

110TH CONGRESS  
1ST SESSION

# H. R. 3939

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

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IN THE HOUSE OF REPRESENTATIVES

OCTOBER 23, 2007

Mr. DOOLITTLE (for himself and Mr. SALAZAR) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## 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. INCREASING SAFETY FOR CREW AND PAS-**  
4 **SENGERS ON AN AIRCRAFT PROVIDING**  
5 **EMERGENCY MEDICAL SERVICES.**

6 (a) COMPLIANCE REGULATIONS.—Not later than 18  
7 months after the date of enactment of this Act, a pilot  
8 of an aircraft providing emergency medical services shall  
9 comply with the regulations in part 135 of title 14, Code  
10 of Federal Regulations, whenever there is a medical crew

1 on board, without regard to whether there are patients on  
2 board the aircraft, unless the pilot and aircraft are oper-  
3 ating under instrument flight rules, in which case the duty  
4 and rest time regulations in part 135 of title 14 of the  
5 Federal Code of Regulations shall apply.

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

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

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

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

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

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

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

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

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

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