

unit. But while making the decision to divert, the amount of fuel requirement should be taken care of.

20.7. An aircraft shall hold in flight as required by the traffic situation and weather conditions for the purpose of establishing separation or absorbing delays. Holding will be accomplished in accordance with approved procedure, if such procedure is available. In case of no approved procedure, holding will be made in a manner specified by ATC.

21. Mercy and/or Rescue Flights

21.1. When an urgent medical, relief or evacuation flight, undertaken to save persons from grave or imminent danger, seems likely to involve irregular operation, it shall be declared as a Mercy and/or a Rescue Flight.

21.2. A flight shall not be declared a mercy flight when it can comply with the applicable rules and regulation. However, special considerations or priority will be granted by ATC if necessary.

21.3. The pilot-in-command is solely responsible for the final decision as to whether to declare a mercy flight or continue as a normal flight. In assessing the justification of the risks involved in a mercy flight, he shall consider carefully those of the following factors as may apply:

Note.— The terms Mercy and Rescue are used synonymously and should not be confused with search and rescue operations.

- a) the availability of alternative transport or alternative medical aid;
- b) the weather conditions enroute and at the landing place(s). If they are adverse, he shall consider other routes and terminals where equal medical facilities are available;
- c) the distance from which it should be possible to see the landing place (s).
- d) the air distance and type of terrain involved;
- e) the navigation facilities including land-marks etc-;
- f) the availability of suitable alternate aerodrome;
- g) the asymmetric performance of his aircraft plus his experience;
- h) the effect on the person requiring assistance (as advised by a competent authority) if the flight is delayed until improved operation conditions exist;
 - i) whether the flight is to be made to the nearest or most suitable hospital;
 - ii) the competence of the authority requesting the mercy flight. (For example, in the case of an urgent medical flight, a doctor would be the competent authority).

21.4. When a pilot-in-command decides that a mercy flight can be successfully carried out, he shall;

- a) give flight notification identifying the type of operation as "MERCY FLIGHT". This notification shall include the reason for the mercy flight and reference to any regulation which will not be complied with;
- b) specify reporting points or times when contact can be made;