

BACKGROUND

- **OLIVER RODRIGUEZ CANDADO**

- Aeronautical Engineer
- Background:
 - Aeroplane maintenance (A330) working for an airline and,
 - Operational documentation working for EADS in the A330 MRTT project.
- Working for AESA (CAA Spain) from 2011, always in the Helicopter Operations Department.
- In this time his tasks covered audits, inspections, supervision of Helicopter Operators, both in Aerial Works and AOC operations.
- Team member in the the working group for the development of National regulation for Search and Rescue and Firefighting operations, that came into force in June 2015.
- From 2013, Head of Helicopter Operations Department in AESA.

NON EBT ISSUES - RMT 0599

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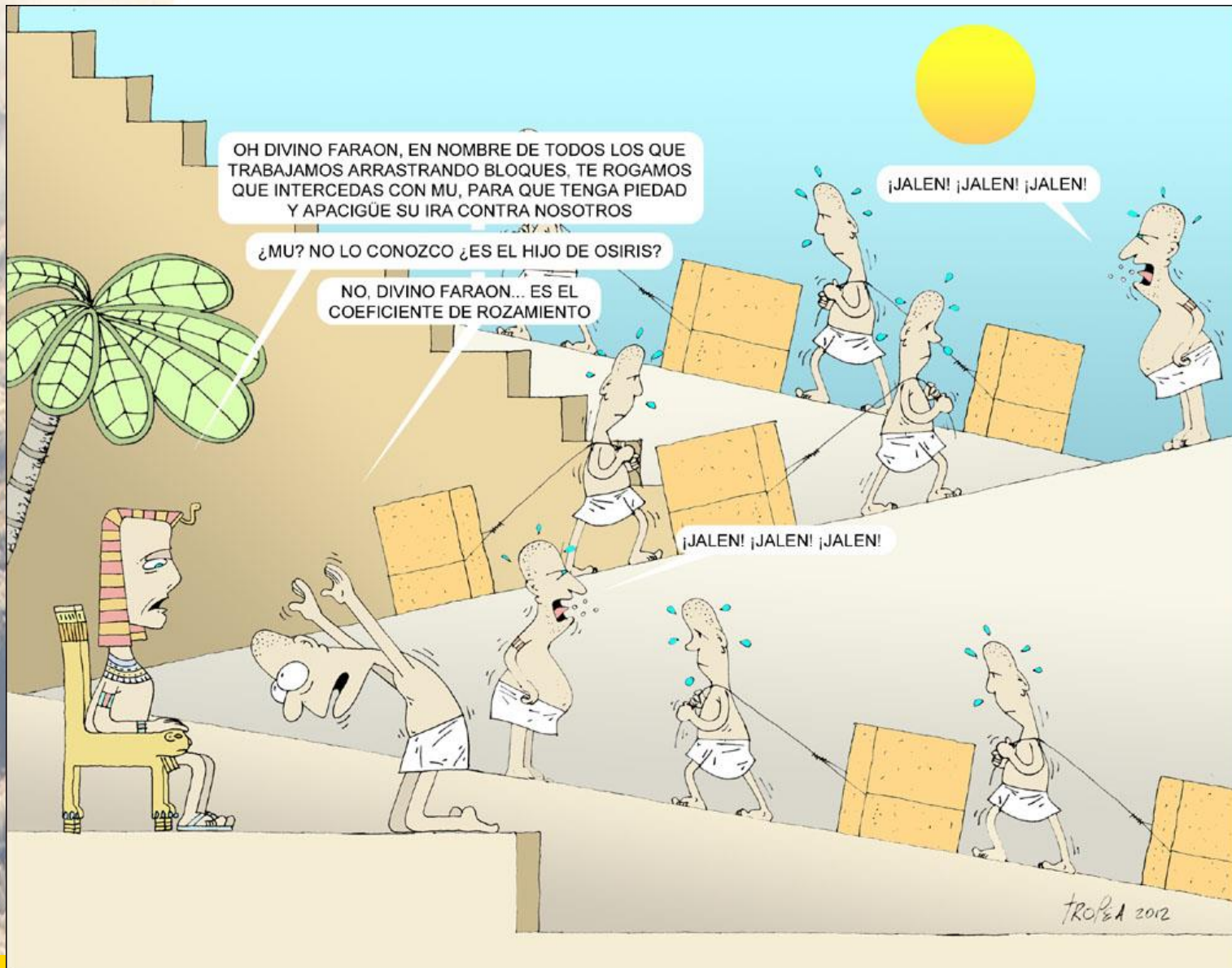
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NON EBT ISSUES - RMT 0599

