AMBULANCE TRANSPORT: GROUND AND AIR

Any vehicle used as an ambulance (ground and/or air) must be designed and equipped to respond to medical emergencies and, in nonemergency situations, be capable of transporting beneficiaries with acute medical conditions. The vehicle must comply with State or local laws governing the licensing and certification of an emergency medical transportation vehicle. At a minimum, the ambulance must contain a stretcher, linens, emergency medical supplies, oxygen equipment, and other lifesaving emergency medical equipment and be equipped with emergency warning lights, sirens, and telecommunications equipment as required by State or local law. This should include, at a minimum, one 2-way voice radio or wireless telephone.

Basic Life Support ambulances must be staffed by at least two people, at least one of whom must be certified as an emergency medical technician (EMT) by the State or local authority where the services are being furnished and be legally authorized to operate all.

Life saving and life-sustaining equipment on board the vehicle. Advanced Life Support (ALS) vehicles must be staffed by at least two people, at least one of whom must be certified by the State or local authority as an EMT-Intermediate or an EMT-Paramedic.

Medical necessity is established when the patient's condition is such that use of any other method of transportation is contraindicated. In any case in which some means of transportation other than an ambulance could be used without endangering the individual's health, whether or not such other transportation is actually available, no payment may be made for ambulance services. In all cases, the appropriate documentation must be kept on file and, upon request, presented to the carrier/intermediary. It is important to note that the presence (or absence) of a physician's order for a transport by ambulance does not necessarily prove (or disprove) whether the transport was medically necessary. The ambulance service must meet all program coverage criteria in order for payment to be made.

In addition, the reason for the ambulance transport must be medically necessary. No payment may be made for the transport of ambulance staff or other personnel when the beneficiary is not onboard the ambulance (e.g., an ambulance transport to pick up a specialty care unit from one hospital to provide services to a beneficiary at another hospital). This policy applies to both ground and air ambulance transports.

AIR AMBULANCE

Medically appropriate air ambulance transportation is a covered service regardless of the State or region in which it is rendered. However, claims are approved only if the beneficiary's medical condition is such that transportation by either basic or advanced life support ground ambulance is not appropriate.
There are two categories of air ambulance services: fixed wing (airplane) and rotary wing (helicopter) aircraft. The higher operational costs of the two types of aircraft are recognized with two distinct payment amounts for air ambulance mileage. The air ambulance mileage rate is calculated per actual loaded (patient onboard) miles flown and is expressed in statute miles (not nautical miles).

1. Fixed Wing Air Ambulance (FW)

Fixed wing air ambulance is furnished when the beneficiary’s medical condition is such that transport by ground ambulance, in whole or in part, is not appropriate. Generally, transport by fixed wing air ambulance may be necessary because the beneficiary’s condition requires rapid transport to a treatment facility, and either great distances or other obstacles, e.g., heavy traffic, preclude such rapid delivery to the nearest appropriate facility. Transport by fixed wing air ambulance may also be necessary because the beneficiary is inaccessible by a ground or water ambulance vehicle.

2. Rotary Wing Air Ambulance (RW)

Rotary wing air ambulance is furnished when the beneficiary’s medical condition is such that transport by ground ambulance, in whole or in part, is not appropriate. Generally, transport by rotary wing air ambulance may be necessary because the beneficiary’s condition requires rapid transport to a treatment facility, and either great distances or other obstacles, e.g., heavy traffic, preclude such rapid delivery to the nearest appropriate facility. Transport by rotary wing air ambulance may also be necessary because the beneficiary is inaccessible by a ground or water ambulance vehicle. Ambulance or medical transport services are considered eligible for coverage if the patient is legally pronounced dead after the ambulance was called, but before pickup, or in route to the hospital.

Air ambulance transportation services, either by means of a helicopter or fixed wing aircraft, may be determined to be covered only if:

- The patient’s medical condition must require immediate and rapid ambulance transport to the nearest appropriate medical facility that could not have been provided by land ambulance
- The vehicle and crew requirements above are met
- The beneficiary’s medical condition required immediate and rapid ambulance transportation that could not have been provided by ground ambulance; and either
- The point of pickup is inaccessible by ground vehicle (this condition could be met in Hawaii, Alaska, and in other remote or sparsely populated areas of the continental United States), or
- Great distances or other obstacles are involved in getting the patient to the nearest hospital with appropriate facilities.

Medical reasonableness is only established when the beneficiary’s condition is such that the time needed to transport a beneficiary by ground, or the instability of transportation by ground, poses a threat to the beneficiary’s survival or seriously endangers the beneficiary’s health.
Following is an advisory list of examples of cases for which air ambulance could be justified. The list is not inclusive of all situations that justify air transportation, nor is it intended to justify air transportation in all locales in the circumstances listed.

- Intracranial bleeding - requiring neurosurgical intervention;
- Cardiogenic shock;
- Burns requiring treatment in a burn center in which the patient has respiratory failure, shock, or loss of circulation to an extremity requiring immediate fasciotomy.
- Patients requiring treatment in a hyperbaric oxygen unit that are in respiratory distress, shock, have altered mental status, or pregnant women with elevated carboxyhemoglobin levels.
- Patients requiring treatment in a hyperbaric oxygen unit that are in respiratory distress, shock, have altered mental status, or pregnant women with elevated carboxyhemoglobin levels.
- Patients requiring treatment in a hyperbaric oxygen unit that are in respiratory distress, shock, have altered mental status, or pregnant women with elevated carboxyhemoglobin levels.
- Patients with multiple trauma that have respiratory distress, or shock.
- Patients with a STEMI that require emergent cardiac catheterization
- Patients with an ischemic stroke within the “golden” window requiring transport to a dedicated stroke center.

Differing Statewide Emergency Medical Services (EMS) systems determine the amount and level of basic and advanced life support ground transportation available. However, there are very limited emergency cases where ground transportation is available but the time required to transport the patient by ground as opposed to air endangers the beneficiary’s life or health. As a general guideline, when it would take a ground ambulance 30-60 minutes or more to transport a beneficiary whose medical condition at the time of pick-up required immediate and rapid transport due to the nature and/or severity of the beneficiary’s illness/injury, contractors should consider air transportation to be appropriate.

Air ambulance transport is covered for transfer of a patient from one hospital to another if the medical appropriateness criteria are met, that is, transportation by ground ambulance would endanger the beneficiary’s health and the transferring hospital does not have adequate facilities to provide the medical services needed by the patient. Examples of such specialized medical services that are generally not available at all type of facilities may include but are not limited to: burn care, cardiac care, trauma care, and critical care. A patient transported from one hospital to another hospital is covered only if the hospital to which the patient is transferred is the nearest one with appropriate facilities. Coverage is not available for transport from a hospital capable of treating the patient because the patient and/or the patient’s family prefer a specific hospital or physician.

RETROSPECTIVE DETERMINATION OF CLOSEST APPROPRIATE FACILITY

- Locate originating facility
- Determine distance and time from originating facility to destination facility via Google Maps or other recognized mapping software.
• Determine time, including ground ambulance to airport, to destination facility by air transport, including any ground ambulance use at destination

• Determine scope of services required that were not available at originating facility

• Search for facilities surrounding the originating facility that potentially could have provided requested services

• Determine if any of these other facilities could have provided the requested service (e.g., interventional cardiology, burn unit etc.)

• If an appropriate facility is located closer than the original destination facility, is it within a 30-60 ground ambulance range

• If not, is it significantly closer by air transport than the original destination facility

• If none of the conditions list above are present when air ambulance is utilized, submit for Medical Director Review

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