

Air OPS update PCDS, Mountain Rescue under HEMS

Prepared by Eric Bennett, EASA Senior Expert - Air Operations

ICAR 2019, Zakopane

Fabrice Legay
Section Manager - Medium & Light Rotorcraft

Your safety is our mission.

PCDS

- [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



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 OR**
- **Under national regulation: if the Member State considers this is a State or similar service**

BOTH OPTIONS WILL
REMAIN AVAILABLE

→ **Mountain rescue** is regulated

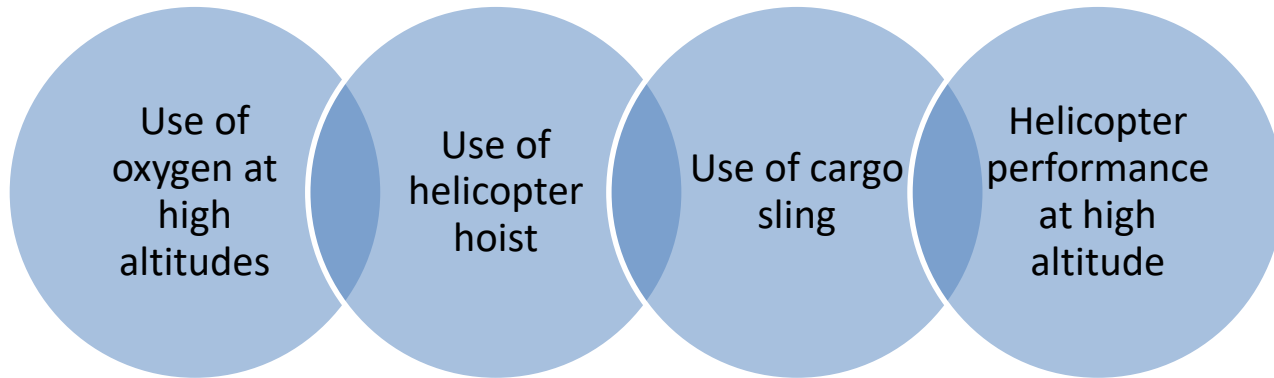
- **Only under national regulations**
- **Under HEMS according to Member States with no national rules**

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:



→ 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, ...

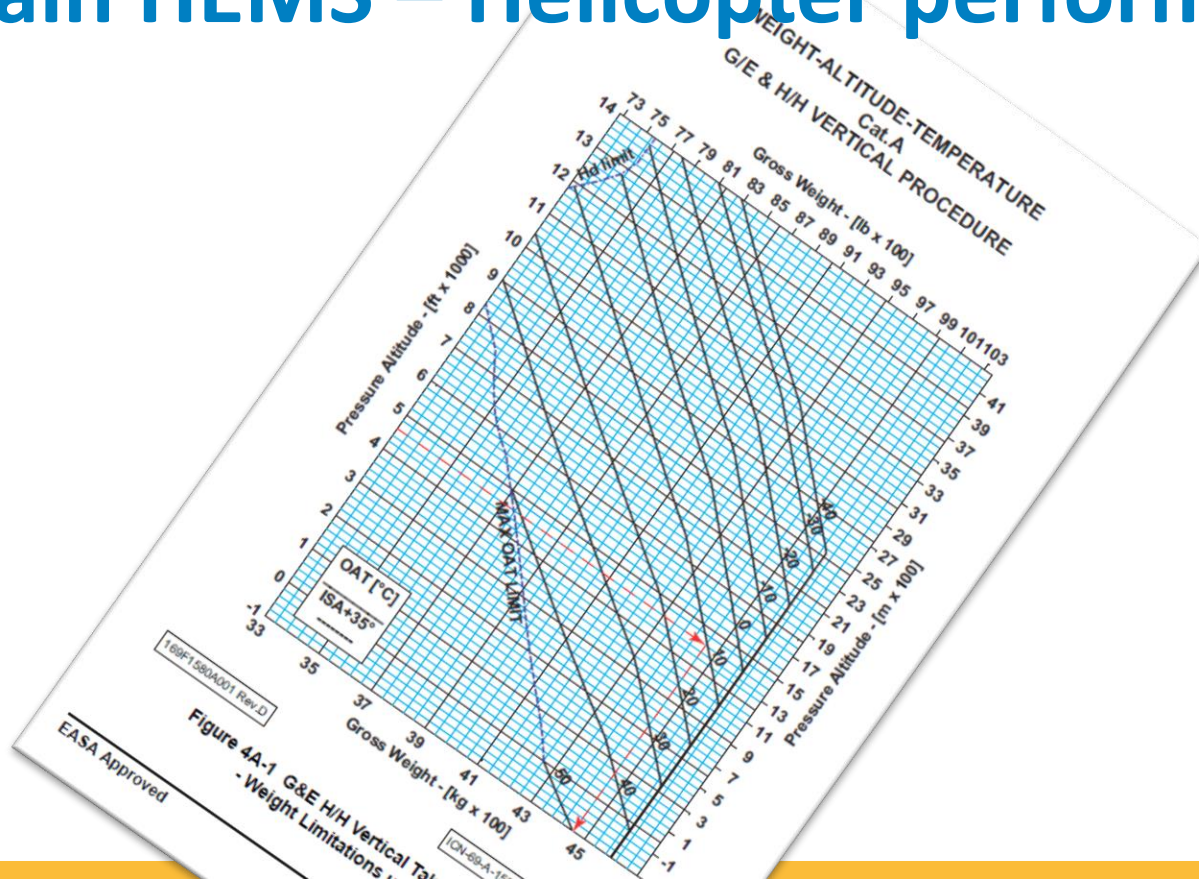
NPA 2018-04: Proposed changes for Mountain HEMS with Cargo Sling



NPA 2018-04: Proposed changes for Mountain HEMS with Cargo Sling

- 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?

fabrice.legay@easa.europa.eu

eric.bennett@easa.europa.eu

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 