

Checklist HEMS operations approval (SPA.HEMS)

Operator ⁽¹⁾		
Helicopter type/variant		
Ref.		
Inspectors	(Name/signature) ⁽²⁾	Date
Flight OPS Dep. Manager		
Flight Operations Inspector (FOI)		
Airworthiness Operations Inspector (AWI)		

⁽²⁾ By signing this checklist, I hereby confirm that, at the time of performing this activity, I did not have any conflict of interest to declare regarding the above-mentioned operator ⁽¹⁾.

OM amendment information			
Rev. No		Date	

List of non-compliances identified			
No	Ref Non-compliance	Ref OM (if applicable)	Non-compliances

List of remarks	
Ref OM	Remarks

Additional notes/comments:

NA = Not Applicable; C = Compliant; NC = Not Compliant; R = Remark; N/R = Not Reviewed

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
General					
SPA.GEN.105	<u>Content of the application package :</u> - Name, address and mailing address of operator - Description of intended operation - C/L filled - Aircraft certification evidence - FC training programme (OM-D) - TC training programme (OM-D) - Operating procedures (OM-A/B) - MEL - Maintenance programme (for installed medical equipment and HEC equipment if applicable) - Procedure for the determination of the suitability of FATOs at a hospital/operating sites (surveyed/non-surveyed) (OM-A) - Safety assessment	- Check that the application package addresses all the points mentioned. - In case one or several applicable items are not covered, the operator will be asked to complete it to allow the assessment of the application to start. - Check that relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012 are taken into account		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.100 (b)	<u>Prerequisite:</u> The operator shall hold an AOC and operate in CAT.	- Check that the applicant operate in CAT and hold a CAT AOC		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.140(a) SPA.HEMS.130(g)	<u>Safety risk management</u>	- Check that the hazard identification process of the operator captured the risks associated with the new type of operations (HEMS). - Check the adequate subsequent risk analysis and definition of mitigations. - Check that the following topics have been considered for both day and night operations: • adequate ground reference; • reliability of weather reporting facilities; • crew composition, minimum crew qualification, initial and recurrent training; • flight time limitations and crew fatigue; • operating procedures, including crew coordination; • weather minima;		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		- equipment of the helicopter; - additional considerations due to specific local conditions. - Check that if the operator uses FC having attained the age of 60 years and who perform single-pilot HEMS operations in accordance with point FCL.065(a), it has taken into account in its risk evaluation the increase of the risk of incapacitation due to cardiovascular and cerebrovascular factors linked with operational circumstances. - Check that this was completed in the frame of the operator's management of change process. - Check that mitigating measures, including operating procedures, are described in the operations manual.			
SPA.GEN.105 (c)	<u>Record-keeping</u> Retain records at least for the duration of the operation requiring a specific approval, or, if applicable, in accordance with Annex III (Part-ORO).			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Helicopter eligibility/equipment					
SPA.HEMS.115	<u>Communication:</u> 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.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.151	<u>Aircraft Tracking System (applicable from 25/05/2024):</u> - The operator shall establish and maintain a monitored aircraft tracking system for HEMS operation for the entire duration of the HEMS mission	- Check that the operator has described in the OM a procedure related to the monitoring of the tracking system, to what actions are to be taken if a deviation or anomaly has been detected, and when those actions are to be taken. The procedure should take into account the following: - the outcome of the risk assessment made when the frequency of position reports was defined; - the local environment of the intended operations; and - the interface with the operator's emergency response		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		plan. - Check that aircraft tracking data is recorded on the ground and kept for 48h (30 days following an accident or a serious incident subject to investigation).			
SPA.HEMS.110(b)	<u>Moving map display with own-ship position (applicable from 25/05/2024):</u> - For VFR flights over routes navigated by reference to visual landmarks, the helicopter shall be equipped with a device that provides a moving map display with own-ship position and obstacles. - The map and obstacle database(s) shall be kept up to date.	- The moving map display should show the relative altitude of the surrounding terrain and obstacles to that of the helicopter, and may be any of the following: - an HTAWS that is airworthiness approved; - a display that is integrated in the cockpit environment and is airworthiness approved; a type B EFB software application.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(c)	<u>Supplemental oxygen requirements (applicable from 25/05/2024):</u> - By way of derogation from point CAT.IDE.H.240 of Annex IV, complex, non-pressurised helicopters operated in HEMS with a MOPSC of nine or less shall comply with the oxygen requirements applicable to other than complex, non-pressurised helicopters.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(e)	<u>Single-pilot operations at night (applicable from 25/05/2028):</u> - a suitable stability augmentation system or autopilot for a helicopter first issued with an individual CofA before 25/05/24; - an autopilot for a helicopter first issued with an initial CofA on or after 25/05/24.	- For a helicopter first issued with an individual CofA before 25/05/24, the SAS or autopilot should have at least the following functions: - Pitch rate damping and attitude / attitude rate stabilisation; - Roll rate damping and attitude / attitude rate stabilisation; and - Yaw damping. - For a helicopter first issued with an initial CofA on or after 25/05/24, the autopilot should have at least the following functions: - Attitude hold; - Altitude hold mode; and - Heading hold mode.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(f)	<u>HEMS operations by day (applicable from 25/05/2024):</u> - A means of measuring and displaying: - Attitude; - Stabilised heading;			☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
				☐ R ☐ N/R	
SPA.HEMS.110(g)	Radio-altimeter (applicable from 25/05/2024): - The helicopter shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125 b)3)	Usage monitoring system (UMS) (operations to/from a HEMS operating site located in a hostile environment): - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2028 - Helicopters conducting operations to/from a HEMS operating site located in a hostile environment shall be operated in accordance with PC 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).	- Refer to definitions 61(a) and 61(b) from Part-DEF. <u>Note:</u> CAT.POL.H.305(b) (3) requires a usage monitoring system (UMS)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125 (a)	Crash-resistant fuel system (PC3 operations over a hostile environment): - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 Required when: - The HEMS operating site used for T-O, LDG or HEMS HEC operations is located below 7000-ft altitude or the helicopter is not certified as CAT A; and either: - the planned HEMS operation does not require the transportation of medical personnel, medical	- Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- supplies or ill or injured persons; or - at least one HEMS operating site used for take-off, landing or HEMS HEC operation during the HEMS mission is located at or above 8000 ft altitude.				
