



Conversion from JAR-OPS 3 to the Air OPS Operator's experience

08.10.2014

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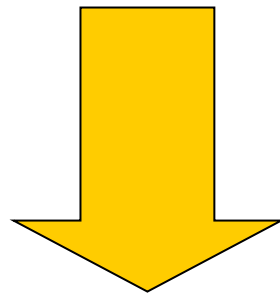
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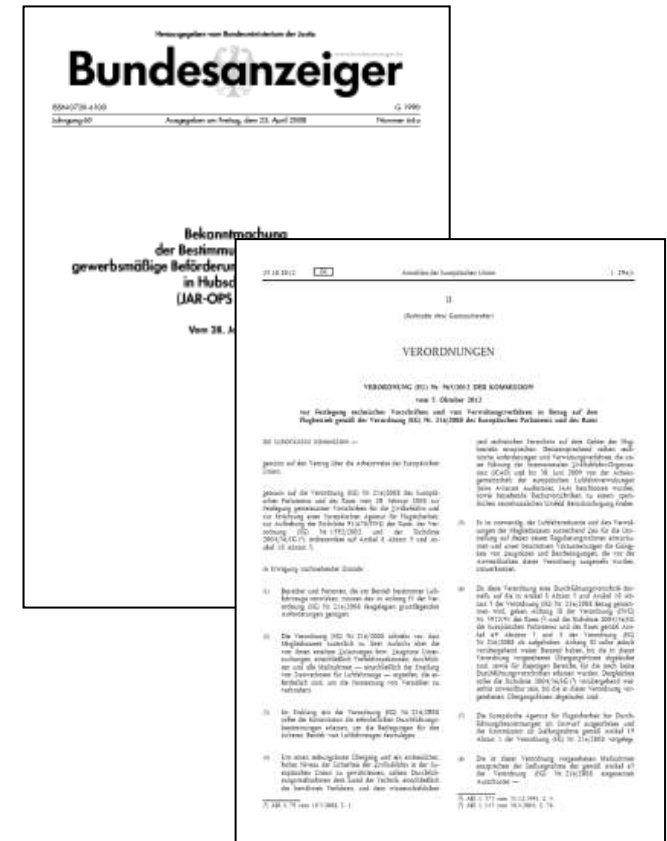


Conversion from JAR-OPS 3 to the Air OPS Operator's experience

- JAR regulations enabled national exemptions
- JAR regulations not fully implemented
- Evidently implemented the JAR regulation



Negative attitude

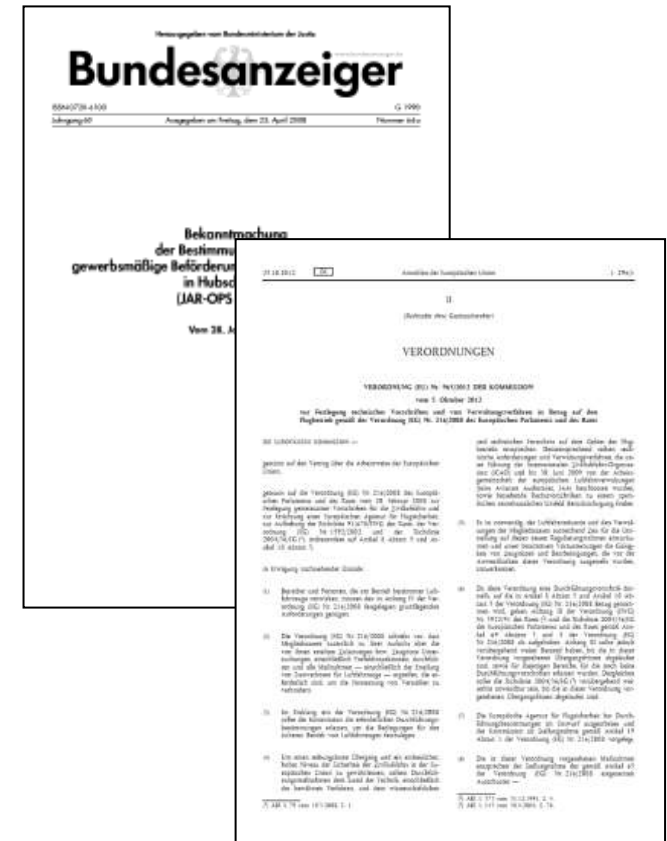


Conversion from JAR-OPS 3 to the Air OPS Operator's experience



Open or unsolved Topics

- Performance class
- Public Interest Sites
- Age 60 Rule
- FTL



Conversion from JAR-OPS 3 to the Air OPS Operator's experience



- ADAC Air Rescue JAR conform
- Exchange of the BO 105 fleet
- No alternative helicopter available for BK 117
- National derogation



