

# **FLIGHT OPERATION INSTRUCTION – 120**

**V1.1 Feb 11**

## **Single Engine Helicopter Inter-Hospital Transfers to Wellington & Auckland Hospitals**

The Civil Aviation Authority rule 91.127(d), (3) requires a helicopter without "Class 1" performance to be able to land at any place being intended to be used as a heliport or place to hover only if the approach and take-off paths allow for an autorotation to be carried out without causing a hazard to persons or property.

Clearly this cannot be achieved with our Eurocopter AS350 air ambulance aircraft when attending to land at Wellington Hospital's rooftop helipad located in a built up area, as they are not twin-engine aircraft, which is one of the requirements of "Class 1" performance characteristics.

The only exception to this rule is if the flight can be classed as an "Emergency Flight" permitted under Section 13a of the Civil Aviation Act 1990.

This FOI details the requirements for an "Emergency Flight" under Section 13a of the Civil Aviation Act to Wellington or Auckland Hospital by rescue helicopter to clearly state when such a flight may be permitted. The Hawke's Bay Hospital medical staff likely to activate the rescue helicopter for an IHT to Wellington or Auckland have been, and are fully aware of the requirements, however to eliminate any confusion the pilot in command is to carry out the following procedures.

### **Instructions & Requirements for Acceptance of a Wellington or Auckland Hospital Inter-Hospital Transfer**

1. On receiving notification from the Hawke's Bay Hospital staff that they wish to activate the rescue helicopter for an inter-hospital patient transfer (IHT) to Wellington or Auckland Hospital, and prior to accepting the mission the pilot in command is to clearly ascertain from the hospital whether or not the flight is to be carried out under Section 13A of the Civil Aviation Act 1990. The pilot should advise that such a flight may only be carried out if the hospital in their opinion is certain that the rescue helicopter is required over other modes of transport in the interests of patient welfare.
2. On clarification from the Hawke's Bay Hospital that the flight is required under Section 13A of the Civil Aviation Act, then

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and only then may the pilot accept the IHT for a landing at Wellington or Auckland Hospital's helipad.

NOTE: An IHT to Wellington or Auckland Hospital is still permitted for helicopter flights not deemed to be an "Emergency Operation", but will be required to land at Wellington Airport, or in Auckland's case Mechanics Bay requiring the patient to be transported by road ambulance to its intended destination. If this is the case ensure the Hawke's Bay Hospital are aware of this requirement on acceptance of the "non emergency flight".

3. The pilot is then to print off an "Emergency Operation Notification" form (ieX 002 form, located in the "Forms" section of the ieX) as part of his pre-flight planning, complete and carry aboard the aircraft for the flight. One of the requirements of this form is to get sign off from a Hawke's Bay Regional Hospital staff member that the flight is indeed an "Emergency Flight". This is to be signed off by the doctor in charge of the patient or the senior medical attendant responsible for the patient aboard the flight, preferably before the flight, but as an alternative either during or post flight.
4. At the completion of the IHT the completed "Emergency Operation" form must be immediately faxed to the Civil Aviation Authority to the fax number on the form. Once this task has been carried out the pilot in command is to stamp "Faxed" onto the form and place in the "Section 13A" folder located in the filing cabinet in the pilots office.

## **Post Landing Wellington or Auckland Hospital Helipad Requirements**

In addition to the Wellington and Auckland Hospital Helipad requirements and limitations set out in the company "Flight Guide (FOI 122)", after landing at either Wellington or Auckland Hospital the following requirements are to be adhered to by the pilot in command;

1. Pilot to remain with the helicopter on the helipad, or, if required to enter the hospital for what ever reason, ensure the hospital have his contact details in order so they may can contact him should the helicopter be required to vacate the helipad for another aircraft requiring use of the helipad.
2. If required to vacate the helipad for another helicopter or to refuel prior to the return of the flight team to the helipad then

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they should relocate to the western apron at Wellington Airport for Wellington IHT's or Mechanics Bay for Auckland IHT's. It should be noted that this will preclude the helicopter from landing back at either hospital to retrieve the flight team as the flight will no longer be deemed as an Emergency Flight. This being the case the pilot will need to notify the flight team of the situation and advise them that they will now need to meet the helicopter wherever it has relocated too.

Pilots are reminded to familiarize themselves and fully understand the requirements of an "emergency flight" as outline in the Companies Exposition, in the "Operations" section of the ieX, titled "Emergency Flights".

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