

LEGISLATION AT A GLANCE:

H.R. 3939 and the Air Medical Service Safety Improvement Act of 2008

Safemedflight’s mission is to stop air medical accidents and prevent unsafe aviation practices that endanger flight crews and their patients. Congress is considering two bills to improve the safety of crew and passengers on aircraft providing emergency medical services. Both measures contain provisions to reduce EMS flights in hazardous conditions, however they differ in some key areas. Please see the chart below for an at-a-glance view of these measures, or click on the links below for a complete version of each bill.

<p>The Air Medical Service Safety Improvement Act of 2008 (<i>Senate Bill, number not yet assigned</i>)</p>	<p>H.R. 3939: <i>To Increase the Safety for Crew and Passengers on an Aircraft Providing Emergency Medical Services</i></p>
<p>Applies to: All EMS flight programs (helicopter & fixed wing).</p>	<p>Applies to: All EMS flight programs (helicopter & fixed wing).</p>
<p>Part 91: Eliminates Part 91 for all VFR flight flights, duty time under 135 applies regardless of VFR/IFR flight or leg, and weather reporting requirement shall not apply at destination until the FAA determines suitable weather reporting system.</p>	<p>Part 91: Eliminates Part 91 for VFR flight flights, duty time under 135 applies regardless of VFR/IFR flight or leg.</p>
<p>Flight Risk: Requires a flight risk program based on FAA Notice 8000.301.</p>	<p>Flight Risk: Requires a flight risk program based on FAA Notice 8000.301</p>
<p>Flight Dispatch Procedures: Requires new regulation/rulemaking to formalize dispatch and flight following procedures</p>	<p>Flight Dispatch Procedures: Requires the air medical community and the FAA to collaborate on performance-based flight dispatch procedures and measure compliance to procedures</p>
<p>Improving Crash Data: Within 120 days the FAA will issue a report on cockpit recording technologies followed by regulation requiring recording technologies within 1 year on all EMS aircraft</p>	<p>Improving Crash Data: Requires a 1-year feasibility study of cockpit recording technologies followed by regulation requiring recorders within 30 months on all EMS aircraft</p>
<p>Improving Situational Awareness: Requires new EMS aircraft to have Terrain Awareness Warning Systems or technology that meets the FAA’s technical standards in this area</p>	<p>Improving Situational Awareness: No requirements</p>

