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| **Operator name**:  | **IT.AOC.**  | **A/C type:**  | **Location:**  |
| **Implementing Rule reference: Annex V Part-SPA Subpart J****(EU) 965/2012 as amended** | Y: ApplicableN: not applicable |  |
| **Requirements reference** | **Subject**  | Y | N | **Operator’s Documentation Reference** |
| 1. **Helicopter emergency medical service (HEMS) operations - *SPA.HEMS.100***
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| (a) | *Helicopters shall only be operated for the purpose of HEMS operations if the operator has been**approved by the competent authority.* |  |  |  |
| (b) | *To obtain such approval by the competent authority, the operator shall:**(1) operate in CAT and hold a CAT AOC in accordance with Annex III (Part-ORO);**(2) demonstrate to the competent authority compliance with the requirements contained in**this Subpart.* |  |  |  |
| 1. **Equipment requirements for HEMS operations - *SPA.HEMS.110***
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|  | *The installation of all helicopter dedicated medical equipment and any subsequent modifications and, where appropriate, its operation shall be approved in accordance with Regulation (EU) No 748/2012.* |  |  |  |
| 1. **- Comunication - *SPA.HEMS.115***
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|  | *In addition to that required by CAT.IDE.H, helicopters conducting HEMS flights shall have communication equipment capable of conducting two-way communication with the organisation for which the HEMS is being conducted and, where possible, to communicate with ground emergency service personnel.* |  |  |  |
| 1. **Operating minima - *SPA.HEMS.120***
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| (a) | *HEMS flights operated in performance class 1 and 2 shall comply with the weather minima in Table 1 for dispatch and en-route phase of the HEMS flight. In the event that during the en-route phase the weather conditions fall below the cloud base or visibility minima shown, helicopters certified for flights only under VMC shall abandon the flight or return to base. Helicopters equipped and certified for instrument meteorological conditions (IMC) operations may abandon the flight, return to base or convert in all respects to a flight conducted under instrument flight rules (IFR), provided the flight crew are suitably qualified.* ***See table 1*** |  |  |  |
| (b) | *The weather minima for the dispatch and en-route phase of a HEMS flight operated in performance class 3 shall be a cloud ceiling of 600 ft and a visibility of 1500 m. Visibility may be reduced to 800 m for short periods when in sight of land if the helicopter is manoeuvred at a speed that will give adequate opportunity to observe any obstacle and avoid a collision.* |  |  |  |
| 1. **Performance requirements for HEMS operations - *SPA.HEMS.125***
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| (a) | *Performance class 3 operations shall not be conducted over a hostile environment.* |  |  |  |
| (b) | *Take-off and landing**(1) Helicopters conducting operations to/from a final approach and take-off area (FATO) at a hospital that is located in a congested hostile environment and that is used as a HEMS operating base shall be operated in accordance with performance class 1.**(2) Helicopters conducting operations to/from a FATO at a hospital that is located in a congested hostile environment and that is not a HEMS operating base shall be operated in accordance with performance class 1, except when the operator holds an approval in accordance with CAT.POL.H.225.**(3) Helicopters conducting operations to/from a HEMS operating site located in a hostile environment shall be operated in accordance with performance class 2 and be exempt from the approval required by CAT.POL.H.305(a), provided compliance is shown with CAT.POL.H.305(b)(2) and (b)(3).**(4) The HEMS operating site shall be big enough to provide adequate clearance from all obstructions. For night operations, the site shall be illuminated to enable the site and any obstructions to be identified.* |  |  |  |
| AMC1(b)(4) | *Hems operating site dimensions* |  |  |  |
| 1. **Crew requirements - *SPA.HEMS.130***
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| (a) | *Selection. The operator shall establish criteria for the selection of flight crew members for the HEMS task, taking previous experience into account.* |  |  |  |
| (b) | *Experience. The minimum experience level for the commander conducting HEMS flights shall not be less than:**(1) either:**(i) 1 000 hours as pilot-in-command/commander of aircraft of which 500 hours are as**pilot-in-command/commander on helicopters; or**(ii) 1 000 hours as co-pilot in HEMS operations of which 500 hours are as pilot-incommand**under supervision and 100 hours pilot-in-command/commander of**helicopters;**(2) 500 hours’ operating experience in helicopters, gained in an operational environment similar to the intended operation; and**(3) for pilots engaged in night operations, 20 hours of VMC at night as pilot-incommand/commander.* |  |  |  |
|  | ***Subpart T.C.****: technical crew in hems, hho or nvis operations* |  |  |  |
| AMC1(b)(2) | *Experience* |  |  |  |
| (c) | *Operational training. Successful completion of operational training in accordance with the HEMS procedures contained in the operations manual.* |  |  |  |
| (d) | *Recency. All pilots conducting HEMS operations shall have completed a minimum of 30 minutes’ flight by sole reference to instruments in a helicopter or in an FSTD within the last six months.* |  |  |  |
| AMC1(d) | *Recency* |  |  |  |