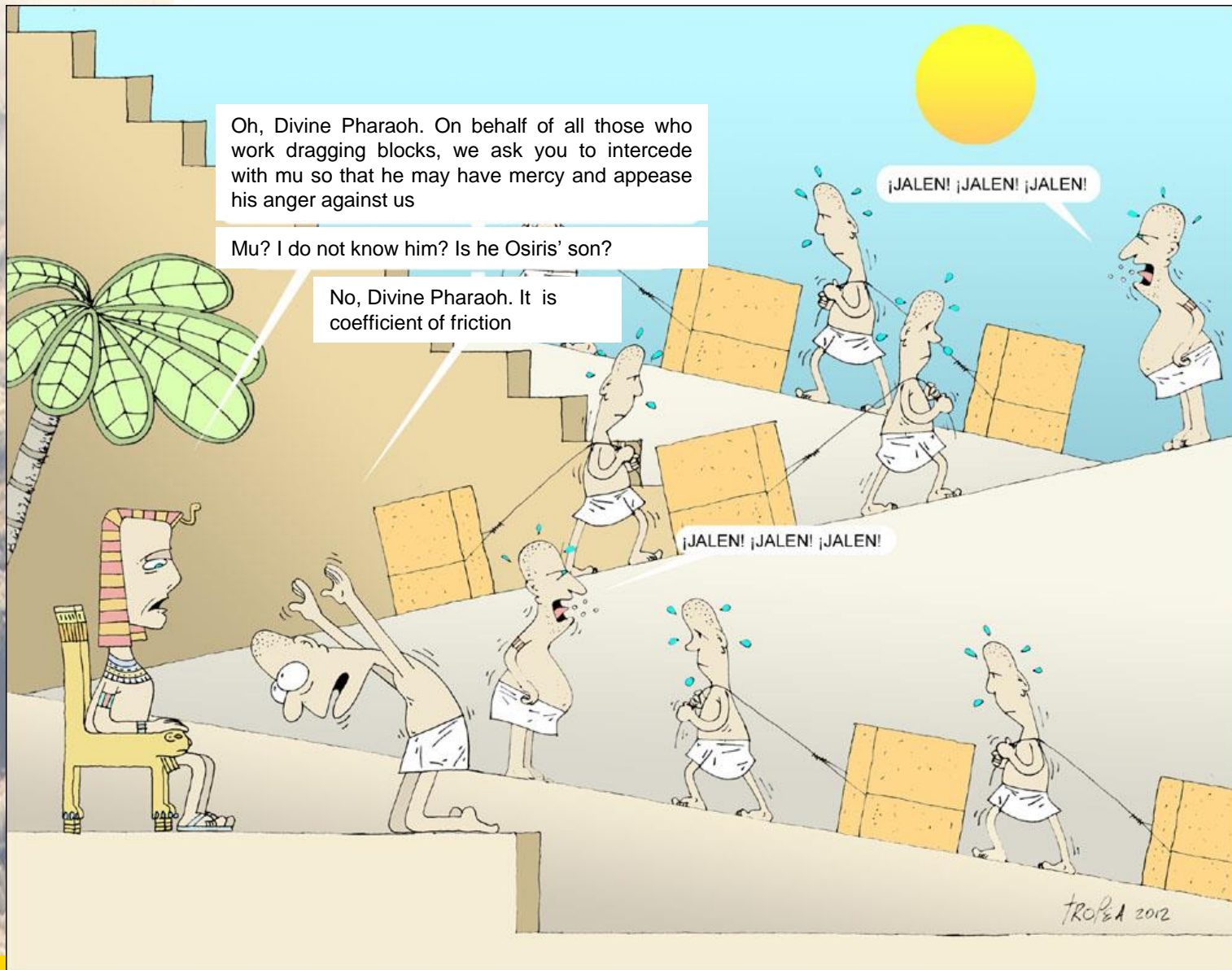
- ☐ INTRODUCTION
- ☐ ISSUES RELATED TO TRAINING AND CHECKING
- ☐ DRAFT PROPOSALS



