

Possible Indications for Requesting Air Medical Transport

Adult:

- ◆ High Impact MVC
- ◆ Rollover w/o Seatbelt
- ◆ Ejection of Patient
- ◆ Fatality in Same Vehicle
- ◆ Extrication > 20 min
- ◆ Pedestrian Hit at > 20 mph
- ◆ Fall > 15 ft
- ◆ GCS = < 12
- ◆ Penetrating Injury to Head, Neck, Chest, Abdomen or Pelvis
- ◆ Significant Blunt Trauma to Chest, Abdomen or Pelvis
- ◆ Burns > 15% TBSA or to Face, Mouth, Throat
- ◆ Spinal Cord Injury with and w/o Paralysis
- ◆ Multiple Long Bone Fractures
- ◆ Amputation of Extremities or Digits
- ◆ Lightning or Electrical Injury
- ◆ Significant Injury or Illness that Requires Rapid Transport by Air

Pediatric

- ◆ Indications Listed Above
- ◆ Falls > 10 ft
- ◆ Burns > 10% TBSA in Child > 1 yr old

These recommendations are compiled from AMPA, ASTNA, and EMS triage guidelines. They are not meant to replace sound clinical judgment or county policies/protocols.

CALSTAR Provides Emergency Air Ambulance Services, Activated by Incident Command

DISPATCH:
(800) 252-5050

Our goal is to provide you—the First Responder—with rapid air medical transport services on scene. Each aircraft is staffed with two critical care flight nurses who deliver an expanded scope of clinical care to patients with acute injuries or illnesses.

In support of our EMS partners, **In Service Training (IST)** events are provided throughout CALSTAR's area of operation and include subjects such as aircraft safety, patient preparation for transport, landing zone selection and control, as well as patient loading.



For more information, please contact the CALSTAR base nearest you or visit our website:

www.calstar.org



HELICOPTER SAFETY for FIRST RESPONDERS



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Helicopter safety is a team effort involving ground personnel and flight crew.

Landing Zone Selection

- 1 Choose an area in which the surface is flat, firm, and free of loose debris. If dust or dry grass is suspected, wet down the area with water and inform the flight crew of this potential hazard.
- 2 Follow these general guidelines for landing zone dimensions.
Daytime: 75 ft. x 75 ft.
Nighttime: 125 ft. x 125 ft.
- 3 The landing zone should be free of people, animals, and vehicles. Special attention should be given to ensure that the zone is free of overhead obstructions such as wires, poles, and antennas. The surface of the zone should be free of stumps, irrigation equipment or any other obstruction that could interfere with the helicopter's landing gear. The landing zone official should delegate personnel as required for adequate crowd control.
- 4 During nighttime conditions, "Code 3" lighting can significantly aid the helicopter crew in locating your position. Illuminate the landing zone by positioning vehicle headlights toward the center of the zone. NEVER use flares or other items that can be easily blown by the helicopter downwash.

Landing the Helicopter

- 1 You can assist the helicopter crew with locating your scene by using the proper radio terminology. State your position as referenced to "clock" positions from the helicopter's perspective. The front of the aircraft is "12 o'clock," the rear of the aircraft is "6 o'clock" and so on.
- 2 Once radio communication is established and the aircraft is circling overhead, the landing zone official should inform the flight crew of the following minimum information:
 - a. Describe the location of all nearby aerial hazards (i.e. wires, poles, and antennas).
 - b. Describe the landing zone surface and specific touchdown area with special emphasis given to potential dust/loose debris.
 - c. Describe the wind speed and direction.
 - d. Describe any issue that you believe could adversely affect flight safety.
- 3 During the aircraft's approach, protect the air-to-ground frequency from all other radio traffic and never hesitate to announce any previously unseen hazard to the flight crew.

Assisting the Helicopter Crew

- 1 **NEVER** approach the helicopter unless escorted by a flight crew member. Follow their direction at all times.
- 2 **ALWAYS** stay to the front of the helicopter and in eye contact with the pilot.
- 3 **BE AWARE** that sloping terrain can increase the hazard of the helicopter's rotors.
- 4 **SECURE** loose items. Never chase items that have been blown away.
- 5 **SAFEGUARD** yourself by wearing vision and hearing protection; it is highly recommended.
- 6 After the helicopter departs the landing zone, do not access the area until the pilot has indicated "clear." Consider re-wetting dry grass to prevent fire danger.
- 7 In the event of a helicopter emergency, do not approach the aircraft until all components have come to a complete stop.



CALSTAR assumes no responsibility or liability for incidents or damages in connection with the use of this handout. This material is intended for informational use only and does not purport to address all safety considerations involved with aircraft operations.