



Special Operational Protocol 9105

Field Aeromedical Protocol

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Field access to aeromedical transport may enhance the probability of survival of a select, small percentage of trauma patients. Field response to the scene of injury by an EMS helicopter service has been shown to be effective in rural situations when either the speed of the helicopter or the advanced skills of the medical crew can greatly supplement patient care.

Any situation where the helicopter can respond to the scene of injury and decrease the overall out-of-hospital time **or** provide advanced skills not otherwise available is a valid aeromedical request if one of the following criteria also exists:

A. **Mechanism of Injury Criteria:** The following categories have been shown to produce the highest probability of lethal injury:

1. Incidents with high energy dissipation (i.e. semi vs. car; car vs pedestrian; 2-car head-on; car vs. motorcycle).
2. MVC with high speed impact, death of another occupant, roll-over, or ejected patients.
3. Extended entrapment (projected entrapment >15 minutes).
4. High energy injuries such as gunshots.

B. **Injury Criteria:**

1. Penetrating injury to head, neck, or torso.
2. Severe blunt trauma to head, neck, or torso.
3. Major airway problems such as uncorrected obstruction or massive facial trauma.
4. Amputations proximal to wrist/ankle.
5. Intrathoracic injury.



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6. Severe multi-system trauma.
7. Physical findings:
 - a. Hypovolemic shock.
 - b. Major burns >20% TBS or second or third degree.
- C. **Environmental Criteria:** The following criteria alone may be used to request helicopter response to scene.
 1. Patients in remote locations inaccessible by ground EMS.
 2. Multiple casualty incidents that totally overwhelm the local agencies' capabilities (i.e. industrial accidents, multi-car crashes, or haz-mat incidents).
- D. Procedure:
 1. Contact Medical Command by radio. If radio communications or cell phone is not available, then instruct local dispatch communication center to contact Medical Command by telephone.
 2. Identify agency, unit number, incident location, description of incident, and any other information requested.
 3. Request either response or standby alert. Request can be made for helicopter to be placed on standby alert even before arrival on scene. This will, in many cases, shorten the helicopter's lift-off time if air transport is deemed necessary. Request response as soon as criteria is identified.
 4. Give a brief description of incident and an accurate location (include names of roadways, cross streets, and other pertinent landmarks). Names of nearby towns and your location in reference to them is helpful.
 5. Advise Medical Command of the agency and radio frequency of the ground contact for the helicopter.



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6. Remain in radio or telephone contact with Medical Command for information concerning availability of aircraft, estimated flight time, and/or other special landing zone or scene requirements.
7. Medical Command will dispatch the closest available helicopter based on location of incident and will coordinate triage and destination notification.
8. Landing zone preparation:
 - a. Secure a level 75' X 75' area clear of power lines, trees, debris, and other obstructions.
 - b. Ensure all bystanders and personnel remain at least 100 feet from aircraft at all times.
 - c. At night, use red lights of an emergency vehicle to mark area. Use **only** the red lights on a vehicle. Do not use white lights or flood lights. Do not shine any lights at the aircraft either on approach or while on the ground. High intensity light sticks may be used but **no flares**.
 - d. After landing, do not approach the aircraft.
9. Communications:
 - a. Designate one individual to monitor ground contact radio frequency and communicate with the aircraft. Do not change frequency unless instructed to do so by aircraft or Medical Command.
 - b. Establish radio and visual contact with the aircraft and give quick update of any LZ changes, hazards, and patient update information.
 - c. When aircraft is making final approach to land, keep radio traffic to a minimum so as not to distract the pilot. Alert pilot immediately if new hazard or situation develops. Follow directions given by pilot.