

Leadership in Turbulent Times

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How Bad is It Going to Get ?

3 Factors...

Success Depends On...



1. History & What's Forecast
2. Correct Interpretation (Situational Awareness)
3. Skill of Pilot

Economic Downturns

How Did Healthcare Fare?

Why is This One Different?

- Deeper and longer {despite optimistic reports}
- Leveraged w/debt
- Healthcare organizations have had assets depleted (< value stocks, bonds & < giving)
- Reimbursements deteriorating

EMS Forecast Varies by Sector



Unpaid property taxes hit localities

WASHINGTON — The number of Americans not paying their property taxes amid the recession and the brutal housing collapse has increased sharply — more than doubling in some parts of the country.

[L.A. Fire Department begins cutting rescue, paramedic services](#)

Los Angeles Times

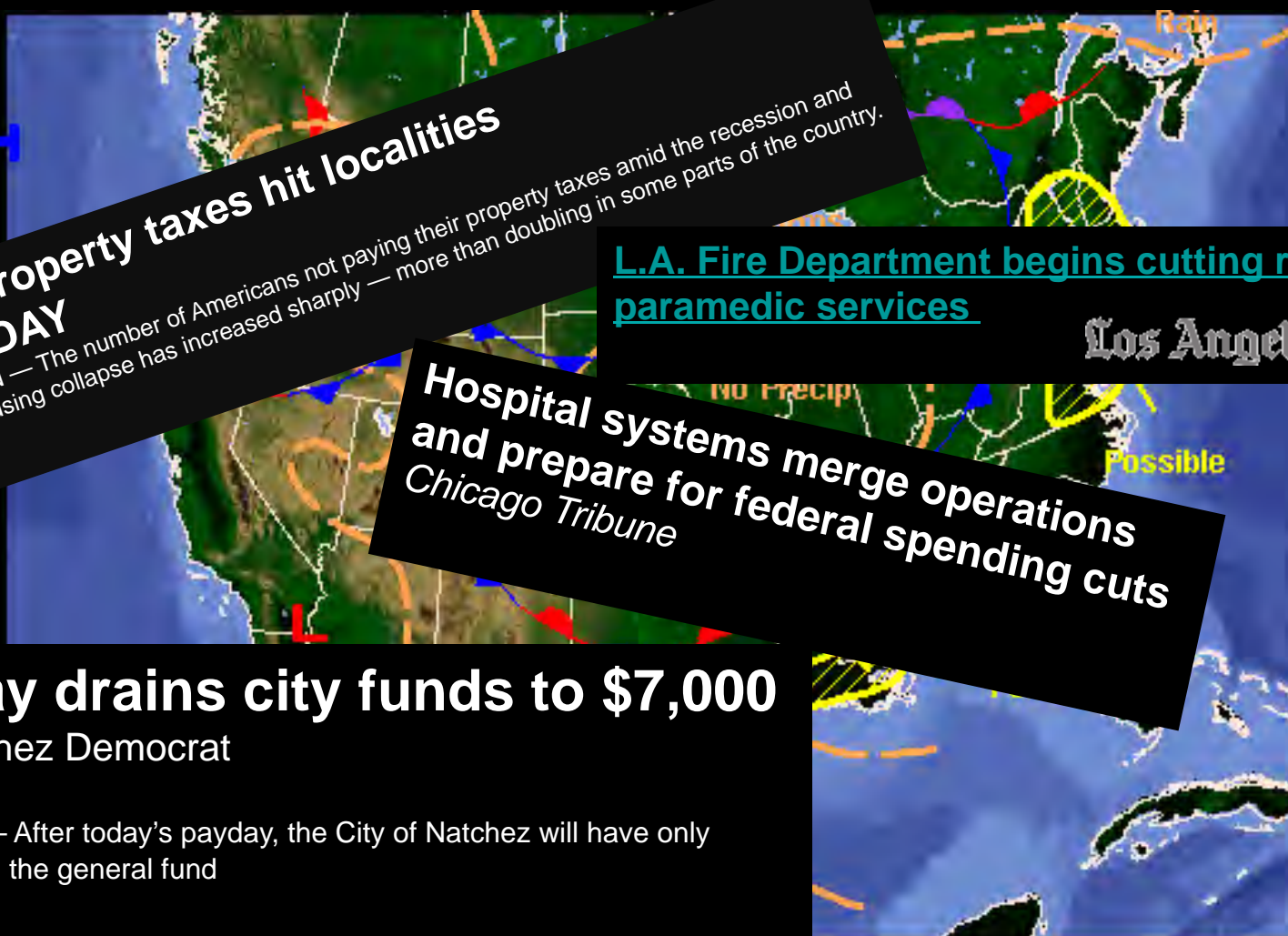
Hospital systems merge operations and prepare for federal spending cuts

Chicago Tribune

Payday drains city funds to \$7,000

The Natchez Democrat

NATCHEZ — After today's payday, the City of Natchez will have only \$7,000 left in the general fund



EMS Financial Forecast

COSTS

REIMBURSEMENT

Inflation & Legislative Impacts
Marketplace Productivity
Healthcare Reform

EMS People Forecast

Short Term
RETENTION
+

Family Stress
Personal Executive Stress
Staff Disengagement

Situational Awareness

ENGINE FAILURE DURING FLIGHT

1. AIRSPEED - 68 (AT MAX GROSS)
2. SUITABLE LANDING AREA - LOCATE
3. FUEL SHUTOFF VALVE - ON (PUSH FULL IN)
4. FUEL SELECTOR - BOTH
5. FUEL PUMP - ON
6. MIXTURE - RICH (IF NOT RESTARTED YET)
7. MAGNETOS - BOTH (OR START IF PROPELLER STOPPED)
8. AFTER RESTART - FUEL PUMP - OFF (ON IF ZERO FUEL FLOW)



ENGINE FAILURE

ENGINE FAILURE DURING TAKEOFF ROLL

1. THROTTLE - IDLE
2. BRAKES - APPLY
3. FLAPS - RETRACT
4. MIXTURE - FUEL CUTOFF
5. MAGNETOS - OFF
6. STEER BATT - OFF
7. MASTER - OFF

ENGINE FAILURE JUST AFTER TAKEOFF

1. AIRSPEED - TO 70 KTS UP, 80 FLAPS UP TO 10 KTS
2. MIXTURE - FUEL CUTOFF
3. FUEL SHUTOFF VALVE - ON (PUSH FULL IN)
4. MAGNETOS - OFF
5. FUEL SELECTOR - BOTH (IF RECOMMENDED)
6. STEER BATT - OFF
7. MASTER - OFF
8. STEER SWITCH - OFF
9. CABIN DOOR - UNLATCH (LAND - STRAIGHT AHEAD)

ENGINE FAILURE DURING FLIGHT

1. AIRSPEED - SET AT MAX GROSS
2. SUITABLE LANDING AREA - LOCATE
3. FUEL SHUTOFF VALVE - ON (PUSH FULL IN)
4. FUEL SELECTOR - BOTH
5. FUEL PUMP - ON
6. MIXTURE - RICH (IF NOT RESTARTED YET)
7. MAGNETOS - BOTH (OR START IF PROPELLER STOPPED)
8. AFTER RESTART - FUEL PUMP - OFF (ON IF ZERO FUEL FLOW)

EMERGENCY LANDINGS

LANDING WITH A FLAT MAIN TIRE

1. APPROACH - NORMAL
2. FLAPS - FULL
3. TOUCHDOWN - GOOD MAIN TIRE FIRST
4. HOLD ON GOOD TIRE WITH ALL WHEELS
5. DIRECTIONAL CONTROL - (BRAKES) LEAD BRAKES (ON GOOD WHEEL)

