



## Standard Operational Guidance

# General Aeromedical Considerations

### Document Control Information

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## CATS General Aeromedical Considerations

- The Duty CATS consultant has ultimate responsibility for selecting the most appropriate mode of transport.
- Pilot in Command has final authority regarding the operation of the flight and is responsible for the safety of the vehicle and (medical) passengers.
- If death is declared it should be reported to the pilot who may choose to divert the flight and will notify the coroner.
- See also CATS General Considerations which apply.

## Flight standards

In addition to legal (EASA) compliance flights:

- will operate only from designated landing sites/airports (FW/RW)
- will operate with dual pilots, with IFR currency, vehicle to be IFR capable (FW/RW)
- will operate IFR (FW)
- will operate to EASA Category 1 Performance (RW)

## Staffing

- At least one member of the CATS team must be 'Flight Trained' in addition to flight operator's training requirements.

## Planning phase

- Review aeromedical guidelines, review familiarisation/safety video.
- Aerosled and clip deck must be used to secure equipment if a local Statutory Ambulance will be used.
- Be aware local Statutory Ambulance provider may not be able to carry a carer who may require additional transport to the RVP.
- Copy relevant entry from 'Helicopter Landing Sites Hospitals UK' or local airport map/online satellite image for orientation of the RVP.
- Inform the pilot of any non-standard equipment or cabin altitude requirements.

## Transfer phase

- The CATS Administrator will organise and update connecting transport elements on the Flight Information Form and activate the Major Incident Plan if an incident is reported by ARCC or the fixed wing provider.
- Pilot will provide a safety briefing before take-off (RW/FW)
- CATS Mobile phones cannot be used in flight but communications can be established by radio either through UK ATC (FW) or ARCC (RW).
- Helmets and ear protection should be used (RW)
- Oxygen, power and consumables endurance should be monitored in the event that a diversion is required (RW/FW)
- Essential communications only during take-off and landing.

## Debrief

- All referrals will be discussed at the CATS Multidisciplinary Morning Meeting.
- All referral with a flight component will be presented at CATS quarterly Risk Action Group