SPA.HEMS.125 (a)	<u>Safety belt with upper torso restraint system for use on each passenger seat for each passenger aged 24 months or more (PC3 operations over a hostile environment):</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 <u>Required when:</u> - The HEMS operating site used for T-O, LDG or HEMS HEC operations is located below 7000-ft altitude or the helicopter is not certified as CAT A; and either: - the planned HEMS operation does not require the transportation of medical personnel, medical supplies or ill or injured persons; or - at least one HEMS operating site used for take-off, landing or HEMS HEC operation during the HEMS mission is located at or above 8000 ft altitude.	- Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125 (a)	<u>Usage monitoring system (UMS) (PC3 operations over a hostile environment):</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 <u>Required when:</u> - The HEMS operating site used for T-O, LDG or HEMS HEC operations is located below 7000-ft altitude or the helicopter is not certified as CAT A; and either: - the planned HEMS operation does not require the transportation of medical personnel, medical supplies or ill or injured persons; or	CAT.POL.H.420 of Annex IV is a prior approval item <u>Note:</u> - CAT.POL.H.420 refers to CAT.POL.H.305(b) (3) which requires a usage monitoring system (UMS) - Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	at least one HEMS operating site used for take-off, landing or HEMS HEC operation during the HEMS mission is located at or above 8000 ft altitude.				
SPA.HEMS.125 c)3)ii)	<u>Usage monitoring system (UMS) (T-O and landing operations in PC3 to or from a HEMS operating site located in a hostile environment) :</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 - Helicopters shall be exempt from the approval required by CAT.POL.H.305(a) of Annex IV, provided compliance is shown with CAT.POL.H.305(b)(2) and (b)(3).	<u>Note:</u> CAT.POL.H.305(b) (3) requires a usage monitoring system (UMS) - Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125 c)4)	<u>Helicopter lighting (night operations):</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 - the helicopter lighting system shall adequately illuminate the landing site and surrounding obstacles.	- Refer to definitions 61(a) and 61(b) from Part-DEF - For night operations, the illumination should be sufficient to allow the pilot to: - identify the landing area in flight and determine the landing direction; and - make a safe approach, landing and take-off.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.151	<u>Aircraft Tracking System (applicable from 25/05/2024):</u> - The operator shall establish and maintain a monitored aircraft tracking system for HEMS operation for the entire duration of the HEMS mission			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
Operational procedures					
Operations manual					
SPA.HEMS.140 (a)	Content of the operation manual:	- Check that all risk mitigations established as an outcome of the risk management process are described in the OM, including, but not limited to: • selection, composition and training of crews; • levels of equipment and dispatch criteria; • operating procedures and minima. - Check that the OM specifically includes: • the use of portable equipment on board; • guidance on take-off and landing procedures at previously unsurveyed HEMS operating sites; • the final reserve fuel, in accordance with SPA.HEMS.150; • operating minima; • recommended routes for regular flights to surveyed sites, including the minimum flight altitude; • guidance for the selection of the HEMS operating site in case of a flight to an unsurveyed site; • the safety altitude for the area overflow; and <u>Applicable from 25/05/2024:</u> • abnormal procedures including procedures to be followed in case of inadvertent entry into cloud; • operational dispatch criteria; • a description of the crew composition for all phases of flight and conditions, standard operating procedures for the described crew composition including any procedures to ensure the continuity of the crew concept; • FC and TC training and checking syllabi. - Check that the operational procedures mentioned later in this section are included in the OM.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.140 (b)	Provision of extract of the operation manual	- Check that the operator is making available relevant extracts of its operations manual to the organisation for which the HEMS is being provided.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.140(c)	Operational flight plan (applicable as of 25/05/2024): Notwithstanding point CAT.OP.MPA.175 of Annex IV, the operator does not need to complete an operational flight plan if the HEMS mission includes a flight to or from a non-pre-surveyed HEMS operating site.	- Check that, if the operator wants to use this alleviation, it has described its policy in its OM.			
Risk assessment					
SPA.HEMS.140(b)	Assessment of specific risks by the HEMS commander (applicable from 25/05/2024): The operator shall ensure that the HEMS commander assesses specific risks associated with the particular HEMS mission.	- Check how the specific risks are reviewed by the commander for each particular mission and how this assessment is recorded. <u>Note:</u> GM1 SPA.HEMS.140(b) provides guidance on the topics which may be considered. - Check that it is described in the operator's OM.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Information/briefing					
SPA.HEMS.135 (a)	HEMS medical passenger briefing: Prior to any HEMS flight, or series of flights, medical passengers shall have been briefed.	- Check that the briefing includes at least: - familiarisation with the helicopter type(s) operated; - entry and exit under normal and emergency conditions both for self and patients; - use of the relevant on-board specialist medical equipment; - the need for the commander's approval prior to use of specialised equipment; - method of supervision of other medical staff; - the use of helicopter inter-communication systems; - location and use of on board fire extinguishers; and - the operator's crew coordination concept including relevant elements of crew resource management. - Check that the content of the briefing is described in the OM. - Briefing may be replaced by a training programme covering all above aspects (see AMC1 CAT.OP.MPA.170).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.140 (b)	Information to the organisation for which the HEMS is being provided: Relevant extracts from the operations manual shall be made available to the organisation for which the HEMS is being provided.	- Check that the operator's policy is described in the OM. <u>Note:</u> Guidance may be found in 'EHEST Mission Request Vade Mecum Toolkit'		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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SPA.HEMS.135 (b)	<u>Ground emergency service personnel</u> 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	- The training may be achieved by means such as, but not limited to: - the production of flyers, - publication of relevant information on the operator's web site; - Development of applications; and - provision of extracts from the operations manual. - Elements that should be covered include: - two-way radio communication procedures with helicopters; - the selection of suitable HEMS operating sites for HEMS flights; - the physical danger areas of helicopters; - crowd control in respect of helicopter operations; and - the evacuation of helicopter occupants following an on-site helicopter accident. - Check that the training content and means to provide it are described in the OM.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.135 (c)	<u>Medical patient briefing</u> A briefing shall only be conducted if the medical condition makes this practicable.	- Check that a briefing content for medical passengers has been included in the OM.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
HEMS Operating minima					
