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Executive Director

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Medical Director

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### EMS AIRCRAFT POLICY DEFINITIONS

#### I. AUTHORITY

Division 2.5 of the California Health and Safety Code, Section 1797.220, California Code of Regulations, Title 22., Prehospital Emergency Medical Services, Chapter 8., Prehospital EMS Aircraft Regulations, Title 21, Public Works Chapter 2.5 Division of Aeronautics (Department of Transportation), Public Utilities Code Section 21662.1., and Federal Aviation Regulations.

#### II. PURPOSE

The purpose of this policy is to provide a standardized list of definitions for all regional EMS aircraft policies developed for the EMS Region.

#### III. POLICY & PROCEDURE

Unless the context otherwise requires, the definitions contained in this policy shall govern the provisions of all of the Mountain-Valley EMS Agency's EMS Aircraft Policies and Procedures.

- A. **AAMS** - Association of Air Medical Services.
- B. **Agency** - The Mountain-Valley EMS Agency.
- C. **Air Ambulance** - Means any rotor or fixed wing aircraft specially constructed, modified or equipped, and used for the primary purposes of responding to emergency calls and transporting critically ill or injured patients whose medical flight crew has a minimum of two (2) attendants certified in advanced life support.
- D. **Air Ambulance Dispatch (A.A.D.)** - Means the dispatch center that has the responsibility to provide "on-line" dispatch duties as described in the EMS Aircraft Provider Dispatch Policy.
- E. **Aircraft Type** - Particular make and model of aircraft.
- F. **AOR (Available on Radio/Request)** - The moment the EMS Aircraft is available on radio/pager to respond as directed by the Authorized EMS Dispatch Center.
- G. **Arrive Dest/OSH (On Scene Hospital)** - The moment the EMS Aircraft arrives at a health care facility or at the point where it is to rendezvous with another ambulance.

- H. **At Scene/OS (On Scene)** - The moment the pilot reports that the EMS Aircraft is within one quarter nautical mile and no greater than 1000 feet above ground level of the EMS incident or Emergency Medical Services Landing Site.
- I. **Authorization** - The process required by Title 22, Chapter 8 of the California Code of Regulations that local EMS agencies must follow in order to allow EMS aircraft providers to provide service within an EMS agency's local jurisdiction.
- J. **Authorizing EMS Agency** - Means the local EMS Agency which approves utilization of specific EMS Aircraft within its jurisdiction.
- K. **Call Rec'd/TOC (Time of Call)** - The moment the callback number, location, and symptom(s)/type of incident has been received at the medical dispatch center such that a proper dispatch can be determined and made.
- L. **Classification** - The level of service that an EMS aircraft provider can give based upon criteria such as aircraft capability and the medical expertise of the flight crew.
- M. **CAMTS** - The Commission of Air Medical Transport Services. A national independent commission committed to patient care and the safety of the transport environment.
- N. **Classifying EMS Agency** - Shall be the local EMS agency in the jurisdiction of origin except for aircraft operated by the California Highway Patrol, the California Department of Forestry, or the California National Guard which shall be classified by the EMS Authority.
- O. **County Air Resource Center (C.A.R.C.)** - The designated County communications center that is responsible for receiving all field requests for air ambulance resources, requesting air ambulance resources and coordinating the communication between responding ground and EMS aircraft resources.
- P. **Controlled Air Space** - Air space designated as continental control area, control zone, terminal control area, or transition area in which some or all aircraft may be subject to air traffic control.
- Q. **DSP (Dispatched)** - The moment the responding crew is initially alerted to the incident and has received enough information to respond appropriately, i.e. location, map page numbers, response code.
- R. **EMD** - Emergency Medical Dispatcher
- S. **Emergency Medical Services Aircraft** - Means any aircraft utilized for the purpose of prehospital emergency patient response and transport. EMS aircraft includes air ambulances and all categories of rescue aircraft.

- T. **Emergency Medical Services Landing Site** - A site used for the landing and taking off of EMS helicopters that is located at or as near as practical to a medical emergency or at or near a medical facility; and, (1) has been designated an EMS landing site by an officer authorized by a public safety agency, as defined in PUC 21662.1 using criteria that the public safety agency has determined is reasonable and prudent for the safe operation of EMS helicopters; and, (2) is used, over any twelve-month period, for no more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits; and, (3) is not marked as a permitted heliport as described in Section 3554 (of Title 21); and, (4) is used only for emergency medical purposes.
- U. **En route/ER** - The moment the EMS Aircraft with crew is physically en route to the incident.
- V. **ETA** - Estimated time of arrival.
- W. **FAR** - Federal Aviation Regulations.
- X. **From Scene/ERH (En route Hospital)** - The moment the EMS Aircraft departs from the scene en route to a facility or rendezvous point.
- Y. **Heliport** - An area of land, water, or structure used or intended to be used for the landings and takeoffs of helicopters and includes its buildings and facilities, if any, as approved by the State of California, Department of Transportation, Division of Aeronautics.
- Z. **Helispot** - Area prepared or unprepared where the helicopter will be landing. Must have light source identifying boundaries for landing at night.
- AA. **IFR** - Instrument Flight Rules.
- BB. **Interfacility Transfer** - a transfer from a licensed acute care hospital to a licensed acute care hospital
- CC. **Medical Flight Crew** - Means the individual(s), excluding the pilot, specifically assigned to care for the patient during aircraft transport.
- DD. **Rescue Aircraft** – means an aircraft whose usual function is not pre hospital emergency patient transport but which may be utilized in compliance with local EMS policy, for pre hospital emergency patient transport when use of an air or ground ambulance is inappropriate or unavailable. Rescue aircraft includes ALS rescue aircraft, BLS rescue aircraft and Auxiliary rescue aircraft.
- EE. **Scene Call or Field Emergency** - all requests for EMS services other than interfacility transfers.

- FF. **Simultaneous Dispatch Zone** - means the geographical areas within which the simultaneous dispatch of both air and ground ambulance resources is performed in order to ensure that an EMS aircraft has been dispatched to a Scene based upon a high probability of need. This high probability of need for EMS aircraft is met when a Scene call meets the criteria listed in EMS Policy 445.00, V., D.
- GG. **System Saturation** - Levels 1 through 3 as defined in Policy #571.00, in which all ambulance traffic is routed through the local Control Facility for patient destinations.
- HH. **VFR** - Visual Flight Rules.

--- END OF POLICY 441.00 ---