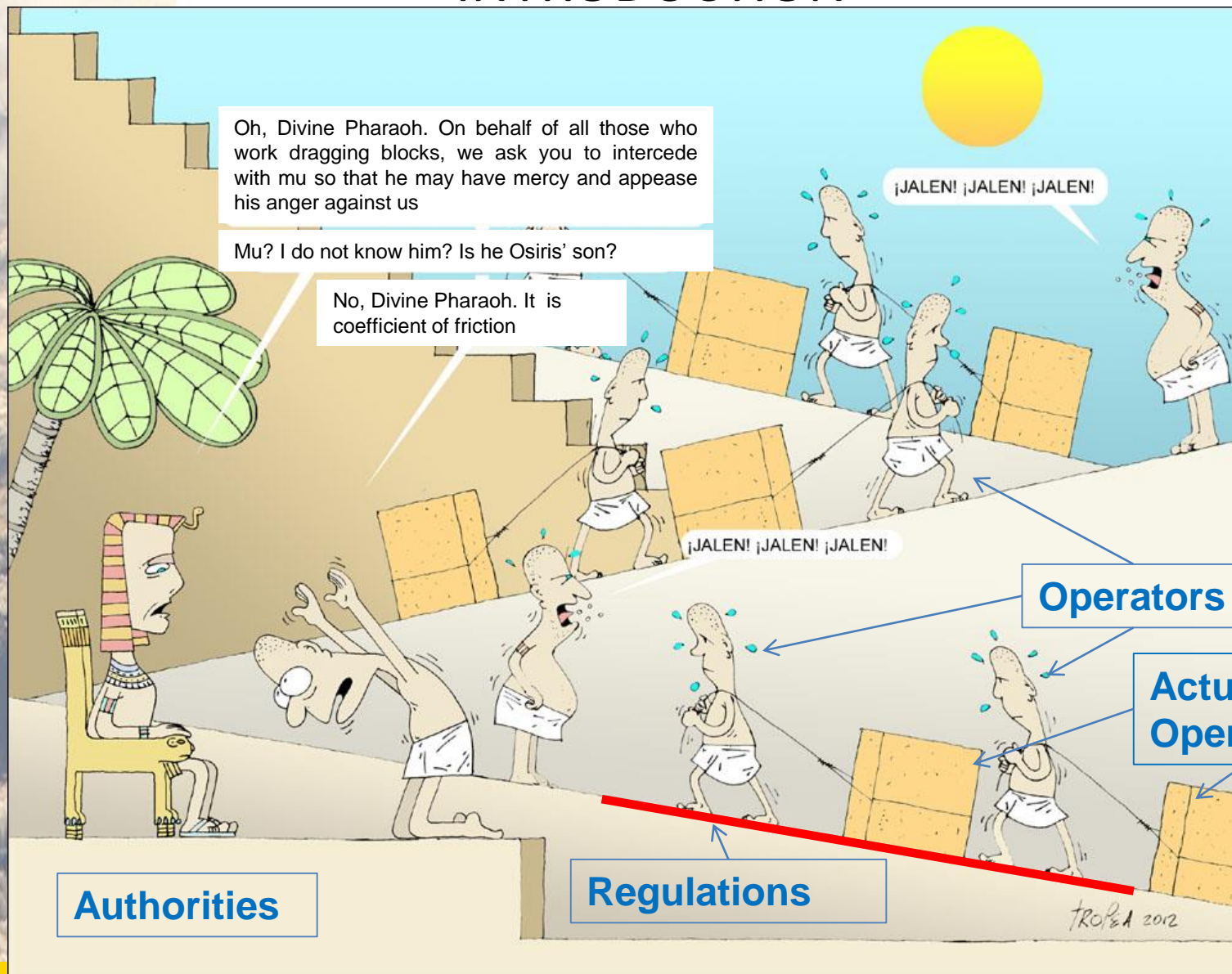
INTRODUCTION



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