

Thomas Mayer (European Regional Aerodromes Community – ERAC)

As managing director of the Association of Regional Airports in Germany (IDRF e. V.) and secretary of the European Regional Aerodromes Community (ERAC) Thomas Mayer coordinates the interests of more than 170 airports, air navigation services, air operators and aviation-affine entities since 2008.

After his studies on civil engineering Thomas Mayer led major construction zones as project-engineer for more than 10 years. Beside this work he came up to add his skills as pilot and flight instructor by an ATPL in 1999.

The combination of civil engineering and pilot directed him to a national aviation authority in Germany for more than 5 years, which he left with the task of several airports to build up an lobby-organization to take care on the interests of decentralized aviation and their users.

Thomas Mayer works for numerous technical and political committees at ICAO, EASA, EU and the german ministry of transport.

To maintain his flight capabilities he still pilots businessjets and is also acting as a flightinstructor and examiner.



Concept of the NPA
AMCs & GMs for ORO.FC. Section 1
Non-commercial motor power
aircrafts (NCC)

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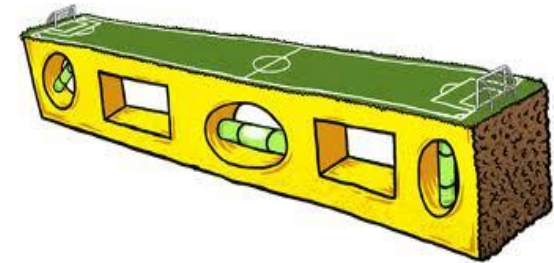
Why AMC and GM for ORO.FC.Section 1

- Missing AMC/GM-material for some IRs for NCC-operation (not for SPO):

- ORO.FC.105 – Aerodrome qualification
- ORO.FC.105 – Command Course
- ORO.FC.120 – Operator Conversion Course
- ORO.FC.130 – Recurrent-Training
- ORO.FC.145 – Interoperability

- Why is important for our NCC stakeholder?

- Assist the implementation of Part NCC
- Resolve current and future regulatory issues



ORO.FC.105 Designation as pilot-in-command

- AMC 1 ORO.FC.105 (b)(2) added to clarify the requirements of Route/Area and aerodrome knowledge.
- GM 2 ORO.FC.105 (b)(2) added to support operators how to define complexity of aerodromes. (category A, B & C)
- AMC 1 ORO.FC.105 (b)(3) added to specify the means for the command course

ORO.FC.120 Operator conversion training

- AMC 1 to ORO.FC.120 added to specify the contents of the operator conversion training
- The OCC should includes the following:
 - Emergency and safety equipment training;
 - Passenger handling where no cabin crew is requiried;
 - A minimum number of sectors and/or flight under supervision of a flight crew member nominated by the operator (number as specified in the OM).
 - Note: still under discussion



ORO.FC.120 Operator conversion training

Under discussion?

- Duration of the supervision-phase
- (c) For specific operations, such as steep approaches, short landings, operation with increased bank angles or operations based on QFE, additional training should be carried out, based on any additional elements of training defined for the aircraft type in the operational suitability data in accordance with Regulation (EC) No 748/2012, where they exist.

In rare cases they are operator-dependent. Specifics on aerodromes respectively on A/C-types are related to aerodrome familiarisation or a matter of the type-rating-training.



ORO.FC.130 Recurrent training and checking

- AMC 1 to ORO.FC.130 is added to specify the requirements for recurrent training and checking and checking to demonstrate competence as required by the implementing rule:

This AMC specifies the following requirements:

- The content of the ground training;
- Items that need to be covered by the emergency and safety equipment training;
- Elements of CRM Training;
- Aircraft/FSTD Training programme;
- Requirements for the periodic check to demonstrate competence;
- Requirements for personnel providing training and checking.

ORO.FC.130 Recurrent training and checking

The hot potatoe:

Availability of the FSTD! (acceptance of NAA?)

ORO.FC.130 Recurrent training and checking

- GM 1 to ORO.FC.130
- When an FSTD is not available, the operator should establish mitigating measures to ensure that the level of safety is maintained when conducting the training or checking in an aircraft. If one or more of the major failures cannot be practiced in the aircraft because of their associated risks or because of environmental considerations, the failure(s) may be partially replicated for crew training purposes using pre-briefed, risk-assessed measures that avoid degrading the aircrafts performance below a pre-determined level, and which permit immediate reversion to normal operating conditions.

Which level of safety? Suggest to add “reasonable” or “adequate”

Some words on what is “available”?

ORO.FC.145 Provision of training

- AMC 2 and GM 1 to ORO.FC.145 is added to clarify the requirements for acceptance of previous training.
- The following requirements must be met:
 - The credits are concerning the conversion course described in ORO.FC.120 and the recurrent training and checking described in ORO.FC.130.
 - The specific procedures should include measures to ascertain:
 - The content of the training;
 - whether the training was delivered by appropriately qualified personnel or organization;
 - whether any aircraft, FSTD or other equipment used for the training was representative of the aircraft and equipment to be operated by the crew member;
 - whether the operating procedures used during such training were representative of the procedures used by the operator.
 - An aircraft operator remains responsible for all training and checking required by this part regardless of whether training is conducted by the operator, a certificated organisation or another sub-contractor..

