



# **Major Trauma Centres – Helicopter Landing Facilities** **Report**

## **Major Trauma Centres (MTC)**

The Major Trauma Network (MTN) in England was launched in 2012 and since the implementation an additional 1600 survivors have been saved. The network in England is made up of 27 centres and throughout the United Kingdom (UK) there are 4. In Scotland, Wales are establishing a network for south Wales and South Powys and NI are developing a Strategy to support this key area to support improved outcomes of trauma patients.

The network to support the safe, quick and ability to transport this patient group is key to the patient journey and outcome. In 2017, throughout the UK, 58% of UK Helicopter Emergency Medical Services (HEMS) activity was reported as responding to trauma victims. This report highlights the key hospitals that AA teams and members have provided information on and demonstrates the positive and negative areas of each facility based on the feedback received from 16 out of 21 charities and NHS Scotland.

## **Helicopter Emergency Medical Services (HEMS)**

HEMS activity, based on the 2017 statistics, provided to the AAA by their AA membership demonstrates that there was a 4% increase in aircraft taskings in comparison to 2016 activity. Of the overall responses 58% were trauma related, with road traffic collisions (RTC) being the highest call type for trauma followed by falls.

The provision of quality and availability of hospital landing sites (HLSs) is critical for the efficient transportation of patients conveyed by air. From point of injury/illness to receiving definitive in hospital care is paramount and poor HLS availability and capability will influence the patient journey to the detriment of the patient.



Various factors dictate the location and design of the HLS. The key areas of focus within this report with colour coding and a short explanation to support the areas of focus are provided below:

**Does the facility have an HLS?**

Yes	No
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- Relevant to utilisation of the care facility by AA teams, daily tasking and resilience in major incidents (MIs).

**If yes - Is the HLS on or off site?**

On	Off
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- In most cases where a facility is on site, the patient transfer time will be less (positive), the patient may not require a secondary transfer (positive) and the need to utilise a frontline emergency vehicle will be reduced (positive).

**Does the HLS opening hours cover the operating hours of the AA?**

Yes	No
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- Operational availability of the site in the interest of the patient. Non-availability will impact the choice of hospital destination and/or transfer time for the patient.

**Is the HLS night capable?**

Yes	No
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- Operational availability of the site is in the interest of the patient. Non-availability will impact the choice of hospital destination and/or transfer time for the patient. Availability is also key for resilience purposes in MIs.

**Is a land ambulance required to transfer the patient to the receiving unit?**

No	Yes
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- If a transfer is required this will increase the time before the patient will receive definitive in-hospital care and will also require an emergency frontline vehicle (a precious resource) to support the mission.

**Is the distance to the A+E without a land transfer safe, practical and dignified for the patient?**

Yes	No
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- Is the transfer safe and dignified for the patient?

**Is the HLS approved and safe for all aircraft types utilised for HEMS?**



- Relevant to the utilisation of the care facility by different AA teams, daily tasking and resilience in MIs.

**Does the HLS support UK Search & Rescue (UKSAR) Use?**



- Relevant to the utilisation of the care facility by UKSAR teams, daily tasking and resilience in MIs.

Where no colour coding has been applied this is due to unavailability of information to support at the time of writing this report.

The report details the facilities based on reported information received by AA teams utilising the sites in their current form (Dec 18). It is important to note that a number of positive developments since the first AA HLS report was published in 2014, with some further hospitals planning to improve their facilities. Included in this category are:

- Royal Edinburgh
- Manchester Royal Infirmary
- Royal Sussex County Hospital Brighton
- Salford Royal Hospital
- Royal Manchester Children's Hospital

Medical patients and their care are equally important; a separate report focussing on this specific patient group is currently under development.



