

EASA Workshop: From JARs to IRs

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# **Part-OPS Subpart D**

## **Operations requiring specific approvals**

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# Structure





# Structure

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## Subpart D – Operations requiring specific approvals

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# Structure

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**All sections, except the general section have been numbered using the following consistent numbering**

- 001 General
- 005 Applicability
- 010 Equipment
- 015 Communication
- 020 Operating minima
- 025 Performance
- 030 Crew requirements
- 035 Manual
- 040 Information and documentation
- 045 Incident/accident reporting
- 050 Facilities



# Section I – General





# Section I – General

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- This section contains the scope, definitions and administrative procedures related to the issue of a specific approval for a special type of operation and for the requirements to ensure the continued validity of such an approval.
- Generally these operations allow the operator either access to certain airspace or to conduct operations to lower limits, for which certain hazards have to be controlled to an acceptable level:
  - ✦ through the implementation of mitigating procedures
  - ✦ Through the installation of specialised equipment, requiring specific training or operational procedures
- If not specifically mentioned to be restricted to commercial air transport operators, these type of operations are open to all operators.
- For non-commercial operators, the approval for PBN/MNPS or RVSM has to be issued by the State of Registry in accordance with ICAO Annex 6 Part II.



# Section I – General

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- OPS.SPA.001.GEN Scope
- OPS.SPA.005.GEN Competent authority
- OPS.SPA.010.GEN Definitions
- OPS.SPA.020.GEN Application for a specific approval
- OPS.SPA.025.GEN Privileges of an operator holding a specific approval
- OPS.SPA.030.GEN Changes to operations subject to a specific approval
- OPS.SPA.035.GEN Continued validity of a specific approval





## **Section II – Operations in areas with specified navigation performance**





## Section II – Operations in areas with specified navigation performance

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- **This section includes the approval to operate in areas with Specified Navigation Performance.**
- **The approval of operations in areas with Specified Navigation Performances such as Required Navigation Performance (RNP), Area Navigation (RNAV) and Minimum Navigation Performance Specifications (MNPS) is transposed from Amendment 2 of EU-OPS.**



## **Section II – Operations in areas with specified navigation performance**

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➤ **Transposition includes:**

- ✧ **Equipment requirements of subpart L.**
- ✧ **Complemented by additional multidisciplinary Acceptable Means of Compliance (AMC) stemming from former JAA TGL developed mainly by the former Communications Navigations Surveillance/Air Traffic Management (CNS/ATM) Steering Group (SG) of the JAA.**
- ✧ **Some of the requirements of these TGL's have already been transposed into EASA AMC-20.**
- ✧ **ICAO concept of Performance Based Navigation and refer to ICAO Doc 9613 Performance Based Navigation Manual.**
- ✧ **A link with the airworthiness approval of the aircraft equipment.**
- ✧ **References to the applicable provisions in EASA AMC-20 in tables as GM for operators.**



## Section II – Operations in areas with specified navigation performance

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### ➤ OPS.SPA.001.SNP Operations in areas with specified navigation performance

#### ★ Performance Based Navigation (PBN)

➔ Specific requirements to obtain the approval

#### ★ Operation in areas with Minimum Navigation Performance Specifications (MNPS)

➔ Specific requirements to obtain the approval



## Section II – Operations in areas with specified navigation performance

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- **OPS.SPA.010.SNP Equipment requirements for operations in MNPS areas**
- **OPS.SPA.030.SNP Flight crew requirements for operations in areas with specified navigation performance**



## Section III – Operations in airspace with reduced vertical separation minima





## Section III – Operations in airspace with reduced vertical separation minima

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- This section contains the approval for operations in airspace with Reduced Vertical Separation Minima (RVSM)
- The approval is transposed from Amendment 2 of EU-OPS.
- Transposition includes:
  - ✧ **Equipment requirement from subpart L.**
  - ✧ **Requirements to have procedures included in the operations manual.**
  - ✧ **JAA Temporary Guidance Leaflet (TGL) No. 6 RVSM .**
- The proposed requirements to equip the aircraft, develop procedures and train the crew.
- With rulemaking task 20.006 , the Agency plans to update and transfer the technical content of various remaining multidisciplinary JAA TGL's into EASA AMC-20 complementing the operational aspect of the provisions proposed in this NPA.



