Capabilities:

Emergency medical short-haul capable helitack crews can use helicopters as a patient care extraction tool. During a short-haul, the helicopter is capable of inserting 1-2 short haulers into an area with tight canopy cover and/or very technical terrain.

Ground personnel should consider a canopy opening free of widow makers and snags as a reasonable short-haul extraction site.

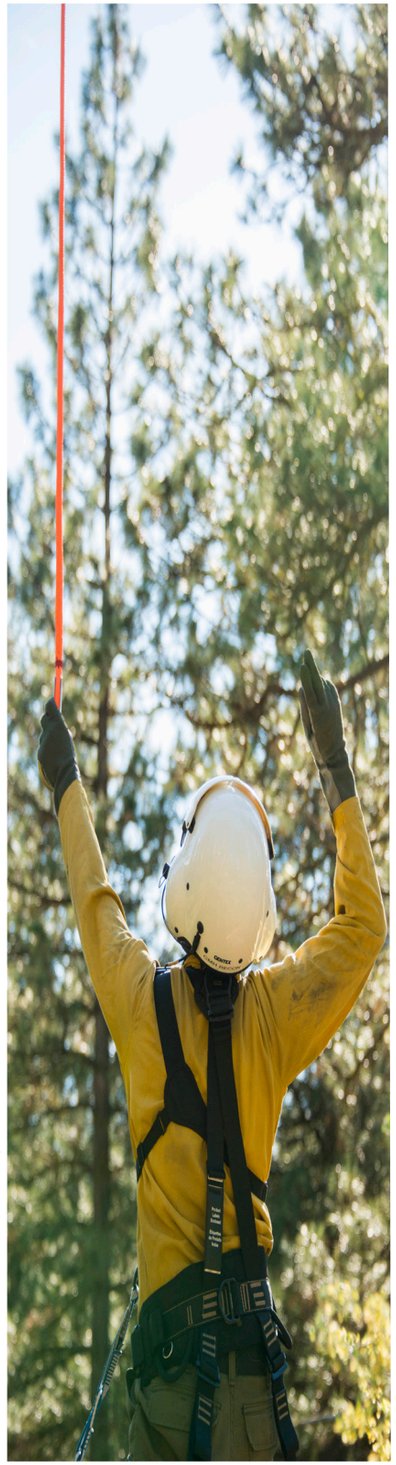
Available haul line lengths range from 100 feet to 350 feet.

During the insertion and extraction process ground personnel must be clear of the area.

The helicopter will fly to the latitude and longitude provided, contact ground personnel with the patient, utilizing the identified Air-to-Ground frequency.

Upon completion of the short-haul recon and size up, a patient update will be communicated from the ground, and the aircraft will fly to a landing zone (LZ) to configure for short-haul operations. The helicopter will be monitoring the appropriate air-to-ground, Air Guard, and victor frequencies. From this point, ground resources should only contact the helicopter in cases of emergency.

*Refer to the "Emergency Medical Short-Haul" video in the WFSTAR library for additional information: *www.nifc.gov/wfstar/library.html*



On Scene

(Perspective from the accident site)

Expect The Following

+ 1 or 2 rescuers (at least one qualified as an EMT or higher)

+ Backboard (if not already on scene)

+ All equipment necessary for extraction - screamer suit and bauman bag (see images below)

Preparing For The Possibility Of Short-Haul

What you can do to help...

+ Become familiar with the aviation and medical sections of the IRPG

+ Specific crew training is not required to use Emergency Medical Short-haul

+ View/participate in WFSTAR modules relevant to short-haul/medical scenarios

+ Review IAP and med plan

Patient Packaging

Bauman Bag

The Bauman Bag accommodates most backboards. A patient on a backboard, TRS, SKED, can be inserted into the Bauman Bag, then secured (strapped in)

Screamer Suit

The Screamer Suit is used for patients not requiring the use of a backboard

Emergency Medical Short-Haul Program

Supporting Our Own...

1st Edition 2016

Intent:

The intent of the Emergency Medical Short-Haul Program is to ensure safe and efficient use of short-haul capabilities to aid injured personnel. In some cases, short-haul may be the most expedient means to get medical care to a person in need as well as extract an injured or ill employee for transport to definitive medical care.