## AAA - Hospital Landing Site (HLS) information Adult Major Trauma centres



V1 Dec 18: AAABS

Hospital Name	Does The Facility Have a helicopter Landing Site?	If yes - Is the HLS on or off site?	Does the HLS Opening Hours Cover the Opening Hours of the AA?	Is the HLS Night Capable?	Is a land ambulance required to transfer the patient to the receiving unit?	Is the Distance to the A+E without a land transfer safe, practical and dignified for the pt?	Is the HLS approved and safe for all aircraft types utilised for HEMS?	Does this HLS support UKSAR Use?	Comments
Aberdeen Royal Infirmary	Yes								
Aintree University Hospital Liverpool	Yes	On	Yes	Yes	No	Yes	Yes	No	night approved although planning retrictions do not allow use between 0000-0600. Certified for H145
Derriford Hospital (Plymouth)	Yes	On	Yes	Yes	No	Yes	Yes	Yes	DDRC Hyberbaric unit is next door, but uses same helipad. Burns facility
Hull Royal Infirmary	Yes	On		Yes	Yes				Pad lit by AV70 solar powered aviation lighting
*Manchester Royal Infirmary	Yes	Off	Yes	No	Yes	No	Yes	Yes	Helideck planned ? Delayed until 2019. detail of landing site refers to secondary landing site as the only option.
Ninwells Hospital (Dundee)	Yes								
Northern General Hospital - Sheffield	Yes	On		No	Yes				Time Critical HLS Only
Queen Elizabeth Hospital - Birmingham	Yes	On	No	Yes	No	Yes	Yes	Yes	approx distance once out of the lift and onto the rd. currently restricted to hospitals hours for use which at times are less than official daylight. There is lighting provision in place but no approval from the hospital or support to utilise. A trial has been agreed to support up to 2100 use from January 2019 which cover teh operating hours of the most local service user.
Royal Preston	Yes	On	Yes	No	No	Yes	Yes	? No	
Royal Sussex County Hospital Brighton	Yes	Off	No	No	Yes	No	Yes	Yes	Adult MTC, LEH, PPCI, HASU. Helideck opening early 2019 (day only)
*Salford Royal Hospital	No	Off	Yes	No	Yes	No	Yes	Yes	Plans for HLS 2021
Southmead Hospital (Bristol)	Yes	On		Yes	No				Tarmac path to centre of helipad
University Hospital Coventry Warwickshire	Yes	On	Yes	Yes	No	Yes	Yes	Yes	
University Hospital North Staffordshire - Stoke on Trent	Yes	On		Yes	No				Secondary Site also ava



## AAA - Hospital Landing Site (HLS) information Paediatric Major Trauma Centres



V1 Dec 18: AAABS

Hospital Name	Does The Facility Have a helicopter Landing Site?	If yes - Is the HLS on or off site?	Does the HLS Opening Hours Cover the Opening Hours of the AA?	Is the HLS Night Capable?	Is a land ambulance required to transfer the patient to the receiving unit?	Is the Distance to the A+E without a land transfer safe, practical and dignified for the pt?	Is the HLS approved and safe for all aircraft types utilised for HEMS?	Does this HLS support UKSAR Use?	Comments
Alder Hay Childrens Hospital Liverpool	Yes	On	Yes	Yes	No	Yes	Yes	Yes	
Birmingham Children's Hospital	Yes	Off	No	No	yes				the primary site is currently closed due to building work in the city. Therefore off site LS in place
Bristol Royal Hospital For Children	Yes	On		Yes	No				Distance depends on department no night ops
Royal Manchester Childrens Hospital	No	Off	Yes	No	Yes	No	Yes	Yes	Helideck planned summer 19
Sheffiled Childrens Hospital	Yes	Off		No	No				In field opposite the hospital requiring a trolley push and sometimes closed due to sports/other events



