

HEMS

RMT.0325/326



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MOUNTAIN HEMS

Including rescue / mountain
rescue and performance



VOTED 15 Feb
2023

Safety at public
interest sites



Safety of
emergency flights
in a degraded
visual
environment

MAJOR SAFETY IMPROVEMENTS

- Approved public interest sites : No new sites + No permanent & excessive worsening of obstacles at current sites.
- Extended scope of HEMS : HEMS rules & mitigations extended to all emergency (including non-medical) flights.
- NVIS at night
- Moving maps (pending HTAWS RMT)
- Aircraft tracking
- Operator risk assessment and commander's risk assessment.

MAJOR SAFETY IMPROVEMENTS

- Crew composition & crew concept
- TCM fitness, training
- AP/SAS for single-pilot night HEMS
- TCM seating: no more seating in the cabin due to stretcher deployment
- Pilot night experience
- Pilot training

OPERATIONAL FLEXIBILITY

- Enabling HEMS IFR operations *
- High altitude : Oxygen * & Performance rules that work
- Introduction of single-engines in HEMS
 - For operations previously not in the scope of HEMS
 - At very high altitudes when cat A helicopters are not available
- Flexibility for Hoist and cargo sling operations in HEMS
- HEMS operating site dimensions **
- Usage of NVGs of different makes & models * / **

* *With positive safety implication*

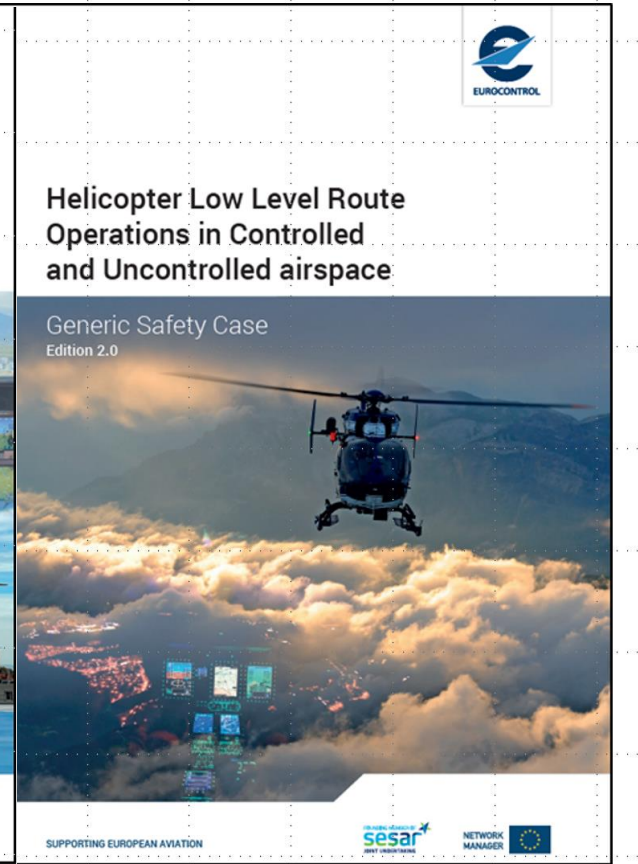
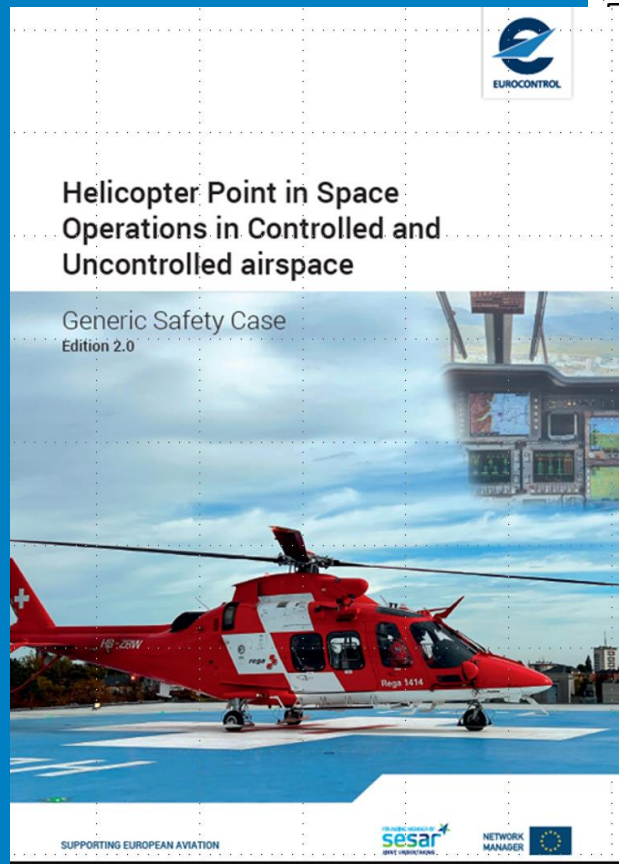
** *introducing performance-based regulations*

