

# Operational Control

## Why Are We Here?

Presented to: AMTC

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Federal Aviation  
Administration



# Overview

- **Tactical vs. Strategic Reduction of HEMS Accidents**
- **FAA Emphasis on Operational Control**
- **The Cultural Change**
- **Summary of A008**



# Tactical vs. Strategic Reduction of HEMS Accidents

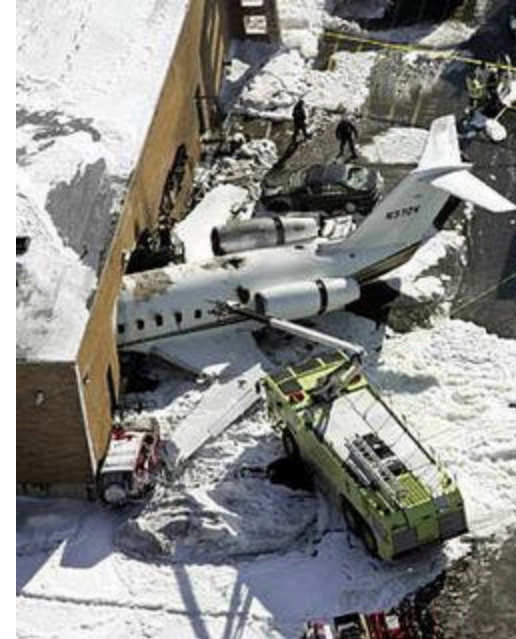
- Risk Assessment: N8000.301
- AMRM: AC 00-64
- Night Operations: HBAT 06-01
- CFIT/LOC: HBAT 06-02
- Focused FAA Surveillance: N8000.307
- Training Centers: N8000.317
- Public Operators: N8000.318
- Night and LZ Guidance: AIM
- Weather: ADDS Ceiling and Visibility Product

*What's Next?*



# FAA Emphasis on Operational Control

## Results of Investigations



*Enforcement actions as a result of non-compliance on the part of both certificated and non-certificated entities*

# Failures in the Exercise of Operational Control

- **Surrender of Operational Control**
  - Giving up operational control to another
- **Franchising Out of Operational Control**
  - “Renting” a Certificate
- **Loss of Operational Control**
  - Internal Failure of a Certificate Holder



# Aeromedical Service



**Aeronautical**

**Medical**

Operational Control



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# Why is this important?

- The *only* entity that the FAA has evaluated and found competent to exercise operational control in air transportation, and requires by regulation to exercise that operational control is...

## *The Certificate Holder*



# FAA Actions

- **Education**

- Seminars on Operational Control held in
  - Las Vegas, NV
  - Newark, NJ
  - Washington, DC
  - Van Nuys, CA
  - Fort Lauderdale, FL
  - Atlanta, GA
  - Anchorage, AK
  - Chicago, IL
  - Seattle, WA
  - Dallas, TX
  - St. Louis, MO
  - Jamaica, NY
  - Alexandria, VA



- **Enforcement**

- Darby/Platinum
- American Air Network
- American Flight Group/Medway

- **Amendment**

- Operations Specifications A008

# A008 Amendment

- **Operator must identify operational control procedures in GOM**
- **Certificate holder responsibilities**
- **Certificate holder prohibitions**
- **Elements of operational control**
  - Crewmember requirements
  - Aircraft requirements
  - Exclusive aircraft use requirements
  - Use of other business name(s)
  - Aircraft operation agreements and other arrangements
  - Management personnel and persons authorized to exercise operational control
  - Operational control information requirements

**Operators will be subject to special inspection to determine compliance**

# General Comments on A008

- **“A008 is about business practices, not safety!”**
  - Business practices directly affect safety, especially when operational control is concerned
- **“This will change some of my contracts and agreements!”**
  - If those contracts and agreements make anyone other than the certificate holder the seat of operational control, then they need to change
- **“FAA is getting into the private relationships between the certificate holder, the lessor, and the customer!”**
  - That’s where we have seen operational control break down

# Cultural Change

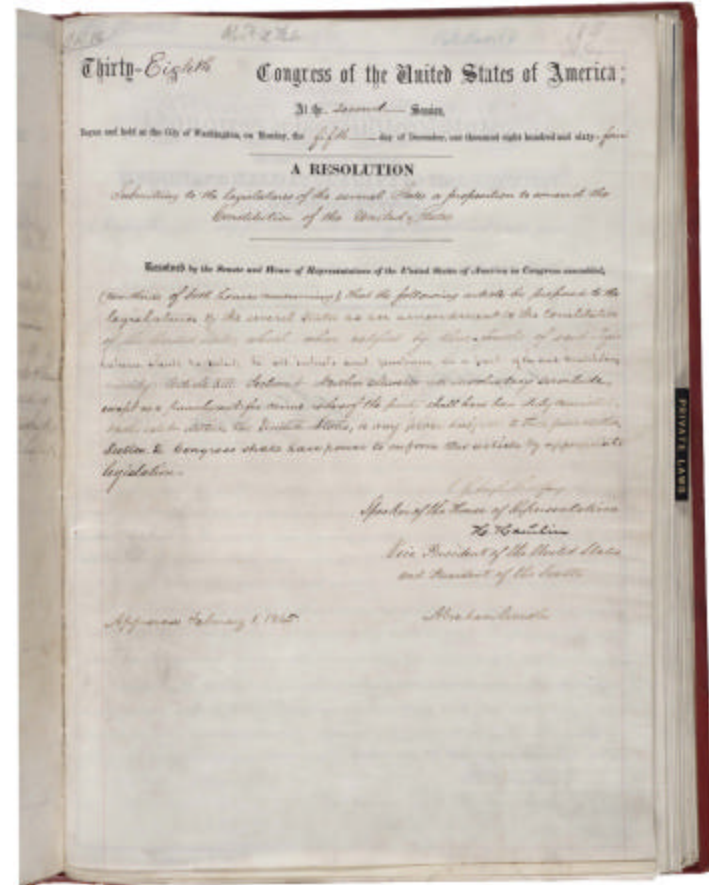
- **A008 is just a set of *words* (legal words, but just words)**
- **What we are looking for is a *cultural change* (in response to those words)**
  - *Certificate holder to establish and maintain absolute operational control.*
  - *The customer makes requests for air transportation service*
- ***To meet the regulations, both the words and the actions have to be right....***

# Words and Cultural Change

## The Thirteenth Amendment to the Constitution of the United States

2 sentences, 43 words

*141 years of continuing cultural change*



# Summary of A008

- **Operational control is the responsibility of the certificate holder.**
- **Responsibility for operational control cannot be transferred.**
- **No agreement made by any parties supercedes the certificate holder's operational control responsibilities.**



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