



EXPLANATORY NOTE

OPINION No 03/2012

OF THE EUROPEAN AVIATION SAFETY AGENCY

of 3RD SEPTEMBER 2012

**for a Commission Regulation amending Implementing Rules for air operations and
Implementing Rules for aircrew**

Commercial air transport operations with sailplanes and balloons

A-to-A commercial air transport operations with aeroplanes and helicopters

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Executive Summary

This Opinion contains Implementing Rules for commercial air transport (CAT) operations with sailplanes and balloons and amends the following rule documents:

- Cover Regulation on Air operations;
- Annex I – Definitions for Annexes II to VIII;
- Annex II – Part-ARO, Authority requirements for air operations;
- Annex III – Part-ORO, Organisation requirements for air operations, specifically for commercial air operators and non-commercial air operators of complex motor-powered aircraft; and
- Annex IV - Part-CAT, Technical requirements for commercial air transport operations.

Furthermore, this Opinion contains Implementing Rules for CAT operations starting and ending at the same aerodrome or operating site. It amends the following rule documents:

- Regulation for Air operations:
 - Cover Regulation on Air operations;
 - Annex II – Part-ARO, Authority requirements for air operations;
 - Annex III – Part-ORO, Organisation requirements for air operations; and
 - Annex IV - Part-CAT, Technical requirements for commercial air transport operations;
- Regulation for Aircrew:
 - Cover Regulation on Aircrew; and
 - Annex VII – Part-ORA, Organisation requirements for aircrew.

The development of these requirements was guided by the following principles:

- to maintain a high level of safety;
- to ensure proportionate rules where appropriate;
- to warrant flexibility and efficiency for operators and authorities.

This Opinion is the result of an extensive consultation process involving authorities, associations, operators and aviation experts.

Introduction

I. General

1. Regulation (EC) No 216/2008¹ of the European Parliament and of the Council (hereinafter referred to as the 'Basic Regulation') as amended by Regulation (EC) No 1108/2009² establishes an appropriate and comprehensive framework for the definition and implementation of common technical requirements and administrative procedures in the field of civil aviation.
2. The purpose of this Opinion is to assist the European Commission in laying down Implementing Rules (IR) for air operations.
3. The Opinion has been adopted, following the procedure specified by the European Aviation Safety Agency's (the 'Agency') Management Board³, in accordance with the provisions of Article 19 of the Basic Regulation.

II. Scope of the Opinion

4. This Opinion contains IR for commercial air transport (CAT) operations with sailplanes and balloons and amends the following rule documents:
 - Cover Regulation on Air operations;
 - Annex I – Definitions for Annexes II to VIII;
 - Annex II – Part-ARO, Authority requirements for air operations;
 - Annex III – Part-ORO, Organisation requirements for air operations, specifically for commercial air operators and non-commercial air operators of complex motor-powered aircraft; and
 - Annex IV - Part-CAT, Technical requirements for commercial air transport operations.
5. Furthermore, this Opinion contains IR for CAT operations starting and ending at the same aerodrome or operating site (CAT A-to-A) and amends the following rule documents:
 - Regulation for Air operations:
 - Cover Regulation on Air operations;
 - Annex II – Part-ARO, Authority requirements for air operations;

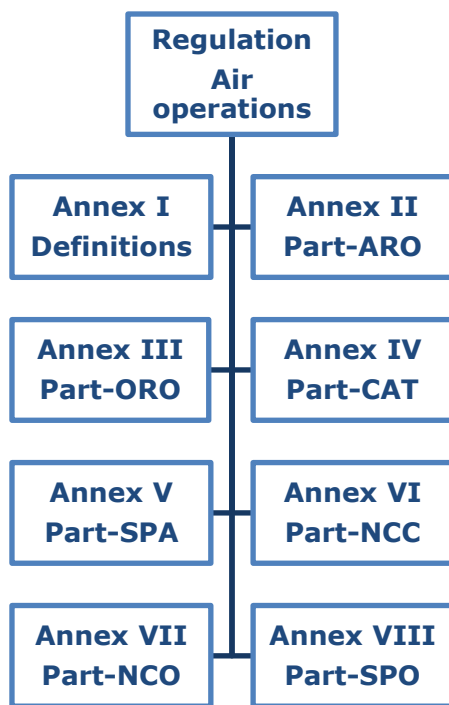
¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC. *OJ L 79, 19.03.2008, p. 1-49.*

