HELICOPTER/CRANE COORDINATION & WEATHER PROTOCAL

PLANNING | DESIGN | CONSTRUCTION
&
VUMC LIFEFLIGHT

ACTIVITY: TEMPORARY COMMUNICATION PROTOCOL DURING CONSTRUCTION PROJECTS WITH CRANE(S)

EFFECTIVE DATE: 25 JUNE 2019

Helicopter / Crane Coordination Protocol -

This policy outlines communication protocol required for the duration of construction to coordinate crane movement with helicopter activity.

1. The crane operator and Construction Manager Superintendent will obtain an 800 MHz radio from the Flight Communication Office (D2100 MCN, phone 322-3211) through project Construction Coordinator.
2. Flight Communications will monitor the 800 MHz radio LifeFlight Talk Group during hours of crane operations.
3. The crane operator will have the ability to place LifeFlight on a "15-minute Delay" status under the following circumstances:
   - Crane will be involved in an activity that will place boom in an unsafe area from which it cannot readily remove itself
4. Flight Communications will alert the Crane Operator over the 800 MHz radio to the following helicopter statuses:
   - "Status Check" This indicates that the availability of the aircraft is being checked and does not necessarily mean a flight will occur. Crane operator will not start a task until the aircraft lifts-off or cancels. Flight Comm will update Crane Operator within 10 minutes of announcing a "status check".
   - "Stand By" This indicates that there is a high probability the aircraft will be launched. Crane operator will not start a task until the aircraft lifts-off or cancels. LifeFlight Comm will update Crane operator within 10 minutes of announcing a "stand-by".
   - "Flight Request" This indicates that the helicopter will be lifting off for a flight within 7-10 minutes
   - "ETA" of in-bound flights. This indicates that a helicopter (not always LifeFlight) will be landing on the helipad in 10 minutes or less.
5. In the event of an actual flight or in-bound flight, the Crane Operator will complete the following:
   - Move crane to a "safe and secure" location. (as defined above)
   - Notify Flight Comm that crane is "Safe & Secure". This will be conveyed to the pilot prior to lift-off or landing.
   - If unable to move crane to the "Safe & Secure" zone, the Crane Operator will notify LifeFlight Comm that a "Pilot Visual" is requested (as defined above). This will be conveyed to the pilot prior to lift-off or landing.
6. Flight crew will be notified of crane status prior to take-off on any flight after receiving confirmation from crane operator.
7. Pilot will notify LifeFlight Comm when aircraft is clear of helipad and on short final.
8. When "Secure Pilot Visual" is requested, pilot will have visual contact with crane during take-off and landing.
9. Pilot will give LifeFlight Comm a 10-minute ETA to VUMC helipad notice.
10. At the end of each working day, the crane operator will notify Flight Comm via the 800 MHz radio that crane operations have ended for the day.
11. Crane Operator will "debrief" with LifeFlight Comm at the end of each day to discuss operational issues.
12. Any concerns with the crane operations will be reported immediately to either LifeFlight Manager or Aviation Site Manager for follow up.

Weather Notification Communication Protocol

The Vanderbilt University Weather Warning System monitors weather conditions affecting the Vanderbilt campus. Weather alerts over this system carries a near 100% accuracy in forecasts so should be acted on immediately.

1. Crane Operator and Construction Manager will obtain Vanderbilt University Weather pagers through Construction Coordinator.
2. Flight Comm also monitors this paging system and will notify the Crane Operator and Construction Manager Superintendent over the 800 MHz radio of these alerts.
3. Flight Comm also monitors area weather reports and will give the Crane Operator and Construction Manager Superintendent county-wide weather alerts.

Definitions:

"Clear Zone": A predetermined area within which the crane is clear of aircraft operations.

"Secure-request pilot visual":
Crane operator is unable to swing into clear zone but is able to secure crane. Pilot is required to make visual contact with crane boom during take-off / short final.

"Safe & secure": Crane operator is able to swing into clear zone and secure crane.