

REQUESTING A HELICOPTER: THE BASICS



Mercy Flight Central CRITICAL CARE IN THE AIR

Your nonprofit air medical program
serving the Finger Lakes, Central and
Mohawk Valley regions of NY.



FOR TRANSPORTS CALL
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Mercy Flight Central

CRITICAL CARE IN THE AIR



**LANDING ZONE
OPERATIONS**

Scene Size Up

- Consider Air Medical utilization *early*
 - When in doubt, place the aircraft on standby

Launch Requests

- Coordinated via 911 center
- Aircraft launched to Scene or Predetermined LZ
 - Coordinate assets as necessary to provide HLZ establishment & communication

Capabilities In Flight

- Automated CPR Device
- Advanced Cardiac Monitoring: multiple invasive lines simultaneously
- Portable IV Pumps: infusing multiple medications simultaneously
- Video Laryngoscopy
- Surgical and Alternative Airway Placement
- Point of Care Hand-Held Ultrasound
- Cardiac Defibrillation, Transcutaneous Pacing
- Transport Ventilator; Capable of Neonate, Pediatric and Adult Ventilation

Pharmaceutical Advantages

- Paralytics
- Sedatives
- Anesthetics
- Vasoactive Medications
- Antibiotics
- Cyanide Poisoning Antidote
- Osmotic Diuretics

Remember, **time is tissue!** Do not delay, the best care hinges on timing **NOT** just patient condition!

- Aircraft Speed: 120-150 mph (ground speed) with the advantage of no stop signs or traffic lights!

Selecting A Landing Zone

LZ: 125' x 125', flat and firm surface, free of overhead obstacles. Give closest street address, intersection or mile marker.

At the scene (often overlooked)

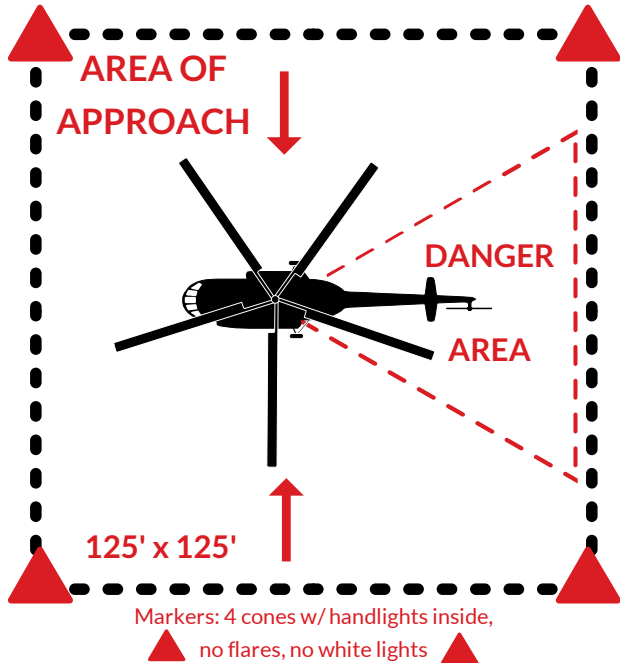
- Closer is better and decreases time on scene
- Fields, parking lots, roadways (wires, poles)

Predetermined Landing Zones

- Always an option, but not always closest

Obstacles and access considerations

- Slope of hillside
- Snow covered surfaces (what is underneath)
- Trees, ski lifts, poles, wires, towers, etc.
- Day vs. Night Ops
- Lighting
- Accessibility



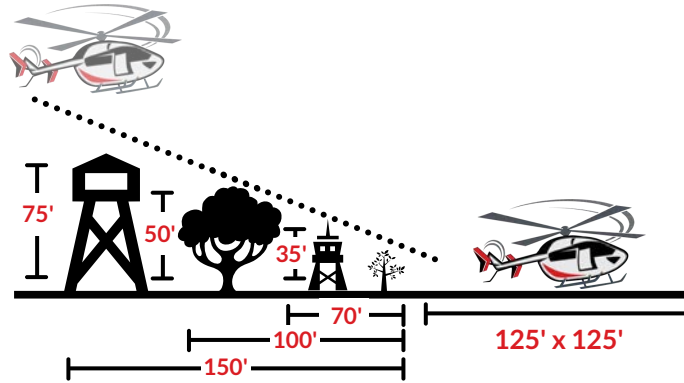
MARKING A LANDING ZONE

Cones should be the primary device!

Flares may be used as an alternative. (Fire hazard, difficult to see in daylight)

NEVER USE PERSONNEL to mark an LZ!

Glide Path Consideration



Ground Operations

Approaching the Aircraft

- Remove non-essential apparel that could be dislodged
- No smoking within 200' of aircraft

Loading

- All loading procedure instructions will be given by the flight crew prior to approaching the aircraft

Safety

- Only approach the helicopter under the direction of the flight crew
- Always make eye contact with the pilot before moving towards the helicopter
- Never go past the rear stabilizer! Stay clear of tail rotor!
- Eye and ear protection are always recommended
- "ABORT, ABORT, ABORT" over radio if hazards arise at any point

Patient updates are secondary to safely landing the aircraft!

LZ Command

Ascertain Designated Communication Frequency

One (1) person to communicate with aircraft

Ensure crowds stay back

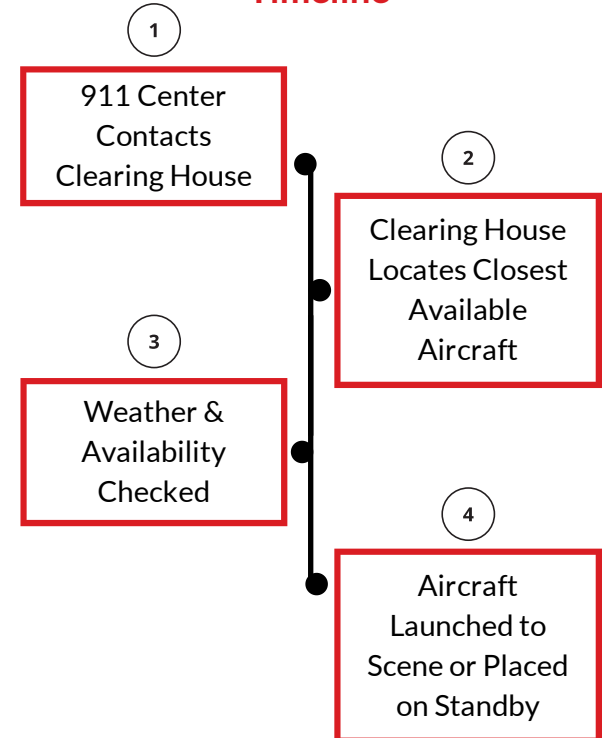
What to report

- Brief description of LZ with any cautions or hazards



Focus should be on: Safety • Security LZ Setup • Obstacles • Communications

Timeline



Flight times vary by distance.