

### BL 5-1

## Regulations on commercial air ambulance operations and transportation of sick persons

Edition 5, 10 March 1993

In pursuance of § 82 of the Air Navigation Act, cf. Consolidation Act no. 408 of 11 September 1985, as amended by Act no. 837 of 18 December 1991, the Civil Aviation Administration - Denmark hereby stipulates as follows on the authority of the Ministry of Transport, cf. Order no. 171 of 28 April 1985 regarding operational regulations for aviation with Danish aircraft, subsection 2 of § 2:

### 1. Reference documents

- 1.1 BL 1-12, Regulations on certificate of airworthiness and flight permit as well as airworthiness requirements, generally, latest edition.
- 1.2 BL 5-6, Transportation of persons by aircraft, latest edition.

### 2. Definitions

#### *Air ambulance operation:*

1. Urgent transportation of patient carried out by specially equipped aircraft.
2. Transportation of patient who on doctors' order shall be transported by aircraft and who requires special treatment/surveillance during flight.
3. Ferry flight in connection with the flights mentioned in 1. and 2., as well as transportation of vital medicine,

vital organs, treatment equipment and personnel treating the patient, requested by a doctor.

#### *Step-down:*

Outside distance, measured from the lower edge of an exit doorway to the top side of wing or other foothold, projecting from the fuselage and being of such proportions that it can be used directly by a person without that person having to show special attention.

#### *Step-up:*

Inside distance measured from the top side of the floor to the lower edge of an exit doorway.

#### *Transportation of sick persons:*

Transportation of a patient who cannot use an ordinary passenger seat, and where no special treatment/surveillance is required during flight.

#### *Type A emergency exit:*

An exit with a rectangular doorway being at least 1065 mm (42") wide and at least 1840 (72") high with corner radii not exceeding 1/6 of the width and with a lower edge doorway on level with the floor.

#### *Type I emergency exit:*

An exit with a rectangular doorway being at least 610 mm (24") wide and at least 1220 (48") high with corner radii not exceeding 1/3 of the width and with a lower edge doorway on level with the floor.

#### *Type II emergency exit:*

An exit with a rectangular doorway being at least 510 mm (20") wide and at least 1115 (44") high with corner radii not exceeding 1/3 of the width. If the exit is located in front of or behind the wing, the lower edge doorway shall be on level with the floor. If the exit is located over the wing, step-up must not exceed 254 mm (10") and step-down not 430 mm (17").

### **3. Applicability**

3.1 This BL lays down regulations for commercial air ambulance operations and transportation of sick persons by Danish aircraft.

3.2 This BL further lays down regulations for foreign registered aircraft operating under the terms of a Danish operating permit, cf. subsection 2 of § 4 of the Air Navigation Act.

### **4. General**

4.1 Air ambulance operations and transportation of sick persons by aeroplanes must only be carried out by air operators holding a licence to carry out commercial air transportation of passengers, mail and/or cargo, IFR.

4.2 Air ambulance operations and transportation of sick persons by helicopters must only be carried out by air operators holding a licence to carry out commercial air transportation of passengers, mail and/or cargo.

4.3 The owner/user of the aircraft shall ensure that the aircraft is fitted and equipped in accordance with the regulations in this BL, and that the instructions necessary for the activities are included in the operations manual.

4.4 The pilot-in-command shall ensure that the regulations in paragraphs 5.2, 5.4, 5.5 and 5.6 as well as in Part 6 of this BL are observed.

### **5. Air ambulance operations**

5.1 Regulations on air ambulance operations shall appear from the operations manual of the air operator.

5.2 On air ambulance operations the patient shall, if practically possible, be placed as close as possible to an emergency exit of the type A, type I or type II in such a way that the access to the emergency exit is not blocked.

5.3 The aircraft shall meet the airworthiness requirements contained in Part 7 of BL 1-12.

*Note: The Civil Aviation Administration - Denmark has drawn up guidelines concerning the extent and nature of such equipment.*

5.4 To the extent the treatment of the patient so requires, the pilot-in-command may permit that use of safety belts is omitted for the patient and the personnel treating the patient.

5.5 The number of persons and their qualifications as well as the extent of the supplementary equipment necessary for the surveillance and treatment of the patient, cf. Part 2, numbers 1. and 2., shall be stipulated by the requesting doctor in co-operation with the pilot-in-command or the air operator in question.

5.6 If it can be expected before flight that due to the urgency of the flight, applicable regulations may be disregarded, only persons must be on the flight who are deemed by the requesting doctor to have a necessary function in connection with the carrying through of the transportation.

5.7 Applicable regulations may be disregarded if it is necessary for carrying through the air ambulance operation. In such case and in cases where special treatment is required by the Air Traffic Service (ATS), the air operator shall submit a report on the incident to the Civil Aviation Administration - Denmark within 8 days after the incident.

## **6. Transportation of sick persons**

Transportation of sick persons shall be carried out in accordance with the regulations for transportation of persons with disabilities, cf. BL 5-6.

## **7. Exemption**

The Civil Aviation Administration - Denmark may in particularly exceptional cases grant exemption from the regulations laid down in this BL if it is deemed compatible with the considerations on which the regulations in question are based.

## **8. Complaints**

Complaints of the decisions taken by the Civil Aviation Administration - Denmark in pursuance of the regulations in this BL may be presented to the Ministry of Transport.

## **9. Punishment**

9.1 An air operator violating the regulations in paragraphs 4.1, 4.2, 4.3, 5.1, 5.5 and 5.7 will be punished with fine, simple detention or imprisonment for up to 2 years in pursuance of subsection 8 of § 149 of the Air Navigation Act.

9.2 A pilot-in-command violating the regulations in paragraphs 5.2, 5.4, 5.5 and 5.6 as well as Part 6 will be punished with fine, simple detention or imprisonment for up to 2 years in pursuance of subsection 8 of § 149 of the Air Navigation Act.

9.3 For violation committed by a limited company, a co-operative or the like, penalty may be imposed on the company/co-operative as such in pursuance of subsection 14 of § 149 of the Air Navigation Act.

## **10. Implementation**

10.1 This BL comes into force on 1 May 1993.

10.2 At the same time BL 5-1, 4 edition of 1 March 1989 is repealed.

Civil Aviation Administration - Denmark, 12 January 1996

V.K.H. Eggers

/M. Dambæk