LANDING WITH A FLAT NOSEWHEEL

1. APPROACH - NORMAL
2. FLAPS - AS REQUIRED
3. TOUCHDOWN - ON MAIN WHEELS (A GOOD NOSEWHEEL OFF)
4. NOSEWHEEL TOUCHDOWN - MAINTAIN UP ELEVATOR (WHEEL STOPPED)

EMERGENCY LANDINGS (cont'd)

EMERGENCY LANDING WITHOUT ENGINE POWER

1. IDLE - ACTIVATE
2. MAGNETOS - BOTH - UNPUSHED
3. SEATS & SEAT BELTS - SECURE
4. APPROACH - TO FLARE UP, AS PLANS W/ FIELD
5. MIXTURE - FUEL CUTOFF
6. FUEL SHUTOFF VALVE - ON
7. MAGNETOS - OFF
8. FLAPS - AS REQUIRED (IF RECOMMENDED)
9. STEER BATT - OFF
10. MASTER - OFF
11. MIXTURE - RICH (IF NOT RESTARTED YET)
12. TOUCHDOWN - LEVEL AT 100 FT
13. BRAKES - APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. FUEL SELECTOR - BOTH
2. SEATS & SEAT BELTS - SECURE
3. APPROACH - TO FIELD, FLY OVER, NOTE TERRAIN & OBSTRUCTIONS
4. FLAPS - FULL (ON FINAL)
5. AIRSPEED - 68
6. STEER BATT - OFF
7. MASTER - OFF
8. MIXTURE - RICH (IF NOT RESTARTED YET)
9. TOUCHDOWN - ON MAIN WHEELS
10. TOUCHDOWN - LEVEL AT 100 FT
11. MIXTURE - FUEL CUTOFF
12. MAGNETOS - OFF
13. BRAKES - APPLY HEAVILY

DITCHING

1. READY - IMMEDIATE DEPART & LOCATOR ON (IF RELEASED)
2. IDLE - ACTIVATE
3. HEAVY OBJECTS - SECURE ON JETTISON
4. MAGNETOS - BOTH - UNPUSHED
5. SEATS & SEAT BELTS - SECURE
6. FLAPS - UP TO FULL
7. POWER - TO FULL (CURRENT AT 80 KIAS)
8. IF NO POWER AVAILABLE - TO MAX FLAPS UP
9. RELAX FLAPS UP
10. APPROACH - HIGH WINDS, HEAVY SEAS - INTO THE WIND
11. LIGHT WINDS, HEAVY SEAS - PARALLEL TO WAVES
12. CABIN DOORS - UNLATCH
13. TOUCHDOWN - LEVEL AT 100 FT (AT 100 FPM DESCENT)
14. FACE - DOWN AT TOUCHDOWN
15. AIRPLANE - EVACUATE
16. LIFE VESTS & RAFTS - UNLATCH BUCKLE CLIP AT 50 FT ALTITUDE

EMS Turbulence Checklist Questions



1. Are we managing costs as aggressively as possible?
2. Do we know what, specifically, we would do if we had to cut our budget by 10 percent, by 15% percent, by 20 percent?
3. Have we identified the triggers that will set our contingency plans in motion?
4. Do we know which of our initiatives and activities are mission-critical, and what each costs?
5. Should we be cutting programs?
6. Who are the people most critical to our success, now and in the future?
7. What are our most important relationships and are we attending to them?
8. How much of our revenue is "in the bank"? How much is at risk?
9. Are there steps we can take to simplify our operations?
10. Do we have low- or no-cost ways to strengthen our organization?
11. Is this an opportunity to bring critically needed skills onto our leadership team?
12. Are we involving our staff members and using their talents and connections appropriately?
13. Are we helping our folks stay focused on the patients and customers we serve or getting bogged down in our own woes?

