

MANAGEMENT OF CHANGE FORM

MOC REF:

Moc-03-2020

1. What is the change?

Describe the change including timescales

Supplement #01 to SOP for HESLO 4 - Wire Stringing, rev. 00, from 10. April 2020 is issued.

2. Who?

Detail who is responsible to implement the change and who needs to be involved

Change should be prepared by: Flight Operations Postholder Aleš Svetina, Flight Safety Manager Primož Škufca, and Flight Operations Officer Zoran Sernc

Change should be checked by: Compliance Monitoring Manager Primož Škufca

Change should be approved by: Accountable Manager Gašper Kralj

3. Define the major components or activities of the change?

This will help you identify the main risks of each component or activity that will be populated in table 7 below

Supplement #01 to SOP for HESLO 4 - Wire Stringing is a special task based on HESLO 1 and 2 experience. Difference is on special cargo, its performance in wire stringing procedure. For that reason, the pilot must have not less than 2000 HESLO cycles, including experience as unsupervised PIC in HESLO 2 or HESLO 3 as well. If the pilot does not have previous experience on applicable operation, additional training is required. Before the execution of operation, a detailed implementing briefing is mandatory. A pilot, task specialists, and other supporting workers must be presented at mandatory briefing.

4. Who does the change affect?

Consider who it affects individuals, departments and organisations? Who needs to be notified of the change?

All operational staff, Pilots, Task specialists and Supporting workers.

5. What is the impact of the change?

Consider why the change is taking place and the impact on the organisation and its processes and procedures. Will it impact the safety culture? Does it meet all regulatory requirements?

A new type of HESLO 4 - Wire Stringing operation is a high-level risk operation, especially because this type of operation does not do often. this makes it necessary to use the best skilled team and do a detailed implementing briefing.

6. What follow up action is needed? (assurance)

Consider how the change will be communicated and whether additional activities such as audits are needed during the change and after the change has taken place!

If any hazards occur, they should be reported via the Occurrences Reporting System to change the procedure.

7. Safety Issues and the risk assessment

Hazard identification			Risk level before action			What action(s) are we taking? Short description of mitigation action / proposed controls	Risk level after action			Process status	Action by whom and when
Nº	What is the issue? Short description of hazard.	What could happen as a result? Consequences	Severity	Likelihood	Risk level		Severity	Likelihood	Risk level		
1	2	3	4	5	6	7	8	9	10	11	12
1	A Supplement #01 to SOP for HESLO 4 - Wire Stringing - is developed.	Pilots and Task specialist do not have much experience on that type of operations. Maybe some problems can occur at ground equipment.	3	3	9 Medium	1. A pilot must have not less than 2000 HESLO cycles, including experience as unsupervised PIC in HESLO 2 or HESLO 3 as well. 2. If the pilot does not have previous experience on applicable operation, additional training is required by applicable HESLO instructor. 3. Before the execution of operation, a detailed implementing briefing is mandatory. A pilot, task specialists, and other supporting workers must be presented at mandatory briefing.	2	2	4 Low	In progress	Zoran Sernc, after CAA approval
2											
3											

The management of change processes and procedures have been followed and the change can be implemented	
Post Holder acceptance signature	Name: Aleš Svetina Date: 10.04.2020
Safety Manager acceptance signature	Name: Primož Škufca Date: 10.04.2020

The identified risks are considered tolerable and change is acceptable to implement	
Final Acceptance Signature	Name: Gašper Kralj Date: 10.04.2020

Instructions for data entering in upper table 7;

