



flight paramedic guidebook

Volume 1

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Introduction

Welcome! I developed this document as a guide for new paramedics to understand the air medical industry and have a sort of map to reference as they work on career development. The inspiration for developing the Flight Paramedic Guidebook came after having multiple paramedic students approach me asking about becoming a flight paramedic. Often their questions are rather loaded and require an hour long explanation. The second motivation for creating the Flight Paramedic Guidebook was to take all of the information out there (some of it incorrect) and place it in one reference.

Before moving forward, I would like to make a general disclaimer. The information in this guidebook is based on my experience and understanding of the industry. I do not claim to be an industry expert. That being said, I have spent a lot of time researching the role of a flight paramedic and have worked as one myself. If you have any questions, please reach out to me (my contact information is on the cover page of this guidebook). Also, I am not affiliated with any agencies, equipment or educational courses listed in this guidebook. The opinions listed here are my own and do not reflect that of any agency or governing body. Thank you for taking the time to read this and I wish you the best of luck in your career.

Role of the Flight Paramedic

Everyone has their own idea from the outside of what the role of a flight paramedic is. The reality is it can change state to state and program to program. First, I want you to get whatever pre-conceived image you may have about the role and take a fresh look at what exactly goes into working as a flight paramedic. At the most basic level, a flight paramedic is the prehospital specialist on a air medical crew. The paramedic brings their prehospital experience to the table with:

- Years of responding to 911 calls
- Acting as an autonomous provider
- Being a logistician
- Having a solid understanding of airway management
- Being an expert in field trauma stabilization
- Understanding the transport environment

I start by saying all this because you are expected to bring a certain level of experience to the team. It is the component that the Nurse or Doctor does not bring with them typically. When it comes to scene calls, unless your partner has been flying for some time, they look to you to know what you are doing. When it comes to intubation in the field, they want you to be able to drop the tube successfully all the time. When it comes to managing a very unstable trauma patient, they want to see rapid bleeding control, swift packaging and movement towards the aircraft. They want you to be able to speak the language of the public safety partners and be

able to make things happen on the side of the highway at 3am. With this expectation, you need to be developing these skills from day 1 and make sure you have them down before you even apply to becoming a flight paramedic.

Take home point: Flight Paramedic = Prehospital Specialist

Types of Programs

Programs can be categorized in a variety of ways: Fixed wing vs Rotor... Hospital, private and municipal... Crew configurations can also determine the type of program. Let's unpack all of these...

Fixed Wing vs Rotor

- **Fixed Wing** means that you are flying on an airplane (jet or turbo prop). Mainly these flight crews are dealing with interfacility transports only. In these programs, the paramedic is not really utilized as a paramedic. Instead there is a lot of emphasis on bringing the paramedic up to speed in critical care. These teams do a lot of specialty transports: ECMO, balloon pump, LVAD, bariatric neonate, etc. The plus side of getting on with a fixed wing program is you will bridge that gap between your 911 experience as a paramedic and where you need to be in terms of critical care knowledge. Fixed wing programs can come in all shapes and sizes:
 - **Part time fixed wing programs-** where you are working a full time job somewhere else but you are working per diem at the flight program. Typically these are private companies and can often be shady in their operations. Some are reputable though and can be a great way to get your foot in the door with flight medicine. Typically you will be on call for flight shifts. You will carry on with your normal day but be expected to be at the airport within an hour or two when a flight comes in. You go to the airport, get your gear on the plane and head out to wherever they send you. A lot of these programs do long-distance flights (state to state or even internationally). You will often be with patients for a while and can be treating some very sick folks. Great way to build up that experience.
CAUTION: These programs can be rather "fly-by-night" (pun intended) and just be hiring people to fill the seats. If you are not a strong critical care clinician, you can easily find yourself in over your head if your partner is brand new as well. You need to set aside your burning desire to work in the air medical environment and take an objective look at the program.
 - **Full time fixed wing programs (with a mixed service)-** Some of the flight programs that offer a rotor wing program have a fixed wing service as well. Some of the big names (Air Methods for example) will offer both. This can be a great

opportunity to get used to working in both platforms. Often the deal is you will be assigned to a base and depending on what aircraft they utilize will determine what you are doing most of the time. In other words, a program may have both helicopters and airplanes but if you are at an airplane base you will be doing that every day you are working unless you make a switch or work overtime on a helicopter. Other programs with mixed services may rotate clinicians on both platforms to give them a mix of experience. While these programs may do long distance transports, they are often shorter hops and service a specific region.

- **Rotor** means you are working on a helicopter. Rotor programs are usually what people think of when they think air medical. Helicopter programs (with the exception of specialty programs) usually do a mix of interfacility and scene work. The airframes may be different between services. Some states have requirements that helicopters be dual engine and able to fly using instruments (IFR- Instrument flight rules). Other states do not regulate the air medical industry, leaving it up to the flight program to decide if they will be a IFR or VFR (visual flight rules) program and fly a single engine or dual engine aircraft. The decision to fly a single engine aircraft and operate a VFR program is often debated as unsafe for the the air medical environment (we will cover that in the safety section). Interfacility transports are typically going to be for patients that are critical and need a higher level of care. These patients could include STEMIs, CVAs and trauma. Scene flights typically involve patients who need to be rapidly transported to the hospital. Often, scene flights are in more remote and rural areas where the ground transport to the hospital would take too long.
 - There are some specialty rotor programs that deal with certain patient populations. Specifically pediatric patients and neonates.

