



United Arab Emirates



GCAA

دولة الامارات العربية المتحدة
الهيئة العامة للطيران المدني
UAE General Civil Aviation Authority

**NPA OPS No.15/2012
CAR OPS 3 (HELICOPTER)**

Office of the Director General مكتب المدير العام

Release Date: 09 August 2012

The General Civil Aviation Authority (GCAA) is to amend regulations related to CAROPS 3, due to alignment with ICAO Standards and Recommended Practices (SARPS) from Annex 6 Part 3

It is intended that these SARPS will be adopted into CAR OPS 3

Unless otherwise indicated by grey highlight to show additional text in existing paragraph, the whole paragraph is newly added.

This notice is published to announce to the public this addition to the regulations and to entitle all concerned parties, especially AOC Holders in each Emirate to:

- Review the attached proposed regulations;
- E-mail their comments to the below address:

Capt Anaziaz Zikir
Senior Flight Operations Inspector
Flight Operations Section
GCAA Safety Affair

e-mail: azzy@gcaa.ae
cc: malsaadi@gcaa.gov.ae

The comments on the proposal must be received at the above addresses within **30 days** of the publishing of this notice.

Following the consultation process, CAROPS 3, will enter into force by means of the publication of a regulations.

**SAIF MOHAMMED AL SUWAIDI
DIRECTOR GENERAL**



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CAR-OPS 3.037 Safety Management System

Add (f) Safety management system shall include an occurrence reporting scheme to enable the collation and assessment of relevant incident and accident reports in order to identify adverse trends or to address deficiencies in the interests of flight safety. SMS manager or SMS Post Holder shall ensure that the scheme shall protect the identity of the reporter and include the possibility that reports may be submitted anonymously (see AC OPS 3.037 (d)).

CAR-OPS 3.037 Safety Management System

Add (d) Safety management system shall include an occurrence reporting scheme to enable the collation and assessment of relevant incident and accident reports in order to identify adverse trends or to address deficiencies in the interests of flight safety. SMS manager or SMS Post Holder shall ensure that the scheme shall protect the identity of the reporter and include the possibility that reports may be submitted anonymously, and evaluation of relevant information relating to accidents and incidents and the promulgation of related information, but not the attribution of blame;

CAR- OPS 3.375 General rules for AOC

Add m. Operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them without undue delay.

CAR-OPS 3.375 In-flight fuel management

An operator must establish policies and procedures for in-flight fuel check

CAR-OPS 3 SUB PART M HELICOPTER MAINTENANCE

(a) An operator shall not operate a helicopter unless it is maintained and released to service by an organisation appropriately approved/accepted in accordance with CAR 145 except that pre-flight inspections need not necessarily be carried out by the CAR 145 organisation.

(b) Helicopter continuing airworthiness requirements needed to comply with the operator certification requirements in OPS 3.180 are those set up in Part M.

CAR-OPS 3.940 (a.6) Composition of Flight Crew

To remove the ambiguity of part time or self employed crew and replace with bilateral agreement amongst UAE AOC holder

CAR-OPS 3.965 b.2 add clarification of recurrent period

The 6 calendar months in addition to the remainder of the month means if the pilot perform proficiency check in 5th January 2013, the validity will expiry by 23:59 hrs of 31 July 2013, while if the applicant perform Proficiency check 2 months before the expiry (31 July 2013), the next Proficiency check will be expire by 31st January 2014 at 23:59 hrs.

CAR-OPS 3.1040 General Rules for Operations Manuals

(i) prior to make any changes, approval, acceptance or notification to GCAA is required.

Appendix 1 to CAR-OPS 3.1065 Document storage periods

Completed Flight Preparations Forms – 3 months

CAR-OPS 3.1104 Terminologies

Commander:	The pilot in command: The pilot designated by the operator being in command and charged with the safe conduct of a flight.
Fatigue:	A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental and/or physical activity) that can impair a crew member's alertness and ability to safely operate an aircraft or perform safety-related duties. Added to CAR-OPS 3.1110
FRMS Policy	A transparent statement that establishes the commitment of senior management to the general philosophy and goals of AOC holders' FRMS. It includes: the elements of the FRMS and its scope; reflect the shared responsibility of the management and employees at all levels for the elements of the FRMS ; the safety objectives of the FRMS; be signed by the accountable executive of AOC holders; be communicated throughout the organisation; declares management commitment to effective safety reporting, to providing adequate resourcing for the FRMS, and to continuous improvement of the FRMS; identify clear lines of accountability on the part of senior management; and require periodic reviews of the FRMS.
Flight Crew member:	A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period such as Pilots and Flight Engineers.
Late finish	A duty is a Late Finish when the duty finishes in the period 0100 to 0159 hours local time
Early start:	Any duty that is commenced in the period 0500-0659 hours local time.
Operating crew member:	a crew member carrying out his/her duties in an aircraft during a flight
Unforeseen operational circumstance:	An unplanned event, such as unforecast weather, equipment malfunction, or air traffic delay that is beyond the control of the operator.
FRMS:	A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.
Flight Duty Period (FDP):	A continuous and defined subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.
Rest Period:	A continuous and defined subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.

IEM OPS 3.037 Safety Management System;

Guidance material for the establishment of a SMS will be ICAO Safety Management System Manual (Doc 9852)

AMC OPS 3.220 Authorisation of Heliport par 4.g.

Add: Rescue and Fire Fighting Services.

IEM OPS 3.243 Operations in areas with specific navigation performance requirements

RNP references replace with PBN

AMC OPS 3.975 Route and aerodrome competence qualification

Add g. Information related to RFFS (rescue and Fire Fighting Services) protection shall be describes in the operators Operations Manual for aerodrome information against aircraft Fire Fighting required.

AMC OPS 3.1045(a) Standard Operating Procedures (SOP)

Add 4. Operators shall establish standard operating procedures (SOPs) and used of checklist that shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual, are followed. The design and utilization of checklists shall observe Human Factors principles. This document shall form a part of Operations Manual Part B.