1. Enter the serial number of identified hazards
2. Enter short description of hazard or hazard title
3. Enter short description what could happen as a result of hazard, if without action(s)
4. Enter assessed likelihood risk of the identified hazard
5. Enter assessed severity of consequences evaluation risk of the identified hazard
6. Calculated risk probability; enter **L** (low) – acceptable risk
M (medium) – risk is of concern, mitigation measures are required
H (high) – risk is unacceptable, major and immediate mitigation measures are required
7. Enter short description of mitigation action or proposed controls for manage aviation safety risks
8. Enter assessed likelihood of the risk after mitigation
9. Enter assessed severity of consequences evaluation of the risk after mitigation
10. Calculated risk probability after mitigation; enter **L** (low) – acceptable risk,
M (medium) – risk is of concern, mitigation measures are required
H (high) – risk is unacceptable, major and immediate mitigation measures are required
11. Enter the status of hazard identification and risk assessment process: enter **OK** – process completed otherwise the widow is empty
12. Enter the person responsible for action and when (enter time schedule).

MANAGEMENT OF CHANGE FORM

MOC REF:

MoC-03-2021

1. What is the change?

Describe the change including timescales

OM, revision 0 for SPO(H) operations for helicopter is issued on the bases of OM for CAT and SOP operations, revision #31. In fact, all procedures describing SPO (H) operations in the revision #31 of OM for CAT and SOP operations are described in the new specializing OM for SPO (H) operations.

2. Who?

Detail who is responsible to implement the change and who needs to be involved

Change was prepared by: Deputy Nominated Person for Flight Operations Nejc Kovač, Flight Safety Manager Primož Škufca, Flight Operations Officer Zoran Sernc and by Accountable Manager Gašper Kralj

Change should be checked by: Compliance Monitoring Manager Primož Škufca

Change should be approved by: Accountable Manager Gašper Kralj

3. Define the major components or activities of the change?

This will help you identify the main risks of each component or activity that will be populated in table 7 below

Before the applicable OM is issued, all procedures for helicopters SPO operations were described in OM, revision #31. Due to the complexity of CAT operations, the management decided to issue a special OM for SPO (H) operations, which describes the procedures coming from revision #31 of OM, adapted for SPO (H) operations.

4. Who does the change affect?

Consider who it affects individuals, departments and organisations? Who needs to be notified of the change?

All operational staff, such as Pilots, Task specialists, Nominated persons.

5. What is the impact of the change?

Consider why the change is taking place and the impact on the organisation and its processes and procedures. Will it impact the safety culture? Does it meet all regulatory requirements?

In fact, the applicable OM describes only those procedures that have already been described in the revision #31 of OM applicable for SPO(H). The applicable OM now describes only those procedures that relate to SPO (H) operations, in order to avoid misapplication of SPO or CAT procedures.

6. What follow up action is needed? (assurance)

Consider how the change will be communicated and whether additional activities such as audits are needed during the change and after the change has taken place!

If any hazards occur, they should be reported via the Occurrences Reporting System to change the procedure.

7. Safety Issues and the risk assessment

Hazard identification			Risk level before action			What action(s) are we taking? Short description of mitigation action / proposed controls	Risk level after action			Process status	Action by whom and when
No	What is the issue? Short description of hazard.	What could happen as a result? Consequences	Severity	Likelihood	Risk level		Severity	Likelihood	Risk level		
1	2	3	4	5	6	7	8	9	10	11	12
1	New OM is implemented.	All operational staff, such as Pilots, Task specialists, nominated persons have completed training in accordance with the revision #31 of OM, which can lead to improper use of manuals and consequently improper use of wrong procedures.	C	3	C3 Medium	All operational staff, such as Pilots, Task specialists, nominated persons must be briefed by the revision #0 of the manual before the SPO(H) takes effect. The record of briefing must be created by Flight Operations Officer	D	2	C2 Low	In progress	Zoran Semc,
2											

The management of change processes and procedures have been followed and the change can be implemented

Post Holder acceptance signature

Name: [Žiga Pogačnik](#)

Date: [17.4.2021](#)

Safety Manager acceptance signature

Name: [Primož Škufca](#)

Date: [17.4.2021](#)

The identified risks are considered tolerable and change is acceptable to implement

Final Acceptance Signature

Name: [Gašper Kralj](#)

Date: [17.4.2021](#)

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