

Article 71(2) of Regulation (EU) 2018/1139

Exemption with duration (cumulative) above 8 months Notification Form

Date of the Notification	27/06/2024
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Notifying State	
Member or Associated State / National Authority	FR
Competent Authority Reference	DSAC/decision n°24-028
Contact Details of NAA	<p>First name Nicolas</p> <p>Last name Marcou</p> <p>E-mail nicolas.marcou@aviation-civile.gouv.fr</p> <p>Phone +33680430280</p>

Exemption Details									
Title	Age limitation for pilots in HEMS monopilot operations								
Regulation domains	ACW								
Related regulations	(EU) No 1178/2011								
Related regulations parts	Part-FCL								
Exempted requirements	FCL.065 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport Regulation (EU) 2020/359 (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.								
ICAO difference	No								
Duration of exemption	From: 01/07/2024 To: 30/06/2026								
Repetitive exemption	No								
Previous exemptions	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%; text-align: left;">From</th> <th style="width: 25%; text-align: left;">To</th> <th style="width: 25%; text-align: left;">EASA reference</th> <th style="width: 25%; text-align: left;">MS reference</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="padding: 5px;">No items</td> </tr> </tbody> </table>	From	To	EASA reference	MS reference	No items			
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No items									
Summary of the exemption	Exemption on maximum age for helicopter pilots in monopilot HEMS operations on the national territory, until age 65.								
Reason for granting exemption	<p>Urgent operational needs Operators apply for exemptions for pilots employed in their company, requiring an exemption allowing them to fly in HEMS monopilot operations over age 60 and until age 65. The reason for these operators to ask for exemptions is an operational need to keep employing their pilots; besides the companies refer to a context of increased need to recruit trained pilots with the appropriate rating, in relation to contracts with emergency medical services.</p>								
	<p>Safety, environmental protection Additional medical requirements:</p> <ul style="list-style-type: none"> • Each aeromedical assessment shall be conducted in the same AeMC, which shall be equipped with ophthalmological and ENT technical facilities; • A complete ophthalmological examination must be conducted by a specialist every year (and a routine examination every 6 months); • A pure-tone audiometry shall be conducted every year; • Extended cardiovascular assessment including an ultrasound of the carotids, abdominal aorta and the femoral arteries shall be conducted at age 60, then at least every two years; • The AeMC shall prescribe any additional examination deemed necessary by the AeMC. Due to a higher risk off seizures, stroke, and cognitive function impairment, the AME and the other medical experts of the AeMC shall give particular consideration to any neurological sign or symptom and require all additional investigations needed, when in doubt; • At the first examination conducted after age 60, and every two years afterwards, a biological screening shall 								

Summary of mitigating measures	<p>be conducted : blood count, sedimentation rate, CRP, lipid test, liver function test including GOT, GPT, gamma-GT, TSH, and glycosylated haemoglobin. Any extra biological screening may be prescribed by the AeMC in the light of the clinical examination;</p> <ul style="list-style-type: none"> • The interval between two biological screenings can be shortened for the same reasons. <p>Mitigating measures regarding the verification of cognitive functions in Operator proficiency check and Line checks:</p> <p>Annual recurrent training A copy of the annual recurrent training report shall be transmitted to the Authority through a dedicated e-mail box.</p> <p>Operator proficiency checks:</p> <ul style="list-style-type: none"> - The Operator proficiency check shall be conducted by the person responsible for the management and supervision of crew training(ORO.AOC.135, also known as “nominated postholder responsible for crew training”) or by a TRE they designate ; - The examiner shall alternate every six months ; - The cognitive functions shall be evaluated through short scenarios proposed by the examiner; The check report shall be transmitted to the Authority through a dedicated e-mail box. <p>Line check :</p> <ul style="list-style-type: none"> - The line check shall be conducted by an examiner from the operator designated by the person responsible for the management and supervision of crew training (also known as “nominated postholder responsible for crew training”) and holding a TRE authorisation. - The line check is a flight of a minimum duration of 30 minutes ; - Every year a different scenario, aiming at checking the pilot’s cognitive capacity will be proposed on this flight ; - The scenarios shall be filed to the Authority ; <p>The line check report shall be transmitted to the Authority through a dedicated e-mail box. Flight time limitations</p> <ul style="list-style-type: none"> • the duty time shall not exceed 12 hours. <p>Market distortion No</p> <p>Essential requirements Regulation (EU) 2018/1139 of 4 July 2018</p>
Type of operation	CAT
Non-approved change repair	N/A

Concerned Entity(ies)	
Concerned entity	Operator
Concerned entity details	Individual exemptions may be granted to pilots on application of the HEMS operator under the safety oversight of France, after examination of the pilot’s individual situation.

Attached Documentation	
MS Original Granting Document	<ul style="list-style-type: none"> • derogation générique SMUH 2024
Supporting Documentation	