



EASA

European Aviation Safety Agency

Air Medical Services

Stretcher/ Ambulance Conversions/ Medical Evacuation

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Issue 1

STC WORKSHOP
May 17th/18th 2017

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TE.GEN.00409-001



In the 2016 STC Workshop EASA delivered a presentation to provide guidance on the following types of installations:

- Quick installation stretchers
- Intensive care units
- Air Ambulance Installations
- Medical Evacuation Configurations



Quick installation stretchers



- Quick installation stretchers provide flexibility to airlines that intend to transport patients on scheduled flights.
- They are installed above existing seats, typically 3 seat rows are affected by the installation.
- To provide a minimum of privacy the patient can be separated the main cabin by a curtain.
- An attendant can be seated next to the stretcher.



Intensive care units



- Seats must be removed from the cabin in order to allow installation of the intensive care unit.
- Installation in a separate cabin part or ambulance aircraft (more privacy is needed).
- An intensive care unit is considered as a stretcher (mounted on a monument) and therefore only 25.561 is applicable. Usually such units are equipped with medical oxygen systems containing larger amounts of oxygen. The medical oxygen system should be certified as part of the intensive care unit / aircraft.



Air Ambulance Installations



- Air Ambulance Installations are developed to provide Emergency Medical Services (EMS), typically on helicopters and on smaller fixed-wing aircraft (Learjet, Do328).
- An Air Ambulance cabin configurations may consist in a more or less complex combination of intensive care units, quick mounting stretchers, medical oxygen systems, medical equipment and, of course, passenger seats and other interior components .



Medical Evacuation Configurations



- The conversion of a large aeroplane from a standard airline layout into a configuration to be used in case of Medical Evacuation (Medevac) foresees the installation of a significant number of stretchers.
- EASA has published Special Conditions to address critical design features of [Medevac configurations](#).



Development of a new policy for Large Aeroplanes

- EASA is intentioned to develop a single policy that could apply to all mode of transportation of passengers in recumbent position, from quick stretcher installation in airline configurations to Medevac configurations.
- The new policy will consist in a revision of the Special Conditions issued by EASA to address critical design features of Medevac configurations. A draft is already available and will be published on the EASA website in June 2017.
- EASA would appreciate to receive comments from the Industry to the development of the new policy.



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Any Questions?

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