

	06-0101	<b>EMS Aircraft Definitions</b>
Nor-Cal EMS Policy & Procedure Manual		EMS Aircraft
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Approval: Jeffrey Kepple MD – MEDICAL DIRECTOR		SIGNATURE ON FILE

## Authority

Health and Safety Code Division 2.5, California Code of Regulations, Title 22, Division 9.

## Definitions

1. **Air Ambulance** – Any aircraft specifically constructed, modified or equipped, and used for the primary purpose of responding to emergency calls and transporting critically ill or injured patients whose medical flight crew has a minimum of two (2) attendants licensed in advanced life support.
2. **Air Ambulance Provider** – A prehospital service provider agency that utilizes specially constructed, modified or equipped aircraft for the primary purpose of responding to emergency incidents and transporting critically ill and/or injured patients. An air ambulance provider utilizes a medical flight crew consisting of a minimum of two attendants certified or licensed in advanced life support.
3. **Air Medical Resource Management** – (AMRM) a management system which makes optimum use of all resources, including but not limited to equipment, procedures and people to promote safety and enhance the efficiency of flight operations.
4. **Air Operations Branch Director** – A position within the Incident Command System (ICS) system that, when assigned, is designated with responsibility for incident related air operations. This position may be the designated ground contact. The radio designator would be: **(Incident name) Air Ops**.
5. **Authorizing Agency** – Local EMS agency which approves utilization of specific prehospital EMS aircraft within its jurisdiction.
6. **Auxiliary Rescue Aircraft** – Rescue aircraft which does not have a medical flight crew or whose medical flight crew does not meet the minimum requirements established in regulations.
7. **BCCTPC** — Board for Critical Care Transport Paramedic Certification.
8. **BRN** – Board of Registered Nursing.
9. **CAD** – Computer Aided Dispatch.
10. **CAMTS** – Commission on Accreditation of Medical Transport Services.
11. **CAMTS ECC** — Emergency Critical Care (ECC) Accreditation – A level of accreditation issued by CAMTS verifying that the medical transport provider has met all Emergency Critical Care (ECC) level accreditation standards. CAMTS recognizes FP-C for ECC accreditation, but also requires the FP-C to be paired with a qualified transport nurse partner.
12. **CEMSIS** – California EMS Information System.
13. **Classifying Agency** – Entity which categorizes the prehospital EMS aircraft into the groups identified in California Code of Regulations Section 100300 (c)(3). This 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 (Cal Fire) or the California National Guard which shall be classified by the EMS Authority.
14. **Cold Load/Fuel** – Loading or fueling of aircraft with rotor blades stopped.
15. **CCP-C** — A “Critical Care Paramedic” is a licensed paramedic with specialized training necessary to effectively care for the critically ill or injured during air or ground transportation. CCP-Cs have completed an accredited CCEMTP course and passed the certification exam.
16. **Emergency Landing Zone** – the term used to designate an “emergency landing site” of an EMS aircraft by a public safety official.
17. **Emergency Landing Zone Coordinator** – A position consistent with ICS protocol, when assigned, is designated with responsibility for securing an emergency landing zone (ELZ), and conducting landing, patient transfer and take-off operations. This position may be the designated ground contact. The radio designator would be: **(Incident Name) LZ Coordinator**.

