

111TH CONGRESS
1ST SESSION

H. R. 1201

To increase the safety for crew and passengers on an aircraft providing emergency medical services.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 25, 2009

Mr. SALAZAR (for himself and Mr. DANIEL E. LUNGREN of California) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To increase the safety for crew and passengers on an aircraft providing emergency medical services.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Air Medical Safety
5 Act”.

6 **SEC. 2. INCREASING SAFETY FOR CREW AND PASSENGERS**

7 **ON AN AIRCRAFT PROVIDING EMERGENCY**

8 **MEDICAL SERVICES.**

9 (a) COMPLIANCE REGULATIONS.—Not later than 18
10 months after the date of enactment of this Act, a pilot

1 of an aircraft providing emergency medical services shall
2 comply with the regulations in part 135 of title 14, Code
3 of Federal Regulations, whenever there is a medical crew
4 on board, regardless of whether a patient is also on board.

5 (b) IMPLEMENTATION OF FLIGHT RISK EVALUATION
6 PROGRAM.—Not later than 60 days after the date of en-
7 actment of this Act, the Administrator shall initiate, and
8 complete not later than 18 months thereafter, a rule-
9 making—

10 (1) to establish a standardized checklist of risk
11 evaluation factors based on Notice 8000.301 issued
12 by the Administration in August, 2005; and

13 (2) to require pilots of aircraft providing emer-
14 gency medical service to use the checklist to deter-
15 mine whether a mission should be accepted.

16 (c) COMPREHENSIVE CONSISTENT FLIGHT DIS-
17 PATCH PROCEDURES.—Not later than 60 days after the
18 date of enactment of this Act, the Administrator shall ini-
19 tiate, and complete not later than 18 months thereafter,
20 a collaborative effort with the air medical community—

21 (1) to establish performance-based flight dis-
22 patch procedures for pilots of aircraft providing
23 emergency medical services; and

24 (2) to develop a method to measure compliance
25 with those procedures.

1 (d) IMPROVING THE DATA AVAILABLE TO NTSB IN-
2 VESTIGATORS AT CRASH SITES.—

3 (1) STUDY.—Not later than one year after the
4 date of enactment of this Act, the Administrator
5 shall complete a feasibility study of requiring flight
6 data and cockpit voice recorders on new and existing
7 aircraft providing emergency medical service oper-
8 ations. The study shall address, at a minimum,
9 issues related to survivability, weight, and financial
10 considerations of such a requirement.

11 (2) RULEMAKING.—Not later than 30 months
12 after the date of enactment of this Act, the Adminis-
13 trator shall complete a rulemaking to require flight
14 data and cockpit voice recorders on board aircraft
15 providing emergency medical service operations.

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