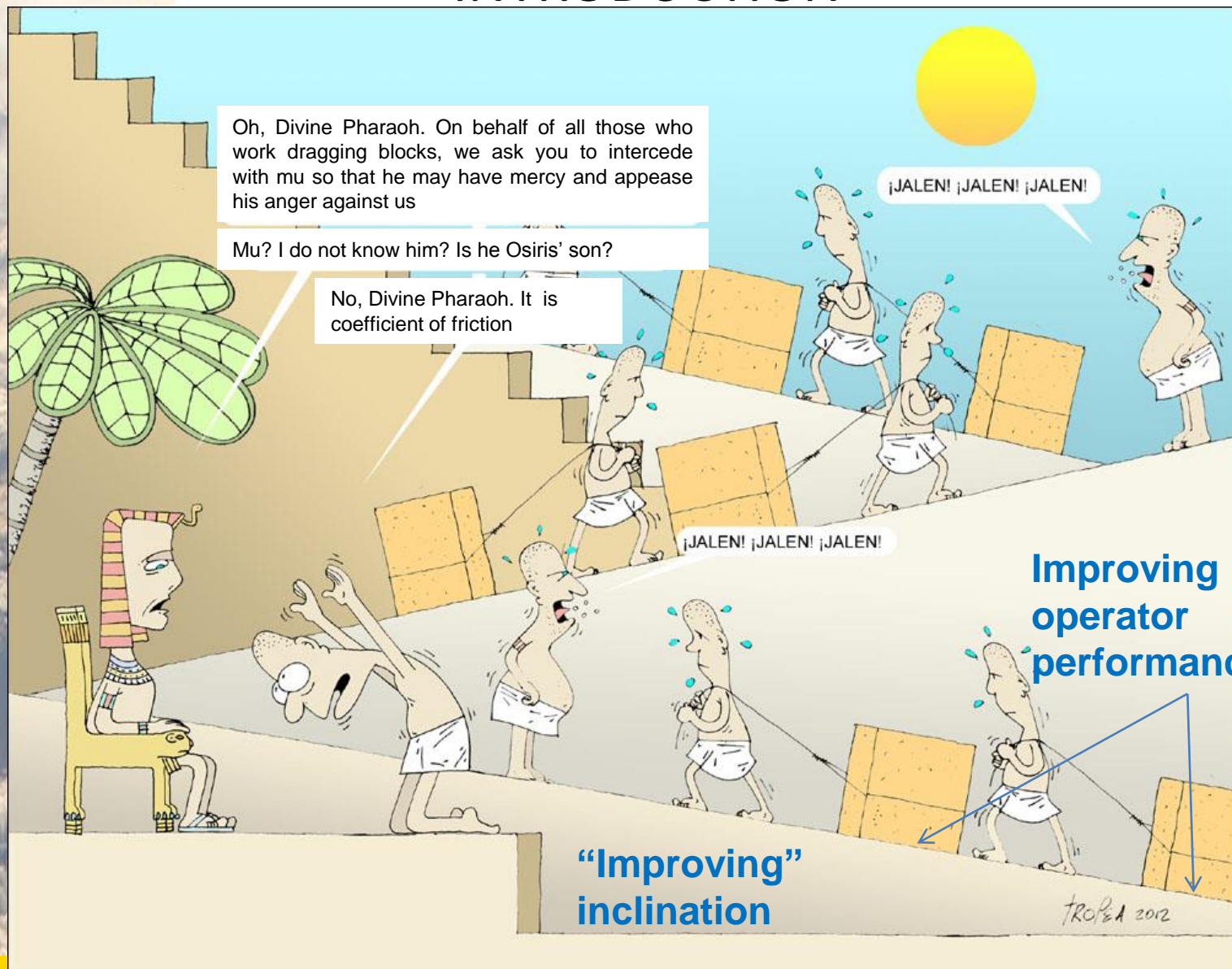


INTRODUCTION




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We just need to
smooth things!




