



LONDON'S
AIR AMBULANCE
roadside intensive care



Pre-hospital Care Standard Operating Procedure

Satellite Navigation

REVIEW:	November 2010	
APPROVAL/ ADOPTED:	PHC Policy Board	
DISTRIBUTION:	PHC Doctors PHC Paramedics	
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Aims:

- To describe the operation of the satellite navigation system fitted in the pre-hospital response cars.

Background:

To minimise response times in the response cars, navigation must be accurate and precise. Navigation using the A-Z map books is augmented by use of the VDO Dayton 5100 Satellite Navigation System. This unit is fitted to all of the response cars. In vehicles operated by a Paramedic and Doctor, navigation is the Doctor's responsibility.

Policy:

- EOC should pass information in a specific order to reduce response time.
 - area (London / other county)
 - street name / number of house
 - grid reference
 - other relevant location information
 - mechanism
- If a car mission occurs during aircraft hours, EOC should activate in the same manner (via the klaxon phone) to ensure that the medical team go to the aircraft. The pilots will indicate to the team that it is a car job Medical kit should be taken to the lift. MEDIC 1 should call EOC from the lift for details of the mission. Time must not be wasted taking details on the helipad.
- EOC must state if the mission is an out-of-London address. The navigation system must be programmed for a new area eg Essex, Middlesex. If this is not done, the system may guide you to a similar but incorrect address in London.
- With single operated vehicles, all input must be completed before the start of the journey. The driver must not input the A-Z reference while the vehicle is in motion.
- If mobile when a mission is given, the vehicle should be stopped at the side of the road while location details are recorded and input completed.

- The driver should input details into the navigation system whilst the navigator completes the phone call and identifies the location in the A-Z.
- If the driver knows the area well and is confident to self navigate to the destination or to a set point on the route this is acceptable if agreed prior to launch. The navigator should still monitor progress using the map book.
- If any of the settings need to be adjusted or altered on the navigation system when the vehicle is moving, this must be carried out by the doctor.
- The doctor must give clear instructions on which direction the driver must take. For example: "take the third exit on the roundabout" or "take the third road on the right".
- Whilst driving, the paramedic must not take their eyes off the road to look at the screen - the doctor should guide them.
- When there are two doctors in the vehicle, the doctor in the front seat must give navigation directions *unless* the other doctor knows the location well and this has been agreed prior to launch.
- If the heaters are switched on, ensure that the air vents at the back of the navigation unit are in a closed position as the unit will shut down due to overheating. If this does happen-leave the unit for a couple of minutes to cool down and then restart the unit.
- If faults occur with the navigation system - a navigation feedback form (found in red folder in vehicle) must be completed and handed to the Driver Training Manager (Paul Smith).
- The screens must be placed in the protective covers when not in use. At the end of each shift, the screen must be disconnected and hidden away from view in the glove compartment.
- Traffic laws must be obeyed over navigation instructions. Driving a vehicle without due care and attention will invoke 3 to 9 penalty points.
- All blue light driving runs will be recorded using the in-car video system. This material will be used for teaching / clinical governance purposes.