



MONOC 1 AIR-MEDICAL PROTOCOLS

1. Mission Limitations and Scope of Care

Purpose:

To define and describe the patient mission limitations for transport to ensure quality patient care while maintaining safe operations.

Policy:

1. MONOC 1 transports one patient at a time for both interfacility and scene flights.
2. MONOC 1 operates 24 hours per day 7 days a week dependent upon weather with availability within a 150-mile radius.
3. Our program utilizes an EC-135 aircraft, with two backup aircrafts available through Med-Trans.
4. Medical crew configuration is a minimum of one RN and one Nationally Registered Paramedic. Both require respective board flight certifications (CFRN/FPC) within one year of hire. Two RN's may staff the aircraft as staffing needs dictate.
5. Intra-Aortic Balloon Pump patients cannot be flown by MONOC 1. Requests will be turned over to appropriate air medical provider.
6. Pediatric patients of greater than or equal to five (5) Kg can be transported and ventilated using the LTV1200 or Revel ventilators.
7. When necessary, a patient with a Left Ventricular Assist Device (LVAD) can be flown to a tertiary hospital for a higher level of care as long as it is beneficial for the patient as a time sensitive and concern.
8. Bipap patients whose calculated oxygen amount does not exceed oxygen limits can be flown. When oxygen limits exceed, impair, or diminish patient care these patients will be transported via ground SCT.
9. No OB patients in active labor and/or three centimeters in dilation will be transported.
10. No patient knowingly in cardiac arrest will be placed in the aircraft for transport.
11. No patient greater than 500 pounds or of girth in excess of stretcher limitations can be flown.
12. No contaminated patient with residual scents or odors that can be exacerbated in a closed cabin environment will be flown for crew and patient safety.
13. At no time will a patient, or passenger, be transported that is thought to not have the psychological capacity to safely fly in the confined space of the helicopter and/or is considered to pose a threat to the crew and pilot.
14. The Pilot in Command has the final authority to accept or decline any mission or passenger for any reason.

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