## Section III – Operations in airspace with reduced vertical separation minima

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- **OPS.SPA.001.RVSM Operations in airspace with reduced vertical separation minima (RVSM)**
- **OPS.SPA.010.RVSM Equipment requirements for operations in RVSM airspace**
- **OPS.SPA.030.RVSM Flight crew requirements for operations in RVSM airspace**





## Section IV – Low visibility operations





## Section IV – Low visibility operations

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- **This section contains the approval for Low Visibility Operations.**
  - ★ **Approaches below standards Cat I minima.**
  - ★ **Take-off with RVR less than 150 mtr.**
- **It transposes:**
  - ★ **NPA-OPS 41 which had been introduced in Amendment 2 to EU-OPS.**
  - ★ **Improvements based on proposals made by the AWOSG of the JAA.**
    - ➔ Specifically the table containing the failed or downgraded equipment included in AMC to this rule.



## Section IV – Low visibility operations

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- As indicated in the slides covering the general section this section is applicable to all operators, and anticipates the wide introduction of VLJs, which are expected to perform IFR operations to these limitations as well.
- Proposals made by the AWOSG not transferred into this NPA will be included in a future rulemaking task.



## Section IV – Low visibility operations

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- OPS.SPA.001.LVO Low visibility operations (LVO)
- OPS.SPA.010.LVO Aircraft requirements for LVO
- OPS.SPA.020.LVO LVO operating minima
- OPS.SPA.030.LVO Flight crew requirements for LVO



# Section V – Transport of dangerous goods





## Section V – Transport of dangerous goods

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- This section contains the requirements to obtain the approval to transport dangerous goods.
- This section only addresses the approval for the transport of dangerous goods and not with the alleviation/exceptions, which may be required for certain operations and which apply in general to all flights. Those requirements can be found in OPS.GEN.



## Section V – Transport of dangerous goods

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- In general, dangerous goods have to be transported in accordance with the ICAO T.I.
  - ✧ However the implementing rules cannot refer to the ICAO Technical Instructions as this would render them directly applicable as Community Law.

Legal drafting principles of the EU prevent direct referral in the implementing rules to documents/standards not under the control of the EU.
- Transposition includes:
  - ✧ EU-OPS/JAR-OPS 1 and 3
  - ✧ Draft JAA NPA-OPS 70 aligning JAR's with the latest amendment of the ICAO T.I.



## Section V – Transport of dangerous goods

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- OPS.SPA.001.DG Approval to transport dangerous goods
- OPS.SPA.040.DG Dangerous goods information and documentation
- OPS.SPA.045.DG Dangerous goods incident and accident reporting





# Section VI – Helicopter operations without an assured safe forced landing capability





## Section VI – Helicopter operations without an assured safe forced landing capability

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- **This section contains the requirements to obtain an approval to operate helicopters without an assured safe forced landing capability.**
- **The objectives have been separated from the technical content; objectives being incorporated into the implementing rule and technical content being transferred to AMC material.**



## Section VI – Helicopter operations without an assured safe forced landing capability

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➤ **It transposes those elements relating to 'exposure' contained in:**

★ **JAR-OPS 3 amendment 5**

★ **In particular:**

- Appendices to 3.005 (c), (d), (e) and (i).
- 3.517 and those requirements referring to it contained in subparts F (Performance general), H (PC 2) and I (PC 3).



## Section VI – Helicopter operations without an assured safe forced landing capability

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### ➤ OPS.SPA.001.SFL Operations without an assured safe forced landing capability

#### ★ Requirements to be met by the operator to obtain the approval.

- ➔ Providing reliability statistics
- ➔ Risk assessment
- ➔ Establishment of operating procedures for take-off, landing and site specific
- ➔ Usage Monitoring System
- ➔ Training programme
- ➔ Set of conditions as further explained in the AMC, establishing the link to (continuing) airworthiness.



## Section VI – Helicopter operations without an assured safe forced landing capability

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### ➤ OPS.SPA.005.SFL Applicability

- ★ **Defines operations and additional limitations for which an approval for operations without an assured safe forced landing capability can be obtained.**
  - ➔ At a HEMS operating site
  - ➔ Operations to/from helidecks with helicopters which have a maximum passenger seating configuration (MPSC) of more than 19.
  - ➔ Performance Class 2 take-off or landing outside a congested hostile environment.
  - ➔ Performance Class 3 operations, outside a congested hostile environment, during the take-off and the landing phase and en-route in a specified, remote or mountain area.
  - ➔ At a public interest site located in a congested hostile environment.



## Section VI – Helicopter operations without an assured safe forced landing capability

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- OPS.SPA.035.SFL Helicopter Flight Manual Limitations
- This requirement contains the JAR-OPS 3 alleviation contained in Appendix 1 to JAR-OPS 3.005 (c).
  - ★ 'For helicopters certificated in Category A, a momentary flight through the height velocity (HV) envelope is allowed during the take-off and landing phases.'
- For CS-29 helicopters the Height Velocity (HV) envelope is contained in the limitations section of the approved Aircraft Flight Manual and the alleviation therefore is in conflict with Annex IV 4.a. of the Basic Regulation.