**Stated
Issue**

**Real
Issue**

Opportunity

Strategy

**Revenue
Compression**

**Expenses not
Compatible
with Revenue**

Land Grab

**Stress and
Organizational
Dysfunction**

Skill of the Pilot

& Team Effort



Aviate – Navigate - Communicate

Getting to the Destination

1. Aviate

Fly the Plane &
Lead the Team

- Take Action
- Involve All
Team Resources



Avoid “Mental Pause”
Know how to “Load Shed”







Tribes & Team



- Trust
- Empowerment
- Affirmation
- Managing Accountability for Metrics

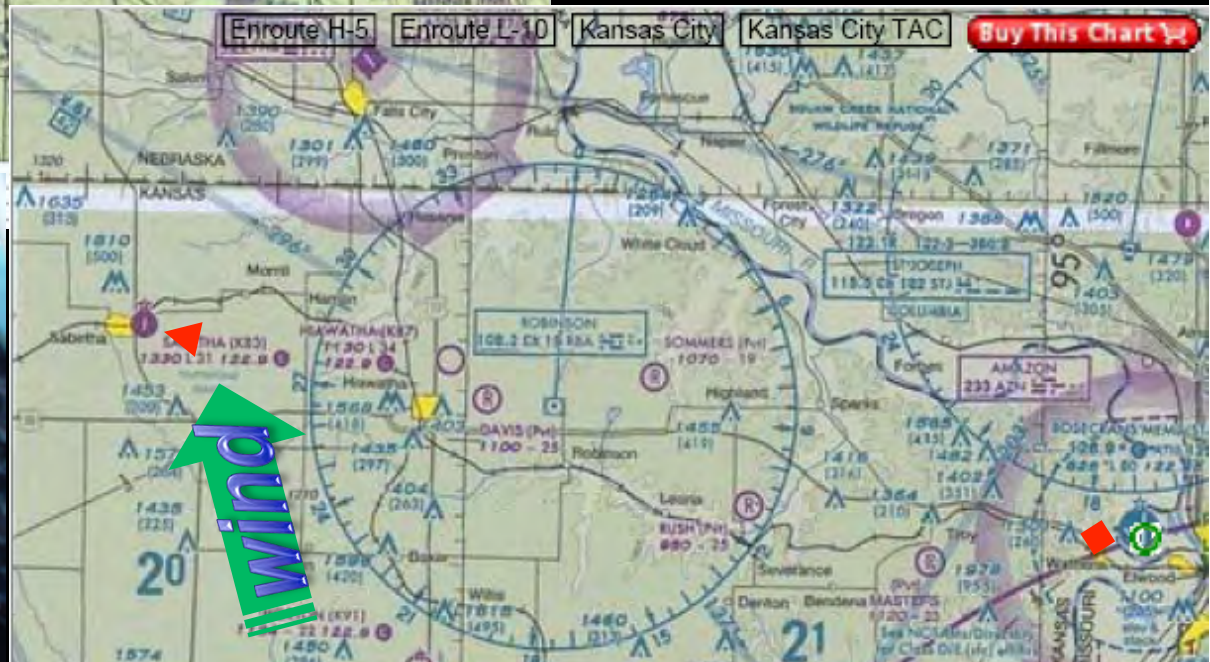




Aviate

2. Navigate

Communicate



Navigate



What are Your Key Indicators
that you are headed to your
intended destination?

Navigate



Medic will be a *patient-centered system that achieves evidence-based quality outcomes by investing in our workforce, leveraging multiple resources and collaborating with the community.*

People	Service	Quality	Finance	Community
Employee Satisfaction	Patient Satisfaction	Response Time Performance	Budget	Engagement
5 – 85%	<u>Excellent</u>	Priority 1 \geq 90% @ 10:59	Revenue exceed expenses by 1% or greater	<u>Bystander CPR</u>
4 – 83%	5 – 65%+	Cardiac Arrest		5 – 50%+
3 – 81%	4 – 63%+	<u>ROSC/Utstein (prehospital)</u>		4 – 47%+
2 – 79%	3 – 60%+	5 – 46%+		3 – 44%+
1 – 77%	2 – 58%+	4 – 43%+		2 – 41%+
	1 – 55%+	3 – 40%+		1 – 38%+
		2 – 38%+		
		1 – 35%+		
		Cardiac Triage Composite		
		Patient contact to lesion treatment \leq 90 minutes		
		Accurate determination \geq 90%		
		Trauma Scene Times		
		5 – \leq 9:30		
		4 – \leq 9:50		
		3 – \leq 10:00		
		2 – \leq 11:00		
		1 – \leq 12:00		

Navigate w/ Mission Focus

Success



Failure



WRONG WAY

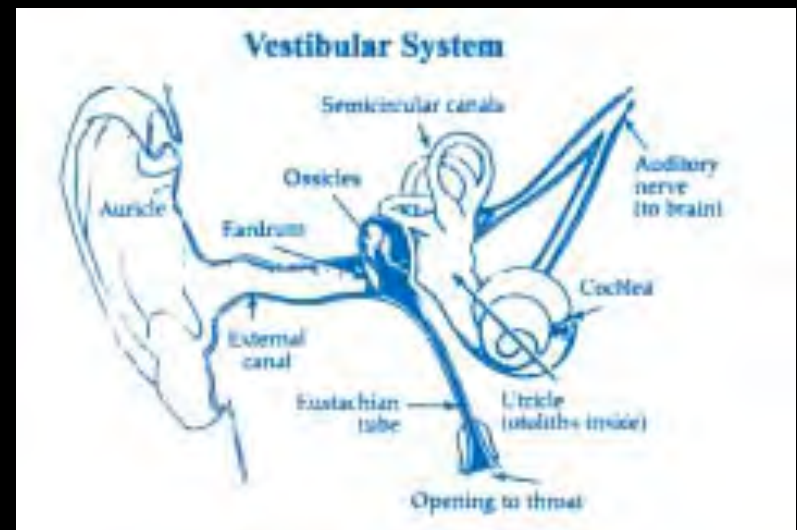
~~Complacency~~

Aviate
Navigate

3. Communicate

What do we need to be doing?

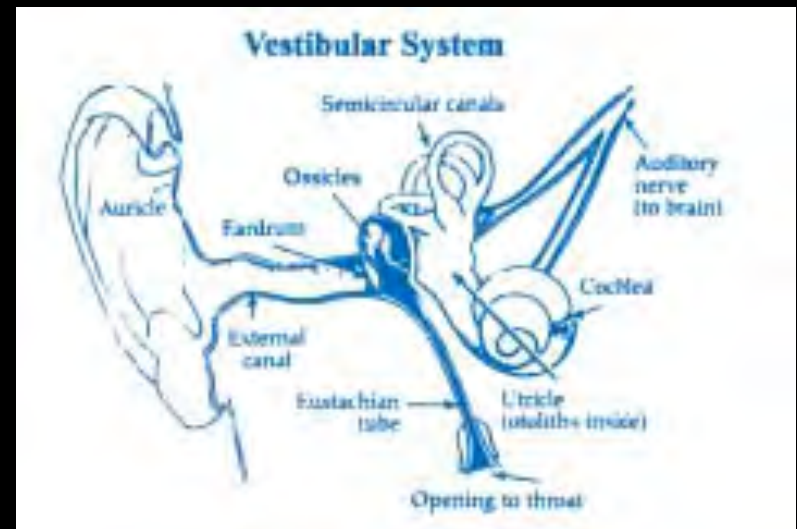
What will be effective & “not so much”?



Aviate
Navigate

Communicate

R
E
A
L



Flying vs. EMS

1. Aviate

Lead Your Team

2. Navigate

Focus on Core Mission

3. Communicate

Communicate



FITCH

& ASSOCIATES