Hospital, Private and Municipal

- Hospital based programs are typically staffed by clinicians hired and managed by the hospital. Some hospitals also manage the pilots and mechanics. More commonly, the aviation side is typically managed by a private air medical transport company. In other words, the nurse and paramedic will be hired and managed by the hospital while the pilot and mechanic will be provided by the air medical company.
- Private air medical companies make up a majority of the air medical services in the United States. They hire and manage all staff involved in the operation (clinical and aviation).
- Municipal programs make up the minority of the air medical industry. They may be state or county based. They are commonly affiliated with either a Fire Department or Police Department. In some cases, a county based EMS service may also manage a flight program as well. Some of these programs have both a medical mission and search and rescue mission as well.

Crew Configuration

Depending on the type of program, flight crews may have different types of configuration. Here are a few examples of potential crew configurations you may see in the air medical environment:

- Paramedic/RN- This is probably the most common crew configuration in the United States.
- RN/RN- Seen in states like Washington and California
- RN/Physician- Physician staffing models make up a minority of programs in the United States.
- Physician/Paramedic- Staffing model commonly seen in the UK and Australia
- RN/RT- Also seen around the country, primarily rotor and fixed wing programs that specialize in specialty transport (peds and neonate).
- Single Role Paramedic- Common among public safety flight programs (state police departments may have a trooper paramedic staffing the helicopter). Their primary mission is typically search and rescue, not critical care transport.

Job Requirements

The requirements may also vary between programs. However there are some common, minimum requirements you must have before applying to your first flight job. Below I have divided the “must haves” and the “nice to haves” with some rationale:

Must Haves

- **3-5 Years of full time paramedic experience-** This isn't a made up number. Most programs want this much experience prior to applying. The 3-5 year mark usually ensures that you have seen a good mix of patients and can do the job effectively. The 3-5 years should be spent in the busiest 911 program that you can find. You want high volume and high acuity experience. Working 3-5 years in a system that only sees 3-6 calls a shift isn't really going to yield the type of experience that flight programs want to see.
- **Certifications-** You want to be sure that you have a valid state paramedic certification, National Registry Paramedic, ACLS, PALS, PHTLS or BTLIS and CPR.
- **FEMA Courses-** You want to be sure you have ICS 100, 200, 700 and 800
- **Neonatal Resuscitation-** Some programs want the NRP certification within a certain period of time but some want it prior to applying. I say get it early.

Nice to Haves

- **FP-C/CCP-** The International Board of Specialty Certifications is the main governing body of paramedic specialty certifications:

- FP-C: Flight Paramedic certification
- CCP: Critical Care Paramedic
- CP: Community Paramedic
- TP-C: Tactical Paramedic

This is the industry standard in demonstrating a base knowledge of critical care concepts. The certification was designed for the already practicing flight paramedic to validate the knowledge they have collected through their continued education and experience. All CAMTS accredited programs require flight paramedics to obtain either their FP-C or CCP within 2 years of hire. This is just a certification and can be challenged at any point in a paramedic's career. It is a great resume booster if you are able to successfully pass the exam prior to applying for a flight paramedic job.

- **Critical Care Transport Experience-** If you are able to get ground critical care transport experience prior to applying for a flight paramedic job, this will greatly increase your knowledge base and make you an incredible asset to any flight service. The ideal setup would be to have a solid 911 background (that 3-5 years of experience in a high call volume system) and a year or two with a ground critical care transport service. You will become familiar with the types of patients you will see in the interfacility air medical transport environment. You will also become familiar with equipment, medications and procedures that you will be utilizing and performing as a flight paramedic.
- **Hospital Experience-** Getting some part time experience in an ER or ICU as a tech or in-hospital paramedic could greatly help your resume and knowledge base. You could get use to seeing what happens on the hospital side after the patient has been brought through the emergency department. It will also get you use to lab values, diagnostic testing and more advanced treatment. In addition, it is a great way to network and meet clinicians that may have flown or are currently flying with a program near you.
- **Teaching Experience-** I cannot stress how important getting involved in clinical education is when it comes to becoming a flight clinician. Often, flight paramedics are expected to provide education. This can come in many forms. It may be helping a less experienced ambulance crew through a difficult call. It may be in the form of outreach education put on by your flight service where you are teaching other EMS providers about advanced airway management. You may be expected to teach new flight clinician during their orientation as well. The bottom line is that you need to have some understanding on how to be an effective educator prior to getting hired as a flight paramedic.

