

NPA-OPS-12 Comment / Response Document

JAR-OPS 1/3.001(a)(2)

Item	Comment Number	Commentor	Summary of Comment	Operations Committee Response	Reason for the Response	Resulting change to NPA text
1	34 19	CAA Finland Finnish Aeronautic	Parachuting should be an exempted category	Agree	It is intended to regulate for parachuting under Parts 2 and 4	Additional para. (a)(2) to exempt parachutists
2	25 26	Heli Air Zagel Agrarflug Helilift	Should be no limit on number of pax	Disagree	Wide agreement that 6 is a reasonable limit provided that parachutists and firefighters are exempted	--
3	32	Skyjet AG	Authority could approve more than 6 pax	Disagree	Ditto above	--
4	36	Transport Canada	Exclude firefighters and all crew of Aerial Work	Agree	Aerial Work to be regulated under Parts 2 and 4	Firefighters exempted under new para. (a)(2)
5	38	INAC Portugal	Not presently limited by law	Disagree	Portugal's members agree that number can remain at 6 if firefighters and parachutists exempted	--
6	46	LFV Sweden	Redefine AW and CAT, increase number to 9	Disagree	The text is not intended as a definition of CAT or AW; it is provided to allow the continuation of existing activities until the production of JAR-OPS 2 and 4	--
7	17 43 49	FR Aviation GAMTA DGAC France	Should be regulated in JAR-OPS 2 and 4	Disagree	See item 6 above	--
8	10 13	CAA Iceland CAA Malta	Support of the proposal	Noted	--	--

	16 22 27 30 33 35 44 47 12 23 41	LBA MOT Austria BAZL FOCA CAA Slovenia CAA Denmark RLD ENAC Italy LFV Norway Lynton Aviation EHA BHAB	(Malta suggests that the example given in para.5 of the introduction should become an IEM)			
9	45	BMV Bonn	Proposes different text	Disagree	The words 'immediately before, during or immediately after' were used to ensure clarity and unambiguity of meaning	--
10	48	CAA UK	Proposes different text	Disagree	The proposed additional text does not improve clarity. The proposal is a duplication of the condition that persons carried must be connected with the Aerial Work activity.	--

JAR-OPS 3.001 (as addressed by NPA-OPS-18)

16	142	AOPA	This addresses Aerial Work and further reduces the readability of JAR-OPS 3.	Not agreed	This text is required to indicate that such operations are considered to be AW and therefore outside the scope of JAR-OPS 3.	
17	026	CAA	If fire-fighting flights are not to be covered by JAR-OPS 3 then reference to them should be removed from paragraph 2 and included in (1) by inserting "Fire" after	Not agreed	The text is identical to JAR-OPS 1.	

			customs in that paragraph. This would leave paragraph 2 to cover parachuting only.			
18	117	IFALPA	Include “search and rescue” in this text.	Accepted	Search and rescue should remain a State activity. In order not to confuse the issue, SAR should be inserted into paragraph 1 (not 2).	Amend text to read “(1) ... police services <u>and SAR</u> ; nor”
19	044	EHA	Reference only JAR-OPS 3	Accepted		Change reference from 1/3 to 3.
20	126	IFALPA	Reduce the number from 6 to 4.	Not agreed	The number 6 has been agreed by all States in committee. There is no satisfactory reason why it should be 4 instead of 6. This is the only comment suggesting a reduction from 6 to 4.	
21		HSC	This IEM should be removed. A decision has yet to be taken on what is to be covered in JAR-OPS 4.	Accepted	It is unlikely that fire-fighting will be included in JAR-OPS 4. The regulation of parachuting has still to be decided.	
22	117	IFALPA	Add search and rescue to the text.	Not agreed	See item 18 above.	

JAR-OPS 1/3.125

1	6 7 10 16 30 33 35 37 44	CAA Hungary N/k CAA Iceland LBA CAA Slovenia SLV Denmark DGAC NL Transport Canada ENAC Italy	Support of the proposal without comment	Noted	--	--
2	40 50	ALPA USA DGAC France	Support of proposal but suggest additional provisions to allow for loss or theft.	Agreed		Additional Section 2 material agreed and included Add ACJ 3.125 " <u>In case of loss or theft of documents specified in JAR-OPS 3.125, the operation is allowed to continue until the flight reaches the base or a place where a replacement document can be provided.</u> "
3	3 4 5 11 21 39 42	UK Flying Club PDG Heli Ltd. Air Malta Lynton Av. Ltd Maersk Air IAOPA BHAP	Retain original text	Agreed	Avoid unnecessary administration (Falsification cannot be avoided) Note: activity vis-à-vis ICAO?	See Annex 1 and 2 to comment No:5
4	14 15 20 24 29	CAA Malta Sabena AEA EHA Alitalia Express	Allow copies to be carried for all documents (at the choice of the operator)	Partly agreed	See items above and comment No:20 'at the choice of' is considered unnecessary addition	
5	1 and 2	Bxl national airport	For some documents	Noted	--	Proposal amended

	8 and 9 18	Bond Helicopter Ltd British World Airline	copies should be acceptable			accordingly. Legal opinion is that ICAO requires the original of some of the documents.
6	31	Skyjet AG, CH	Useless to regulate; depends on national law	Noted		
7	28	FOCA	Original of Flight Crew licence to be carried (subpara. b)	Not agreed	Would cause problems at the time of renewal of licence.	Add: 'original or copy'