ISSUES RELATED TO TRAINING AND CHECKING


IR/AMC/GM	IR/AMC/GM CONTENT	ISSUE TO SOLVE 
ORO.FC.230 (c)	<i>"...line checks may be conducted by a suitable qualified commander nominated by the operator,..."</i>	Several member states have asked for a minimum experience for the nominated commander. New AMC/GM to clarify or give a guidance.
ORO.FC.230 (b)	The OPC for Non-Complex helicopters requires a "suitable qualified" commander <i>"...the check may be conducted by a suitable qualified commander nominated by the operator,..."</i>	It can be questioned if a commander is suitably trained and has the necessary skills to conduct an OPC, including assessment of pilots. This should probably be changed to at least a pilot holding an instructor rating.
AMC1 ORO.GEN.110(e)	<i>Use of MEL</i> <i>"The operator should develop a training programme for crew members and detail such training in the Operations Manual. Such training programme should include:</i> <i>(3) elementary maintenance procedures in accordance with Commission Regulation (EC) No 2042/2003; and"</i>	There is still reference to Reg.2042/2003. Update reference.



ISSUES RELATED TO TRAINING AND CHECKING

IR/AMC/GM	IR/AMC/GM CONTENT	ISSUE TO SOLVE 
<p>ORO.FC.230 ORO.FC.240</p>	<p><i>(a) Each flight crew member shall complete recurrent training and checking relevant to the type or variant of aircraft on which they operate</i></p> <p>Discussion to not require “variant” or limited unless OSD.</p> <p>A line check and OPC for complex helicopters is to be completed on each type the pilot is flying on</p>	<p>Similarity in some variants, with OEB stablishing familiarization between them, but on the other hand, ORO.FC.230 requires an OPC per variant.</p> <p>When an OSD exists, this do not cover operator specific training, so AMC2 ORO.FC.240 should we use to identify specific differences.</p> <p>A simplified method could be proposed.</p>
<p>ORO.FC.230 (b)(4) ORO.FC.240</p>	<p>For other-than-complex:</p> <p>“...The operator proficiency check shall be performed each time on the type least recently used for the proficiency check...”</p> <p>Groups in the OM.</p>	<p>In the transposition from JAR OPS 3 and ACJ, the grouping was lost .</p> <p>However, that grouping did not mix single and twins, and in some cases, the similarities are higher between a single and a specific twin.</p>

ISSUES RELATED TO TRAINING AND CHECKING

IR/AMC/GM	IR/AMC/GM CONTENT	ISSUE TO SOLVE 
ORO.FC.105	<p>Aerodrome categorisation</p> <p>Categorisation in the AMC is more suitable to the aircraft operation than to helicopters.</p>	A new AMC more suitable to helicopter operations could be proposed.
ORO.FC.230	<p>Flight Examiners (FE)</p> <p><i>“...operator proficiency check by a type rating examiner (TRE), class rating examiner (CRE) or, if the check is conducted in an FSTD, a TRE, CRE or a synthetic flight examiner (SFE), trained in CRM concepts and the assessment of CRM skills.”</i></p>	The cross reference table between JAR OPS 3 and AIROPS shows no change in the transposition. However, there was a mistake in the transposition and FE was not included.
ORO.FC.230	<p><i>“...operator proficiency checks should include the following abnormal/emergency procedures:</i></p> <ul style="list-style-type: none"> <i>- engine fire;</i> <i>- fuselage fire;</i> <i>- emergency operation of under carriage;</i> <i>- fuel dumping;</i> <i>- engine failure and relight;</i> <i>- hydraulic failure;</i> <i>- electrical failure;...”</i> 	<p>The helicopter OPC and the aeroplane OPC are not consistent. The helicopter requires to perform a lot of items in every OPC while aeroplanes only engine out.</p> <p>Proposal of an AMC based on 3 year cycle.</p>