² Regulation (EC) No 1108/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulation (EC) No 216/2008 in the field of aerodromes, air traffic management and air navigation services and repealing Directive 2006/33/EC. *OJ L 309, 24.11.2009, pp. 51-70.*

³ Decision of the Management Board concerning the procedure to be applied by the Agency for the issuing of Opinions, Certifications Specifications and Guidance Material (Rulemaking Procedure). EASA MB 08-2007, 13.06.2007.

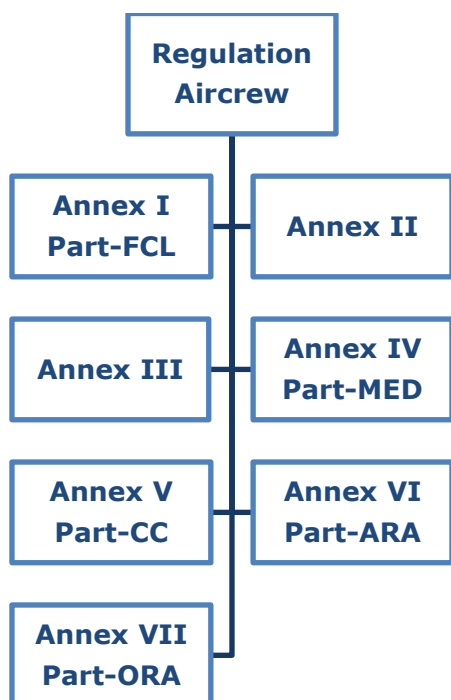
- Annex III – Part-ORO, Organisation requirements for air operations; and
 - Annex IV - Part-CAT, Technical requirements for commercial air transport operations;
 - Regulation for Aircrew:
 - Cover Regulation on Aircrew; and
 - Annex VII – Part-ORA, Organisation requirements for aircrew.
6. The documents of this Opinion are based on the revised rule structure as proposed by the European Commission and the Agency in April 2011. The following table provides an overview of the Annexes under the Regulation for Air operations and the Regulation for Aircrew⁴.

Table 1 Annexes of the Regulation for Air operations⁵



⁴ Regulation on civil aviation aircrew (EU) No 1178/2011 and as amended by Regulation (EU) No 290/2012.

⁵ NCC: non-commercial operations with complex motor-powered aircraft; NCO: non-commercial operations with other-than-complex motor-powered aircraft; SPO: specialised operations.

Table 2: Annexes of the Regulation for Aircrew⁶

III. Consultation

7. This Opinion is based on:
- NPA 2008-22 containing draft proposals for Implementing Rules (IR) and related Acceptable Means of Compliance (AMC) and Guidance Material (GM) for authorities and organisations;
 - NPA 2009-02 containing draft proposals for IR and related AMC and GM for air operations.
8. NPA 2008-22 was published on the EASA website (<http://www.easa.europa.eu>) on 31 October 2008. The consultation period ended on 28 May 2009. NPA 2009-02 was published on the EASA website (<http://www.easa.europa.eu>) on 30 January 2009. The consultation period ended on 31 July 2009.
9. The amended rule texts were discussed in detail with Rulemaking review groups established for NPAs 2008-22 and 2009-02.
10. Based on extensive consultation with authorities, associations and operators, the Agency published the CRDs for Part-AR and Part-OR on 4 October 2010, the CRD OPS I on 25 November 2010 and the CRD OPS III on 27 October 2011. The reaction period ended on 6 December 2010, 15 February 2011 and 30 January 2012 respectively.
11. The Agency discussed draft proposal for CAT A-to-A with AGNA members in two thematic sessions in October 2011 and July 2012.

⁶ FCL: flight crew licensing; MED: medical, CC: cabin crew; ARA: Authority requirements for aircrew.