SPA.HEMS.120(a)	<u>HEMS flight operated in PC1 and PC2 (applicable until 25/05/2024)</u> - HEMS flights operated in PC 1 and PC 2 shall comply with the weather minima in Table 1 of SPA.HEMS.120(a) 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	- Check that weather minima for dispatch and en-route are described in the OM and comply with Table 1 in SPA.HEM.125 (a) - Check the operator's policy (abandon the flight, return to base or continue under IFR) for the en-route phase when the weather conditions fall below the cloud base or visibility minima shown, in relation to: - Helicopter certification (VMC, IMC); and - Flight crew qualification. - Check the operator's policy with regards to the reduction during the en-route phase of : - the visibility to 800 m for shorts periods when operated		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	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.	with 2 pilots if the helicopter is manoeuvred at a speed that will give adequate opportunity to observe any obstacles in time to avoid a collision; the cloud base to 1 000 ft for short periods. (guidance is available in GM1 SPA.HEMS.120)			
SPA.HEMS.120(b)	<u>HEMS flight operated in PC3 (applicable until 25/05/2024):</u> - The weather minima for the dispatch and en-route phase of a HEMS flight operated in PC 3 shall be a <u>cloud ceiling of 600 ft and a visibility of 1500 m.</u> - 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.	- Check that weather minima for dispatch and en-route are described in the OM. - Check the operator's policy with regards to reduced visibility (guidance is available in GM1 SPA.HEMS.120)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.120	<u>Operating minima (applicable from 25/05/2024)</u> - HEMS flights operated under VFR shall comply with the HEMS-specific weather minima for the dispatch and en-route phase of the HEMS flight. - The VFR operating minima shall be as defined by the applicable airspace requirements. - If during the en-route phase the weather conditions fall below the cloud base or visibility minima: - 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.	- Check that VFR weather minima for dispatch and en-route are described in the OM and are compliant with table 1 of AMC1 SPA.HEMS.120(a). - If the operator defines lower minima when an IFR departure or approach chart instructs the pilot to 'proceed VFR' prior to an IFR departure or following an IFR approach procedure, both for day and night, check their compliance with table 2 and 3 of AMC1 SPA.HEMS.120(a). - Check the operator's policy (abandon the flight, return to base or continue under IFR) for the en-route phase when the weather conditions fall below the cloud base or visibility minima shown, in relation to: - Helicopter certification (VMC, IMC); and - Flight crew qualification.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.120	<u>Reduced ceiling, visibility and vertical distances from obstacles (applicable from 25/05/2024):</u> - in VFR, reduced ceiling, visibility and vertical distances from obstacles may be used in the following cases: multi-pilot operations;	- Check the operator's policy with regards to the reduction during the en-route phase of the visibility to 800 m by day for short periods when in sight of land if the helicopter is manoeuvred at a speed that will give adequate opportunity to observe other		☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	single-pilot operations with a technical crew member seated in a forward-facing front seat, who is suitably qualified and tasked to mitigate the additional risk.	- traffic or any obstacles in time to avoid a collision; - the cloud base to 1 000 ft for short periods by night. - In the case of visibility lower than prescribed in the rules of the air, check that the operator has defined in its OM: - the minimum safe cruising height(s) for the area(s) overflown, the minimum distance to obstacles and, when necessary, the appropriate maximum helicopter speed(s); - the minimum safe height (safety height) over relevant obstacles in the flight path during the cruise phase for VFR operations, which should not be less than 200 ft during the day and 500 ft during the night. - Check TCM training is compliant in case of SP operations with a TCM. (guidance is available in GM1 SPA.HERMS.120)		☐ R ☐ N/R	
VFR flight in HEMS below minimum flight altitudes					
SPA.HERMS.120	VFR flight in HEMS below minimum flight altitudes: - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028	- In the case of flight altitudes lower than the ones prescribed in the rules of the air, check that the operator has defined in its OM: - the minimum safe cruising height(s) for the area(s) overflown, the minimum distance to obstacles and, when necessary, the appropriate maximum helicopter speed(s); - the minimum safe height (safety height) over relevant obstacles in the flight path during the cruise phase for VFR operations, which should not be less than 200 ft during the day and 500 ft during the night.			
Short excursions by day above 13 000 ft without using supplemental oxygen					
SPA.HERMS.110(d)	Short excursions by day above 13 000 ft without using supplemental oxygen (applicable from 25/05/2024): approval - By way of derogation from points CAT.OP.MPA.285 and CAT.IDE.H.240 of Annex IV, short excursions above 13 000 ft without using supplemental oxygen may be undertaken by day, <u>subject to prior approval by the competent authority.</u>	- The conduct of short excursions by day above 13.000 ft without using supplemental oxygen is a prior approval item. - All the following conditions shall be met: - the excursion above 13 000 ft is necessary for the embarkation/disembarkation of persons or for HEMS HEC operations; - the flight is not conducted above 16 000 ft; - the duration of the excursion above 10 000 ft without oxygen is limited to 30 minutes within a HEMS mission (30 mn if at max 14000 ft, 15 if between 14000 and 16000 ft);		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		4) the safety briefing in accordance with point CAT.OP.MPA.170 of Annex IV includes adequate information to crew members and passengers on the effects of hypoxia; 5) SOPs are included in the operations manual covering points (1) to (4); 6) the operator's experience of conducting operations at high altitudes without using supplemental oxygen is adequate for the operations to be performed; 7) the experience of the individual crew members and their physiological adaptation to high altitudes are adequate for the operations to be performed (without experience, specific operating conditions or limitations to be set based on a risk assessment); 8) all crew members involved in the operations have received initial and recurrent training in hypoxia (see below); 9) none of the crew members involved in the operations have been diagnosed with a medical condition that could lead to hypoxia.			
SPA.HEMS.110(d)	Short excursions by day above 13 000 ft without using supplemental oxygen (applicable from 25/05/2024) : training on hypoxia - All crew members involved in the operations have received initial and recurrent training in hypoxia.	- Check that the training addresses: (1) knowing themselves and identifying early signs of hypoxia; and (2) recognising early signs of hypoxia in other crew members. - Check that the training includes: • theoretical training every 3 years, which includes the learning objectives of module 050 of the CPL/ATPL theoretical knowledge that are relevant to hypoxia, as defined in Annex I (Part-FCL) to Regulation (EU) No 1178/2011; and • practical training for points (1) and (2) above every 6 years: ▪ for point (1), it should take place either in a hypobaric chamber or in a device that ensures that the gas the trainee breathes has the same partial pressure of oxygen as at the desired altitude or in an helicopter at the altitude required to experience hypoxia; and		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		- for point (2): - trainees should not be deprived of oxygen and should observe another crew member that undergoes the point (1) training that becomes hypoxic; and - the training should take place in a helicopter/FSTD where the instructor plays the role of a hypoxic crew member; The instructor should have attended at least 6 training sessions for point (1) as an observer or instructor or active crew member.			