DRAFT PROPOSALS

- **Operator proficiency checks – Multi-Pilot Helicopters**
 - Inconsistency between aeroplane and helicopter OPCs contents
 - Helicopter operators requires to perform more items in every OPC.
 - This has generated in some cases a significant overcharged OPCs for helicopters, having to cover abnormal/emergency procedures for the main systems in addition to the engine out procedures.
 - Proposal of new AMC for OPCs in Multi-pilot helicopters enables operator to cover all normal/abnormal/emergency procedures comprising up to 6 OPS over a three-years period.
 - Instead the OPCs should focus on known areas of crew weakness, operational concern and helicopter complexity aligning OPC requirements to recurrent training requirements.
 - At the same time, a GM is developed to help operators how to manage the administration of OPCs.

DRAFT PROPOSALS

- **RECURRENT CHECKING PERSONNEL**

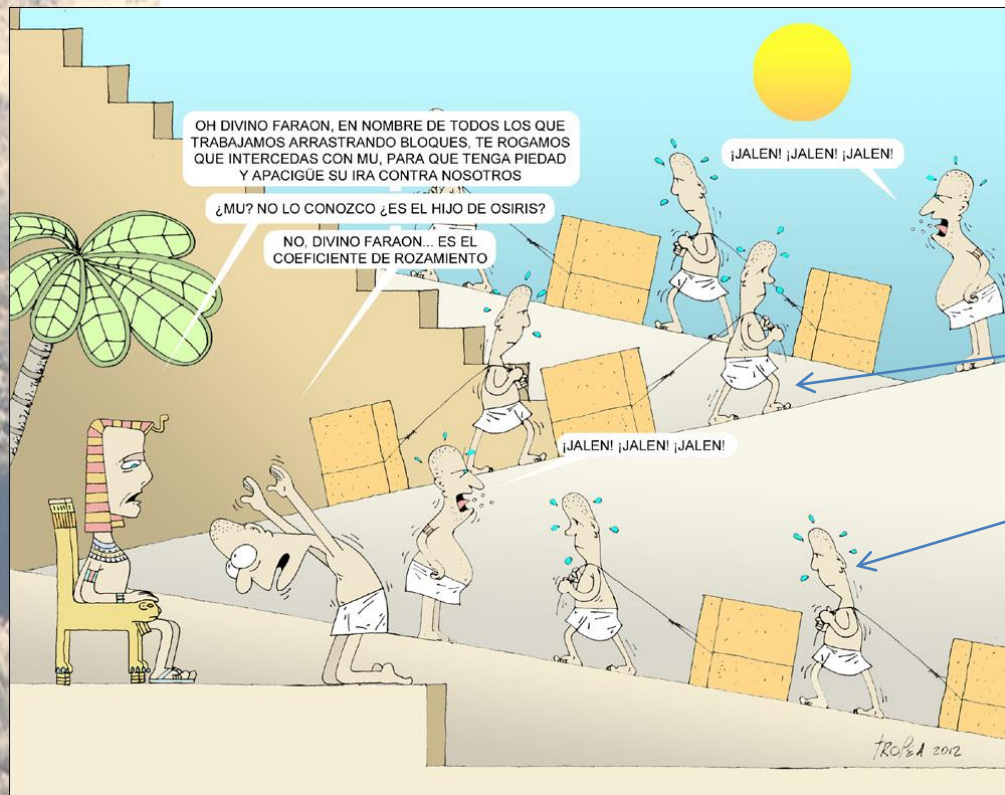
- Including Flight Examiner (FE) as recurrent checking personnel, as the exclusion in the transition to AIOPS was a mistake.

AMC1	ORO.FC.230, (d)	Recurrent training and checking RECURRENT TRAINING SYLLABUS	3.965(a)(3), (a)(4)(i)	Recurrent training and checking	No change	Text split into implementing rule and AMC
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*Source: cross-reference table, Sec#41

CONCLUSION

Let's work together to find the equilibrium of safety and rules



We need your expertise
in helicopter operations

¡ Muchas
Gracias !



FIN DE LA PRESENTACIÓN

