



Miscellaneous

No: 1528

UK Regulation (EU) No. 923/2012

Publication date: 21 February 2022

General Exemption E5649

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

**Background**

- 1) This Exemption is issued to allow alleviation from the specified requirements of SERA for Helicopter Emergency Medical Service flights.

**Interpretation**

- 2) In this Exemption, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as “UK Regulation (EU) year/number” or “UK Regulation (EU) No. number/year”.
- 3) “(UK) SERA” means the Annex to UK Regulation (EU) No. 923/2012, the ‘(UK) Standardised European Rules of the Air (SERA)’, and references to SERA followed by a number mean the corresponding provision within SERA.
- 4) In this Exemption:
  - a) ‘authorised person’ has the same meaning as in Schedule 1 of the Air Navigation Order 2016.
  - 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 UK Regulation (EU) No. 965/2012 (‘the Air Operations Regulation’).

**Exemption**

- 5) The Civil Aviation Authority (CAA), pursuant to Article 4 of UK Regulation (EU) No. 923/2012 (‘the Standardised European Rules of the Air’ (SERA)), 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 the Air Operations Regulation from the requirements of SERA specified in paragraph 6 and subject to the conditions in paragraph 7.
- 6) The specified requirements of SERA in paragraph 5 are:
  - a) SERA.3105 (Minimum heights);

- b) SERA.5001, Table S5-1, 5 km [7] (VMC visibility class G airspace - At and below 900 m (3000 ft) AMSL, or 300 m (1000 ft) above terrain, whichever is the higher);
  - 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).
- 7) 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 6 to the extent necessary to achieve the purpose of the flight;
  - b) the helicopter shall be operated in accordance with Part-SPA.HEMS and the approval granted by the 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 7(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;
  - h) subject to paragraph 7(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 7(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).
- 8) This Exemption supersedes ORS4 No. 1445 which is revoked.

**Date in Force**

- 9) This Exemption has effect from the date it is signed and remains in force until it is revoked.

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for the Civil Aviation Authority

21 February 2022