

## *Recommendations on HEMS and Development of Helipads / Heliports*

To set up a Helicopter Mission in Ministry of Civil Aviation to ensure a coordinated, well orchestrated and planned growth of this segment of the Industry.

### **In respect of medical aspects of HEMS were:-**

Health being the duty of the State towards every citizen, HEMS may be introduced first regardless of cost for people living in remote, mountainous and population centers where appropriate treatment is not available owing to lack of specialty hospitals. Cost of ops of HEMS may be reduced by Govt subsidies as it has been done in North East, A&N Island, Lakshadweep etc.

### **Train doctors, paramedical staff and nurses for handling HEMS.**

Only those undergone certified courses on HEMS may be employed in the role. Standardize light weight and robust Emergency Medical Equipment to be carried on board the helicopter capable of being operated in flight without the need of external power supply. Serviceability of such equipment may be maintained periodically.

### **In respect of management of HEMS:-**

Govt may encourage establishment of Trusts/Societies to promote the use of the helicopter in HEMS role on a sustainable basis (example: London's Air Ambulance. It is a Helicopter Emergency Medical Service (HEMS), which responds to seriously ill or injured casualties in and around London, England. London's Air Ambulance is a registered charity (Number 801013) and the service is funded through charitable donations and corporate donors, most notably by the Virgin Group and Investec etc. Set up in 1990, HEMS began to fly from the rooftop of the Royal London hospital. By 2005, it had flown some 17,000 missions). Govt may establish a single coordinating agency (such as RWSI) to coordinate HEMS operations at National level. It should assist in Govt evolving suitable policies to encourage hospitals in acquiring helicopters (with space to accommodate number of stretchers and medical equipment) in meeting the requirement of mass casualty events.

Review regulatory measures to permit growth of HEMS for public good. Review ATC procedures to accord priority in departures /arrivals of helicopters involved in EMS to meet golden hour requirement.

### **In respect of development of Heliports / Helipads:-**

(a) Consider establishment of a Heliport Cell at AAI with 2 officials (Member Planning: for requirement of heliports and associated tasks &

Member Operations: for operations and regulatory aspects) to over see the development of Heliports & Vertiports and Heli-routes in the country as there are no public use heliports in the country established by AAI. In addition;

(b) Request State Goats and National Highway Authority (NHA) to develop Public use heliports for HEMS,

(c) Also involve private sector to develop heliports/helipads on fast track. AAI should encourage development of low cost heliports at every district head quarters and consider using old airports for general aviation and helicopter operation. It may be multi functional and privately owned,

(d) AAI should issue clear cut advisory circulars for the design, construction and operation of Roof Top Heliports and Hospital Heliports especially in metros.

(e) Review ATC Procedures for Helicopters with a view to establish a dedicated and separate departure/arrival area with standardized route operating procedures.

(f) HEMS should be categorized as "on demand service "and may be conducted in response to an immediate demand, which cannot be anticipated or scheduled several days in advance.

Therefore, the Air Traffic Control (ATC) procedures need to include procedures to permit helicopter operators to file a flight plan and conduct a mission as quickly as possible after the requirement for the mission arises.

(g) Granting route authority to licensed helicopter operators to fly specified approved routes would be a workable method. Then, no further mission approval would be required for the licensed helicopter operator, other than filing of the standard flight plan for a particular mission immediately prior to departure.

(h) Recommendations of the recently conducted study by Heliport Committee to identify suitable sites for creation of heliports/ vertiports in major population centers may be considered for implementation without delay.

(i) Create a database of all certified helipads and notify it for use in public good.

(j) Creation of an effective search and rescue organization in India for rendering timely action after a missing aircraft.

(k) To reduce cost of HEMS, AAI may exempt Radio Navigation Flight Charges (RNFC) and Passenger Service, Fee (PSF).