Docket No. SA-530

Exhibit No. 9-K

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Ops Specs A021 – HEMS Ops

(4 Pages)

A021. Helicopter Emergency Medical Services (HEMS) Operations **HQ Control: 01/23/06** **HQ Revision: 030**

a. The certificate holder is authorized to conduct helicopter emergency medical services (HEMS)/air ambulance operations in accordance with 14 CFR Part 135 and this operations specification. (HEMS and air ambulance terms are used interchangeably.)

b. The certificate holder is authorized takeoff and landing operations provided the site used is adequate for the proposed operation considering the size, type of surface, surrounding obstructions, and lighting. During night operations, the lighting source must provide adequate illumination of the takeoff/landing area and of any obstructions that may create potential hazards during approach, hovering, taxiing, and departure operations.

c. The flightcrew must satisfactorily complete the certificate holder's approved training program prior to commencing HEMS/air ambulance flights.

d. The certificate holder is authorized to use no lower than the Visual Flight Rules (VFR) weather minimums in Table 1 below when operating in Class G (uncontrolled) airspace for the conditions specified when conducting HEMS/air ambulance work, subject to subparagraphs e, f, g, h, and i.

Table 1 – Weather Minimums and Lighting Conditions

	Non-Mountainous		Mountainous (see 14 CFR 95)	
Area / Condition	Local	Cross Country	Local	Cross Country
	Ceiling-visibility			
Day	500-1	800-2	500-2	800-3
Night – High Lighting Conditions	500-2	1000-3	500-3	1000-3
Night – Low Lighting Conditions	800-3	1000-5	1000-3	1000-5

e. For the purpose of this operations specification, the following shall apply:

TEXT01

(2) Low Lighting Conditions: Other than high lighting conditions described in e. (1) above.

(3) Lighted Surface Area: A lighted surface area is an area in which prominent objects are lighted, and surface lighting is adequate to identify terrain features and establish a usable horizontal reference. The lighting required to support this level of surface definition may be man made, natural, direct or indirect, or any combination thereof, provided these stated requirements, and the requirements of 14 CFR 135.207, are met.

(4) Moonrise, moonset and percentage of lunar disk illuminated data shall be consistent with data available from the United States Naval Observatory.

f. High lighting condition minima may be used in low lighting conditions if both the aircraft and pilot are either:

(1) Approved for use of NVGs under paragraph A050 of these Operations Specifications, Night Vision Goggle (NVG) Operations, and NVGs are used, or

(2) Authorized to conduct IFR operations under Part H of these Operations Specifications, and the aircraft is operated using the required crew, and the stabilization and/or flight control system(s) or system modes required for IFR flight, as appropriate to the flight operating environment.

g. If the certificate holder is authorized to conduct IFR "Point in Space" (PinS) Special Instrument Approach Procedures with a "Proceed VFR" transition to the heliport, the local, non-mountainous, day, or night (high lighting condition) minima in Table 1 above may be applied in determining the landing minimum if the distance from the missed approach point to the heliport is 3 nm or less. If the distance from the missed approach point to the heliport exceeds 3 nm, apply the VFR minima prescribed in Table 1 above appropriate to the actual existing conditions.

h If the certificate holder is authorized to conduct IFR Standard Instrument Approach Procedures with a "Proceed VFR" transition to the landing area the VFR weather minima as prescribed in Table 1 above must be applied in determining the landing minimum, or the certificate holder may apply the 14 CFR part 91 VFR weather minima appropriate to the airspace, whichever is higher.

i. Local Flying Areas. Local Flying Areas are those areas in which the pilot has demonstrated a level of familiarity which allows the use of lower VFR operating minima. Local flying areas used by a specific HEMS program base need not be contiguous.

(1) Local flying area minima may only be used by pilots who have passed an examination on the appropriate local flying area within the previous 12 months. This examination must be conducted in accordance with the certificate holder's approved local area pilot knowledge testing procedure. Pilots may be qualified for more than one local flying area.

(2) Any flight outside a local flying area is a cross-country operation. Pilots who have not passed such a knowledge test on a particular local flying area within the previous 12 calendar months, regardless of operational experience in that area, must use the cross-country minima described in Table 1 above when operating in that area.

(3) The certificate holder is authorized to conduct HEMS operations using the local flying area minima in the following areas listed in Table 2 below, provided the pilot is qualified under subparagraph i(1) above.

Table 2 – Authorized HEMS Operations

Local Flying Area Base	Description	Coordinating geographic FSDO (if outside the CHDO District)
TABL01	TABL02	TABL03

TEXT99

1. Issued by the Federal Aviation Administration.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: Amendment Number:
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: