

Thank you for your letter and questions addressed to Rulemaking Directorate of EASA.
Let me give the answers to your questions:

- 1) The HEMS Technical Crew Member may be designated among the hospital staff as long as those staff are fulfilling all requirements pursuant EC Regulation 965/2012 before they are appointed to duties of HEMS technical crew member within operator certified for commercial air transport and under HEMS approval.
- 2) In accordance with Part ORO Subpart TC – Technical Crew in HEMS, HHO or NVIS operations, requirements for the training (initial, conversion, differences, familiarization, recurrent and refresher) for HEMS technical crew and SPA.HEMS.130 –Crew requirements, HEMS Technical Crew Member shall receive any training as prescribed and recurrent training shall be done within every 12-month period. The elements are given by AMC and GM to Part-ORO Subpart TC which also includes some elements of CRM from Part ORO Subpart FC – Flight Crew. For distinguish between “HEMS Technical Crew Member” and “Medical Passenger” please check Annex I – definitions, and it is actually based on the different roles related to safety of the flight: if the person engaged in HEMS operations has any role and responsibility related to the safety during flight and ground operations (assisting pilot or other safety related duties) then it is “HEMS technical crew member” and if the only medical roles are conducted then it is “medical passenger”.

- 3) I'll remind you on definition of “HEMS flight” which is defined as “flight by a helicopter operating under a HEMS approval, the purpose of which is to facilitate emergency medical assistance, where immediate and rapid transportation is essential, by carrying:
 - (a) medical personnel;
 - (b) medical supplies (equipment, blood, organs, drugs); or
 - (c) ill or injured persons and other persons directly involved.

Furthermore, the clarification of “primary” and “secondary” missions terms might be necessary. If we assume that “primary” missions correspond with definition of “HEMS flight” then “secondary” missions will correspond with definition of air ambulance, in accordance with HEMS philosophy explained with GM1 SPA.HEMS.100(a) Helicopter emergency medical service (HEMS) operations under (d) where it is explained that “In regulatory terms, air ambulance is considered to be a normal transport task where the risk is no higher than for operations to the full OPS.CAT and Part-ORO compliance.”. Consequently, it allows you to apply less restrictive (crew) requirements for the “secondary” missions than for the “primary” - HEMS flights.

- 1) For the “primaries” – HEMS flights – all possible variations which allow reduction to only one pilot are placed within SPA.HEMS.130 Crew requirements under (e)(1) for day flights which stipulate conditions when HEMS technical crew member will not be on board or not occupying the front seat. Otherwise, the minimum crew by the day shall be one pilot and one HEMS technical crew member in front seat.

The minimum crew for the night HEMS flights shall be two pilot or one pilot and one HEMS technical crew member but only in specific geographical areas defined by the operator in OM taking into account certain elements prescribed by SPA.HEMS.130 (e)(2)(ii)(A-I). The applicable requirements do not allow alleviations to reduce the minimum number of crew as it is given for the day flights.

- 2) For the "secondary" missions – air ambulance – or "normal" Commercial Air Transport, the minimum crew requirements by day and night applies ORO.FC.200 (d)(1) and (2) depending on the helicopter's MOPSC and for those helicopters with less than 9 MOPSC (maximum operational passenger seating configuration), single-pilot operations may be allowed if conditions prescribed within ORO.FC.202 are fulfilled. Furthermore, all "secondary" – air ambulance - missions which are planned to use GNSS procedure ("point in space") shall be approved in accordance with relevant requirements of the national aviation authority, but also using provisions related to the minimum number of crew member depending of the MOPSC capacity, as it was given above, and to the type certificate data sheet with relevance to the IFR operating conditions.
- 4) Finally, your last question was addressed to the possible change of the requirements applicable to the single-pilot operations of helicopter in IMC and the Agency do not have such task in its Rulemaking programme 2013-2016.

I hope this clarify your questions. Please do not hesitate to contact me if you need further information about this answer.

Sincerely yours,

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