Fuel					
SPA.HEMS.150	<u>Fuel/energy supply – alleviation</u> When HEMS mission is conducted under visual flight rules (VFR) within a local and defined geographical area, the fuel/energy policy shall ensure that on completion of the mission, the final reserve fuel/energy is sufficient for: 30-minute flying time at best-range speed; or 20-minute flying time at best-range speed by day, when operating within an area providing continuous and suitable operating sites.	- Check that, if the operator intends to use this alleviation, the policy for its use is described in the OM.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.155	<u>Refuelling with passengers on board:</u> A refuelling procedure with either rotors stopped or rotors turning shall be provided in accordance with point CAT.OP.MPA.200 ‘Special refuelling or defuelling of the aircraft.	- Check that the procedure is described in the OM and verify its adequacy.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Performance					
SPA.HEMS.125(a)	<u>PC 3 over hostile environment:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2028 PC3 operations shall not be conducted over a hostile environment	- In case the operator intends to operate in PC3, check that: - flights over hostile environment in PC3 are prohibited in the operator’s procedures; - the planned HEMS operating base and area of operations allow to avoid flying above hostile environment in PC3.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.125(a)	PC 3 over hostile environment: - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 PC 3 operations over a hostile environment shall only be conducted provided one of the following conditions are met. - The HEMS operating site used for T-O, LDG or HEMS HEC operations is located above 7000-ft altitude and the helicopter is certified as CAT A or equivalent; - The planned HEMS operation does not require the transportation of medical personnel, medical supplies or ill or injured persons, and either the helicopter is certified as CAT A or equivalent, or all the following conditions are met: - the helicopter is equipped with crash-resistant fuel systems; - the helicopter is equipped with a safety belt with UTR system for use on each passenger seat for each passenger aged 24 M or more; - the altitude of at least one of the HEMS operating sites used during the HEMS operation is not lower than 3 000 ft; - the operator has been granted an approval by the competent authority in accordance with point CAT.POL.H.420. - At least one HEMS operating site used for T-O, LDG or HEMS HEC operations during the HEMS operation is located at or above 8 000-ft altitude and all the following conditions are met: - the helicopter is equipped with crash-resistant fuel systems; - the helicopter is equipped with a safety belt with UTR system for use on each passenger seat for each passenger aged 24 M or more; - a helicopter certified as CAT A or equivalent is not available or not suitable for the operation due to either of the following reasons:	- In case the operator intends to operate in PC3 over a hostile environment, check that the policy procedure is described in the OM and verify its adequacy. - In case the operator does not intend to operate in PC3 over a hostile environment, check that: - flights over hostile environment in PC3 are prohibited in the operator's procedures; - the planned HEMS operating base and area of operations allow to avoid flying above hostile environment in PC3. - For point (3) (PC3 over a hostile environment without a CAT A certified helicopter), the following applies: - If a stretcher is likely to be necessary for the mission, the helicopter should be able to carry a deployed stretcher without preventing compliance with the crew composition requirements, i.e. without preventing the two pilots, or a pilot and a HEMS crew member, from occupying the two forward-facing seats in the cockpit. - Considering the limitations for PC 3 operations included in CAT.POL.H.400, the planned mission needs to remain outside congested hostile areas and is expected to be completed by sunset. - If the HEMS mission unexpectedly needs to be continued by night, or it unexpectedly requires a HEMS flight into a congested hostile area, the operator should ensure that a CAT A helicopter is dispatched. - The records required by point (vi) of SPA.HEMS.125(a)(3) should contain the following information for each mission, and be kept for 3 years: - the criteria that the operator used for the dispatch in accordance with SPA.HEMS.125 (a)(3); - the criteria that the operator used for the dispatch as described in (a) and (b) above; - the contingency options that were available to meet (c), and whether they were triggered or not; - all elements relevant to the mission including destinations, altitude, weather conditions, mass and balance.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	A. insufficient performance margins to operate at the HEMS operating site, or no capability to conduct HEMS HEC operations, if applicable; B. helicopters certified as CAT A or equivalent, and that might otherwise be dispatched, are on a HEMS mission or not yet ready for the next mission, leading to a delay in the intervention incompatible with the emergency; (iv) the operator has established a procedure to achieve compliance with point (iii); (v) the operator has been granted an approval by the competent authority in accordance with point CAT.POL.H.420; (vi) the operator shall record all missions flown with a helicopter that is not certified as CAT A or equivalent.				
SPA.HEMS.125(b)(1) (New ref from 25/05/2024: SPA.HEMS.125(c)(1))	<u>Take-off and landing at a hospital in congested hostile and used as a HEMS operating base</u> Helicopters shall be operated in PC 1.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125(b)(2) (New ref from 25/05/2024: SPA.HEMS.125(c)(2))	<u>Take-off and landing at a hospital in congested hostile and not used as a HEMS operating base:</u> Helicopters shall be operated in PC 1, except when the operator holds an approval in accordance with CAT.POL.H.225.	<u>Note:</u> CAT.POL.H.225 is related to public interest site		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125(b)(3)	<u>Take-off and landing from/to a HEMS operating site in a hostile environment:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b)	- CAT.POL.H.305 (b)(2) and (b)(3) operations without an assured safe forced landing capability - A separate approval for operations without an assured safe forced landing capability (CAT.POL.H.305(a)) is not required		☐ N/A ☐ C ☐ NC ☐ R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2028 Helicopters shall: - be operated in PC 2; and - be exempt from the approval required by point CAT.POL.H.305(a) provided compliance is shown with CAT.POL.H.305 (b)(2) and (b)(3).			☐ N/R	
SPA.HEMS.125(c)(3))	<u>Take-off and landing from/to a HEMS operating site in a hostile environment:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2028 Helicopters shall: - be operated in PC 2 or in PC 3 if the conditions described above for PC 3 operations over a hostile environment are met; and - be exempt from the approval required by point CAT.POL.H.305(a) provided compliance is shown with CAT.POL.H.305 (b)(2) and (b)(3)	- A separate approval for operations without an assured safe forced landing capability (CAT.POL.H.305(a)) is not required		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125(b)(4))	<u>Take-off and landing from/to an operating site</u> Clearance and illumination - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2028 - 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.	- Check dimension for adequate clearance from all obstructions - Check that for night operation, illumination to enable the site and obstruction to be identified. - Check the dimensions of the HEMS site: - a minimum dimension of at least 2 x D; - for night operations, unsurveyed HEMS operating site at least 4 x D in length and 2 x D in width - Illumination may be either from the ground or from the helicopter		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.125(c)(4)	Take-off and landing from/to an operating site: Clearance - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 - The HEMS operating site features shall provide adequate clearance from all obstructions, and shall provide for safe operations. - For night operations, the helicopter lighting system shall adequately illuminate the landing site and surrounding obstacles.	- Check the HEMS site dimension for adequate clearance from all obstructions: - Unsurveyed sites: - by day, a minimum dimension of at least 2 x D; - for night operations, at least 4 x D in length and 2 x D in width. - The operator may use other criteria to determine minimum dimensions by day. For night operations other than HEC, the minimum dimensions should always be 4 x D in length and 2 x D in width. - Surveyed sites: at least 2 x D; - Check that for night operation, illumination from the helicopter should enable the pilot to: - identify the landing area in flight and determine the landing direction; and - make a safe approach, landing and take-off. - Check that the operator has defined guidelines for pilot on whether to land with e.g. a one-skid landing, hover landing or proceed with HEMS HEC operations, and on a more general basis to estimate if it is suitable for safe operations based on all the criteria above.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Crew requirements					