Training

Continuing your education and expanding your knowledge is one of the most important things you can do as a paramedic. The day you decide that you want to become a flight paramedic is the day you become committed to continuous learning. You should start by picking up every prehospital and transport medicine journal that you can get your hands on. A good flight paramedic is up to date on all the latest trends in prehospital care. On top of keeping up with literature, you should start targeting certain courses:

- CCEMT-P is a course put on by the University of Maryland Baltimore. It is typically one week long and is designed to bring the 911 paramedic up to speed on critical care concepts. The course involves classroom lecture, skill labs and clinical time. It is important to note that the CCEMT-P is not a certification. However, you do receive excellent training and a certificate of completion that can be placed on your resume.
- FP-C/CCP Prep Courses can be found by a number of instructional companies. These courses may be live or recorded. They are designed specifically to help you pass the FP-C/CCP exams (which are required by most flight programs). These courses do not spend a lot of time in theory and often lack a “hands on” component. Some instructional companies release recorded content where the lectures are broken up into modules. Most of these offer some sort of practice exam to test your knowledge.
- College Critical Care Paramedic courses are programs that are put on by community colleges and universities. These typically last at least a semester or more. These courses are fantastic if you are brand new to critical care. Because of their length, they offer the most in terms of information and opportunities for practical application in the skill lab setting. These courses may be hard to find.

In addition to formal critical care paramedic courses, you can find a lot of text resources to read. Some required reading includes:

- Critical Care Transport by AAOS
- ASTNA Patient Transport: Principles and Practice by ASTNA
- Back to Basics by Orchid Lopez (practice test book)
- ACE SAT by Will Wingfield (practice test book)

Lastly there are a handful of free resources such as podcasts, blogs and YouTube Channels that are free and full of information:

- FlightBridgeED- Blog and Podcast
- The Lifestar EMS Training Podcast
- EmCrit- Blog and Podcast
- PHEMcast- Podcast

- EMS Nation Podcast
- Taming the SRU- Podcast and Blog
- FlightCrit- Blog and Youtube Channel

The Interview

So you meet all of the requirements, you applied to your target agency and you are given the chance to interview! Congratulations on making it this far. This means you finally have the resume that flight agencies are looking for. You have checked all of the proverbial boxes and now they want to get to know you. Before we go any further, I want to express one of the most important things flight services look for (especially some of the top programs around the US)... A solid personality. You could be the brightest paramedic alive, but if you have a horrible attitude and are arrogant, you won't get any further than the introductions in the interview. The reality is, these flight programs that are interviewing you want an individual that can get along with their colleagues, other agency partners, build a rapport with the patient and leave a great impression on hospital staff when picking up or dropping off a patient.

Next to personality, you need to have integrity and be humble. You need to demonstrate that you will always do right by the patient, act in a safe manner and look out for your fellow crew members at all times. You also need to know when you don't know something. Know when to ask for help and know where to find information. No one gets points in an interview for making up information. If you don't know something, own up to it and move on.

Another huge component is being able to demonstrate clinical competency and articulate your thoughts. You need to be able to explain complex clinical concepts and know your anatomy/physiology, pharmacology and pathophysiology inside and out. This only comes with becoming more comfortable in these domains. You need to read, study, memorize and commit substantial time to learning as much as possible.

So what does the average flight paramedic interview look like? Again, as with everything else, they come in all shapes and sizes. Lets walk through a generic interview process:

1. Written Test- Expect some sort of written exam. This is often one of the first things that is presented at a flight paramedic interview. Some programs will use the written exam as a weed-out process giving you a specific score you need to pass in-order to move forward. Other programs may use an exam as a tool to gauge your general clinical aptitude but not act as a pass/fail exam. The exam may be a critical care exam focusing on flight paramedic specific knowledge (requiring prior knowledge of critical care concepts) or general paramedic knowledge (demonstrating a base knowledge to build from).
2. Oral Board- The oral portion of the interview may be conducted in a variety of ways. At the basic level, the interview will be most likely conducted by a manager, medical director and clinician in a panel style interview. They may go over a series of questions

that involve operational, clinical and customer service concepts. In addition to the standard interview questions they may give you clinical scenarios where you need to go through the treatment of a variety of patients. Two things you should go into your interviews knowing really well include airway management/RSI and pediatrics. The oral panel may be divided up into 2 separate panel interviews. The panel may also include a representative from aviation, business development and perhaps an outside agency representative.

3. Skill Evaluations- Some programs may have a skill evaluation section to the interview. This may be running a megacode, performing intubations and other critical skills or even performing entire scenarios using a high fidelity mannequin.

These interviews are designed to be long and rather stressful. The important concept to remember is to compartmentalize and take one question at a time. Don't rush, stay calm and remain positive!