IV. Rule numbering convention

12. In line with the Agency's rulemaking drafting guidelines, the following rule numbering convention was applied to the IR:

<Part>.<Subpart>.<Section>.<N>

Explanation:

<Part>: mandatory - up to four letters or digits

examples: ARO, ORO, CAT

<Subpart>: mandatory - up to four letters or digits

examples: GEN, OP, POL, IDE

<Section>: mandatory - up to five letters or digits

examples: MPA, NMPA, A, H, S, B

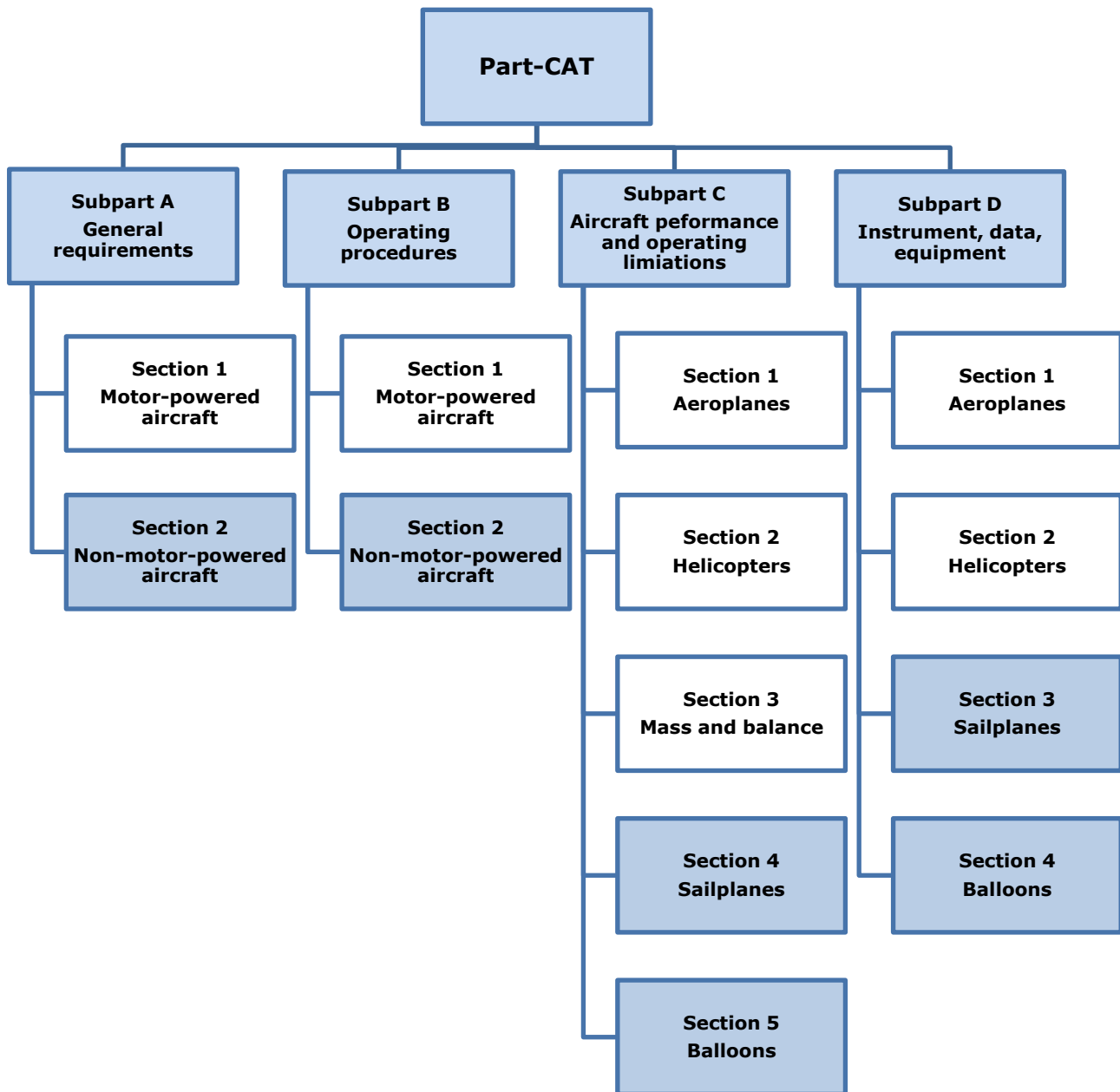
<N>: mandatory - rule number - three digits, starting at 100, following numbers generally numbered in increments of 5.

CAT (S, B)**I Amendments to Cover Regulation on Air operations**

13. The amendments to the Cover Regulation include two minor adjustments to cater for CAT balloon and sailplane operations.
14. The amendment to Article 1 establishes the applicability of the OPS rules for CAT sailplane and balloon operations. It is also clarified that the regulation does not apply to tethered balloons, airships and tethered balloon flights. Among the numerous kinds of balloon operation, some of them are subject to tethering. The basic difference between three major kinds of tethering are the following:
 - a 'tethered balloon' is specifically designed to be continuously anchored to the ground by a tether system during operation.
 - a 'tethered flight' is the temporary restraint of a free balloon whilst in flight for the purposes of conducting an entire flight at a single location.
 - a 'launch restraint' is the temporary restraint of a free balloon for the purpose of initiating a free flight.
15. Only the operation with a 'launch restraint' will be covered by this Regulation. The 'tethered balloon' and the 'tethered flight' are not to be covered by this Regulation. They will be considered at a later point in time.
16. Concerning transition, an opt-out period of 3 years is proposed. This proposal takes into account that no harmonised EU rules for such operations exist today.

II. Amendments to Part-CAT**Scope**

17. Part-CAT contains technical rules for all CAT operations. The structure of Part-CAT was designed to allow the addition of rules for certain aircraft categories at a later stage without disrupting the rule sequence of rules already available at a previous stage. Therefore, most of the rules applicable to CAT (S, B) are in new sections.
18. The following chart identifies in blue the subparts and sections applicable to CAT (S, B) operations.



19. The rules of Part-CAT (S, B) should be read together with:
- the Cover Regulation on Air Operations;
 - Annex I – Definitions for terms used in Annexes II to VIII;
 - Annex II – Part-ARO, containing authority requirements for CAT operators; and
 - Annex III – Part-ORO, containing organisation requirements, where in particular the following Subparts are relevant: ORO.GEN, ORO.MLR, ORO.AOC and ORO.FC;
 - Annex V - Part-SPA, containing the requirements for operations requiring a specific approval is in principle also applicable to CAT (S, B) operators; however, none of this operations seem to be relevant for CAT (S, B) operators.

Overview of reactions

20. The Agency received in total 92 reactions from seven stakeholders.
21. Some of the reactions were on CAT (S, B) as a whole suggesting that CAT (S, B) should not be considered as a commercial activity. Such reactions have been noted but not accepted since this Opinion does not address if an activity should be classified as commercial or non-commercial. The term commercial operation is defined in Article 3 of the Basic Regulation and cannot be altered through a lower ranking IR.
22. To the Subpart GEN, most of the reactions were made to CAT.GEN.NMPA.140 'Documents, manual and information to be carried'. Most of the reactions asked for further alleviations and for alignment with Part-NCO; most of them have been accepted.
23. For Subpart OP, most of the comments were addressed to balloon operations. Many of them indicated the need for further clarifications, which are provided in the explanations below.
24. Also to the Subpart POL, most of the reactions were addressed to the balloon requirement and AMCs for the system for determining the mass. Most of these reactions have been accepted.
25. Approximately 30 reactions were received on Subpart IDE, the majority being on balloons. Some reactions focused on the restraint system for the commander on balloons in some cases supporting the proposed text and in some other opposing it. Some reactions were requesting consistency with other Parts. Comments also highlighted the need to revise the provision on miscellaneous equipment for balloons. Clarifications were requested on the radio communication equipment for sailplanes.

Explanations

26. When drafting the new Sections, the Agency carefully checked the consistency of the proposed rules with the following documents and aligned where appropriate:
 - for IR that are CAT-specific, with the version of Part-CAT (A, H) as adopted in the EASA Committee and sent to the European Parliament for scrutiny; and
 - for IR that are more specific for operations with sailplanes and balloons, the latest version of Part-NCO as discussed in the EASA Committee.
27. The following chapters describe amendments compared to the CRD version in so far as they involve a change to the content of the rules and provide further explanations to selected rules.

