

EHAC

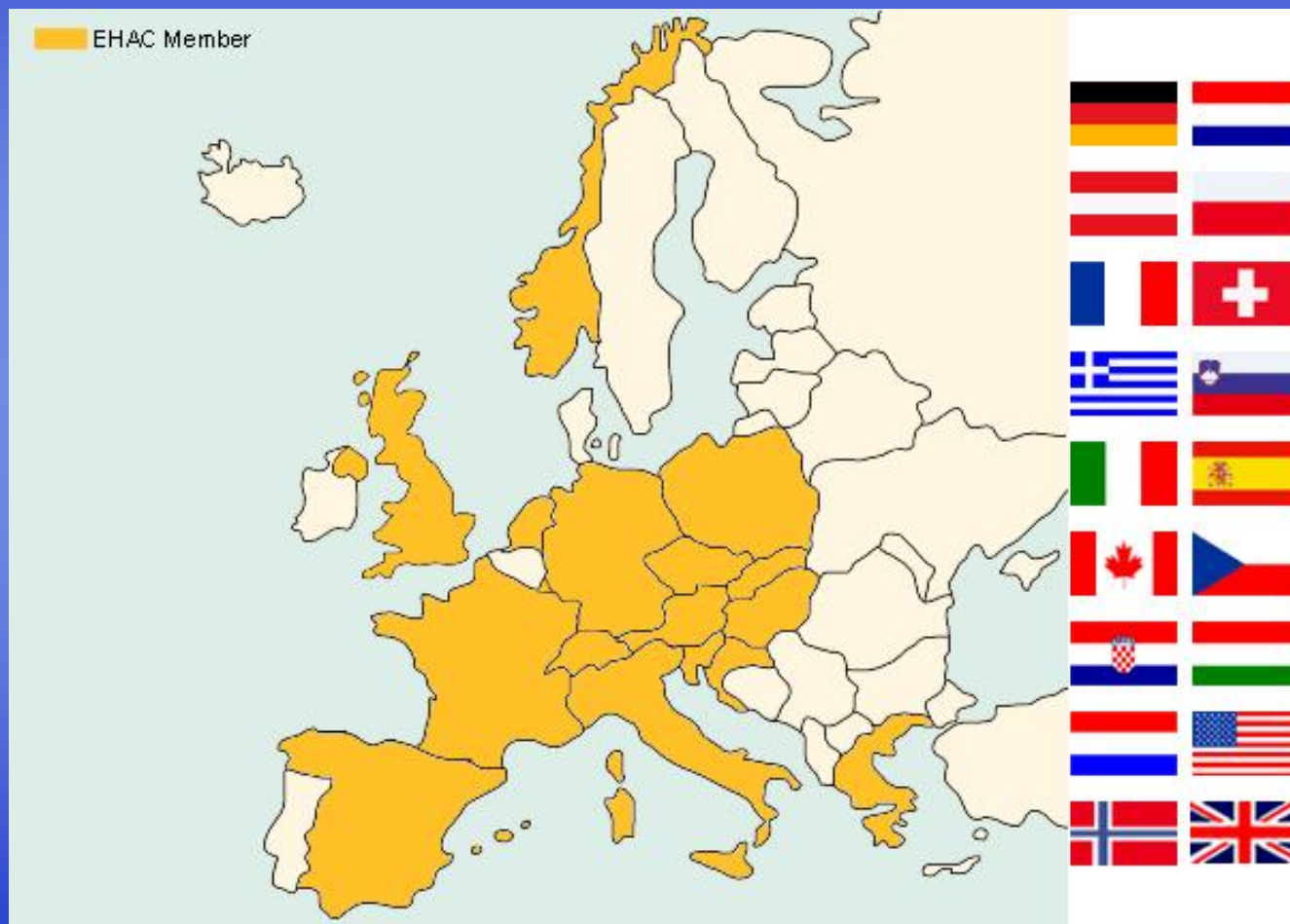
European HEMS & Air Ambulance Committee e.V.

Juergen Zoller

Juergen Zoller
EHAC Maintenance Chairman



EHAC in Europe



Juergen Zoller
EHAC Maintenance Chairman



EHAC Projects

▶ EHAC-Principles

- ▶ Establishment of recommendations for standardised European Quality Standards
- ▶ For HEMS & Air Ambulance

▶ AIRMED 2008

- ▶ Professional Advisorship & Organisation

▶ Contact to Authorities and Manufacturers

- ▶ Acting on EASA NPA's
- ▶ Technical Exchange Meetings

EHAC-Principles

- ▶ Enhancement of medical & organisational quality
- ▶ Development of algorithms for decision making and identification of resources
- ▶ Reference for HEMS Operators
- ▶ Assistance to political developments and decision making
- ▶ Guidelines for the establishment and re-organisation of Air Rescue Systems
- ▶ Standard of comparison for Air Rescue Systems

EHAC Maintenance Group

Technical Objectives

- ▶ Improve Safety / Reduction of Bureaucracy
- ▶ EASA Standardisation in Europe versus national Regulations
- ▶ Technical Information Exchange between HEMS Operators throughout Europe and EASA
- ▶ Improvement of Repairs and Modifications procedures
- ▶ MMEL for HEMS Operations