Safety and CAMTS

Safety should be the number one concern of any air medical program. It should raise red flags immediately if this is not the case. The reality is, air medical transport is a dangerous business. There is very little room for error and absolutely no room for complacency. Whichever program that you end up working with, you need to be sure that their safety program is robust and inclusive. Every flight crew member should be trained in safe aircraft operations. There should be a culture of open dialogue. Each crew member should be empowered to speak up if they don't feel comfortable with the flight. In order to enforce this standard the organization CAMTS, or Commission on Accreditation of Medical Transport Systems, was created. CAMTS sets forth standards to ensure programs that are certified under CAMTS operate in a manner that places patient care and overall safety before anything else. Agencies that are CAMTS accredited go through a rigorous process that includes auditing all clinician's certifications, inspecting aircraft, having random base inspections and reviewing the agency's safety program. It is better to target a CAMTS accredited program as they will have higher standards. To make it easier on you, I added the master list from the CAMTS website (source- www.camts.org):

Alabama

AirMed International - ^ Birmingham - FW/ME/+ (Expires - 7/25/2019)

Critical Care Transport - Birmingham - FW/G/+ (Expires - 3/12/2020)

(Air Methods Southeast Region - GA) - RW
(Air Evac LifeTeam - MO) - RW

Alaska

LifeMed Alaska - Anchorage - RW/FW/G (Expires - 10/19/2019)

(Airlift Northwest - WA) - FW

Arizona

AeroCare Medical Transport - Winslow - RW/FW (Expires - 4/9/2019)

Air Evac Services/PHI Air Medical - ^ Phoenix - RW/FW/G (Expires - 7/16/2018)

Guardian Air Transport - Flagstaff - RW/FW (Expires - 3/12/2018)

LifeNet/Native Air - ^ Mesa - RW/FW (Expires - 11/1/2018)
Sunrise Air Ambulance - Show Low - RW/FW (Expires
4/8/2020)
Tri-State CareFlight LLC - ^ Bullhead City - RW/FW (Expires
4/9/2019)
(AeroCare - IL) - FW/+
(AirCARE1 International - NM) - FW/+
(Beaumont One - MI) - RW
(Classic Lifeguard - UT - RW/FW)
(Med-Trans Corp DBA Arizona LifeLine - TX) RW

Arkansas

Angel One - Little Rock - RW/FW/G (Expires - 10/14/2017)
(Air Evac LifeTeam - MO) - RW
(Air Methods Midwest Region 7 - MO) - RW

California

CALSTAR - McClellan - RW/FW (Expires - 7/28/2019)
Enloe FlightCare - Chico - RW (Expires - 10/17/2017)
Hall Critical Care Transport - Bakersfield - RW/G (Expires -
4/6/2019)
Mercy Air Service - ^ Rialto - RW (Expires - 10/24/2018)
REACH Air Medical Services - ^ Santa Rosa - RW/FW
(Expires - 3/21/2019)
SkyLife - Fresno - RW/FW (Expires - 4/14/2019)
(REMSA/Care Flight- NV) - RW/G/G-ALS
(PHI Air Medical - TX) - RW/FW
(Tri-State CareFlight LLC - AZ) - RW/FW

Colorado

AMR Air - ^ Englewood -FW/+ (Expires - 10/22/2018)
(licensed in TX, NV, UT, WY, AZ, NM, FL)
AirLife Denver - Englewood - RW/FW/G/G-ALS (Expires -
03/12/2020)
UCHealth LifeLine - Loveland - RW (Expires - 2/18/2020)
CareFlight - Grand Junction - RW/FW/G (Expires -
7/26/2019)
Flight For Life Colorado - Denver - RW/FW/G/+ (Expires -
06/29/2020)
Memorial Star Transport- Colorado Springs- RW/FW/G
(Expires - 03/16/2020)
North Colorado Med Evac- Greeley - RW (Expires -
03/12/2020)
(Classic Lifeguard - UT - RW/FW)
(REACH Air Medical Services - CA) - RW

Connecticut

Life Star - Hartford - RW (Expires - 10/22/2019)

Delaware

Christiana LifeNet - Newark - RW (Expires - 4/1/2018)

Florida

Aeromed - Tampa - RW (Expires - 4/6/2019)
Collier County Helicopter Operations MedFlight - Naples -
RW(ALS) (Expires 6/1/2018)
Commercial Medical Escorts - Boca Raton - ME/+ (Expires -
9/20/2017)
Sky Nurses, LLC - Delray Beach - ME (Expires - 7/15/2020)
Sunstar Paramedics - Largo - G (Expires - 9/22/2018)
(AeroCare - IL) - FW/+
(Air Methods Southeast Region - GA) - RW
(AirMed International - AL) - FW/ME/+

Georgia

Air Methods Southeast Region - ^ Griffin - RW/FW (Expires -
7/15/2020)
Critical Care MedFlight - Lawrenceville - FW/ME/+ (Expires -
1/28/2019)
Metro Atlanta Ambulance Service - Marietta - GALS/GBLS
(Expires - 4/8/2020)
Phoenix Air Group, Inc . - Cartersville - FW/+ (Expires -
7/9/2020)
(Huntsville Medflight- Fort Benning - AL) - RW
(Air Evac LifeTeam - MO) - RW

Hawaii

(AMR Air Ambulance - Hawaii/AASI - CO) - FW

Idaho

Air St Luke's - Boise - RW/FW/G (Expires - 7/22/2018)

Illinois

Advocate Children's Hospital Oak Lawn Transport Program -
Oak Lawn - RW/G (Expires 1/27/2018)
AeroCare - ^ Sugar Grove - FW/+ (Expires - 3/28/2019)
Ann & Robert H. Lurie Children's Hospital of Chicago
Transport Team - Chicago - RW/G (Expires 3/29/2020)
REACT - Rockford - RW (Expires - 4/18/2018)
UCAN - Chicago - RW/G (Expires - 4/9/2019)
(Air Evac LifeTeam - MO) - RW
(Air Methods Midwest Region 7 - MO) - RW
(Flight For Life - WI) - RW