Crew composition					
SPA.HEMS.130(e)	<u>Day flight:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2026 The minimum crew by day shall be one pilot and one HEMS technical crew member. This may be reduced under specific conditions.	- Check that the standard minimum crew is one pilot and one HEMS TCM. - Check if the operator's procedures foresee a reduction of the crew composition to one pilot only when: - at a HEMS operating site the commander is required to fetch additional medical supplies. In such case the HEMS TCM may be left to give assistance to ill or injured persons while the commander undertakes this flight; - after arriving at the HEMS operating site, the installation of the stretcher precludes the HEMS TCM from occupying the front seat; or - the medical passenger requires the assistance of the HEMS TCM in flight. - Check that in such case the HEMS operating minima contained in Table 1 of SPA.HEMS.120 are not used		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.130(e)	<u>Day flight:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 - The minimum crew composition : - shall comprise either two pilots or one pilot and one HEMS technical crew member; - may be reduced to only one pilot only under specific conditions. - In case of a reduction to one pilot, the commander shall only operate to or from HEMS operating sites if they have previously conducted an in-flight reconnaissance with two crew members during the same HEMS mission.	- Check that the standard minimum crew is either 2 pilots or one pilot and one HEMS TCM. - Check if the operator's procedures foresee a reduction of the crew composition to one pilot only when: - he commander is required to fetch additional medical supplies, refuel, or reposition while the HEMS TCM provides medical assistance on the ground; - the medical passenger requires the assistance of the HEMS TCM in flight; - the HEMS TCM disembarks to supervise a HEMS HEC cargo sling operation from outside the helicopter. - Check that such decision is taken by the commander and that the HEMS takes part of the departure briefing when relieved from flight duties. - Check that the operator is assessing the experience of the TCM in case of SP operations based on the following: - A TCM is inexperienced until he/she has completed 50 HEMS missions - If an inexperienced TCM is part of the crew, the pilot has achieved either: 50 FH on the type in 60 days since his/her OCC on the type; or 100 FH on the type since his/her OCC on the type. <u>Note:</u> a smaller number of hours may acceptable in some case (see AMC1)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(e)	<u>Night flight:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2026 The minimum crew by night shall be: - two pilots; or - one pilot and one HEMS TCM in specific geographical areas defined by the operator in the operations manual taking into account the following: A. adequate ground reference;	- Check that the operator's policy related to crew composition. - Check that if the operator foresee a crew composition of 1 pilot and 1 TCM, it has adequately defined the related geographical areas and provided rationales for their selection.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	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.				
SPA.HEMS.130(e)	<u>Night flight:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 The minimum crew composition shall be: - either two pilots or one pilot and one HEMS technical crew member; - one pilot where the following conditions are met: - the medical passenger requires the assistance of the HEMS TCM during the flight; - neither the departure nor the destination is a HEMS operating site.	- Check that the operator's policy related to crew composition during night operations. - Check that the operator is assessing the experience of the TCM in case of SP operations based on the following: - A TCM is inexperienced until he/she has completed 50 HEMS missions - If an inexperienced TCM is part of the crew, the pilot has achieved either: 50 FH on the type in 60 days since his/her OCC on the type; or 100 FH on the type since his/her OCC on the type. Note: a smaller number of hours may acceptable in some case (see AMC1)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Flight crew requirements					
Selection, experience, recency					
SPA.HEMS.130(a)	<u>Selection</u> The operator shall establish criteria for the selection of flight crew members for the HEMS task, taking previous experience into account			☐ N/A ☐ C ☐ NC ☐ R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
				☐ N/R	
SPA.HEMS.130(b)	<u>Minimum Experience level for commanders:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2026 The minimum experience level for the commander conducting HEMS flights shall not be less than: - either: 1 000 hours as PIC/commander of aircraft of which 500 hours are as PIC/commander on helicopters; or 1 000 hours as co-pilot in HEMS operations of which 500 hours are as PICUS and 100 hours PIC/commander of helicopters; 500 hours’ operating experience in helicopters, gained in an operational environment similar to the intended operation; and - for pilots engaged in night operations, 20 hours of VMC at night as PIC/ commander.	- The minimum experience level for a commander conducting HEMS flights should take into account the geographical characteristics of the operation (sea, mountain, big cities with heavy traffic, etc.)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(a)	<u>Minimum Experience level for commanders:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 The operator shall establish criteria for the selection of flight crew members for the HEMS task, taking their previous experience into account.	- The minimum experience level for a commander conducting HEMS flights should take into account the geographical characteristics of the operation (sea, mountain, big cities with heavy traffic, etc.) - Check that the minimum experience criteria established by the operator are not less than: - either: 1 000 hours as a PIC/commander of aircraft, of which 500 hours are as a PIC/commander on helicopters; or 1 000 hours as a co-pilot in HEMS operations of which at least 500 hours are as a PICUS, and 100 hours as a PIC/commander on helicopters; 500 hours’ operating experience in helicopters, gained in an operational environment similar to that of the		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		intended operation. - for pilots engaged in restricted night operations that do not include landing at night at HEMS operating sites, 20 hours of VMC at night as PIC/commander - for pilots engaged in unrestricted night operations: 30 hours of VMC at night, to which 3 hours may be credited for every hour flown as part of a structured night HEMS training programme on a suitable FSTD. This experience comes in addition to the 20 hours above; 10 approaches, LDGs and T-O by night at operating sites in an operational environment similar to that of the intended operation in the helicopter or in a FFS level D.			
SPA.HEMS.130(d)	<u>Recency</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2026 - 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	Note: This recency may be obtained in a visual flight rules (VFR) helicopter using vision limiting devices such as goggles or screens, or in an FSTD.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Flight crew training and checking (in addition to the ORO.FC applicable requirements (see related C/L))					
SPA.HEMS.130(f)	<u>Flight crew training and checking syllabus:</u> - Training and checking shall be conducted by suitably qualified personnel in accordance with a detailed syllabus that is included in the operations manual and approved by the competent authority.	FC training and checking programme is a prior approval item. - Check that the training and checking syllabus includes the following items: - meteorological training concentrating on the understanding and interpretation of available weather information; - preparing the helicopter and specialist medical equipment for subsequent HEMS departure; - practice of HEMS departures; - the assessment from the air of the suitability of HEMS operating sites; and		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		- the medical effects air transport may have on the patient. - Check that it includes: - Proficiency checks (see criteria below); and - Line checks (see criteria below).			