TIMELINES

HEMS TIMELINES

- **THE HEMS OPINION 08-2022**: Voted at the EASA CMT on 15 Feb 2023
- Publication of amended rules → approx. April 2023
- HEMS Decision AMC/GM Q3 → approx. May - Sept 2023
- **Application → 1 year after publication = approx. Apr 2024**
- **Except:**
 - NVIS at night ; weather station at HEMS base at night → approx. Apr 2026
 - Auto Pilots / SAS → approx. Apr 2028
 - crew composition for non-medical rescue → approx. Apr 2026
 - Performance for non-medical rescue → approx. Apr 2028

HELICOPTER IFR PinS and LLR



WHY HELICOPTER IFR ?

→ Epidemic of VFR / IMC accidents in all helicopter operations

→ CAT

→ HEMS

→ NCC

→ NCO

→ SPO



TODAY'S HELICOPTERS

- IFR certified helicopters are becoming widely available
- RNP 0.3 capability is available
- RNP AR capability is being demonstrated

- RNP1 or 0.3 en-route can lower the MSA dramatically to avoid icing.

HELICOPTER PinS / LLR

- PANS OPS enables service providers to design helicopter routes, approaches and departures
 - IFR to an aerodrome or Instrument FATO ? YES.
 - IFR to a FATO → **YES**. With PinS approach & Departure.
 - IFR to an Operating site ? → **YES**. PinS with 'proceed VFR'

ONSHORE IFR IN THE AIR OPS REGULATION (oct 22)

→ Fuel requirements for IFR

→ From 'greater than maxi fuel' to '**comparable to VFR fuel**'

→ IFR minima

→ From 'no lower than VFR minima' to '**real helicopter IFR minima**'

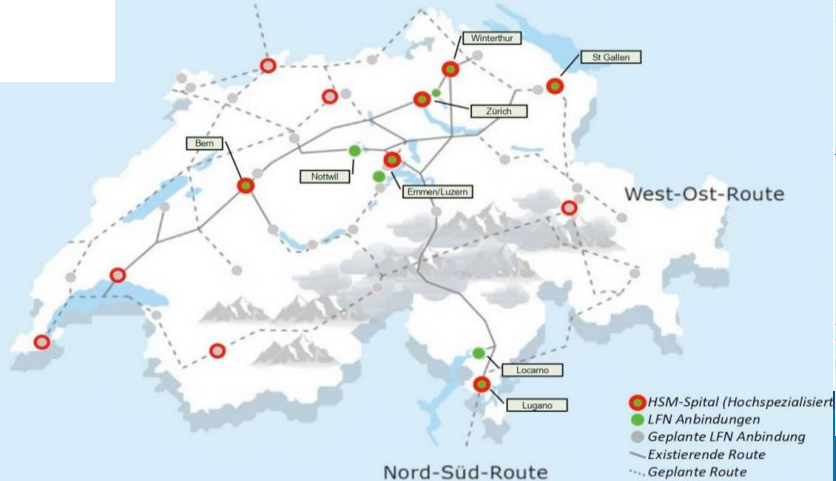
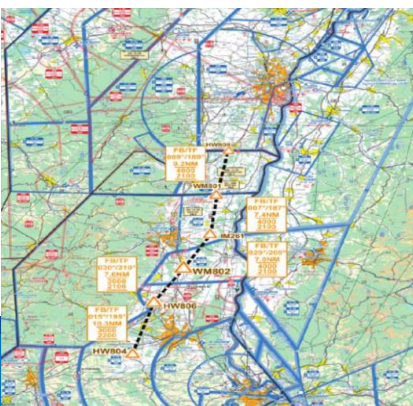
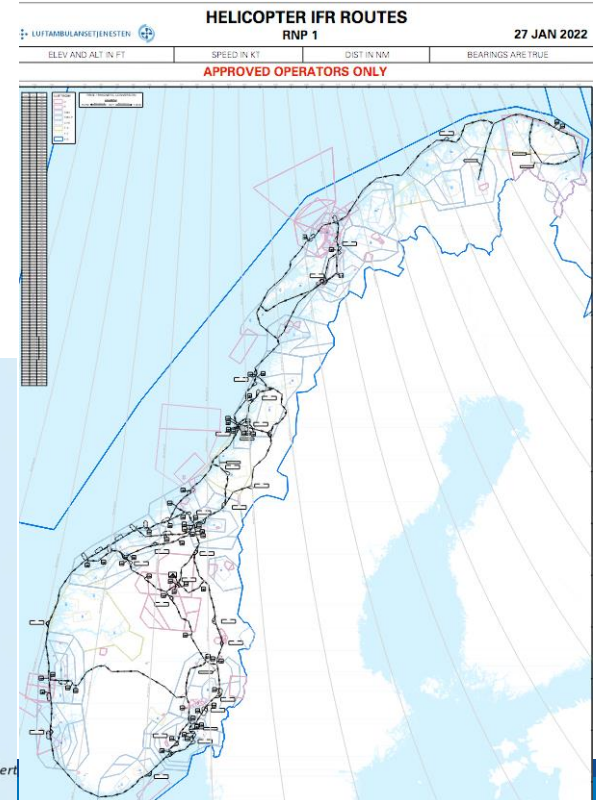
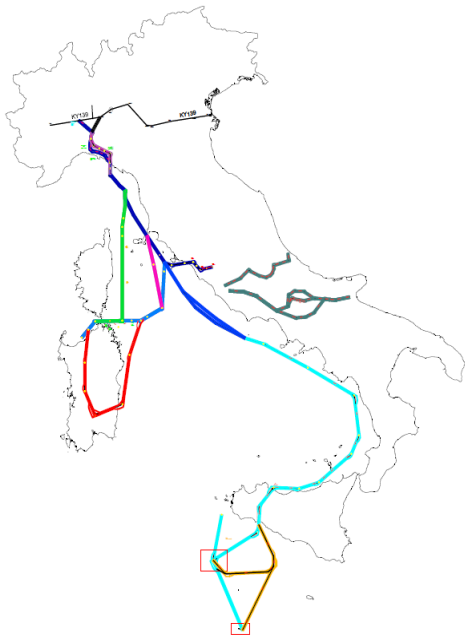
→ Helicopter PinS approaches