Indiana

Memorial MedFlight - South Bend - RW (Expires -
7/15/2020)
Parkview Samaritan - Fort Wayne - RW/G (Expires -
9/24/2019)
St. Vincent Critical Care Transport - Indianapolis - G/RW
(Expires 8/1/2019)
PHI Air Medical, L.L.C.-St. Vincent StatFlight - Indianapolis -
RW (Expires - 10/24/2018)

St Mary's LifeFlight - Evansville - RW (Expires - 10/31/2017)
(Air Evac LifeTeam - MO) - RW

Iowa

Mercy Air Care - Sioux City - ^ RW (Expires - 6/1/2018)
University of Iowa AirCare - Iowa City - RW/G (Expires
3/29/2020)
(Air Evac LifeTeam - MO) - RW
(Heartland - LifeNet Air Medical Services/StarCare - NE) -
RW

Kansas

Life Star of Kansas -Topeka - RW (Expires - 4/17/2019)
(ARCH Air Medical Services - MO) RW/FW
(Heartland - LifeNet Air Medical Services/StarCare - NE)
RW/FW
(Med-Trans Corp DBA Midwest Aerocare - MO) - RW
(Med-Trans Corp DBA EagleMed - TX) RW/FW

Kentucky

Air Methods Kentucky- Lexington - RW/FW (Expires -
7/24/2018)
PHI Air Medical Kentucky - Lexington - RW (Expires -
7/12/2020)
(Air Evac LifeTeam - MO) - RW/FW
(Wings Air Rescue - TN) - RW

Louisiana

Life Air Rescue- Shreveport- RW (Expires - 7/24/2018)

Maine

LifeFlight of Maine -Bangor & Lewiston - RW/G (Expires -
11/1/2017)

Maryland

Air Methods Maryland - Hagerstown - RW/FW (Expires -
10/31/2019)
MedSTAR - Fort Meade - RW (Expires - 3/28/2018)
(LifeEvac of Virginia - VA) - RW
(PHI Air Medical Northeast- VA) - RW
(STAT MedEvac - PA) - RW/FW/G

Massachusetts

Boston MedFlight - Bedford - RW/FW/G (Expires -
7/28/2019)
Boston Children's Hospital - Boston - RW/FW/G (Expires -
4/1/2019)
UMass Life Flight - Worcester - RW (Expires - 9/22/2020)

Michigan

Aero Med Spectrum Health and North Flight Aero Med -
Grand Rapids - RW (Expires - 7/26/2018)
LifeFlight of Michigan, A Service of PHI Air Medical - ^ Royal
Oak - RW (Expires - 4/18/2018)
FlightCare - Saginaw - RW/G (Expires - 10/24/2018)
Life Net of Michigan - Saginaw - RW (Expires - 4/1/2018)
Survival Flight - Ann Arbor - RW/FW/G/G-ALS (Expires -
7/16/2018)
West Michigan Air Care - Kalamazoo - RW (Expires -
7/26/2019)
(AMR Air - CO) - FW/+

Minnesota

Gold Cross Ambulance- Rochester - G (Expires - 3/14/2020)
Life Link III- ^ Minneapolis- RW/FW (Expires - 4/1/2019)
Mayo Medical Transport - ^ Rochester - RW/FW (Expires -
10/24/2018)
(AirMed International - AL) - FW/ME/+
(Sanford AirMed - SD) - RW/FW/G

Mississippi

University of Mississippi Medical Center - AirCare Helicopter
Transport - Jackson - RW (Expires 7/25/2018)
(Air Evac LifeTeam - MO) - RW

Missouri

Air Evac LifeTeam - West Plains - ^ RW (Expires -
7/12/2019)
Air Methods Midwest Region 7 - ^ St. Louis - RW (Expires
7/24/2020)
Children's Critical Care Transport - Kansas City - RW/FW/G
(Expires - 4/9/2019)
Cox Air Care - Springfield - RW (Expires - 7/28/2019)
LifeFlight Eagle - Kansas City - RW (Expires - 4/9/2019)
Mercy Life Line Air Medical Service - Springfield - RW
(Expires - 4/1/2018)
Staff for Life - Columbia - RW (Expires - 11/1/2017)
(Heartland - LifeNet Air Medical Services/StarCare - NE) -
RW
(Med-Trans Corp DBA Midwest Aerocare - TX) RW

Montana

HELP Flight - Billings - RW/FW (Expires - 11/25/2017)
Mercy Flight - Great Falls - RW/FW (Expires - 10/22/2017)
(REACH Air Medical Services - CA) - RW/FW

Nebraska

Air Link - Scottsbluff - RW (Expires - 7/9/2019)
Children's Hospital & Medical Center Critical Care Transport
- Omaha - RW/FW/G (Expires - 4/9/19)

Good Samaritan AirCare - Kearney - RW (Expires - 10/19/2019)
Heartland - LifeNet Air Medical Services/StarCare - Omaha - RW/FW (Expires 3/12/2019)

Nevada

REMSA/ Care Flight - Reno - RW/FW/G/G-ALS (Expires - 7/28/2020)
Life Guard International - Flying ICU - Henderson - FW/+ (Expires - 7/11/2018)
(Mercy Air Service- CA) - RW
(REACH Air Medical Services - CA) - RW/FW

New Hampshire

DHART – Lebanon, NH - RW/G (Expires - 9/22/2018)
Rescue Nurse International - Salem - ME/+ (Expires 10/22/2018)

New Jersey

Hackensack University Medical Center Air Med One - Hackensack - RW (Expires 4/9/2019)
MONOC - Neptune - RW (Expires 3/29/2020)

New Mexico

AirCARE1 International - ^ Albuquerque - FW/+ (Expires - 1/28/2018)
Gallup Med Flight - Gallup - RW/FW (Expires - 3/5/2018)
Lifeguard Air Emergency Services - Albuquerque - RW/FW (Expires - 3/12/2019)
Med Flight Air Ambulance - ^ Albuquerque - FW/+ (Expires - 7/16/2020)
New Mexico Newborn Transport Program - Albuquerque - FW/G (Expires - 4/22/2019)
San Juan Regional Air Care - Farmington - RW/FW (Expires - 4/27/2019)
(AirEvac Services, Inc -AZ) - RW/G
(Classic Air Medical - UT) - RW/FW
(LifeNet/Native Air - AZ) - RW/FW
(Tri-State CareFlight LLC - AZ) - RW/FW

New York

LifeNet of New York/Guthrie Air/Air Methods Maryland - Albany - RW/FW (Expires - 10/31/2019)

North Carolina

Duke Life Flight - Durham - RW/FW/G (Expires - 7/16/2018)
MedCenter Air - Charlotte - RW/FW/G/+ (Expires - 4/16/2019)
UNC Carolina Air Care - Chapel Hill - RW/FW/G (Expires - 4/22/2019)
Vidant Eastcare - Greenville - RW/G (Expires - 4/16/2018)

North Dakota

(Sanford AirMed - SD) RW/FW/G

Ohio

Air Care & Mobile Care - Cincinnati - RW/G/G-ALS/G-BLS (Expires - 4/16/2018)
Akron Children's Transport - Akron- RW/GCC (Expires - 4/1/2019)
CareFlight Air & Mobile - Dayton - RW/G (Expires - 6/29/2018)
Cleveland Clinic Critical Care Transport - Cleveland - RW/FW/G (Expires 9/24/2019)
MedFlight of Ohio - Columbus - RW/FW/G (Expires - 10/22/2018)
Metro Life Flight - Cleveland - RW/G (Expires - 10/4/2017)
Nationwide Children's Hospital - Columbus - RW/FW/G (Expires - 7/12/2020)
ProMedica Transportation Network - Toledo - RW/G (Expires - 4/1/2018)
Shriners Hospital for Children - Cincinnati - FW/+ (Expires - 10/31/2017)
St Vincent Critical Care Transport Network - Toledo - RW/G (Expires - 4/16/2018)
University Hospitals MedEvac - Cleveland - RW (Expires - 10/24/2018)
(STAT MedEvac - PA) - RW/FW/G

Oklahoma

Air EMS, Inc - Tulsa - FW/ME - (Conditional Accreditation expires - 2/10/2018)
MediFlight of OK - Oklahoma City - RW (Expires - 3/31/2018)
Tulsa Life Flight - Tulsa - RW/G (Expires - 7/25/2019)
(Air Evac LifeTeam - MO) - RW
(Med-Trans Corp DBA First Flight - TX) RW
(Mercy Air Care - IA) RW

Oregon

Cal-Ore Life Flight- Brookings- FW/G (Expires - 4/1/2018)
Lifeguard Air Ambulance - Portland - FW/+ (Expires - 10/22/2018)
Life Flight Network - Portland - ^ RW/FW/G (Expires - 9/22/2017)
PANDA Transport - Portland - RW/FW/G (Expires - 10/24/2018)
(Med-Trans Corp DBA AirLink Critical Care Transport - TX) RW/FW/G
(REACH Air Medical Services - CA) - RW/FW

Pennsylvania

Geisinger Health System Life Flight - Danville, PA - RW (Expires 9/20/2017)
JeffSTAT - Philadelphia - RW/G/G-ALS (Expires - 4/1/2020)
Lehigh Valley MedEvac - Allentown - RW/G (Expires - 4/6/2019)
Life Flight - Pittsburgh - RW/G (Expires - 7/16/2018)
Life Lion Critical Care Transport Service - Hershey - RW/G (Expires - 1/27/2020)
STAT MedEvac - ^ West Mifflin - RW/FW/G (Expires - 10/24/2018)
(LifeNet of New York/Guthrie Air - NY) - RW

