

## **Workshop on the Implementation of the Air OPS Regulation (EU) No 965/2012**

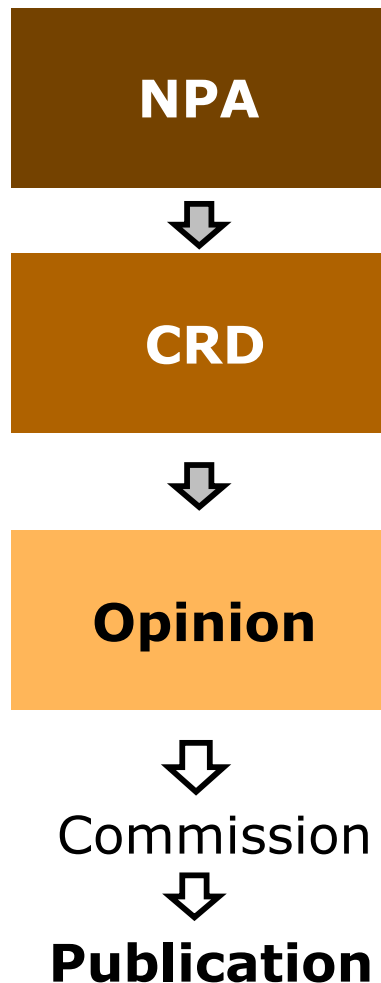
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**19.3.2014**

*Responsible traffic.  
A joint effort.*

# History - Air OPS Regulation

**TOR Nr:** OPS.001 / **Date:** 20 July 2006

**Subject:** Extension of the Basic Regulation to Air Operations.



## The Dream – CAT Rules

- clear, understandable
- flexible
- well functioning
- proportional
- safety value/cost ~ acceptable
- balanced; IR, AMC, GM



# History - EASA Conference CRD – OPS I / 25 Nov 2010

## RG01 - Conclusions



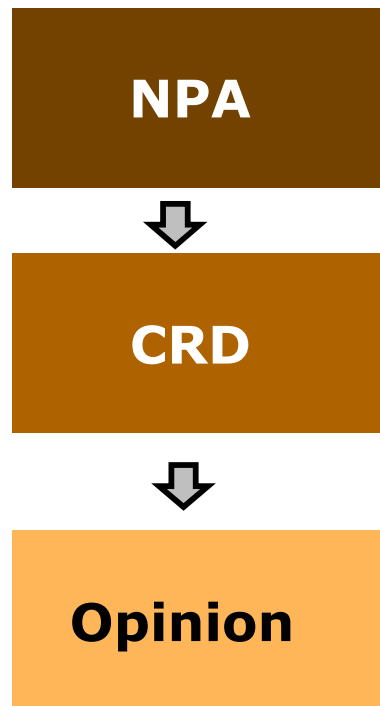
Please react to the CRD !



# History - Air OPS Regulation

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Commission - EASA Committee  
↓

**965/2012 Publication 25.10.2012**



# The Implementation of the Air OPS Regulation Today

- **Air OPS => Oct 28 2014**
- FTL published
- OSD published
- SPO to be published; CAT, NCC/NCO

*By embracing the unknown, we will also challenge the known*



# The Implementation of the Air OPS Regulation

## Challenges and opportunities

- Shift to safety management. Managing the risks (operators, authorities).
- More and more data driven management.
- Responsibility of operators for safe operations /performance – box ticking not enough.
- Need for cooperative oversight of authorities due to increased subcontracting and pan-European operations.





# The Implementation of the Air OPS Regulation Challenges and opportunities – Authority's Point of view



- We have to be more efficient => need for new working methods
- Risk/performance based approach
- Learning from the past; implementation of Parts ARO and ORO => how we performed in the past
- Continuous changes of the industry (business models)
- Compliance Authority => Safety Authority

## **ARO.GEN.200 Management system**

*Competent Authorities to establish management systems, including as a minimum; internal audit & **safety risk management***



# The Implementation of the Air OPS Regulation Challenges and opportunities – Authority's Point of view



## Typical risk sensitive processes of the CAA;

- Issue of AOC
- Oversight
- Issue of ATO certificate
- Derogation
- AltMoC
- Dry lease approval
- SPO "approval"



# The Implementation of the Air OPS Regulation

## Challenges and opportunities – Operator's Point of view



- How to benefit from an integrated management system that detects existing risks and potential hazards – capability for managing the risks.
- Capability for ensuring the compliance
- Capability for preparing Alt MoC.



# The Implementation of the Air OPS Regulation

## Challenges and opportunities – Agency's Point of view

- In standardisation, the Agency is moving towards a continuous monitoring approach.
- The role for finding best European practices (for oversight, certification, ... )
- In Rulemaking to respond to new innovations
- Principles/concept of performance based rules.





# The Implementation of the Air OPS Regulation

## Challenges and opportunities

- Apply a system of Lessons-learned for operators, authorities and EASA to keep current high safety levels.
- Importance of the feedback loop to EASA to further improve the rules (the rules are not perfect).
- Increased reliance on industry standards.
- Use of qualified entities



# Workshop on the Implementation of the Air OPS Regulation (EU) No 965/2012

- **Change the experiences**
- **Export the problems to colleagues**
- **Speak on concrete level**
- **Best practices**
- **Create networks**





So let's go and work together in the  
remaining months.







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