

Paris – Jun 14 2023

## **MAYDAY – MAYDAY – MAYDAY**

### **As a consequence of the evolution of the regulatory framework, the helicopter industry is deeply short in qualified manpower.**

For more than 10 years, our industry has been warning of the fact that the regulatory changes proposed and adopted are not suitable to general aviation and helicopter maintenance organizations and lead inexorably to a major shortage of certificated aeronautical maintenance staff.

The developments of this regulatory framework have neglected the unavoidable structural differences between the major airlines and the general aviation operators which provide public service, aerial work and professional pilot training missions on a daily basis.

The goals in terms of flight safety are similar but the levers to meet them are very different.

Seized from the subject for years, the European and national authorities have not triggered the changes that would have made it possible to adapt these rules to the specificities of the activities of helicopters and general aviation companies.

So indeed, if nothing is done in the coming weeks, our planes and helicopters could remain grounded for lack of mechanics to maintain them.

However, the solutions exist and some could be implemented without delay. Those jointly advocated by SNEH and GIPAG more than two years ago were presented on March 22, 2021 ([see here, or with the QR-code below](#)) but never eliciting any official reaction other than a polite acknowledgement receipt.

Nowaday, it takes more than 2 years for a former military aeronautical mechanic, who is however very experienced, before being able to sign the return to service of a civil aircraft.

Facilitating bridges between the different maintenance ecosystems, based on evidence based graduate knowledge and skills, would be an effective lever that could quickly reduce this lack of mechanics.



The subject, repeatedly raised with the authorities, remains today lost in the meanders of the EASA.

If nothing is done in a hurry, some activities as essential as the evacuation of the sick and injured, the firefighting and the securing of our mountains, will quickly suffer from a shortage of air resources due to a lack of qualified mechanics to ensure the airworthiness of the aircraft that are assigned to these prim missions on a daily basis.



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