18. **EMD** – Emergency Medical Dispatch.
19. **EMS Aircraft** – Any aircraft utilized for the purpose of prehospital emergency patient response and transport. EMS aircraft includes air ambulances and all categories of rescue aircraft.
20. **ETA** – Estimated Time of Arrival written as 12:00.
21. **ETE** – Estimated Time enroute. Written as 20 minutes.
22. **FAA** – Federal Aviation Administration.
23. **Flight Following** – Monitoring movements of aircraft while in the air.
24. **FOG** – FIRESCOPE Field Operations Guide, ICS 420-1.
25. **FP-C** – A “Certified Flight Paramedic” educated and trained in critical care transport and flight medicine, who holds a current certification as an FP-C by the BCCTPC.
26. **FP-C in Training** – A paramedic who has completed the qualified transport program’s initial academy training, but has not completed their FP-C testing/certificate through the BCCTPC. The FP-C in training must pass the FP-C exam by the end of their second year with the qualified transport program.
27. **Helipad Control** – The person or division of a receiving facility charged by the facility with control of access of aircraft to the helipad.
28. **Helicopter Coordinator** – A position within the ICS that, when assigned, is designated with responsibility to coordinate tactical or logistical air operations. For the purpose of this policy, the Helicopter Coordinator would typically coordinate with the Incident Medical Branch during a major Mass Casualty Incident (MCI). The Helicopter Coordinator fulfills the same function as the Ground Ambulance Coordinator. This position may also be the designated ground contact. The radio designator would be: **(Incident name) Helicopter Coordinator (HLCO)**.
29. **Hot Load/Fuel** – Loading or refueling of aircraft with rotor blades turning.
30. **ICS** – Incident Command System.
31. **Incident Commander** – A position within the ICS system that is designated with overall incident management responsibility. The Incident Commander (or Unified Command in multi-jurisdiction operations) is responsible for ensuring the assignment of a designated ground contact for EMS helicopter operations under these Guidelines. In some circumstances, the IC position may be the designated ground contact. The radio designator would be: **(Incident name) IC**.
32. **Jurisdiction of Origin** – “Jurisdiction of Origin” for the Multi-Jurisdictional Air Provider (M-JAP) means the local EMS agency where the M-JAP headquarters is located in California or if a M-JAP is located outside the state of California, if possible, the local EMS agency where the initial base of operations was established.
33. **LEMSA** – Local emergency medical services agency.
34. **Multi-Jurisdictional Air Provider (M-JAP)** – “Multi-Jurisdictional Air Service Provider”, as used in these Guidelines, means an Air Medical Service Provider that operates EMS air bases located in more than one LEMSA jurisdiction within California or an Air Service Provider that is based outside of California but transports patients to or from multiple authorizing EMS agency jurisdictions within California on a routine basis. This definition is exclusive of mutual aid provider agreements.
35. **NEMIS** – National EMS Information System.
36. **Private Provider** – Entity that is not owned by a public safety agency.
37. **Public Provider** – Entity that is operated by a public safety or other governmental agency.
38. **Qualified Flight Paramedic** – A California licensed, Nor-Cal EMS accredited paramedic who has obtained—or is in the process of obtaining—certification as a flight paramedic (FP-C) or critical care paramedic (CCP-C) and meets the requirements for utilization of the unified paramedic optional scope of practice. These individuals must have had at least three (3) years (4000 hours) of prior prehospital ALS experience. Qualified Flight Paramedics work for a qualified transport program and are paired with a qualified transport nurse.
39. **Qualified Transport Program** – A Nor-Cal EMS permitted air ambulance provider that has met the requirements to participate in the unified paramedic optional scope of practice program by obtaining/ maintaining CAMTS ECC accreditation, and meeting the training, education, competencies, QI and medical direction requirements.

40. **Qualified Transport Nurse** – A registered nurse with at least three (3) years of critical care experience, who has completed the qualified transport program's initial academy training and is working on obtaining the CEN, CCRN, CFRN or CTRN certification required by the CAMTS ECC accreditation. A qualified transport nurse is employed by and practicing with the qualified transport program.
41. **Qualified Transport Program Medical Director** – A physician board certified/eligible in emergency medicine, who meets the CAMTS ECC accreditation medical director requirements.
42. **Qualified Transport Program Physician** – A physician affiliated with the qualified transport program, who is not the qualified transport program medical director, who is board certified/eligible in emergency medicine or in the specialty appropriate for the scope of services being provided (neonate, pediatrics, critical care, etc.).
43. **Rescue Aircraft** – An aircraft whose usual function is not prehospital emergency patient transport but which may be utilized, in compliance with local EMS policy, for prehospital emergency patient transport when use of an air or ground ambulance is inappropriate or unavailable. Rescue aircraft includes Advanced Life Support (ALS) rescue aircraft, Basic Life Support (BLS) rescue aircraft and auxiliary rescue aircraft.
44. **Time Considerations** – Time related to EMS aircraft response shall be consistently documented for accurate recording of all aspects of flights.