



SNAM

Swedish National Air Medevac

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The Swedish National Air Medevac



Development of Swedish National Air Medevac

- A non commercial resource that may be used when normal resources are exhausted or not enough
- The Swedish National Air Medevac can be used both by Swedish government or a foreign government
- In the event of a major accidents, disasters, large evacuation or terrorist attacks



Background

- Long tradition of transporting standard stretchers on board commercial passenger aircraft in Sweden
- Need of airborne transport capacity for disasters in remote areas
- A disco-fire 1998 in Gothenburg caused many heavy burn injuries. Need of extended airborne transport capacity for intensive care

Purpose

To transport injured or sick patients to wherever best treatment and care can be provided

- Domestic, when normal resources are not enough
- Internationally, in situations when a large number of injured citizens (civilian or military) need transportation

Regulation, co-operation and agreement

- A new mandate from government to the Swedish Transport Agency
- Development of a national air medevac capacity done in cooperation between the National Board of Health and Welfare and the Civil Contingencies Agency
- Agreement in place between the Swedish Transport Agency and:
 - Scandinavian Airlines
 - County council of Västerbotten

Mission in co-operation

- The Swedish Transport Agency activates and conducts the mission
- The County Council of Västerbotten supplies the medical personnel
- Scandinavian Airlines, SAS, operates
- The National Board of Health and Welfare has the overall medical responsibility
- The Swedish Civil Contingencies Agency, provides the mission coordinator
- Consultation with the National Board of Health and the Swedish Civil Contingencies Agency before mission

Activation of SNAM

- Swedish ARCC (Aeronautical Rescue Coordination Centre) is Point of entry
- ARCC contacts the Point of contact (POC) at the Swedish Transport Agency
- Swedish Transport Agency investigates the possibilities of a mission, the costs and time schedule
- Finance of the mission must be secured before deciding on the mission
- Director general of The Swedish Transport Agency decides on the mission

The Swedish National Air Medevac - process

- When a request is made – need of decision if the mission is possible to carry out and if finance is secured
- When the decision is made, a Boeing737 aircraft is converted to an advanced air ambulance
- The transformation is made at Stockholm/Arlanda airport within 6 hours



The Swedish National Air Medevac

- A commercial aircraft, a Boeing 737-800, is converted into a highly sophisticated air ambulance
- Six intensive care units
- Six stretchers for intermediate care
- 20 seats for lightly injured patients or other passengers



Stand-by readiness

Part of the Swedish National Air Medevac system is the staff that conducts the mission. There is a permanent stand-by amongst one of six persons to:

- Start the process of making the decision if the mission is possible to carry out
if yes
- Call in staff members
- Start conducting the mission



Joint mission

A mission coordination centre is established at Arlanda airport.

- Chief strategy (*The Swedish Transport Agency*)
- Chief operation (*The Swedish Transport Agency*)
- Representative air company (SAS)
- Medical (*The County Council of Västerbotten*)
- Info (*The Swedish Transport Agency*)



Standard mission crew onboard the aircraft

- Eleven flight nurses
- Eight flight doctors
- One mission coordinator (represents the Swedish Transport Agency)
- One Turn Around Coordinator (from the airline)
- One medical technician
- Cabin attendants and pilots



Stretchers for intensive care

- Six stretchers for intensive care. The intensive care units are portable - possible to move to an ordinary road ambulance without moving the patient.
- When outside the aircraft the stretchers for intermediate care are self-contained with:
 - battery-power supply
 - internal oxygen supply

