

# Återkoppling från tillsyn

Air OPS 25 november 2025

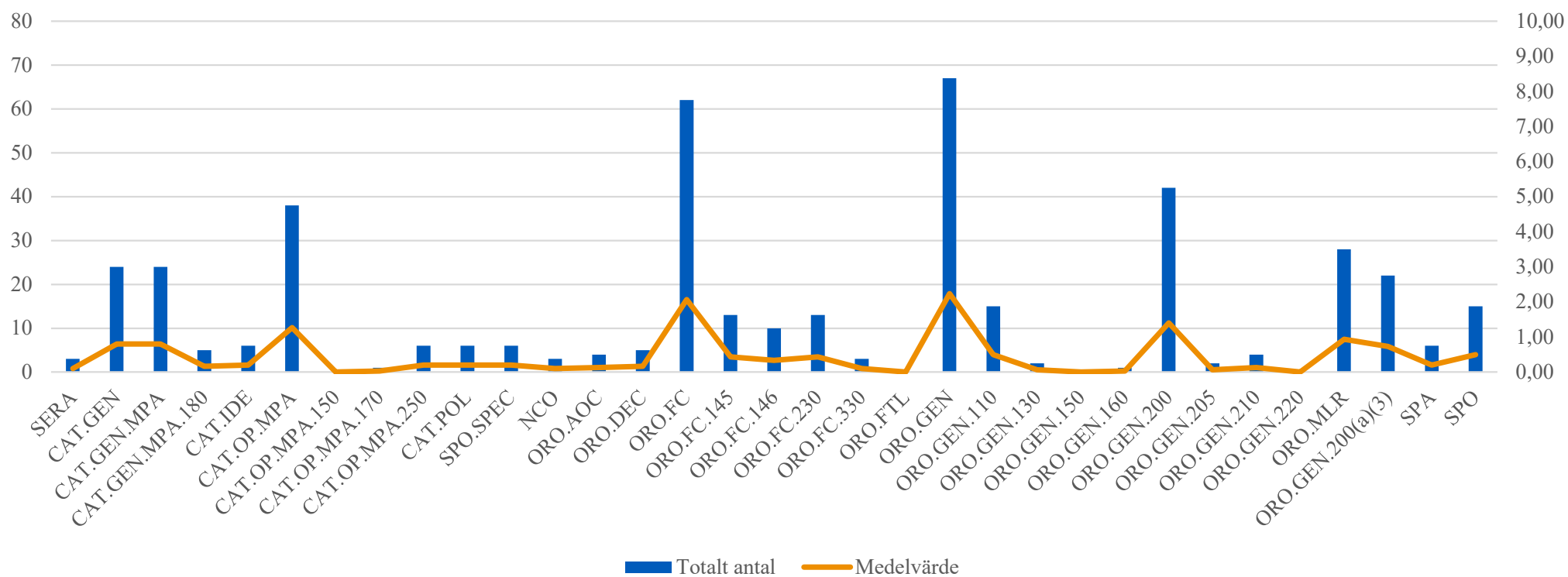
# Från VK/VK+ till MSA, FOMA, CTMA, GOMA

- Syfte
  - Standardisera tillsynerna (inom TS Luft CAT/Statsluftfart)
  - "Minska"(?) belastningen på hela ledningssystemet
  - Frigöra tid till andra inspektioner (???)
  - Påbörjas vid ny tillsynsperiod

# **MSA gemensamt?**

**(CAT/CAMO/145)**

# Tillsynsresultat



# **”Kritiska” regelpunkter**

ORO.GEN.130

Management of Change

“A helicopter in a hangar is safe, but this is not what a helicopter is built for”





ORO.GEN.200(a)(3)

Identification of safety hazards, evaluation and the management risks, including taking actions to mitigate the risk and verify their effectiveness;

# EPAS Rotor Topprisker

The top three safety issues identified in the rotorcraft Safety Risk Portfolio, for all types of operation, are (refer to EPAS Volume III):

- SI-8024 Unanticipated yaw/loss of tail  ~~business~~ **TRÄNINGSMOMENT** i recurrent training (SIM)
- SI-8028 Inadequate airborne separation under VFR operation
- SI-8051 Inadvertent flight into IMC  Minimum **PC IMC** 180/360 turn L/R 30 bank

# SLoh Topprisker

- Ground operations
  - Dynamic rollover (SI-8040)
  - Operational management of take-off and landing sites (SI-8028)
- Airspace
  - Airspace infringements (SI-2025)
  - Inadequate airborne separation under VFR operation (SI-8031)
  - Airborne conflict with UAS (SI-2014)
  - GNSS signal manipulation (SI-5501A)
- External load related issues (HESLO) (SI-8038)



## NCO.OP.100 Use of aerodromes and operating sites

*Regulation (EU) No 800/2013*

The pilot-in-command shall only use aerodromes and operating sites that are adequate for the type of aircraft and operation concerned.

## **SPO.OP.100 Use of aerodromes and operating sites**

*Regulation (EU) No 379/2014*

The operator shall only use aerodromes and operating sites that are adequate for the type of aircraft and operation concerned.

## **AMC1 SPO.OP.100 Use of aerodromes and operating sites**

*ED Decision 2014/018/R*

### **USE OF OPERATING SITES MOTOR-POWERED AIRCRAFT**

- (a) When defining adequate operating sites for use for the type(s) of aircraft and operation(s) concerned, the operator should take account of the following:
  - (1) An adequate site is a site that the operator considers to be satisfactory, taking account of the applicable performance requirements and site characteristics.
  - (2) The operator should have in place a procedure for the survey of operating sites by a competent person. Such a procedure should take account for possible changes to the operating site characteristics that may have taken place since last surveyed.
- (b) Operating sites that are pre-surveyed should be specifically specified in the operations manual. The operations manual should contain diagrams or ground and aerial photographs, if available.
- (c) Where the operator specifically permits operation from sites that are not pre-surveyed, the pilot-in-command should make, from the air a judgement on the suitability of a site. At least, Operations to non-pre-surveyed operating sites by night should not be conducted.

## CAT.OP.MPA.105 Use of aerodromes and operating sites

Regulation (EU) 2015/140

- (a) The operator shall only use aerodromes and operating sites that are adequate for the type(s) of aircraft and operation(s) concerned.
- (b) The use of operating sites shall only apply to:
  - (1) other-than complex motor-powered aeroplanes; and
  - (2) helicopters.

## AMC1 CAT.OP.MPA.105 Use of aerodromes and operating sites

ED Decision 2023/007/R

### DEFINING OPERATING SITES — HELICOPTERS

When defining operating sites (including infrequent or temporary sites) for the type(s) of helicopter(s) and operation(s) concerned, the operator should take account of the following:

- (a) An adequate site is a site that the operator considers to be satisfactory, taking account of the applicable performance requirements and site characteristics (guidance on standards and criteria are contained in ICAO Annex 14 Volume 2 and in the ICAO *Heliport Manual* (Doc 9261-AN/903))).
- (b) The operator should have in place a procedure for the survey of sites by a competent person. Such a procedure should take account of possible changes to the site characteristics which may have taken place since last surveyed.
- (c) Sites that are pre-surveyed should be specifically specified in the operations manual. T
- (d) For sites that are not pre-surveyed, the operator should have in place a procedure that enables the pilot to make, from the air, a judgment on the suitability of a site. . . . .





# HESLO

With great **powers**  
comes great  
**responsibilities**

SLUT

