AIR AMBULANCE ROTARY-WING (NON-CRITICAL CARE)

DESCRIPTION	An Air Ambulance Rotary-Wing (Non-Critical Care Transport) is a helicopter that provides basic life support (BLS)-level or advanced life support (ALS)-level care and rapid transportation of patients from scenes, established pick-up sites, or medical facilities to medical facilities to medical facilities (typically located within 150 miles of the disaster area). It does not transport critical care patients unless the Aeromedical Transport Manager determines it to be necessary. The range of transport varies by several factors, such as capabilities and configuration of the individual aircraft, capabilities of the pilot, qualifications of the medical crew, and environmental/weather conditions
RESOURCE CATEGORY	Emergency Medical Services
RESOURCE KIND	Aircraft/Team
OVERALL FUNCTION	The Air Ambulance Rotary-Wing (Non-Critical Care Transport): 1. Provides emergency medical care, evacuation, and transportation services via rotary-wing aircraft from scene, established pick-up site, or medical facility to medical facilities 2. May import personnel, equipment, and supplies (including blood products) into the area of need
COMPOSITION AND ORDERING SPECIFICATIONS	1. Discuss logistics for deploying this resource, such as working conditions, length of deployment, security, lodging, resupply of medical services, transportation, and meals prior to deployment 2. The Federal Aviation Administration places restrictions on crew duty in 14 Code of Federal Regulations (CFR) Part 117 3. Requestor will provide transportation (including patient care personnel to and from the landing zone (LZ) for the sending and receiving medical facilities), food, and rest facilities unless other arrangements exist 4. Provider confirms an LZ of sufficient access and security to ensure the safety of the air and ground personnel, victims, spectators, and other on-site individuals 5. Requestor may order backup supplies and equipment, depending on number of patients and type of event 6. Requestor can order an Aeromedical Transport Manager for administrative and logistics support 7. Requestor should provide number of patients, passengers, and their weights, transport distance, and equipment requirements 8. Requestor should specify personnel required to transport patient based on patient acuity 9. This team does not provide transport of patients with infectious diseases as it requires specialized teams and equipment compliant with Centers for Disease Control and Prevention (CDC) guidance

Each type of resource builds on the qualifications of the type below it. For example, Type 1 qualifications include the qualifications in Type 2, plus an increase in capability. Type 1 is the highest qualification level.

COMPONENT	TYPE 1	TYPE 2	TYPE 3	TYPE 4	NOTES
MINIMUM PERSONNEL PER TEAM	6	5	4	3	Not Specified
MANAGEMENT AND OVERSIGHT PERSONNEL PER TEAM	Same as Type 2	Same as Type 3	Same as Type 4	Same as Type 5	NIMS Type 2 Aeromedical Transport Officer should be physically present or in direct radio or phone communication for medical direction.

COMPONENT	TYPE 1	TYPE 2	TYPE 3	TYPE 4	NOTES
SUPPORT PERSONNEL PER TEAM	Same as Type 2, PLUS: 1 - NIMS Type 2 Registered Nurse, NIMS Type 1 Air Medical Transport Paramedic, or NIMS Type 1, 2, or 3 Aeromedical Transport Officer	Same as Type 3, PLUS: 1 - NIMS Type 2 Registered Nurse, NIMS Type 1 Air Medical Transport Paramedic, or NIMS Type 1, 2, or 3 Aeromedical Transport Officer	Same as Type 4, PLUS: 1 - Pilot	Same as Type 5	1. Type 6 aircraft may upgrade to Type 1-5 capability with appropriate ALS/BLS personnel/equipment augmentation. 2. NIMS Type 2 Registered Nurse has specialty in flight nursing. 3. Requestor should communicate needs in advance regarding special patient populations with high-acuity needs, such as neonatal and pediatric transfers, heart-lung bypass support, invasive monitoring, and high-risk obstetrics, to ensure that the equipment and crew are mission-capable. 4. Requestor, provider, or Authority Having Jurisdiction (AHJ) may increase pilots based on mission needs, aircraft type, and flying conditions. 5. Additional aircrew may include non-medical personnel for flight assistance and aircraft maintenance purposes. 6. The pilot is not a NIMS typed position.
PATIENT LOAD CAPACITY PER TEAM	10 litter patients	4 litter patients	1 litter patient	2 litter patients	Not Specified
PATIENT CARE AND MEDICAL LEVEL EQUIPMENT PER TEAM	Same as Type 2	Same as Type 3	ALS supplies and equipment	Same as Type 5	1. ALS equipment for high-acuity patients is mission-specific and may include: IV pumps, invasive monitoring, pressure support devices, specialized medications, and fetal monitoring. 2. A Type 4 Aircraft may upgrade to Type 3 with fully equipped and certified ALS provider (non-crew member).

