



EASA

European Aviation Safety Agency

Update on FTL for (H)EMS

Rulemaking task RMT.0346/0492

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Outline



- Legal basis and (H)EMS specificity
- Rulemaking group work progress since Mai 2012
- Changes to the RMT time schedule
- Rulemaking group work progress in 2014
- Work plan for 2015
- Some tools to succeed...



Legal basis and (H)EMS specificity

- **The legal basis** to develop FTL for EMS operations is set in **Article 22** of Regulation (EC) No 216/2008.
- The main principles applicable to all operations (no figures) are set in the **Implementing Rules (IRs) specified in Commission Regulation (EU) No 83/2014** and include:
 - definitions
 - operators' responsibilities
 - records and FRM
 - what limitations must be specified and how for which type of operations.
- **Figures and details** are proposed as Certifications Specifications (CS) with a view to:
 - adapt to the specific constraints of different types of operations,
 - allow more flexibility, and
 - facilitate easier update.



Legal basis and (H)EMS specificity

➤ **‘Patient safety as the purpose of the flight’:**

EASA, fully aware of this unique specificity of EMS operations compared to other CAT operations, decided that a separate rulemaking task will be fully dedicated to EMS to ensure that this unique specificity could be properly discussed and addressed.

➤ **‘From very diverse national rules to harmonised EASA rules’:**

- The second specificity to be aware of in the case of HEMS, compared to EMS operations by aeroplanes (AEMS), is that national FTL rules still apply to HEMS operations as EU-OPS Subpart Q is only applicable to AEMS.
- As a result,
 - harmonisation of FTL rules is significantly more complex, and its impact potentially more important, and
 - transition measures for HEMS will need to be carefully considered.



Rulemaking group work progress since Mai 2012

- **8 Rulemaking group meetings** took place between May 2012 (kick-off meeting) and Septembre 2013.
- At the time, HEMS operators were not in a position to provide data.
- **The only data** that could be referred to were those provided in the reports of the consultant DNV/Circadian under a contract commissioned by EASA.
- **Rulemaking group discussions** resulted in:
 - draft RIA options, and
 - a first set of draft IRs/CSs proposals that was circulated to the group members for comments in November and December of 2013.



Changes to the RMT time schedule

- **In December 2013**, the publication of the revised Rulemaking programme (RMP) resulted in the slowing down of EASA rulemaking activity and the postponement to 2016 of the publication of the Opinion on FTL for EMS, hence of the related NPA to 2015.
- **In January 2014**, HEMS operators organised a meeting with EASA:
 - to further explain their concerns regarding the first IRs/CSs draft proposals circulated by EASA in November/December 2013; and
 - to be given more time to collate additional data (still on-going) with a view to update the draft RIA and to review accordingly, where considered relevant, the related IRs/CSs draft proposals.
- HEMS operators also confirmed their intention to conduct a **scientific study**. However, the precise scope and delivery date of results are not yet confirmed.



Rulemaking group work progress in 2014

As a result of these changes,

- **One additional 9th meeting** has taken place in September:
 - to discuss the additional data provided during the summer by HEMS operators,
 - to review the various comments sent by the group members regarding the first set of draft IRs/CSs proposals , and
 - to decide on the way forward regarding the update of the RIA and of the draft Irs/CSs proposals that may result from the additional data provided.
- **One (10th) meeting dedicated to HEMS only** has taken place on 2 December with a view:
 - to discuss in more details the specificities of this type of operations, and
 - to further consider its particular constraints based on new alternative proposals presented by group members at the previous meeting.
- **Election of a new Chair** due to the resignation of the former Chair.



Work plan for 2015

- **The rulemaking group continues its work and will meet again in 2015:**
 - to consider the changes to the draft RIA options that may result from the additional data being currently provided by HEMS operators to EASA,
 - to discuss the second set of draft IRs/CSs proposals that will have been amended/updated accordingly, where considered justified, and circulated to the group members for comments, and
 - to complete a final overall review and consistency check of the full package, RIA and text proposals, to be published as the NPA, most probably in November 2015.

Some 'tools' to succeed ...

- ❖ The more active contribution of HEMS operators in providing data,
 - ❖ Additional time to improve the RIA and the draft IRs/CSs proposals,
 - ❖ A better understanding of HEMS specificities and of the importance of ORO.GEN.200 SMS principles to manage crew fatigue,
- ➔ ... should allow to succeed **in developing a common FTL framework for HEMS that provides the best possible balance between crew alertness and performance, flight and patient safety, specific operational needs and adequate fatigue risk management.**

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