce/Community Center, and gathered across Perdido Key Drive at t

II. Critical Operations

- a. The driver of the 1st line apparatus should remove the apparatus from the bay and stage it as closely to a sustainable water supply as possible.
- b. Fire personnel will report to the fire apparatus and don their PPE and await orders.
- c. The company officer will secure and evaluate the crash site from a safe distance to determine the best approach for fire suppression and rescue operations.
- d. Do not approach the helicopter until it has stopped moving.
- e. Consider all available equipment for foam operations.

- f. Protect the wreckage and structure(s) from further damage as well as the public from potential injury. Reference 49 CFR 830.10 below.*
- g. Remove injured or trapped occupants. Rescue and suppression activities can be directed inside the north or south stairwells.

III. Rescue and Medical Duties.

- a. Once suppression is complete, the on duty paramedic will be responsible for all medical treatment. All personnel will support the paramedic and provide appropriate life support.
- b. The triage and treatment area should be located well out of the hot zone. Incoming EMS units will act as support and assume medical care & transport.

IV. Means for Reporting Emergencies

The Escambia County 911 Dispatch Center must be notified immediately.

Air Methods AirComm Dispatch Center should be notified by calling 1-866-281-4822.

Report the accident with the aircraft tail number or call sign and account for the status and number of souls on board the aircraft.

The Air Methods AirComm Dispatch Center will initiate their Precautionary, Accident, Incident Plan Protocol. More information may be asked to detail the accident or incident.

The Air Methods AirComm Dispatch Center has all contact numbers for other helicopter programs if the helicopter is not owned by Air Methods.

IV. Company Representative(s) Responsible for Plan

The helipad manager is the responsible person to contact with any questions regarding this plan. If additional information is needed, the Risk Management representative should be contacted.

Emergency Contacts

Manager

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Primary Contact/Risk Management

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***49 CFR 830.10 – Preservation of aircraft wreckage, mail, cargo, and records**, requires that operators preserve aircraft wreckage, recorders, documents, etc. following an aircraft accident until such time as the Board or its authorized representative takes custody of such items. The wreckage may be disturbed to **remove persons injured or trapped; to protect the wreckage from further damage; or to protect the public from injury**. After being notified of an accident, the NTSB may or may not take custody of wreckage, and at the discretion of the investigator-in-charge, may immediately release some or all of the wreckage for transport/recovery from the accident site. If you have any questions about whether or not it is appropriate to move wreckage, contact the NTSB investigator assigned to the case or the NTSB ROC.