| (e) | *Crew composition**(1) Day flight. The minimum crew by day shall be one pilot and one HEMS technical crew member.**(i) This may be reduced to one pilot only when:**(A) at a HEMS operating site the commander is required to fetch additional medical supplies. In such case the HEMS technical crew member may be left to give assistance to ill or injured persons while the commander undertakes this flight;**(B) after arriving at the HEMS operating site, the installation of the stretcher precludes the HEMS technical crew member from occupying the front seat; or**(C) the medical passenger requires the assistance of the HEMS technical crew member in flight.**(ii) In the cases described in (i), the operational minima shall be as defined by the applicable airspace requirements; the HEMS operating minima contained in Table 1 of SPA.HEMS.120 shall not be used.**(iii) Only in the case described in (i)(A) may the commander land at a HEMS operating site without the technical crew member assisting from the front seat.**(2) Night flight. The minimum crew by night shall be:**(i) two pilots; or**(ii) one pilot and one HEMS technical crew member in specific geographical areas defined by the operator in the operations manual taking into account the following:**(A) adequate ground reference;**(B) flight following system for the duration of the HEMS mission;**(C) reliability of weather reporting facilities;**(D) HEMS minimum equipment list;**(E) continuity of a crew concept;**(F) minimum crew qualification, initial and recurrent training;**(G) operating procedures, including crew coordination;**(H) weather minima; and**(I) additional considerations due to specific local conditions.* |  |  |  |
| AMC1(e) | *Hems technical crew member* |  |  |  |
| AMC1(e)(2)(ii)(B) | *Flight following system* |  |  |  |
| (f) | *Crew training and checking**(1) Training and checking shall be conducted in accordance with a detailed syllabus approved by the competent authority and included in the operations manual.**(2) Crew members**(i) Crew training programmes shall: improve knowledge of the HEMS working environment and equipment; improve crew coordination; and include measures to minimise the risks associated with en-route transit in low visibility conditions, selection of HEMS operating sites and approach and departure profiles.**(ii) The measures referred to in (f)(2)(i) shall be assessed during:**(A) VMC day proficiency checks, or VMC night proficiency checks when night**HEMS operations are undertaken by the operator; and**(B) line checks.* |  |  |  |
| AMC1(f)(1) | *Training and checking syllabus* |  |  |  |
| 1. **Crew requirements - *SPA.HEMS.130***
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| AMC1(f)(2)(ii)(B) | *Line checks* |  |  |  |
| 1. **HEMS medical passenger and other personnel briefing - *SPA.HEMS.135***
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| (a) | *Medical passenger. Prior to any HEMS flight, or series of flights, medical passengers shall have been briefed to ensure that they are familiar with the HEMS working environment and equipment, can operate on-board medical and emergency equipment and can take part in normal and emergency entry and exit procedures.* |  |  |  |
| (b) | *Ground emergency service personnel. The operator shall take all reasonable measures to ensure that ground emergency service personnel are familiar with the HEMS working environment and equipment and the risks associated with ground operations at a HEMS operating site.* |  |  |  |
| (c) | *Medical patient. Notwithstanding CAT.OP.MPA.170, a briefing shall only be conducted if the medical condition makes this practicable.* |  |  |  |
| AMC1 (a) |  *Hems medical passenger briefing* |  |  |  |
| AMC1.1 (a) | *Hems medical passenger briefing**another means of complying with the rule as compared to that contained in amc1-spa.hems.135(a) is to make use of a training programme as mentioned in amc1.1 cat.op.mpa.170.* |  |  |  |
| AMC1 (b) |  *Ground emergency service personnel* |  |  |  |
| 1. **Information and documentation - *SPA.HEMS.140***
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| AMC1 |  *Operations manual:**(A) the use of portable equipment on board;**(b) guidance on take-off and landing procedures at previously unsurveyed hems operating sites;**(c) the final reserve fuel, in accordance with spa.hems.150;**(d) operating minima;**(e) recommended routes for regular flights to surveyed sites, including the minimum flight altitude;**(f) guidance for the selection of the hems operating site in case of a flight to an unsurveyed site;**(g) the safety altitude for the area overflown; and**(h) procedures to be followed in case of inadvertent entry into cloud.* |  |  |  |
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| 1. **HEMS operating base facilities *- SPA.HEMS.145***
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|  | *(a) If crew members are required to be on standby with a reaction time of less than 45 minutes, Dedicated suitable accommodation shall be provided close to each operating base.**(b) At each operating base the pilots shall be provided with facilities for obtaining current and Forecast weather information and shall be provided with satisfactory communications with the Appropriate air traffic services (ATS) unit. Adequate facilities shall be available for the planning ofAll tasks.* |  |  |  |
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| 1. **Fuel supply - *SPA.HEMS.150***
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|  | *(a) When the HEMS mission is conducted under VFR within a local and defined geographical area, standard fuel planning can be employed provided the operator establishes final reserve fuel to ensure that, on completion of the mission the fuel remaining is not less than an amount of fuel sufficient for:**(1) 30 minutes of flying time at normal cruising conditions; or**(2) when operating within an area providing continuous and suitable precautionary landing sites, 20 minutes of flying time at normal cruising speed.* |  |  |  |
| 1. **Refuelling with passengers embarking, on board or disembarking - *SPA.HEMS.155***
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|  | *When the commander considers refuelling with passengers on board to be necessary, it can be undertaken either rotors stopped or rotors turning provided the following requirements are met:**(a) door(s) on the refuelling side of the helicopter shall remain closed;**(b) door(s) on the non-refuelling side of the helicopter shall remain open, weather permitting;**(c) fire fighting facilities of the appropriate scale shall be positioned so as to be immediately available**in the event of a fire; and**(d) sufficient personnel shall be immediately available to move patients clear of the helicopter in the event of a fire.* |  |  |  |
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| **Remarks (state non conformities with reference to RMK ref. no.):** |

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| **NOMINATED PERSON FLIGHT OPERATIONS** **NOMINATED PERSON CREW TRAINING** **COMPLANCE MONITORING MANAGER**  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |