



**Healthy Living and Health Services
Subcommittee
Joint Commission on Health Care
September 1, 2009**



**Virginia State Police Aviation
Types of Service**

- **Emergency Medical Transport**
- **Patrol Missions**
- **Photo Missions**
- **Surveillance Missions**
- **Rescue Missions**
- **Search Missions (Day/ Night/FLIR)**
- **Transport Missions**



Virginia State Police Aviation Abingdon Base

2008-2009 the Abingdon Base/Aviation Unit received:

995 requests for Med-Flight missions with 574 patients flown.

Out of these requests, 375 were not flown for the following reasons:

**due to low weather (223),
on another Med-Flight mission (80),
cancelled by requestor (64),
maintenance problems (8),
and on police missions (0).**

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Virginia State Police Aviation Abingdon Base

Out of the missions flown, 223 patients likely would have died prior to reaching hospital care and 1 died prior to reaching hospital care. The remaining 336 patients would have survived without Med-Flight; however this number reflects a significant number of patients that would have experienced permanently disabling injuries if not brought to hospital care in the appropriate amount of time.

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Virginia State Police Aviation Chesterfield Base

2008-2009 the Chesterfield Base/Aviation Unit received:

494 requests for Med-Flight missions with 316 patients flown.

Out of these requests, 153 were not flown for the following reasons:

**due to low weather (78),
on another Med-Flight mission (33),
cancelled by requestor (39),
maintenance problems (3),
and on police missions (0).**

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Virginia State Police Aviation Chesterfield Base

Out of the missions flown, 65 patients likely would have died prior to reaching hospital care and 6 died prior to reaching hospital care. The remaining 240 patients would have survived without Med-Flight; however this number reflects a significant number of patients that would have experienced permanently disabling injuries if not brought to hospital care in the appropriate amount of time.

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Virginia State Police Aviation Lynchburg Base

2008-2009 the Lynchburg Base/Aviation Unit received:

349 requests for Med-Flight missions with 208 patients flown.

Out of these requests, 110 were not flown for the following reasons:

**due to low weather (72),
on another Med-Flight mission (4),
cancelled by requestor (34),
maintenance problems (0),
and on police missions (0).**

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Virginia State Police Aviation Lynchburg Base

Out of the missions flown, 55 patients likely would have died prior to reaching hospital care and 2 died prior to reaching hospital care. The remaining 147 patients would have survived without Med-Flight; however this number reflects a significant number of patients that would have experienced permanently disabling injuries if not brought to hospital care in the appropriate amount of time.

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Virginia State Police Aviation Funding

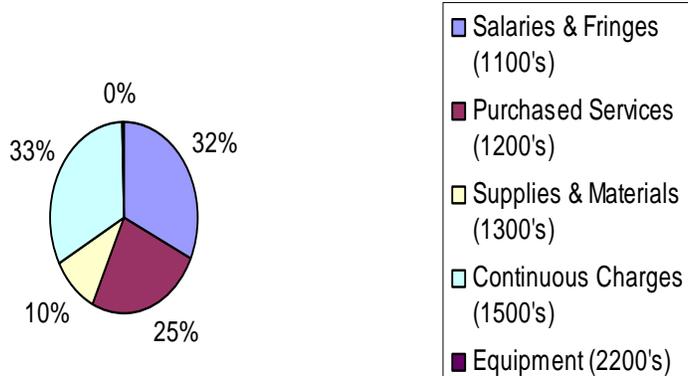
General Funding Costs	\$6,363,564
Non-General Fund Costs	\$1,045,375
Total Costs	\$7,408,939

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Virginia State Police Aviation Funding

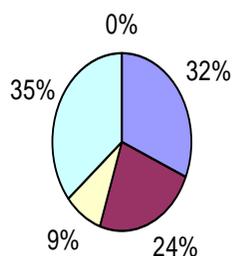
FY09 Aviation General Fund Expenditures





Virginia State Police Aviation Funding

FY09 Aviation Non-General Fund Expenditures

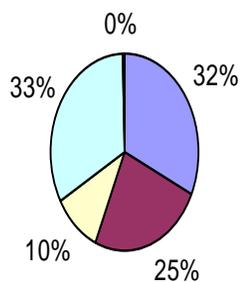


- Salaries & Fringes (1100's)
- Purchased Services (1200's)
- Supplies & Materials (1300's)
- Continuous Charges (1500's)
- Equipment (2200's)



Virginia State Police Aviation Funding

FY09 Aviation Total Expenditures



- Salaries & Fringes (1100's)
- Purchased Services (1200's)
- Supplies & Materials (1300's)
- Continuous Charges (1500's)
- Equipment (2200's)



Virginia State Police Aviation Private Verses Commercial

Pilot information on private verses commercial. This deals with the issue of why we do not charge to pick-up a citizen from the highway.

The Department of State Police cannot charge for aviation services because the type of operation under Federal Code. The Aviation Unit conducts all flight operations under Code of Federal Regulations Title 14, Subchapter F – Air Traffic and General Operating Rules, Part 91 – General Operating and Flight Rules. This is commonly referred to as a Part 91 Operation. To charge the public for the transportation provided to EMS patients, the Aviation Unit would have to be certified under CFR Title 14, Subchapter G – Air Carriers and Operators for Compensation or Hire: Certification and Operations, Part 135

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Virginia State Police Aviation Private Verses Commercial

Operating Requirements: Commuter and On-Demand Operations and Rules Governing Persons On Board Such Aircraft. This is commonly referred to as a Part 135 Operation.

To become certified under Part 135, there are numerous requirements that are overseen by the Federal Aviation Administration.

Pilot certification – Part 135 requires that all pilots must hold a minimum of a commercial license and instrument ratings for the category and class of all aircraft operated under the certificate. All pilots assigned to the Aviation Unit meet this requirement, they hold at a minimum a commercial pilot certificate for rotorcraft-helicopter and airplane-single engine land, and instrument ratings for helicopter and airplane.

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Virginia State Police Aviation Private Verses Commercial

Aircraft maintenance requirements– All of the Aviation Unit aircraft are maintained in accordance with the manufacturer’s requirements and recommendations.

Pilot staffing – Pilots under Part 135 are limited to 8 hours of flight time during a 24-hour period and must be provided at least 10 hours rest period prior to the shift duty days.

This is normally accomplished by working 12-hour shifts.

Aviation Unit pilots assigned to EMS duties are scheduled for a 24.3 hour shift with the 8-hour rest period not compensated unless actually working during that period.

Pilot training – All new pilots would be required to complete aircraft model specific training in all helicopters that the Department operates under a Part 135 certificate.

There are additional FAA requirements.

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