COMPONENT	TYPE 1	TYPE 2	TYPE 3	TYPE 4	NOTES
PERSONAL PROTECTIVE EQUIPMENT (PPE) EQUIPMENT PER TEAM MEMBER	Same as Type 2	Same as Type 3	Same as Type 4	Same as Type 5	The following standards address PPE: Occupational Safety and Health Administration (OSHA) 29 CFR Part 1910.134: Respiratory Protection and Part 1910.1030: Bloodborne Pathogens.

COMPONENT	TYPE 5	TYPE 6	NOTES
MINIMUM PERSONNEL PER TEAM	3	1	Not Specified
MANAGEMENT AND OVERSIGHT PERSONNEL PER TEAM	1 - National Incident Management System (NIMS) Type 2 Aeromedical Transport Officer	Not Specified	NIMS Type 2 Aeromedical Transport Officer should be physically present or in direct radio or phone communication for medical direction.
SUPPORT PERSONNEL PER TEAM	Same as Type 6, PLUS: 1 - NIMS Type 2 Registered Nurse, Air Medical Transport Paramedic, or NIMS Type 1, 2, or 3 Aeromedical Transport Officer	1 - Pilot	1. Type 6 aircraft may upgrade to Type 1-5 capability with appropriate ALS/BLS personnel/equipment augmentation. 2. NIMS Type 2 Registered Nurse has specialty in flight nursing. 3. Requestor should communicate needs in advance regarding special patient populations with high-acuity needs, such as neonatal and pediatric transfers, heart-lung bypass support, invasive monitoring, and high-risk obstetrics, to ensure that the equipment and crew are mission-capable. 4. Requestor, provider, or Authority Having Jurisdiction (AHJ) may increase pilots based on mission needs, aircraft type, and flying conditions. 5. Additional aircrew may include non-medical personnel for flight assistance and aircraft maintenance purposes. 6. The pilot is not a NIMS typed position.
PATIENT LOAD CAPACITY PER TEAM	1 litter patient	No litter patients, any number of ambulatory patients	Not Specified

COMPONENT	TYPE 5	TYPE 6	NOTES
PATIENT CARE AND MEDICAL LEVEL EQUIPMENT PER TEAM	1. Non-critical care supplies and equipment 2. Onboard power inverter capable of converting aircraft current for use with specialized medical equipment (such as intra-aortic balloon pump or neonatal isolette)	Not Specified	1. ALS equipment for high-acuity patients is mission-specific and may include: IV pumps, invasive monitoring, pressure support devices, specialized medications, and fetal monitoring. 2. A Type 4 Aircraft may upgrade to Type 3 with fully equipped and certified ALS provider (non-crew member).
PERSONAL PROTECTIVE EQUIPMENT (PPE) EQUIPMENT PER TEAM MEMBER	Same as Type 6	PPE is mission-specific and may include: 1. Protective footwear 2. Protective clothing 3. Gloves 4. Masks 5. Respirators 6. Hearing Protection	The following standards address PPE: Occupational Safety and Health Administration (OSHA) 29 CFR Part 1910.134: Respiratory Protection and Part 1910.1030: Bloodborne Pathogens.

NOTES

Nationally typed resources represent the minimum criteria for the associated component and capability.

REFERENCES

1. FEMA, NIMS 509: Aeromedical Transport Manager
2. FEMA, NIMS 509: Aeromedical Transport Officer
3. FEMA, NIMS 509: Aeromedical Transport Paramedic
4. FEMA, NIMS 509: Registered Nurse
5. FEMA, National Incident Management System (NIMS), October 2017
6. American College of Surgeons Committee on Trauma (ACS-COT), National Association of EMS Physicians (NAEMSP), American College of Emergency Physicians, EMSC Partnership for Children, and the American Academy of Pediatrics. Equipment for Ambulances. (Revised 2013)
7. Federal Aviation Administration (FAA) 14 Code of Federal Regulations (CFR) Part 117: Flight and Duty Limitations and Rest Requirements: Flight Crew Members, latest edition adopted
8. Occupational Safety and Health Administration (OSHA) 29 CFR Part 1910.120: Hazardous Materials Awareness, latest edition adopted
9. OSHA 29 CFR Part 1910.134: Respiratory Protection, latest edition adopted
10. OSHA 29 CFR Part 1910.1030: Bloodborne Pathogens, latest edition adopted