Bureaucracy, its affects on personal responsibility and safety

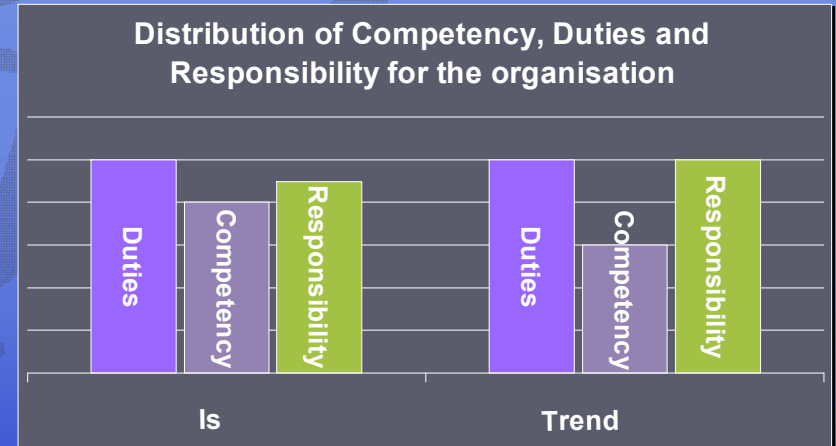
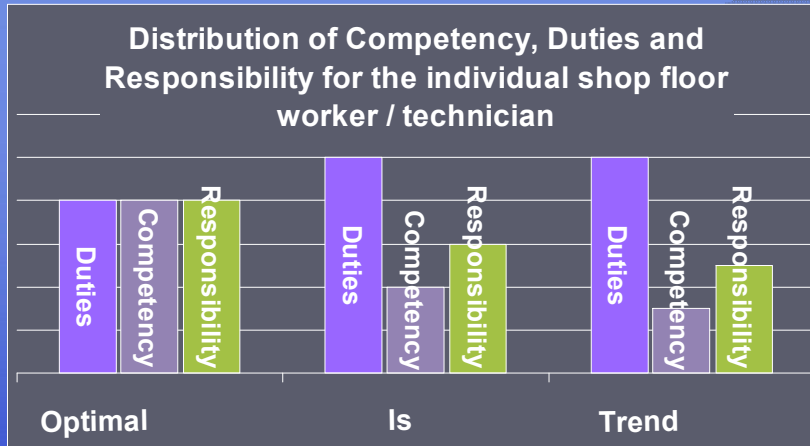
A view of HEMS operators and maintenance organisations

Bureaucracy, its affects on personal responsibility and safety; a view of HEMS operators and maintenance organisations

- ▶ **Growing delegation of competency for decision making from individuals on the shop floor to the company's organisation leads to complacency in human behaviour and anonymisation of responsibility.**
- ▶ **To cope with this growing responsibility of the company management, bureaucracy is growing strongly with the result of even more heteronomy of shop floor workers.**

Bureaucracy, its affects on personal responsibility and safety; a view of HEMS operators and maintenance organisations

Coping with Risk Factor ,Duties, Competency for decision making and Responsibility in the technical area`



Bureaucracy, its affects on personal responsibility and safety; a view of HEMS operators and maintenance organisations

Examples of growing Bureaucracy:

- ▶ **For many small and medium helicopters and airplanes structural repair manuals are none existent.
The previously nationally accepted standard AC43.13-1A/2B are no longer approved procedures.**
- ▶ **Therefore, even for routine repairs a EASA PART 21 Design Organisation must be involved with enormous bureaucratic effort and costs (in Germany this takes 2 to 4 years (even if restricted to minor) to receive a DAO Certificate)**

Bureaucracy, its affects on personal responsibility and safety; a view of HEMS operators and maintenance organisations

- ▶ **Even if regulations can be enforced within the organisation, risk management is always very busy to either prevent unapproved minor repairs.**
- ▶ **Just one sample of safety risk due to inappropriate regulations: --- Cracked stringer on a EC 135: ---**
 - **Routine repair procedure would be to stop-drill the crack and to install a doubler, but ECD has not issued a standard repair procedure manual for the EC135.**
 - **Mechanic must now involve Part 21 organisation to receive an approved repair procedure.**

- **What's now the mechanic's real life choices.**
- **1. Comply with regulations, meaning grounding the aircraft and wait for Part 21 repair procedure (while air rescue operations are stopped)**
- **2. Just repair the damage and do not document the repair**
- **3. Ignore the crack and hope that it will hold until the next inspection**
- **Most likely #2 or #3 will be chosen**
- Unapproved behaviour and/or reluctance / heteronomy is growing due to the timely and bureaucratic procedures.**

This is a major safety concern, which results directly form inappropriate adaptation of well meant regulations.

- ▶ **We ask EASA to ensure that appropriately qualified staff (certifying staff) is receiving enough competency to carry out routine minor repairs / modifications - without Part 21 involvement.**
- ▶ **In addition, an EASA Standard praxis manual should be issued for minor repairs/modifications (such as the AC43.13-1A/2B)**
(to be used when no appropriate manufacturers manual is available)

Bureaucracy, its affects on personal responsibility and safety; a view of HEMS operators and maintenance organisations

Only bringing back the competency and decision making for routine maintenance / minor repair/modifications to the shop floor will ensure that safety can be ensured in real life

This is true especially in HEMS operations.

HEMS operations are normally remote operations with line maintenance actions performed at night at remote locations.

EASA should ensure for future rulemaking that personal real life behaviour is taken into consideration.

Persons performing the work on the aircraft must be able to carry out their routine duties without bureaucratic involvement of third parties.

Thank you for your interest

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Juergen Zoller
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