Conversion from JAR-OPS 3 to the Air OPS Operator's experience



BK 117, B2

Mountain Helicopter

Mission weight:

3050 kg

MSL

2000 ft

Temp

8° C

EUROCOPTER

FLIGHT MANUAL BK117 B-2

EFFECTIVITY S/N 7253 and subsequent or after S/B-MBB-BK117-60-113

MAXIMUM TAKEOFF AND LANDING GROSS MASS, CATEGORY A (VTOL)

LYCOMING LTS 101 - 750B - 1

BLEED AIR HEATING - OFF

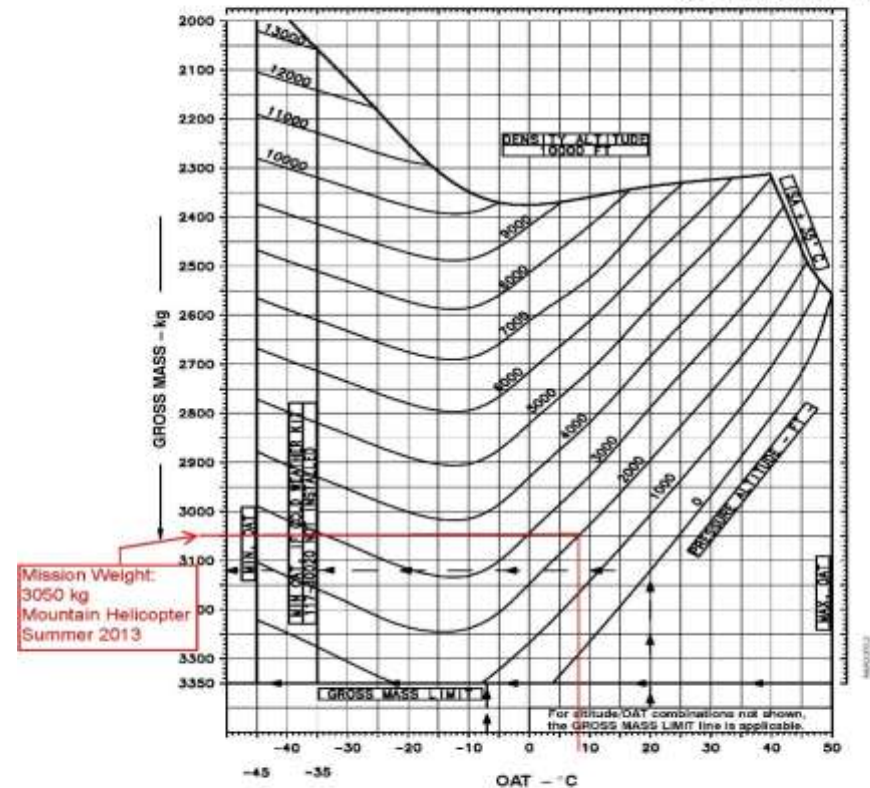


Fig. C1 Maximum Takeoff and Landing Gross Mass, Category A (VTOL)

LBA APPROVED
Rev. 8

11 - 1 - 37

Conversion from JAR-OPS 3 to the Air OPS Operator's experience



- Exchange of the BK 117 fleet
- Exchange costs about 130 million EUR

Conversion from JAR-OPS 3 to the Air OPS Operator's experience



- Responsibility has been transferred to the operator
- 1600 hospitals are served by rescue helicopters
- 400 certified heliports
- Additional rules for certification

Conversion from JAR-OPS 3 to the Air OPS Operator's experience



- Exception paragraph in the German air law
- Difficult to certify PIS
- Working group founded



Conversion from JAR-OPS 3 to the Air OPS Operator's experience



- Clear communication paths
- Clear responsibilities
- Information exchange



ADAC Luftrettung gGmbH

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Thanks you for your attention!!!