South Carolina

Air Reach - Mullins - RW (Expires - 6/1/2018)
AnMed Health LifeFlight - Anderson - RW (Expires 1/15/2019)
GHS Med Trans - Greenville - RW (Expires - 10/22/2018)
Regional One Air Medical Service - Spartanburg - RW (Expires - 7/21/2018)
(Air Methods Southeast Region - GA) - RW/FW
(MedCenter Air- NC) - RW/FW
(Med-Trans Corp DBA Meducare Air - TX) RW/FW
(Med-Trans Corp DBA Air Med Regional - TX) FW

South Dakota

Avera Careflight - Sioux Falls - RW/FW/G/G-ALS (Expires - 9/22/2018)
Black Hills LifeFlight - Rapid City - RW/FW (Expires - 10/8/2018)
Medical Air Rescue Company - ^ Rapid City - FW (Expires - 7/15/2020)
Sanford AirMed - ^ Sioux Falls - RW/FW/G (Expires - 4/16/2020)

Tennessee

Life Force - Chattanooga - RW (Expires - 7/15/2020)
Vanderbilt LifeFlight - Nashville - RW/FW/G (Expires - 4/1/2020)
Wings Air Rescue - Elizabethton - ^ RW (Expires - 4/9/2019)
(Air Evac LifeTeam - MO) - RW

Texas

Air Medical - San Antonio- FW/(Expires - 4/1/2018)
Air One - Tyler - RW (Expires - 7/16/2019)
Apollo MedFlight - Amarillo - FW/G (Expires 1/30/2019)
CareFlite- Grand Prairie- RW/FW (Expires - 4/1/2018)
Children's Transport Service - Dallas - RW/FW/G-ALS/G-BLS/+ (Expires -7/24/2020)
Cook Children's Medical Center- Fort Worth - RW/FW/G/+ (Expires - 9/22/2018)
Dell Children's Pediatric Critical Care Transport Team - Austin - RW/FW/G (Expires - 4/8/2020)
Halo Flight - Corpus Christi - RW/G (Expires 1/15/2018)

LifeStar - Amarillo - RW/FW (Expires - 4/10/2019)
Med-Trans ^ - Lewisville - RW/FW (Expires - 7/16/2019)
Memorial Hermann Life Flight - Houston - RW/FW/+ (Expires - 4/9/2018)
Native Air Texas - Midland - RW/FW (Expires - 4/18/2018)
PHI Air Medical ^ - Dallas - RW (Expires - 1/18/2020)
Rico Aviation - Amarillo - FW (Expires - 7/17/2018)
Shannon AirMed1 - San Angelo - RW (Expires 7/25/2018)
Southeast Texas Air Rescue - Beaumont - RW (Expires - 3/31/2018)
STAR Flight - Austin - RW (Expires - 4/9/2019)
(Air Evac LifeTeam - MO) - RW
(Med Flight Air Ambulance - NM) - FW/+
(Med-Trans Corp DBA AeroCare - TX) RW/FW
(Med-Trans Corp DBA Air Med Regional - TX) FW
(REACH Air Medical Services - CA) - RW

Utah

AirMed - Salt Lake City - RW/FW/G (Expires - 9/22/2019)
Classic Lifeguard - Woods Cross - RW/FW (Expires 9/20/2017)
IHC Life Flight - Salt Lake City - RW/FW/G/G-BLS (Expires - 7/25/2018)

Virginia

Carilion Patient Transport System - Roanoke - RW/G/G-ALS/G-BLS (Expires -4/16/2019)
VCU LifeEvac - Petersburg - RW (Expires - 4/1/2020)
Nightingale Regional Air Ambulance - Norfolk - RW (Expires - 7/12/2019)
PHI Air Medical Northeast- ^ Springfield - RW (Expires - 1/10/2018)
UVA Medical Transport Network - Charlottesville - RW/G (Expires 8/1/2019)
(Wings Air Rescue - TN) - RW

Washington

Airlift Northwest - Seattle - RW/FW/+ (Expires - 10/5/2019)
Island Air Ambulance - Friday Harbor - FW (Expires - 4/6/2019)
(Life Flight Network - OR) - RW/FW/G

West Virginia

HealthNet - Charleston - RW/G/GALS/GBLS (Expires - 10/24/2018)

Wisconsin

MedLink AIR - La Crosse - RW (Expires - 04/09/2019)
Flight For Life - ^ Milwaukee - RW (Expires - 10/31/2017)
Ministry Spirit Medical Transportation - Weston - RW/G (Expires - 7/25/2018)
ThedaStar Air Medical - Neenah - RW (Expires - 7/25/2018)

University of Wisconsin Critical Care Transport (Med Flight and CHETA) - Madison - RW/G (Expires 1/27/2018)
(Mayo Medical Transport- MN) - RW/FW
(Gold Cross Ambulance - MN) - G
(Life Link III - MN) - RW/FW/G

Wyoming

Wyoming Life Flight - Casper - RW/FW (Expires - 3/31/2018)
(AirMed - UT) - RW/FW
(Classic Lifeguard - UT - RW/FW)
(REACH Air Medical Services - CA) - RW/FW

