



**Standardised European Rules of the Air – Operations in Accordance with a Helicopter Emergency Medical Service Specific Approval**

1. The Department for Enterprise ('the Department'), in exercise of its powers under Article 9 of the Civil Aviation (Rules of the Air) Order 2021<sup>1</sup>, exempts the operator and the pilot in command of any helicopter ('the helicopter') flying on a Helicopter Emergency Medical Service (HEMS) flight in accordance with Part-SPA.HEMS of Commission Regulation (EU) No. 965/2012 ('the Air Operations Regulation') from the requirements of SERA specified in paragraph 2 and subject to the conditions in paragraph 3.
2. The specified requirements of SERA in paragraph 1 are:
  - (a) SERA.3105 (Minimum heights);
  - (b) SERA.5001, Table S5-1, 5 km (\*\*\*) (VMC visibility class G airspace);
  - (c) SERA.5005(c)(3) (Visual Flight Rules flights at night – VMC visibility, distance from cloud and cloud ceiling minima);
  - (d) SERA.5005(c)(5) (Visual Flight Rules flights at night – minimum altitudes); and
  - (e) SERA.5005(f) (Visual Flight Rules flights by day – minimum heights).
3. On any flight pursuant to this exemption, the following conditions apply:
  - (a) the pilot in command of the helicopter shall only depart from the specified requirements of SERA at paragraph 2 to the extent necessary to achieve the purpose of the flight;
  - (b) the helicopter shall be operated in accordance with the approval granted by the UK CAA under SPA.HEMS.100 and the operator of the helicopter shall specify in the operations manual the procedures and minima applicable to a HEMS flight;
  - (c) except when necessary for take-off or landing, the helicopter must not be flown closer than 500 feet to any person, vessel, vehicle or structure;
  - (d) the operator shall record the time at which the helicopter takes off or lands within a congested area together with details of the exact location by map grid reference;
  - (e) the operator shall retain any record required to be made under paragraph 3(d) for 12 months and shall, within a reasonable time of being demanded by an authorised person, produce the record to that authorised person;
  - (f) no persons shall be carried other than flight crew members, HEMS crew members, medical passengers, authorised persons, patients and other persons directly involved in the HEMS flight and whom it is necessary to carry for that purpose;
  - (g) the operator shall establish a procedure in the operations manual for the authorisation of authorised persons which must be approved by the CAA;

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<sup>1</sup> SD No. 2021/0184

- (h) subject to paragraph 3(i), each flight crew member, HEMS crew member and medical passenger shall wear a helmet which will provide substantial head protection in the event of an accident; and
- (i) paragraph 3(h) does not apply to a HEMS crew member or medical passenger required to wear full personal protective equipment (PPE) when transporting a patient who is suspected or confirmed to be infected by the COVID-19 virus. In these circumstances, a helmet may be replaced by a suitable headset allowing communication within the aircraft. Before use of this alleviation, the operator is to conduct a risk assessment and submit an amendment to their operations manual for acceptance by their assigned CAA Flight Operations Inspector (FOI).

4. In this exemption :

- (a) 'authorised person' has the same meaning as in Article 167 of the Air Navigation (Isle of Man) Order 2015<sup>2</sup>;
- (b) 'flight crew member' has the same meaning as in Article 2 of SERA; and
- (c) 'pilot in command', 'HEMS crew members', 'HEMS flight' and 'medical passenger' have the same meanings as in Annex 1 of the Air Operations Regulation.

5. This permission has effect from **01 August 2021** until it is revoked.

Signed:

Date: 1 August 2021



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<sup>2</sup> SI 2015 No 870 as amended by SI 2016 No 155, SI 2016 No 765 and SI 2020 No 1280