



**THE NETHERLANDS
MILITARY AVIATION REGULATIONS**

**Guidance Material on the Certification of
Helicopter-borne Equipment for Special Patrol
Insertion and Extraction (SPIE)**

MAR-OPS 3.844(d)(2) GM

Version number	1.0
Version date	25-10-2024

**MILITARY AVIATION AUTHORITY
THE NETHERLANDS (MAA-NLD)**

STATUS PAGE

Version	Issue date	Change content	Affected pages
1.0	25 October 2024	First issue	All

TABLE OF CONTENTS

STATUS PAGE.....	2
TABLE OF CONTENTS	3
GM to MAR-OPS 3.844(d)(2)	4
FINAL CLAUSES	5

MAR-OPS 3.844(d)(2) GM

The purpose of this document is to provide guidance on the scope and meaning of MAR-OPS 3.844(d)(2).

The scope of MAR-OPS 3.844(d)(2) is limited to the helicopter-borne SPIE equipment. The helicopter-borne SPIE equipment is defined as the SPIE-equipment attached to the helicopter before any SPIE operator is connected to it. The man-borne SPIE equipment is the SPIE equipment that is worn by the SPIE operator before he connects himself to the helicopter SPIE equipment, and typically consists of the AHIU¹ harness.

The connector used to connect both parts of the SPIE equipment may either be part of the helicopter-borne SPIE equipment or part of the man-borne SPIE equipment. Connectors that are pre-installed on the helicopter-borne SPIE equipment are considered part of the helicopter-borne SPIE equipment (e.g. the lanyard with the red snap-hook that may be used on the AirTEP). Connectors that are brought to the scene by the SPIE-operator (whether or not pre-installed on his AHIU harness) are part of the man-borne SPIE equipment (e.g. the carabiners used to connect the AHIU harness to the SPIE-rope).

Note: Some helicopter SPIE equipment do not require any man-borne SPIE equipment, e.g. the AirTEP when the operator uses one of the safety belts provided on the AirTEP itself.

The explicit requirement that helicopter-borne SPIE equipment must be certified by the MAA-NLD implies the following:

1. Certification by the MAA-NLD means that the helicopter-borne SPIE equipment must be proven to be compliant with the airworthiness requirements at aircraft and component level in accordance with MLE 21/NLD-MAR-21 processes. This means, among other aspects, that the certification must be carried out by the MTCHO. The approved operating limitations and maintenance program follow from the certification process.
2. The maintenance management of the certified helicopter-borne SPIE equipment must be carried out by the approved maintenance management organization of the helicopter operator based upon the approved maintenance program and maintenance instructions issued by the MTCHO.

The MAA-NLD does not perform oversight over the man-borne SPIE equipment. In the present situation (April 2024), the qualification process and maintenance (management) of man-borne SPIE equipment is regulated in *Instructie 4-43 Alternatieve Helikopter In- en Uitstijgmethodes*, issued by CLAS/OTCO/OTCMAN/SCHL GLS/AFD DEC 3D (DEC 3D).

¹ AHIU *Alternatieve Helikopter In- en Uitstijgmethodes*

The initial qualification requirements for the man-borne SPIE equipment are contained in the applicable Defence Materiel Standards (DMS) issued by the *Materieellogistiek Commando Land* (MatLogCo). The DMS include the related airworthiness requirements, for which the Aeronautical Engineering & Certification Division (AEC) of the MAA-NLD may be consulted.

FINAL CLAUSES

This Military Aviation Regulation is known as MAR-OPS 3.844(d)(2) GM.

This Military Aviation Regulation shall enter into force from the day after the date of issue on the MAA-NLD internet/intranet.

The Hague, 25 October 2024

A handwritten signature in blue ink, consisting of a circle with a vertical line through it and a horizontal line crossing it, with some additional scribbles.

The Director Military Aviation Authority – the Netherlands