



**Banner
University Medical Center
Tucson**

2016-2017 Helipad Annual Report

Historical perspective:

- Number of years tracking flights: 19 years of tracking data and 16 years under the Memorandum of Understanding (MOU) between UMC, the UA and the Jefferson Park Neighborhood (draft signed by UA and UMC in 1998 and final draft signed by all parties on 3/7/2001). The MOU established the negotiated “Fly-Friendly Procedure” flight paths as referenced below.
- Number of flights per day: 3 to 4 flights per day average which is 2% of the patients coming to the hospital Emergency Department.
- Percent increase in number of flights since 1998: 11%
- Percent of flights tracked outside the “Fly Friendly” zone since 1998: 3%
- Percent of flights that were “Justified” to fly outside the “Fly Friendly” zone per the terms of the MOU: 42%

2016/2017 statistical overview:

- Number of flights this year: 1,165 total flights (4% decrease)
- Change in number of flights outside the “Fly Friendly” zone: 7% increase (4)
- Change in number of “Justified” flights outside the “Fly Friendly” zone: 44% increase (12)
- Change in number of “Unjustified” flights from last year: 24% decrease (8)

2016/2017 highlights:

- In 2016, Banner started construction on a major expansion of the hospital under the development requirements of the PAD. A project specific Neighborhood Committee was established for the five neighborhoods abutting the Banner UMC Tucson campus (Catalina Vista, Blenman Elm, Sam Hughes, North University, and Jefferson Park). This committee provides an opportunity for the representatives to review and discuss the project development which includes changes to the helipad operations. The committee representative’s meets quarterly and reviewed proposed changes to the helicopter flight path diagrams (see attached Exhibit 3) and operational measures to accommodate the presence of two large construction cranes that were working adjacent to the existing helipad.
- A decision was made to maintain the existing helipad on the Diamond Medical Center building for the first phase of the hospital expansion project’s nine floors. In the future, when the additional two floors are developed on the new building, a new heliport will be developed on the top of the 11 level expansion building. At that time, a determination will be made as to whether to maintain the existing Diamond helipad as an overflow helipad or to terminate helipad operations on that building and have all helicopter flights use the new heliport.
- Prior to the new building steel erection phase, Banner facilitated several work sessions with the 10 helicopter medical transport services currently flying to the Banner UMC Tucson helipad. These work sessions resulted in several key outcomes:
 - Banner was able to identify key helicopter medical transport contacts, managers and communications personnel for any follow-up communications required.
 - A new “Flight Corridor” was established that was easier for pilots to understand than the previous arrival and departure route diagrams (see attached Exhibit 3).
 - New protocols were established to improve safety for flights during construction activity.

- Special protocols were established for the large military type helicopters (“Blackhawks”) such that non-Level 1 trauma cases can be flown directly to the Banner UMC South Campus. For Level 1 trauma cases coming to the Banner UMC Tucson helipad, special advance communications protocols were established and have been implemented to give the construction crane operators and field personnel advance warning of an incoming large helicopter so that precautions can be taken to minimize the impact of helicopter rotor wash from the large helicopters on field personnel.
- The 2016-2017 Helipad Annual Report will be presented at the November 14th meeting of the Campus Community Relations Committee in compliance with the MOU.

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EXHIBIT 1: Helipad Data from 2016/2017 logs

2017 BUMCT HELIPAD DATA												
November 2016 to October 2017												
Date of Annual Report:		11/14/2017										
	MONTH	FLIGHTS	CALLS	NO-FLY ZONE	JUSTIFIED	UNJUSTIFIED	Avg. flights/day/month	Avg. calls/day/month	Quarterly # of flights	% change from prior quarter	Over 20% change?	Average per quarter per year
1st qtr.	Nov-2016	103	3	16	8	8	3.43	0.10	316	7%	No	
	Dec-2016	78	8	9	6	3	2.52	0.26				
	Jan-2017	96	6	7	2	5	3.10	0.19				
2nd qtr.	Feb-2017	106	5	7	3	4	3.66	0.17	277	-12%	No	
	Mar-2017	112	9	9	4	5	3.61	0.29				
	Apr-2017	121	15	9	4	5	4.03	0.50				
3rd qtr.	May-2017	112	6	8	4	4	3.61	0.19	339	22%	Yes	
	Jun-2017	76	6	5	3	2	2.53	0.20				
	Jul-2017	76	11	4	4	0	2.45	0.35				
4th qtr.	Aug-2017	103	18	15	8	7	3.32	0.58	264	-22%	No	
	Sep-2017	98	10	5	5	0	3.27	0.33				
	Oct-2017	84	9	3	2	1	2.71	0.29				
Totals	2016-2017	1,165	106	97	53	44	3.19	0.29	285	8%	No	291
MOU Period	2015-2016	1,212	108	93	41	52	3.32	0.30				
	2014-2015	1,059	33	61	27	34	2.90	0.09				
	2013-2014	1,158	38	60	17	43	3.17	0.10				
	2012-2013	1,195	50	68	15	53	3.27	0.14				
	2011-2012	1,321	100	79	28	51	3.62	0.27				
	2010-2011	1,295	42	53	21	32	3.55	0.12				
	2009-2010	1,543	22	42	27	15	4.23	0.06				
	2008-2009	1,530	4	39	25	14	4.19	0.01				
	2007-2008	1,605	0	25	14	11	4.40	0.00				
	2006-2007	1,679	4	29	8	21	4.60	0.01				
	2005-2006	1,704	5	21	3	18	4.67	0.01				
	2004-2005	1,505	23	26	7	19	4.12	0.06				
	2003-2004	1,308	16	24	16	8	3.58	0.04				
	2002-2003	1,061	3	30	8	22	2.91	0.01				
2001-2002	1,026	4	25	12	13	2.81	0.01					
2000-2001	1,267	9	23	6	17	3.47	0.02					
Pre MOU	1999-2000	1,045	22	33	13	20	2.86	0.06				
	1998-1999	1,034	32	25	14	11	2.83	0.09				
	Summary	24,712	621	853	355	498						

EXHIBIT 2: Additional Helipad Data from 2016/2017 logs

Statistical Summary for the Current Reporting Year:				QTY	Percent
Change in number of flights from last year:				-47	-4%
Change in number of calls from last year:				-2	-6%
Change in number of "No-Fly zone" flights from last year:				4	7%
Change in number of "Justified" flights from last year:				12	44%
Percent of "Justified" flights of the total flights in the "No-Fly zone":				NA	55%
Change in number of "Unjustified" flights from last year:				-8	-24%
Statistical Summary for the Total Tracking Period:				QTY	Percent
Years tracked:				19	NA
Years under MOU:				16	NA
Flights per day:				3.56	NA
Percent of no-fly zone flights:				853	3%
Percent of justified no-fly zone:				355	42%
Percent of unjustified flights:				498	2%
Percent of calls to total flights:				621	3%
Percent of calls Security agree with callers:				498	80%
Percent change in annual flights since 1998-1999:					13%
Average number of flights per YEAR:					1,301
Average number of flights per DAY:					3.6
Average number of calls per YEAR:					33
Average number of calls per MONTH:					3
2016 ED volumes					
Current volume/year:				82,000	
Current volume/day:				225	
Percentage of patients arriving by ambulance:				24%	
Percent of patients arriving by helicopter:				2%	
Percent of patients arriving on their own:				74%	
Pediatric volumes:				25%	
Adult volumes:				75%	
Patient volume between 10 am and 10 pm:				73%	
ED average length of stay (ALOS):				4.4	hours

EXHIBIT 3: Revised "Fly Friendly" Flight Corridor