SPA.HEMS.130(d)	<u>Flight training by sole reference to instruments:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 - FC members that conduct HEMS operations without a valid IR shall complete flight training to proficiency by sole reference to instruments in a helicopter or in an FSTD to have the skills to escape unintended IMC conditions. - The validity period of the flight training shall be <u>6 calendar months</u>.	- Check that the operator has establish such a training programme (if applicable) and that it meets the following criteria: - The flight training should include training as PF with sole reference to instruments. - The training duration should be at least 45 minutes. - The training should be conducted by a(n) FI/TRI/SFI and should be sufficient for the pilot to demonstrate competence in recovery from inadvertent entry into IMC conditions including the following manoeuvres: - transition to instrument flight during climb-out; - climbing and descending turns on to specified headings; - level flight, control of heading, altitude and speed; - level turns with 30 degrees bank, 180 to 360 degrees left and right; - recovering from unusual attitudes; - emergency let-down procedures; - with a validity period of 12 calendar months, use of the autopilot including upper modes, if fitted. - The instrument flight training should take place in a helicopter FSTD that is suitable for the training, or if no suitable FSTD is available, in a helicopter using vision-limiting devices such as goggles or screens. - The helicopter used for the training should be a helicopter type used in the HEMS operation.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(c)	<u>Operational training</u> Crew members shall successfully complete operational training in accordance with the HEMS procedures contained in the operations manual.	- Check that the FC training is based on the HEMS operational procedures of the operator.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.130(f)	<u>Proficiency checks:</u>	- Check that landing and take-off profiles likely to be used at HEMS operating sites are included - Check that it includes VMC day proficiency checks, or VMC night proficiency checks when night HEMS operations are undertaken by the operator. - Check consistency with ORO.FC.220 and ORO.FC.230 if alternating day/night OPCs. - In addition, - o for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - o for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 check that the HEMS components of the proficiency checks have a validity period of 12 calendar months.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Line checks</u>	- Line checks may be conducted on a specially arranged representative flight - Check that LC put special emphasis on all of the following: • local area meteorology; • HEMS flight planning; • HEMS departures; • the selection from the air of HEMS operating sites; • low-level flight in poor weather; • familiarity with established HEMS operating sites in the operator's local area register; and - o for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - o for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 • Crew cooperation - In addition, - o for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 check that the HEMS components of the line checks have a validity period of 12 calendar months.			
SPA.HEMS.130(f)	<u>Single-pilot operations:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that the FC training and checking syllabus includes the following if the operator foresees flight with only one FC and one TCM: - initial and annual recurrent helicopter/FSTD training focusing on crew cooperation with the TCM. - at least 4 hours flight instruction dedicated to crew cooperation during the initial training unless: - the pilot holds a certificate of satisfactory completion of a multi-crew cooperation course; or - the pilot has at least 500 hours in either multi-pilot operations or SP operations with a HEMS or equivalent TCM, or a combination of these. - The training described in (1) and (2) above should be organised with a crew composition of one pilot and one TCM. - The training described in (1) and (2) should be conducted by a suitably qualified commander with a minimum experience of 350 hours in either multi-pilot operations or SP operations with a HEMS TCM, or a combination of these.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(g)	<u>Flight crew members having attained the age of 60 years and performing single-pilot HEMS:</u>	- Check that the operator foresees that training and checking for such FC is conducted by personnel that has received appropriate training to help them detect mild cognitive decline and request medical assessment of crew member where necessary.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Technical Crew members					
General					
SPA.HEMS.130(e)	<u>Seating:</u> for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012	- Check the operator's policy regarding the HEMS TCM position in the helicopter: FWD facing front seat during the flight with a crew		☐ N/A ☐ C	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	applicable from 25/05/2024 for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	composition of one FC and one TCM <u>Note:</u> the next provisions are applicable: - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 - At the cabin by day at the discretion of the commander if: - The TCM is likely to be tasked with HEMS HEC duties - the flight is conducted to or from a HEMS operating site; - the operator's risk assessment determines that the TCM can carry out their primary tasks from the cabin. - both by day and by night, the HEMS TCM may also re-position from the front seat to the cabin and back in the hover phase at the HEMS operating site used for HEMS HEC, if the above conditions and all the following additional conditions are met: - the risk assessment determines that the TCM can safely move from one position to the other; - the helicopter is so equipped that the repositioning does not result in inadvertent interference with flight controls or aircraft systems - the operator defines SOPs for the transitioning to unaided visual references prior to entering the hover phase and for the re-positioning of the TCM; - the operator defines initial and recurrent training towards these SOPs as well as recency requirements for TCM involved; and for night operations the training takes place by night; - for night operations, the operator defines criteria to determine whether the HEC operation takes place with sufficient visual references at pre-flight stage and on-site; - by night, the commander determines whether the pre-flight criteria defined above are likely to be met		☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		without the use of NVG, and on-site, whether the criteria are met without the use of NVG.			
SPA.HEMS.130(e)	Primary tasks and tasks that may be delegated:	- Check that the tasks delegated to the HEMS TCM are among the following tasks: - Primary tasks: - collision avoidance; - the selection of the landing site; and - the detection of obstacles during approach and take-off phases.; and - the reading of checklists when seated in the front seat (61a applicable from 25/05/24, 61b from 25/05/2026) - Tasks that may be delegated by the commander: - assistance in navigation; - assistance in radio communication/radio navigation means selection; - if properly qualified and licensed, radio communications (61a applicable from 25/05/24, 61b from 25/05/2026); - reading of checklists from the cabin; and - monitoring of parameters. - Tasks may be delegated by the commander on the ground: - assistance in preparing the helicopter and dedicated medical specialist equipment for subsequent HEMS departure; or - assistance in the application of safety measures during ground operations with rotors turning (including: crowd control, embarking and disembarking of passengers, refuelling etc.).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Technical crew member training and checking programme (in addition to the requirements of ORO.TC (see related C/L))					
SPA.HEMS.130(f)	<u>Initial and recurrent training syllabus covering:</u> - The primary tasks of a HEMS TCM; and - The tasks required by the operator's refuelling procedure.	<u>Applicability of previous provisions:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026		☐ N/A ☐ C ☐ NC ☐ R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		- check that the HEMS TCM training and checking programme addresses the following: (1) duties in the HEMS role; (2) map reading, navigation aid principles and use; (3) operation of radio equipment; (4) use of on-board medical equipment; (5) preparing the helicopter and specialist medical equipment for subsequent HEMS departure; (6) instrument reading, warnings, use of normal and emergency checklists in assistance of the pilot as required; (7) basic understanding of the helicopter type in terms of location and design of normal and emergency systems and equipment; (8) crew coordination; (9) practice of response to HEMS call out; (10) conducting refuelling and rotors running refuelling; (11) HEMS operating site selection and use; (12) techniques for handling patients, the medical consequences of air transport and some knowledge of hospital casualty reception; (13) marshalling signals; (14) underslung load operations as appropriate; (15) winch operations as appropriate; (16) the dangers to self and others of rotor running helicopters including loading of patients; and (17) the use of the helicopter inter-communications system. <u>Applicability of new provisions:</u> ○ for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 ○ for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 - Check that the initial and recurrent training programme includes the following: • Applicable laws and regulations; • Helicopter general knowledge: (i) stowage, cabin safety and use of on-board medical equipment; (ii) general knowledge of helicopter operations; • Meteorology; • Operational procedures;		☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		- company procedures; (ii) duties in the HEMS role; - response to HEMS dispatch; - HEMS operating site selection and use; - patients; - portable electronic devices and electronic flight bags, as applicable; - Crew coordination including checklists; - Human performance and limitations, CRM; - Flight safety: - general flight safety in helicopter operations; - obstacle and traffic clearance; - handling of abnormal and emergency situations including checklists; - dangerous goods (DGs), as relevant for HEMS operation; - Security. - Check that the duration is specified and adequate.			
SPA.HEMS.130(f)	<u>Navigation training:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that if the HEMS TCM is tasked to provide assistance in navigation, the initial and recurrent training and checking syllabus includes the following items: - applicable parts of SERA, as relevant to the navigation tasks of the HEMS crew member; - basic navigation training; - navigation aid principles and use; - airspace, restricted areas, and noise-abatement procedures; - crew coordination.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Communication training:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that if the HEMS TCM is tasked to provide assistance in radio communications, the initial and recurrent training and checking syllabus includes the following items: - operation of relevant radio equipment; - crew coordination.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Monitoring training</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b)	- Check that if the HEMS TCM is tasked to provide assistance in monitoring the flight path and instruments, the initial and recurrent training and checking syllabus includes the following items: - general knowledge of helicopter operations; - monitoring function;		☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- crew coordination; - handling of abnormal and emergency situations, as applicable.		☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Ground crew training:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that if the HEMS TCM is tasked to provide assistance to the helicopter on the ground, the initial and recurrent training and checking syllabus should also include the following items as applicable to their tasks: - safety and security at the HEMS operating site; - the dangers to self and others of rotor running helicopters, including loading of patients; - preparing the helicopter and specialist medical equipment for subsequent HEMS departure; - conducting refuelling, and conducting refuelling with rotors turning; - marshalling signals; - safety on the aerodrome/operating site, including fire prevention and ramp safety areas; - towing of helicopter/trolley.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Additional training (as appropriate):</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that the initial and recurrent training and checking syllabus includes the following items as relevant to the operations: - HEMS HEC cargo sling operations, as defined in AMC1 SPA.HEMS.105(b); - hoist operations, as defined in SPA.HHO; - NVIS, as defined in SPA.NVIS; - IFR/PBN.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(c)	<u>Operational training</u> Successful completion of operational training in accordance with the HEMS procedures contained in the operations manual.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Conversion course ground training and checking when changing helicopter types of changing operators:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b)	- Check that the conversion course ground training and checking: - when changing helicopter types - when changing operators includes following elements that are relevant to the new helicopter type and in the context of changing operators (and related to the tasks of the TCM):		☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Initial training - Navigation training - Communication training - Monitoring training - Ground crew training - Additional training (as appropriate).		☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Initial aircraft/FSTD training:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that the HEMS TCM training syllabus includes helicopter/FSTD training focussing on crew cooperation with the pilot and meet the following criteria: - It includes 4 h instructions dedicated to crew cooperation, unless: - the HEMS TCM has undergone this training under another operator; or - the HEMS TCM has performed at least 50 missions in HEMS or equivalent role as a TCM. - The training is organised with a crew composition of one pilot and one TCM. - It is conducted in a suitable FSTD (or in an aircraft of the same type if not reasonably practical to gain access to such device). - The training may be combined with the line flying under supervision.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Line flying under supervision (LIFUS):</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check the following criteria: - LIFUS takes place during the operator's conversion course - LIFUS takes place in the helicopter. - For the conversion course that takes place when joining the operator, LIFUS includes a minimum of <u>five sectors</u>. These sectors should include a minimum of one low-height en-route transit and a minimum of three HEMS operating sites that the TCM is not familiar with.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Recurrent helicopter/FSTD training:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check the following criteria are met: - The recurrent training should focus on crew cooperation and include a <u>minimum of 2 hours of flight</u>. - This training takes place in the same conditions as the initial aircraft/FSTD training above. - The validity period of the aircraft/FSTD training is 12 calendar months.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.130(f)	Line checks:	<u>Applicability of previous provisions:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 - Check that the TCM training programme includes LCs. <u>Note:</u> Where due to the size, the configuration, or the performance of the helicopter, the LC cannot be conducted on an operational flight, it may be conducted on a specially arranged representative flight. <u>Applicability of new provisions:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 - Check that the operator's conversion course includes a line check (LC). - Check the following: - the LC is performed during a HEMS mission. If practically necessary, because of the difficulty to anticipate an actual HEMS activity or a cabin layout or helicopter performance making it difficult to carry an extra person, a helicopter flight representative of a HEMS mission may be carried out for the purpose of the line check. - the LC takes place after the completion of the LIFUS. - Any task-specific items may be checked by a suitably qualified HEMS TCM nominated by the operator and trained in CRM concepts and the assessment of non-technical skills.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	Operator proficiency checks: The operator shall conduct VMC day proficiency checks, or VMC night proficiency checks when night HEMS operations are undertaken by the operator.	<u>Applicable to all:</u> - Check that the TCM training programme includes OPCs. <u>Applicability of new provisions:</u> for HEMS operations covered by point (61)(a) of Annex I		☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		to Regulation (EU) No 965/2012 applicable from 25/05/2024 for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026 - Check that the operator's conversion course includes an operator proficiency check (OPC) conducted in a suitable FSTD (or in an aircraft of the same type if not reasonably practical to gain access to such device). - Check that the scope of the OPC includes HEMS normal, abnormal and emergency procedures, covering the relevant aspects associated with the flight operational tasks described in the OM and not already covered in the line check. - Check that the HEMS elements of the OPC has a validity of 12 months. - Check that the OPC is valid for a given helicopter type. <u>Note:</u> In order to consider an OPC to be valid for several helicopter types, the operator should demonstrate that the types are sufficiently similar from the TCM's perspective.		☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Provision of training:</u> use of FSTD for LC - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that LC are conducted: - in the helicopter; or - in 2 parts in a suitable FSTD and on the ground if the following conditions are met: - The FSTD part of the LC takes place in a line-oriented evaluation; - The ground part of the LC takes place at the HEMS operating base and includes all normal operating procedures not checked in the FSTD. The operator should arrange to replicate realistic conditions as much as practicable, so that normal operating procedures that take place on ground at the HEMS operating site are also checked. - Both parts of the LC are conducted within 3 M of each other; - The LC is considered to be performed on the day when the last part of the LC is completed.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.130(f)	<u>Provision of training:</u> Miscellaneous - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check the following criteria: - Emergency and safety equipment training is performed in a representative training device or in an aircraft of the same type. - The type of equipment used for training and checking is representative of the instrumentation, equipment and layout of the aircraft type operated by the crew member. - Training and checking in the aircraft/FSTD takes place as part of the normal crew complement.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(f)	<u>Provision of training:</u> Persons conducting the training and checking - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that the following criteria applicable to the persons conducting the training and checking: - He/she a suitably qualified commander nominated by the operator. - In the case of the initial and recurrent aircraft/FSTD training, he/she has a minimum experience of 350 hours in either multi-pilot operations or single-pilot operations with a HEMS TCM or a combination of these. - In the case of CRM assessment, the person is trained in CRM concepts and the assessment of CRM skills. <u>Note:</u> In the specific case of the person conducting the training and checking of tasks conducted in the cabin where crew cooperation is not essential, he/she may be a suitably qualified TCM nominated by the operator.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.130(g)	<u>Provision of training:</u> Persons conducting the training and checking of pilots above 60 performing SP HEMS operations	- Check that the initial training of the person conducting such training and checking: - is designed to raise their awareness regarding the signs and operational impact of mild cognitive decline, as well as the reporting process to the medical assessor of the licensing authority, and the confidentiality principles to be considered; - does not exceed 6 hours; - allows these personnel to: - detect and document, to the best of their abilities, any signs of cognitive decline; - consider essential cognitive factors contributing to flight performance when conducting regular mandatory OPCs. - discuss their concerns with the pilot in question encouraging them to self-report the problems to their AME/AeMC or to a peer support programme, and		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		when any signs of cognitive decline have been identified or are suspected, share, without undue delay, the report with the medical assessor of the licensing authority,			
SPA.HEMS.130(f)	<u>CRM assessment:</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2026	- Check that: - A CRM assessment takes place during the LC or annually in a line-oriented flight scenario (LOFT or line-oriented section of the OPC) of an FSTD session in a suitable FSTD. - The CRM assessments in the helicopter take place as described for pilots in AMC1 ORO.FC.230 point (b)(3)(vi) or (b)(3)(vii).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
HEMS Operating base facilities					
SPA.HEMS.145	<u>HEMS operating base facilities</u>	Check criteria for acceptance of operating bases regarding: - accommodation facilities (if crew members are required to be on stand-by with a reaction time of less than 45 mn) - facilities for planning of all tasks (weather, ATS communication,...) <u>Applicable from 25/05/2024:</u> - Check that at a HEMS operating base that is intended to be used for night operations, the operator has access to one of the following: - meteorological information from a certified service provider at the operating base; - meteorological information from a certified service provider at an aerodrome or location where the operator determines that local meteorological conditions are likely to be similar to that of the operating base on most nights; or - supplemental weather information at the operating base, as described in point (e)(4) of AMC1 CAT.OP.MPA.192, provided that the provisions of (e)(9) of AMC1 CAT.OP.MPA.192 are met.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
HEMS HEC					
SPA.HEMS.105(a)	<u>Eligibility (applicable from 25/05/2024):</u> HEMS HEC operations may be conducted with either: - a helicopter hoist, under the conditions prescribed in Subpart HHO; - a cargo sling.			☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
				☐ R ☐ N/R	
SPA.HEMS.105(b)	HEMS HEC cargo sling operations (applicable from 25/05/2024): For HEMS HEC operations conducted with a cargo sling, the operator shall: (1) comply with the requirements of point SPO.SPEC.HEC.105; (2) use an approved double cargo hook, or a cargo hook system approved under a relevant airworthiness standard; (3) limit the operations to the technical phase of the flight for rescuing injured, ill or endangered persons, or to carry persons that are necessary for the mission; (4) ensure that sling TCMs are adequately equipped, trained, checked and briefed; (5) develop specific HEMS HEC SOPs, following the risk assessment referred to in point SPA.HEMS.140; (6) ensure that all FC members involved in HEMS HEC operations are experienced, trained and checked for HEMS HEC operations, and have recent experience with such activity.	Note: A double cargo hook installation should be considered to satisfy the airworthiness criteria for HEMS HEC operations if it meets the criteria of AMC1 SPO.SPEC.HEC.105(b). A cargo hook system other than a double cargo hook should meet the provisions of point (a) of AMC1 SPO.SPEC.HEC.105(b).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.105(b)	Sling technical crew member (applicable from 25/05/2024): - The sling technical crew member is in charge of: - ensuring that the rope is safely connected to the helicopter hook; and - when relevant, guiding the pilot from the cabin, from the ground, or when carried externally.	- Check that the operator has established a training and checking programme for the sling technical crew members in accordance with point (e) of AMC1 SPO.SPEC.HEC.100. - Check that the operator uses a sling technical crew member, which may be the HEMS TCM, who has been subject to training and checking for the HEC cargo sling operations		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.105(b)	Ground operations personnel (applicable from 25/05/2024):	- Check that the person securing themselves or other persons to the rope : - is trained in accordance with ORO.GEN.110(e); - complies with the training, checking and briefing defined for task specialists in point (e) of AMC1 SPO.SPEC.HEC.100 - is nominated by the operator or is part of an external organisation contracted by the operator.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		<u>Note:</u> If the person is a member of an external organisation, ORO.GEN.205 applies.			
SPA.HEMS.105(b)	<u>Equipment (applicable from 25/05/2024):</u>	- Check that the sling TCM and the person responsible to secure themselves or other persons to the rope are equipped with: - communication equipment - personal protective equipment meeting the criteria of point (c)(4) of AMC1 SPO.SPEC.HEC.100. - Check that the helicopter is equipped in accordance with point (c)(3) of AMC1 SPO.SPEC.HEC.100. <u>Note:</u> When conducting single-pilot vertical reference operations with no assistance of a crew member, additional engine monitoring in the pilot line of vision or an audio warning system is recommended.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.105(b)	<u>Flight crew (applicable from 25/05/2024):</u>	- Check that FC involved in HEMS HEC cargo sling: - are trained and experienced as defined in points (b) and (d) of AMC1 SPO.SPEC.HEC.100. - have completed a flight check at least annually to demonstrate competence in carrying out HEMS HEC operations. The checking may be combined with the LC or with a HEC training flight. If the operator is involved in HEMS HEC cargo sling operations by night, the flight check should take place by night. - have completed in the last 90 days: - when operating by day: any combination of three day or night cycles, each of which shall include a transition to and from the hover; - when operating by night: three night cycles, each of which shall include a transition to and from the hover. Cycles may include HEMS HEC cargo sling cycles, SPO.SPEC.HEC cycles, SPO.SPEC.HESLO cycles or hoist cycles. - Check that the above is described in the operator's OM.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.105(b)	<u>SOPs (applicable from 25/05/2024):</u>	- Check that the operator has established standard operating procedures (SOPs) in accordance with points (g) and (h) of AMC1 SPO.SPEC.HEC.100.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	