

12.106 UNIVERSITY AIR CARE HELICOPTER

References:

Procedure 12.145 – Critical Incident Response Plan

Information:

University Air Care (UAC) is a hospital-based emergency helicopter service, available as a second responder to a medical emergency.

The service is available 24 hours a day, 7 days a week for direct scene and inter-hospital transfer of critically ill or injured patients. UAC carries a flight team consisting of an emergency physician, specially trained flight nurse, and experienced pilot.

Helicopter liftoff is normally 3-5 minutes from the time of dispatch. If the patient is trapped or the journey to the hospital is likely to be delayed or long, the helicopter brings the hospital to the patient.

Medical emergencies that may necessitate the use of the UAC helicopter are:

1. Vehicle crash entrapments.
2. Industrial accident entrapments.
3. Instances where a person has been shot, remote locations, etc.
4. Patient's condition requires intensive medical attention en route to the hospital.
5. Mass casualties/disasters.
 - a. Air Care will transport triage teams and additional medical supplies.

Policy:

When Fire Department Paramedic or Emergency Medical Service personnel are on the scene, the decision to use the UAC helicopter is their responsibility. Fire Department personnel will request the UAC helicopter through Fire Dispatch.

When a Fire Department unit is not on the scene or is delayed, a police officer may request the UAC helicopter to respond or go on standby through Emergency Communications Center (ECC).

Once it has been requested to respond or go on standby, only Fire Department personnel can cancel the UAC helicopter.

Upon arrival, Fire Department personnel will relieve police personnel of the responsibility for injured individuals and will call or cancel the helicopter response as required.

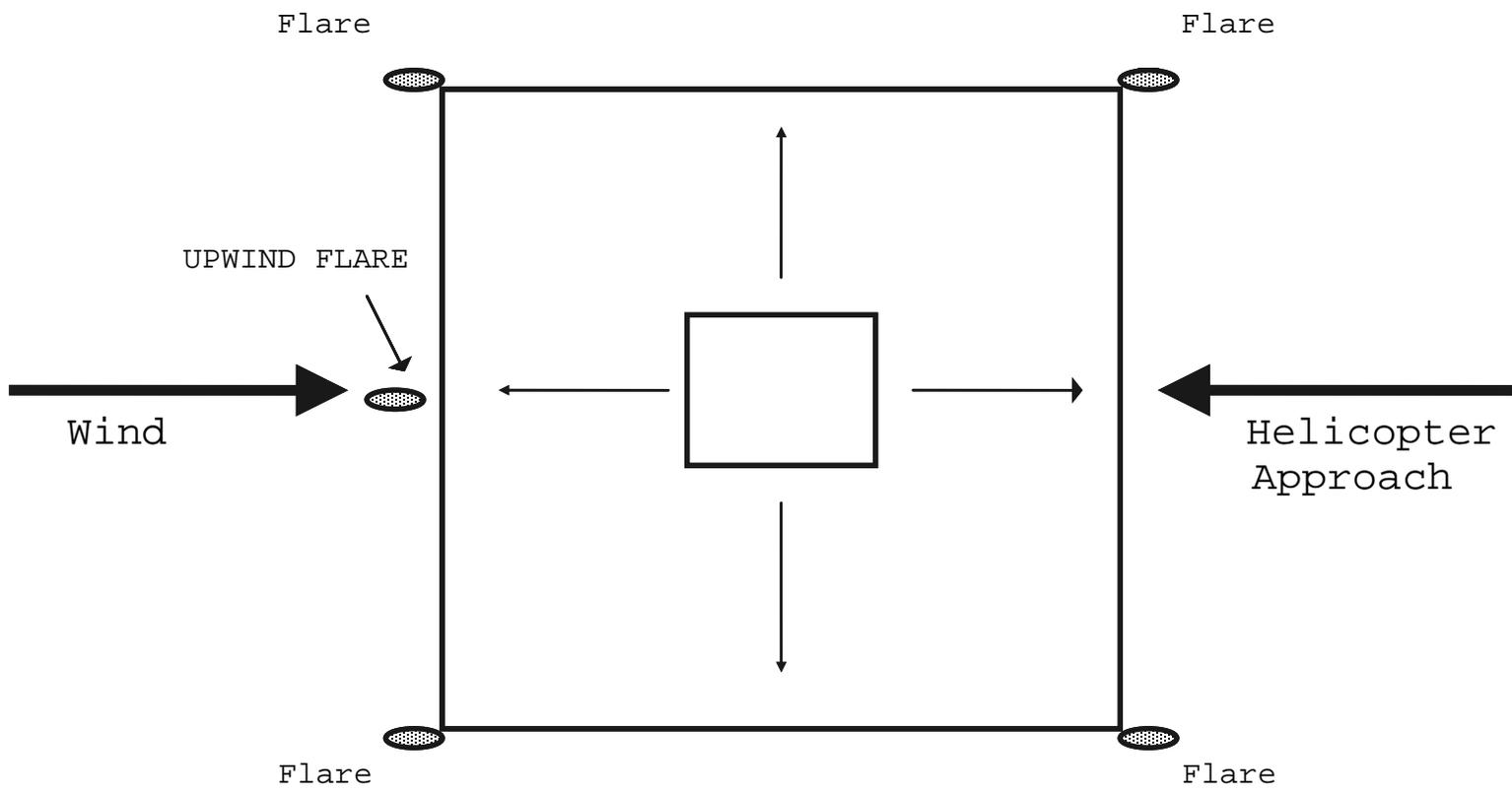
Procedure:**A. UAC Helicopter Request:**