→ From 'impossible to use' to '**ready for operations**'

→ Crew training for IFR :

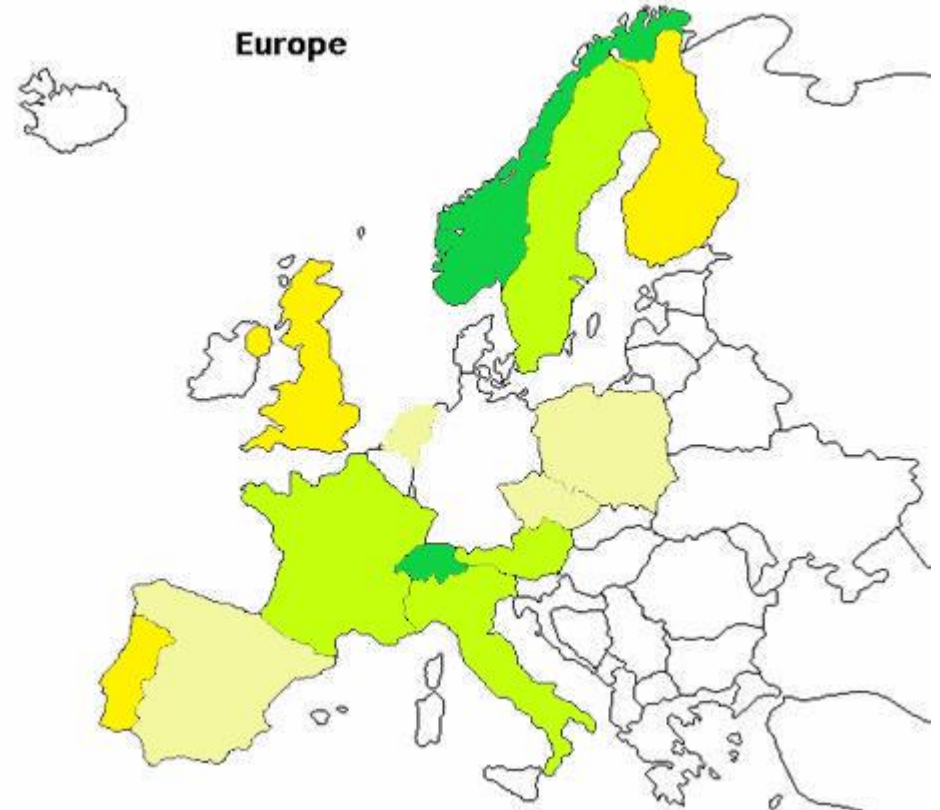
→ From 'excessively expensive' to '**accessible**'

Multiple LLR - PINS networks across Europe



PinS and LLR density in Europe

- High density
- Lower density + momentum
- Pins/LLR design well under way
- In development



IMPACT ON HEMS OPERATIONS

- IMPROVED SAFETY & RELIABILITY
 - Inter-hospital flight
 - IFR option to return to base / to main hospital
- BUT ALSO
 - Mountain HEMS
 - HEMS to / from isolated islands
 - And so many other cases
- EVEN WITH LOW DENSITY PinS/LLR network

FLY SAFE WITH NEW HEMS REGULATIONS

AND WHY NOT IFR CAPABILITY !

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 