Air OPS update
PCDS, Mountain Rescue under HEMS
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ICAR 2019, Zakopane

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→ Air OPS Rules have been amended on 4 September

→ Simple PCDS no longer require airworthiness approvals
  → Simple design, non-rigid, used for no more than 2 external persons
  → Designed to an EN standard under an EU regulation/ directive: Machinery / Personal Protection Equipment

→ Mountain harnesses, rescue triangles... qualify as simple PCDS
→ AMCs and GM to the Air OPS Rules to be amended

→ In line with the new rules
→ In line with existing certification memorandum CM-CS-005 and AMCs to CS-27/29
→ Will clarify that PCDS that have been marketed prior to 2019 under (former) PPE directive DO qualify under the new PPE regulation, as part of the transition measures
HEMS regulations

Air rescue is regulated:
- Under EU regulation: HEMS
- Under national regulation: if the Member State considers this is a State or similar service

Mountain rescue is regulated:
- Only under national regulations
- Under HEMS according to Member States with no national rules

Can HEMS be adapted to mountain rescue?
HEMS regulations

→ **NPA (proposed amendment) 2018-04**

→ Proposes to amend HEMS regulations, including issues relevant to mountain rescue:

- Use of oxygen at high altitudes
- Use of helicopter hoist
- Use of cargo sling
- Helicopter performance at high altitude

→ **EASA Opinion Q3/2021, amended rule Q3/2022**
NPA 2018-04: Proposed changes for Mountain HEMS - Oxygen
NPA 2018-04: Proposed changes for Mountain HEMS - Oxygen

→ HEMS flights at high altitudes with no oxygen
  → Up to 16 000 ft and no more than 30 minutes above 10 000 ft (flight time + time spent on ground)
  → Many conditions apply including hypoxia training for the pilot

→ HEMS flights with oxygen
  → Aligns rules for large helicopters with rules for small helicopters
  → Use of a ‘aviation certified’ oxygen bottle
  → Use of an ‘aviation certified’ dispenser (nasal cannula...)
NPA 2018-04: Proposed changes for Mountain HEMS with helicopter hoist - HHO
NPA 2018-04: Proposed changes for Mountain HEMS with helicopter hoist - HHO

→ HEMS Technical Crew Member (TCM) seating
  → Under certain conditions, HEMS TCM and Hoist TCM could be the same person, seating at the back
  → Crew composition to be the pilot’s decision based on operational conditions

→ Many comments received
  → Polarised
  → Many in favour
  → Many wishing the HEMS TCM to be always seated at the front seat at night, in marginal conditions, ...
NPA 2018-04: Proposed changes for Mountain HEMS with Cargo Sling
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- HEMS HEC: new piece of regulation allowing HEMS with the cargo sling
  - The HEMS TCM could also be the HEC TCM
  - Single pilot – no TCM on board during cargo sling operations
- Many comments received.
  - Polarised
  - Many in favour
  - Many requesting changes in the HEC TCM training programmes
NPA 2018-04: Proposed changes for Mountain HEMS – Helicopter performance
NPA 2018-04: Proposed changes for Mountain HEMS – Helicopter performance

→ Allows performance class 3 above 10 000 ft
  → With Category A (twin engine) helicopters only

→ Many comments received
  → Very polarised and emotional
  → Many in favour of twin engine helicopters
  → Many in favour of single engine helicopters
  → No clear way forward
Questions?

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