## AAA - Hospital Landing Site (HLS) information Combined Adult and Paediatric MTC



V1 Dec 18: AAABS

Hospital Name	Does The Facility Have a helicopter Landing Site?	If yes - Is the HLS on or off site?	Does the HLS Opening Hours Cover the Opening Hours of the AA?	Is the HLS Night Capable?	Is a land ambulance required to transfer the patient to the receiving hospital?	Is the distance to the A+E without a land transfer safe, practical and dignified for the patient?	Is the HLS approved and safe for all aircraft types utilised for HEMS?	Does this HLS support UKSAR Use?	Comments
Addenbrookes Hospital (Cambridge)	Yes	On	No - see comments	Yes - see comments	Yes	No	Yes	HLS capable of taking S92	Temporary plastic matting. 1000m from ED. Lit pad but planning permission is temporary and restricts operation to between 0700 and 2100hrs. Outside these hours, aircraft land at Cambridge Airport and require secondary transfer - takes >15mins. Full airport services generally available M-F, 0800-1800hrs, but this is variable.
James Cook University Hospital (Middlesbrough)	Yes	On		Yes	No				
John Radcliffe Hospital (Oxford)	Yes			Yes	Yes				MTC. PPCI 24/7. Hyper-Acute Stroke Unit (HASU). Raised concrete Helipad
Kings College London Hospital	Yes	On	No	Yes	No	Yes	Yes	Yes	MTC/PPCI/HASU Not yet night approved but in planning
Leeds general Infirmary	Yes	On		Yes	No				
Queen Elizabeth Hospital (Glasgow)	Yes	On		Yes	No				
Queens Medical Centre - Nottingham	Yes	Off		No	Yes				Sports field nearly 2 miles away burns unit <40%
Royal London Hospital	Yes	On	Yes - see comments	Yes	No	Yes			MTC/HASU/PPCI. The Opening hours support LAAS but not AA outside of the LAS operating region.
Royal Infirmary Edinburgh	Yes								This HLS is not yet completed - however the information is based on the completion of the work.
Royal Victoria Infirmary Newcastle	Yes	On		Yes	No				8am - 8pm
St Georges Hospital London	Yes	On	Yes	Yes	No		Yes	Not known	mtc/ppci/hasu
St Marys Hospital - london									
University Hospital Southampton	Yes	On		Yes	No				porters secure and staff HLS
University Hospital of Wales (Cardiff)	Yes	On		No					



## **Conclusion:**

HLSs at Major Trauma Centres remain a major limiting factor for the AAA and the effective operation of its members. The equality of care for patients who are responded to and treated by HEMS teams is varied, based on the availability, location, hours of operation, night capability, and the ability of different aircraft types to utilise hospital HLSs.

There have been many areas of development in this area since the 2014 helipad review and since the Major Trauma Network was established. Based on the information provided there is only one hospital without some form of landing facilities within the Major Trauma Network, and in this case, it is planned for development. However, the facilities are variable in standard, and there is currently no requirement for MTCs to even maintain an HLS, nor any standards enforced.

If funding and full political support for a full network of night capable HLSs cannot be agreed as an integral part of the NHS and the MTN, full leverage of this system will not be achieved beyond the 1600 unexpected survivors already seen in England alone since it was established. It is without doubt that further collaboration and partnership working is required between Hospital Trusts, Charities, HEMS Operators, NHS Ambulance Services, UKSAR and grant giving organisations to overcome political, planning and funding challenges and achieve a fully capable HLS network across the MTN.

Improvements and further standardisation specifically in the areas highlighted should be mandated to support the patients responded to daily, and to ensure resilience and robustness of the network which will be integral to future MI support and response.



**References:**

<https://www.england.nhs.uk/2018/08/more-than-1600-extra-trauma-victims-alive-today-says-major-new-study/>

<https://www.nhs.uk/NHSEngland/AboutNHSservices/Emergencyandurgentcareservices/Documents/2016/MTS-map.pdf>

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<https://www.scottishtraumanetwork.com/regions/>

<http://www.wcctn.wales.nhs.uk/major-trauma>

<http://www.hscboard.hscni.net/majortrauma/>

**Contributing Services:**

Air Ambulance Kent Surrey Sussex	<a href="https://www.aakss.org.uk/">https://www.aakss.org.uk/</a>
Air Ambulance Northern Ireland	<a href="http://www.airambulanceni.org/">http://www.airambulanceni.org/</a>
Devon Air Ambulance	<a href="https://www.daat.org/">https://www.daat.org/</a>
Dorset and Somerset Air Ambulance	<a href="https://www.dsairambulance.org.uk/">https://www.dsairambulance.org.uk/</a>
East Anglian Air Ambulance	<a href="https://www.eaaa.org.uk/">https://www.eaaa.org.uk/</a>
Great Western Air Ambulance	<a href="https://greatwesternairambulance.com/">https://greatwesternairambulance.com/</a>
Hampshire and Isle of Wight Air Ambulance	<a href="https://www.hiowaa.org/">https://www.hiowaa.org/</a>
Midlands Air Ambulance	<a href="http://www.midlandsairambulance.com/">http://www.midlandsairambulance.com/</a>
North West Air Ambulance	<a href="https://www.walesairambulance.com/">https://www.walesairambulance.com/</a>
Scottish Ambulance Service Air Ambulance	<a href="http://www.scottishambulance.com/">http://www.scottishambulance.com/</a>
The Air Ambulance Service	<a href="https://theairambulanceservice.org.uk/">https://theairambulanceservice.org.uk/</a>
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