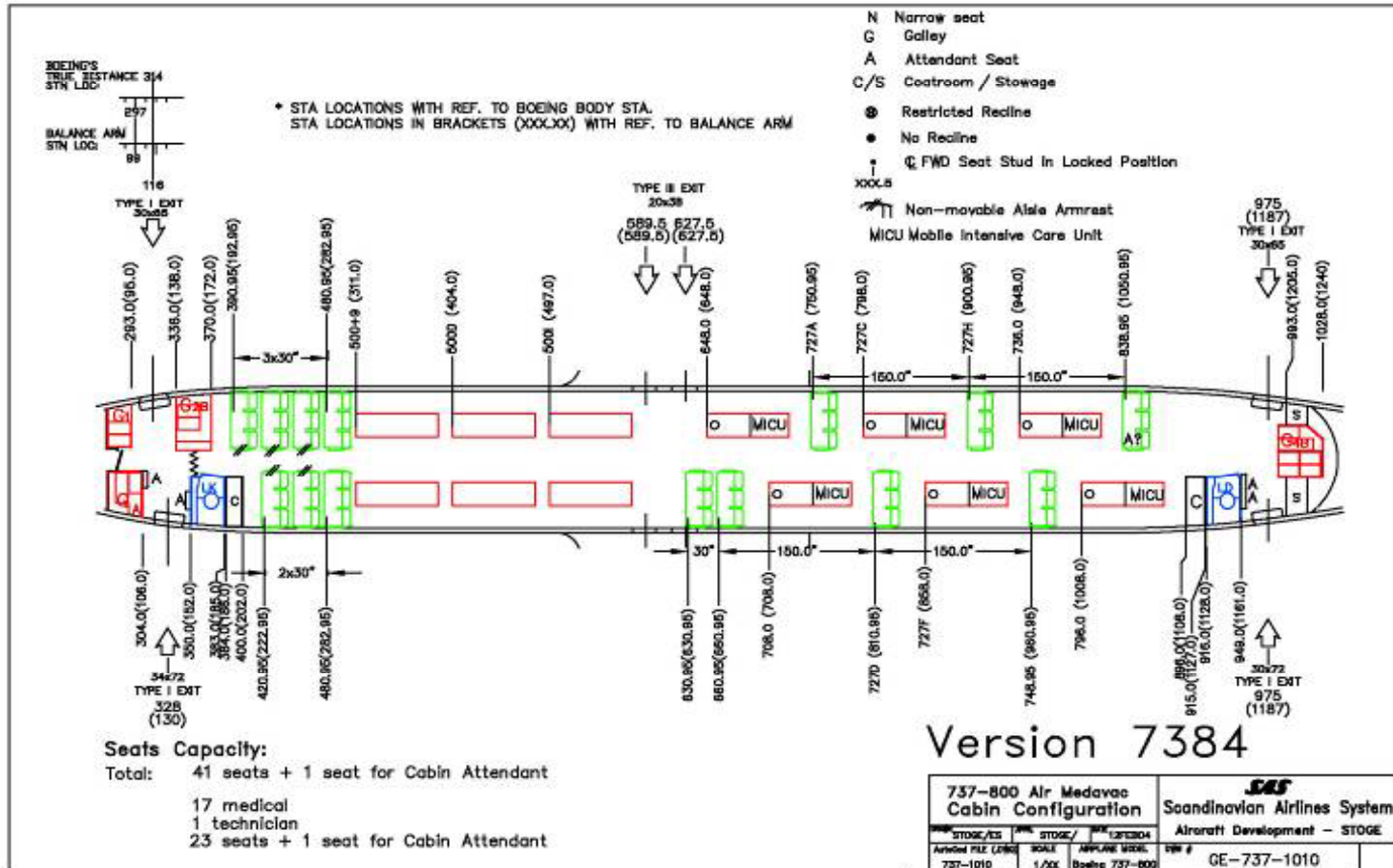


More stretchers and seats onboard

- Six stretchers for intermediate care
- 20 seats for lightly injured and other passengers



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Doctors and Nurses

- A pool of more than one hundred doctors and nurses are educated to take part of a mission. None of these are on stand by. The system is depending on availability amongst these persons upon a request.
- Many of the educated doctors and nurses are working on ambulance aircraft / helicopter in their daily work.
- The education has been an important improvement for the airborne ambulance duties in Sweden.

Mission performed

First mission in December 2008:
Evacuation of injured European
citizens in terrorist attacks in
Mumbai, India



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This presentation will be published at
www.transportstyrelsen.se
where you can find more information

Thanks for your attention
Annika Wallengren