Purpose

Helitack crews, capable of short-haul, are primarily configured to perform functions in support of fire suppression. Short-haul is just an additional capability supporting work in the field. These helicopters conduct reconnaissance missions, transport crews, drop water (bucket drops) and quickly configure for Emergency Medical Short-Haul if needed.

For Whom and Why

Based on a risk-assessment, short-haul, for patient evacuation, may be used under any of the following circumstances:

- *A patient has life, and/or loss of limb, or eyesight, threatened, as well as any other medical complication warranting prompt extraction*
- *When a conventional rescue would expose rescue personnel and/or patient to a higher level of risk*

Other extraction options:

The *Interagency Emergency Helicopter Extraction (EHE) Source List* provides access to a number of helicopter extraction resources in a geographical, and national basis that are capable of conducting emergency extractions (hoist/short-haul). These Resources have been compiled from federal, state, governments, military, and Emergency Medical Response (EMS) programs throughout the country. Many factors may determine the availability and response time of requested resources.

Generic Aircraft Ordering Information

Host Dispatch
Makes Notification

Short-haul Helicopter Manager/
Helibase Manager

AOBD/UAO/DO

+ A/A Frequencies A/G Frequencies
+ Geographic Location
(Latitude/Longitude)
+ Ground Contact
+ Other Aircraft Over The Incident
+ Any Known Hazards

The following may assist with the decision to use a helicopter for short-haul:

* Are the conditions adequate for communication with all rescue personnel - what barriers exist?

* Is a safe landing site available within a reasonable distance of accident site?

* Does the urgency of the subject's condition require getting someone to the accident site as quickly as possible?

* Is the risk associated with traversing terrain to/from the accident scene greater than the risk of using specialized helicopter techniques (rappel, short-haul, or hoist)?

* Are all helicopter crewmembers proficient with the helicopter rescue technique being considered?

* Do extreme environmental factors prevent the use of a helicopter?

* Would the immediate insertion of an EMS provider to the scene convert the medical case to a lower priority suitable for ground transport? *Insertion of a trained EMS provider, conducting a proper assessment, may permit appropriately downgrading the plan to a ground ambulance transport. The primary task of the rescue helicopter is locating and assessing the patient with transport to definitive care conducted when justified.*

Mission Decisions

1. Assess the situation: Weigh the relative level of urgency, condition of rescue subject(s), and stability of the incident.
2. Determine alternatives: Review the various rescue options including the level of complexity, and associated risk. Greater complexity and risk significantly add to the potential for mission failure.
3. Select an alternative: The choice of an appropriate rescue plan should be based on the safety of rescuers.
4. Execute the plan: Initiate the rescue response according to established procedures and protocol .

Communication Flow Matrix

Staging/Hosting	Incident/Complex	Home Base
HMGB work with hosting local dispatch center or GACC	HMGB work with Helibase Communications, Incident Communications, Local Dispatch Center (If available, obtain Emergency Medical Evacuation Plan with local area EMS cooperators	Local Dispatch Center/FMO/FAO Forest Supervisor
HMGB call/meet face to face with hosting dispatch center or GACC and advise of capabilities and limitations	HMGB call/meet face to face with local dispatch center, FMO/FAO, IMT, HEB, Medical Unit Leader, AOBD/ASGS, Operations, IC to advise of capabilities and limitations *Discuss information/education packet	HMGB call/meet face to face with dispatch center to advise of capabilities and limitations daily
HMGB should provide information packet pertaining to program elements and the capabilities and limitations of the module	Affected users create ordering procedures for FS Short-haul aircraft on incident and adjacent incidents	Dispatch/HMGB to ensure ordering process and procedures are in place for local and adjacent incident needs
NPS or FS Short-haul aircraft should not be staged just as an extraction tool. They can be moved to high activity areas when necessary and available for regional/national needs.	AOBD to make contact with adjacent AOBD's and ensure information on capabilities and limitations are addressed and communicated daily. (HMGB communicate with adjacent AOBD's/ACAC/Regional Aviation Call to understand capabilities and limitations)	Ensure language is in place in Forest Aviation Plan and Emergency Evacuation Plan/Helibase Operations Plan
	Ensure standard language, regarding the FS Short-Haul Program, is identified in the Incident Action Plan (an overview of program capabilities)	