# Section VI – Helicopter operations without an assured safe forced landing capability

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- The Agency intends to initiate a rulemaking task on CS-29 to see whether or not a change of CS-29 is feasible, and in the meantime included the alleviation in its Implementing Rules for the following reasons:
  - ★ **Article 8 of the Basic Regulation states that the Implementing Rules should reflect the state of the art and the best practices in the field of air operations.**
  - ★ **The ToR of OPS.001 state that Implementing Rules should be based on JAR-OPS 3.**
  - ★ **There is no major harmonisation issue with the FAA on this matter as FAR Part 91.9 (d) contains a similar alleviation upon which the JAR-OPS 3 alleviation was based.**
- **Notwithstanding the issue for commercial air transport operations, this is a limiting factor for all other operations involving CS-29 certificated helicopters involved in operations that require (momentary) flight through the HV envelope (typically 'aerial work' activities).**



## **Section VII – Helicopter operations with night vision imaging systems**







## Section VII – Helicopter operations with night vision imaging systems

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- **JAR-OPS 3 amendment 5 introduced in 3.005 (j) the possibility to conduct VFR night operations with the aid of NVIS, provided a specific approval being obtained.**
- **JAA TGL 34 contained additional information and requirements to be met, as well as minimum training standards to be followed.**
- **This section and its AMC material is the transposition of this requirement including the mentioned TGL.**



## Section VII – Helicopter operations with night vision imaging systems

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- OPS.SPA.001.NVIS Night Vision Imaging System (NVIS) operations
- OPS.SPA.010.NVIS Equipment requirements for NVIS operations
- OPS.SPA.020.NVIS NVIS operating minima
- OPS.SPA.030.NVIS Crew requirements for NVIS operations



# Section VIII – Helicopter hoist operations





## Section VIII – Helicopter hoist operations

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- **The Helicopter Hoist Operations requirements contained in Appendix 1 to JAR-OPS 3.005(h) has been transferred to this section of the Implementing Rules.**
- **In addition, draft JAA NPA-OPS 69 has been incorporated. This draft NPA-OPS can be found as Appendix C.**
  - ★ **Resulting from difficulties in interpretation and implementation of the Appendix.**
  - ★ **Specifically the subparagraph which related to the helicopter hoist equipment and its standard of airworthiness approval appropriate to the intended use or function. The draft NPA introduced new material to clarify and explain the requirements.**



## Section VIII – Helicopter hoist operations

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- **OPS.SPA.001.HHO Helicopter hoist operations (HHO)**
  - Requires the applicant to hold an AOC, thus Part-OR applies
- **OPS.SPA.010.HHO Equipment requirements for HHO**
- **OPS.SPA.015.HHO HHO communication**



## Section IX – Helicopter emergency medical services





## Section IX – Helicopter emergency medical services

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- **The Helicopter Emergency Medical Services (HEMS) requirements contained in Appendix 1 to JAR-OPS 3.005(d) have been transferred to this section of the Implementing Rules.**
  - ★ **The Agency has also incorporated option 2 of the HSST-WP-07-03.4, which was agreed by the JAA HSST and OST.**
    - ➔ PC 2 at the HEMS operating site, instead of PC 1 as far as possible.
  - ★ **Since this paper has not undergone public consultation, the Agency is therefore requesting stakeholders to indicate their preferred option, to help the Agency establish the best way forward in this matter and to include this in the final opinion to be transmitted to the Commission.**



## Section IX – Helicopter emergency medical services

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- **OPS.SPA.001.HELMS Helicopter emergency medical service operations (HELMS)**
  - ➔ Requires the applicant to hold an AOC, thus Part-OR applies
- **OPS.SPA.010.HELMS Equipment requirements for HELMS operations**
- **OPS.SPA.020.HELMS HELMS operating minima**
- **OPS.SPA.025.HELMS Performance requirements for HELMS operations**
  - ➔ HSST working paper
- **OPS.SPA.050.HELMS HELMS operating base facilities**





# Disclaimer

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- Although this presentation is a summary of the explanatory note it is not intended to substitute reading it.
- The explanatory note contains valuable other information that is required to understand the framework of Community regulations in the field of Air Operations.
- During the ongoing internal consultation (part of the EASA rulemaking procedure) comments have been given indicating that some rules need to be reconsidered regarding their inclusion in wrong sections. Therefore the numbering given in this presentation may deviate from the numbering contained in that of the NPA to be published.