1. A police officer at the scene of a medical emergency may request the UAC helicopter by contacting ECC.
 - a. ECC will:
 - 1) Immediately notify Fire Dispatch for the UAC to respond or go on standby.
 - a) Relay to Fire Dispatch all available information concerning the incident: location, type of injury, number of persons, etc.
 - 2) Have the Officer in Charge (OIC) switch to Talk Group I Channel 2, which will be displayed as "I 8i TAC 2". To be able to communicate with the UAC pilot, the OIC must then place his radio in "simplex" mode by pressing the black button directly below the purple button on the left side of the radio. When the radio is in the "simplex" mode a small plus sign enclosed within brackets |+| will appear on the radio display screen.
 - a) All other officers on scene should remain on their primary channel.
 - b) Air Care only has access to Talk Group I Channel 2.
 - b. Fire Dispatch will:
 - 1) Immediately contact UAC with the necessary information.

B. Police Responsibilities when UAC Responds to a Medical Emergency:

1. Advise arriving fire personnel that Air Care is responding.
2. Use the radio designations "Air Care One" or "Air Care Two" when a UAC helicopter responds to an emergency.
3. Prior to the helicopter's arrival, identify a specific landing site that is:
 - a. Fairly flat and at least 100 feet by 100 feet square.
 - b. Reasonably clear of debris, glass, cans, wood, plastic bags, car hoods, or other items that can be picked up or blown by the helicopter's downwash and cause injury to persons on or near the landing site or interfere with the operation of the helicopter. You may expect a wind of 60 to 70 MPH from the helicopter.
 - c. Clear of overhead obstructions, such as telephone and power lines.

- d. At least one mile upwind if flammable or poisonous vapors are involved.
4. The OIC will notify the pilot of the location and height of any nearby wires.
5. At night, mark the four corners of the landing site and the center of the windward edge with flares. Use flashlights as a substitute for flares if there is danger of starting a fire (see attached diagram). An alternate method of marking corners is to use police cars or apparatus with flashing lights.
 - a. Point headlights or auxiliary lights down and toward the center of the landing site to avoid blinding the pilot.
 - b. If at night, do not use flashbulbs or allow lights, including television cameras, to be pointed at the helicopter while it is airborne.
6. Wear eye protection when the helicopter is landing and taking off.
 - a. District lieutenants' and two Traffic Unit supervisors' vehicles are equipped with safety goggles.
7. Keep unauthorized personnel and vehicles at least 100 feet away from the helicopter.
8. Keep clear of the helicopter unless accompanied by a crew member.
 - a. Never move toward the helicopter until signaled by the flight crew. Always approach and leave the helicopter from the front.
 - b. Avoid the tail rotor area.
 - c. Do not run or smoke near the helicopter.
9. There is no standard helicopter ground to blade height. Be very careful when walking under the blades.
 - a. Do not carry IV's or other objects above your head. Carry large objects parallel to the ground.
10. The police officer in charge at the scene will ensure all appropriate reports are completed.
 - a. Prepare a Form 316, Aided Case Report, if no other reports are required.



NIGHT LANDING ZONE MARKINGS