International

Bangkok Hospital Emergency Service - Huaykwang, Bangkok - RW/FW/G/ME/+ (Expires - 10/17/2018)
Embrace Yorkshire & Humber Infant & Children's Transport Service - South Yorkshire, UK RW/G/+ (Expires - 7/16/2017) approved extension
EHS LifeFlight - Enfield, Nova Scotia, Canada - RW/FW/G/+ (Expires - 1/20/2019)
Medical Wings operated by Siam Land Flying Co.,Ltd - Donmuang - Bangkok - FW/ME/+ (Expires 6/1/2018)
STARS - Alberta, Canada - RW/+ (Expires - 3/21/2019)
Swiss Air Ambulance Ltd. / Rega - Zurich, Switzerland - RW/FW/ME/+ (Expires - 5/23/2019)
(Fox Flight - Canada - dba Asia Air Ambulance - Bangkok) - FW/+

Flight Paramedic Career Checklist

Since that is a lot of information to digest, this last section is a checklist for the aspiring flight paramedic. It gives you an outline of what jobs to target, what certifications to get and what resources to gather to best prepare yourself for your first flight job:

- Ensure your certifications are current:
 - State Paramedic Cert
 - National Registry Paramedic
 - AHA Basic Life Support- CPR
 - AHA Advanced Cardiac Life Support
 - Pediatric Advanced Life Support
- Obtain additional certifications:
 - Neonatal Resuscitation Program
 - NAEMT Advanced Medical Life Support
 - NAEMT Prehospital Trauma Life Support
 - Flight Paramedic Certification (FP-C is an exam only and not a course)
 - Critical Care Paramedic (CCP is an exam only and not a course)
 - CPR Instructor
 - ACLS Instructor
 - PALS Instructor
 - ICS 100
 - ICS 200
 - NIMS 700
 - NIMS 800
- Get experience:
 - Your full time job should be working in a busy 911 EMS system treating high acuity illness and injury (Note: Ideally you want to be at a ground service where you are in-charge on scene and acting as the primary clinical decision maker). You will need approximately 3-5 years experience in this role.
 - After about 1 year at your full time job with the ground service, look for an opportunity to work in the hospital. Look for job titles such as patient care technician, ED Paramedic, ER tech, ICU tech. This should be a part time job in addition to your full time work on the ambulance. This will create balance on your resume.
 - After 3 years experience on a 911 ambulance, look for an opportunity to work ground critical care. Perhaps your service has a critical care transport ambulance that you can pick up shifts on.
 - After you have been working as a paramedic for some time, reach out to your local paramedic program and apply to become a skill evaluator, instructor or adjunct faculty.
- Be involved at work:

- ❑ Ask for opportunities to get involved in education. Offer to teach classes and help out with skill labs/ recurrency evaluations.
- ❑ Volunteer to become a field training officer and paramedic student preceptor.
- ❑ Sit on committees and be involved in department development.
- ❑ Attend courses:
 - ❑ Take an FP-C prep course prior to taking the CCP and/or FP-C
 - ❑ Consider taking the CCEMT-P course to develop a better understanding of critical care skills and knowledge
 - ❑ Look for airway labs held by hospitals and other flight programs
 - ❑ Take The Difficult Airway Course
 - ❑ If you have the time and ability, look for a full semester critical care paramedic course at a community college or university
- ❑ The little extras that go a long way:
 - ❑ Get on LinkedIn and make a profile. Build your profile to represent someone looking to break into the air medical industry and start networking with other professionals
 - ❑ Reach out to your local flight program and schedule a ride-along. This is not only great to see how you like the job, but it also acts as a mini interview. This is an opportunity for the flight crews to get to know you by name and learn about you.
 - ❑ After your ride-along be sure to send a handwritten thank you to the crew demonstrating your gratitude
 - ❑ Join the International Association of Flight and Critical Care Paramedics. Joining a professional organization shows that you are committed to the industry and the development of the profession. In addition, you get benefits from the IAFCCP including a reduction on cost of the FP-C and CCP. You also get a free subscription to the Air Medical Journal (the main industry publication).

Resources

Websites

- International Association of Flight and Critical Care Paramedics- <http://www.iafccp.org/>
- Commission on Accreditation of Medical Transport Systems- <http://www.camts.org/>
- International Board of Specialty Certification- <https://www.ibscertifications.org/>

Blogs + Podcasts

- FlightBridgeED- <https://www.flightbridgeed.com>
- FlightCrit- <https://www.flightcrit.com>
- Prehospital and Retrieval Medicine- <https://prehospitalmed.com/>
- PHEMcast- <https://phemcast.co.uk/>
- EMCRIT- <https://emcrit.org/>
- Heavy Lies the Helmet- <https://heavyliessthehelmet.com/>

Books

- [Back to Basics by Orchid Lopez \(practice test book\)](#)
- [ACE SAT by Will Wingfield \(practice test book\)](#)
- [Air and Surface Transport Nurse Association Text by ASTNA](#)
- [AAOS Critical Care Transport](#)
- [Acid Base, Fluids and Electrolytes Made Ridiculously Simple](#)

YouTube Channels

- [LVHN MedEvac Education Channel](#)
- [Sean Eaton's FlightCrit Channel](#)
- [FlightBridgeED](#)