

Inova Fairfax Hospital Ingress/Egress Routes and Noise Sensitive Areas

(Revised): 24 Mar 2015
(Revised): 8 Sep 2008
(Revised): 18 Jul 2008
(Revised): 4 June 2007
Original: 1 June 2004

Operations In and Around Inova Fairfax Hospital

Formal ingress/egress routes have been established for operations to/from Inova Fairfax Hospital to reduce the impact of helicopter noise on the surrounding communities. Pilots are encouraged to use the recommended routes whenever operating conditions permit.

Inova Fairfax Hospital Frequencies & Telephone Numbers

Call sign:	PHI Virginia Operations Communications Center (Virginia Ops)		
Primary: UHF	Transmit	467.9625	PL Tone 229.1
	Receive	462.9625	PL Tone 229.1

Dispatch Telephone: 1-800-258-8181 (staffed 24/7)

Aircraft are requested to contact “Virginia Ops” on the published UHF frequency at least 10 minutes prior to landing at Inova Fairfax Hospital for traffic advisories and to allow for adequate time to alert security and ER technicians for offloading assistance.

Midair Collision Potential Reduction

In addition to the UHF radio contact (two-way) with Virginia Ops, all aircraft operating to/from Inova Fairfax Hospital are requested to self announce their intentions and positions on the helicopter air-to-air frequency of 123.025 when within five miles of the hospital.

Military/Government helicopter traffic does not historically monitor or self-announce on 123.025. Be aware of potential conflicts near published routes. DCA tower will have communications with all traffic in the Flight Restricted Zone.

Recommended Fairfax Hospital Arrival and Departure Procedures

[See separate file: Inova Fairfax Arrival & Departure.ppt].

1. PIC chooses final approach and departure path based on aircraft safety.
2. When patient condition, aircraft weight and performance, obstacle clearance, wave off options, wind and wx conditions permit.
 - a. Remain over 495, Gallows Road, commercial areas when approaching and departing Inova Fairfax Hospital
 - b. Maintain at least 1000 AGL, or higher as long as possible.
 - c. Transit around the area between 1300-1500 MSL (Maintaining at least 1000 AGL and remaining below the floor of Class B airspace unless you have an ATC clearance.)

Inova Fairfax Hospital Arrival & Departure Route Notes

1. Inova Fairfax Hospital is inside the expanded surface area of DCA tower.
2. Do not over-fly the hospital buildings, if wind conditions permit.
3. Do not over-fly the “former Exxon- Mobile campus” building NE of the hospital between Gallows Rd and 495, if wind conditions permit.
4. Primary landing spot for the majority of transports will be the ER pad on the East side of the Campus, adjacent to Gallows Rd.
5. Secondary landing spot is the “South Patient Tower” pad on top of the hospital, painted red.
6. Security must be in place for both takeoffs and landings.
7. The INOVA Heart and Vascular Institute (“IHVI”) pad is on top of the Western most building of the campus, immediately Southeast of the blue water tower and may be used as a tertiary landing spot and is the primary pad for IHVI patients. Often referred to as “The Heart Pad”
8. Whenever possible adhere to the recommended arrival and departure routes.
9. Whenever possible, shut aircraft down as soon as practical on any of the hospital helipads to minimize the effects of turbine exhaust infiltrating the hospital.
10. All pilots should be aware of the significant potential for aircraft heading indicating systems to be affected by machinery and/or medical equipment while operating at the hospital. Cross check of heading indications is strongly advised.

Noise Sensitive Areas

1. Neighborhood south of Inova Fairfax Hospital, west of 495 and north of 236 (This is the most noise sensitive and the area we receive regular complaints from, so please try to remain over 495 (DC Helo Route 3) between the SW corner of the beltway and Gallows Road overpass whenever you are arriving or departing from the S, SE or SW)
2. Neighborhood west of hospital
3. Neighborhood east of Fair Oaks Hospital
4. Yates Ford vicinity
5. Neighborhood NNE of HEF just beyond 234 bypass

Fly Neighborly

Not all citizens appreciate the sound of helicopters flying overhead, even if they are engaged in life saving activities, pilots are encouraged by the Federal Aviation Administration (FAA) in Advisory Circular 91-36C “Visual Flight Rules (VFR) Flight Near Noise-sensitive Areas” to minimize the adverse impact of helicopter noise impact on the ground whenever possible. The Helicopter Association International (HAI) has published noise reduction techniques in their “Fly Neighborly Guide.” Pilots are encouraged to use them whenever possible when operating in and around Inova Fairfax Hospital to help them make neighborly decisions about their choices of flight path and altitudes flown.

Flight Safety vs. Noise Abatement

The Pilot-In-Command (PIC) chooses the flight path, final approach and departure course and altitude based on safe operating practices for that particular type of aircraft, aircraft weight and performance, obstacle clearance, wave off options, wind direction, weather conditions, airspace

restrictions and the patient condition. Whenever possible, the PIC will follow the “fly neighborly” guidelines recommended by the HAI.

Flight Path Selection

- Avoid noise-sensitive areas altogether, when possible.
- If avoidance is not possible, follow:
 - High ambient noise routes such as highways, or unpopulated routes such as waterways.
 - If it is necessary to fly near noise-sensitive areas: maintain an altitude as high as possible
- Fly normal cruising speed or slower
- Observe low-noise speed and descent recommendations
- Avoid sharp maneuvers
- Use steep takeoff and descent profiles, and
- Vary the route, since repetition contributes to annoyance
- Flights conducted over roads (particularly interstates), railways and rivers in noise-sensitive areas are less likely to generate complaints than routes that acoustically and visually intrude on peoples’ privacy, such as those that cross, or can be heard from, residential backyards.

Fly-over Height

- Maintaining an altitude as high as possible above the ground and flying at airspeeds consistent with minimum noise output, flight safety and ATC constraints is essential.
- Height and distance have a major impact on the noise level observed under the helicopter
- HAI recommends altitudes no less than 1,000 feet AGL for light/small helicopters (BH-407, EC-135)
- HAI recommends altitudes no less than 2,000 feet AGL for medium helicopters (BH-412)
- HAI recommends altitudes no less than 4,000 ft AGL for heavy/large helicopters (S-76, S-92)