

Conversion from JAR-OPS 3 to the Air Operations Regulation: NAA experience

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*Responsible traffic.
Bravely together.*

- Timetable of the implementation
- Management System
- Performance issues
- SPA.HEMS
- SPA.NVIS

Timetable of the implementation

- Implementation, theory in Finland:
 - 28.5.2013 GAP-analysis in the company
 - 8.10.2013 GAP-analysis and SMS Phase 1 tool to NAA
 - 8.4.2014 SMS Phase 2 tool and all OMs with compliance lists to NAA.
 - 28.10.2014?
- Practice with companies...
- Resources in companies ...
 - Consultants ... IT...
- Resources in NAA ...
 - Timeframe too long for the companies, revisions?
 - Information to the companies, to whom and when?
 - Audits?

Management system

- Too complex for non-complex?
 - How the Authority reads the rule?
- SMS, cosmetic compliance?
 - Run the system and lose sight of the idea?
 - 3-5 years timeframe
- Forgetting the other elements of the Management System than SMS
 - Compliance monitoring versus quality systems.

- Height – Velocity limitations (RMT to solve the problem)
 - Exemptions under 14(4)
- Performance requirement and PIS (RMT)
 - PIS: Approval or endorsement. Remember CAT.POL.H.305
- Single engine hostile, case closed?
- Problems with new hospital heliports!
 - Only in Finland?
- Demand for the process inside the companies (heliports):
 - Environment, Demand for PC1, PC2, or PC3?
 - Obstacle and site review
 - Procedure(s) against demand and review
 - Company operational instructions in form of plate

- It seems to be almost like in JAR-OPS 3 days
- But:
 - SPA.HELMS.125 Performance requirements for HELMS operations
 - HELMS operating site in hostile environment, PC2 and CAT.POL.H.305
 - Extensive lack of understanding of the (old) performance requirements
 - HELMS crew member is now HELMS TCM -> ORO + SPA
 - Training requirements
 - Elements of the MCC (old from JAR-OPS 3)
 - Line check and OPC for the HELMS TCM

- If operations according to JAA TGL 34. Basically no problems, except:
 - SPA.NVIS.110 (a) Airworthiness Approval
 - Approval in accordance with Regulation (EC) No 748/2012.
 - SPA.NVIS.110 (f) Continuing airworthiness
 - MEL among others
 - SPA.NVIS.130 (f) Crew requirements (2) Crew members
 - Line check and night OPC for the TCM
 - Use of the GM, specially the training programs