CAT.GEN.105 Touring motor gliders and powered sailplanes

28. The purpose of this requirement is to clarify that powered sailplanes, except touring motor gliders, shall be operated under the rules applicable to non-motor-powered aircraft and sailplanes. Furthermore, this rule specifies for touring motor gliders, which are considered to be a subcategory of powered sailplanes, the applicable rules depending on whether they are operated as an aeroplane or as a sailplane.
29. This rule has been moved up in the rule hierarchy and is placed before the text of the Sections 1 and 2 of Subpart GEN.

CAT.GEN.NMPA.100 Responsibilities of the commander

30. This rule summarises the most important responsibilities of the commander. The rules have been amended with additional requirements, mirroring some of the rules applicable to crew members for CAT (A, H) operations. The new requirements address the operator's occurrence reporting scheme, FTL and rest requirements and lists situations when the commander shall not perform duties on an aircraft.
31. Although the sailplane and balloon community usually uses the term pilot-in-command instead of the term commander, the Agency proposes nevertheless to use this term for consistencies with other rules in Part-CAT and Part-ORO.

CAT.GEN.NMPA.105 Responsibilities of the balloon crew members

32. Part-ORO also applies to CAT balloon operations. This means that the requirement in Subpart CC for assigning at least one cabin crew member to operate aircraft certified for a capacity of more than 19 passengers would apply to balloons carrying more than 19 passengers.
33. However, the rules in ORO.CC were mainly drafted for operations with aeroplanes and helicopters and were not considered appropriate to balloon operations. It is therefore proposed to exclude balloon operations from the requirements for cabin crew.
34. However, it is considered that the commander needs assistance through an additional crew member when more than 19 passenger are carried. With this in mind, a new rule CAT.GEN.NMPA.105 'Additional balloon crew member' has been added. The rule requires the presence of an additional balloon crew member on board balloons when carrying more than 19 passengers and specifies the basic responsibilities of the additional crew member.

CAT.GEN.NMPA.140 Documents, manuals and information to be carried

35. This rule has been amended based on reactions received from stakeholders and to avoid inconsistencies with the latest available draft version of Part-NCO. The rule now permits that the documents, manuals and information specified in subparagraph (a) of this rule may be carried in the retrieve vehicle or retained at the aerodrome or operating site, for both, operations with sailplanes and balloons, under the condition that the flight is intended as an A-to-A or local area operation.

CAT.GEN.NMPA.150 Transport of dangerous goods

36. Stakeholders requested that this rule should be deleted because CAT (S, B) does usually not intend to carry dangerous goods. It needs to be clarified that this requirement addresses the circumstances under which dangerous goods might be carried without holding an approval in accordance with SPA.DG. This concerns, for example, items carried in passengers' baggage that are normally considered as dangerous goods. This paragraph also addresses the awareness of the commander to detect dangerous goods carried inadvertently.
37. The Agency, therefore maintained this rule but amended it in so far as the transport of dangerous goods is not allowed except when they are not subject to Technical

Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905) in accordance with Part 1 of those Instructions, or when they are carried by passengers or crew members, or are in baggage, in accordance with Part 8 of the Technical Instructions.

38. The term 'Technical Instructions' is defined in Annex I (as published in Opinion 04/2011).

CAT.OP.NMPA.105 Noise abatement procedures – balloons and powered sailplanes

39. Based on accepted stakeholder reactions, the noise abatement procedures have been amended and specify that the rule addresses operations with balloons and powered sailplanes. Furthermore, the text has been relaxed and is addressed not to the operator but to the commander.

CAT.OP.NMPA.110 Fuel or ballast supply and planning - balloons

40. This requirement has been amended and specifies that the calculation shall be documented in an operational flight plan. Furthermore, the term gas has been removed, as in other rules, since gas is considered to be already addressed under the term fuel.

CAT.OP.NMPA.115 Carriage of special categories of passengers (SCPs)

41. Based on accepted stakeholder reactions, this rule has been shortened and reduced to the safety objective that SCPs should be carried in accordance with procedures established by the operator to ensure safety of the aircraft and its occupants.
42. The text of the related AMC takes into account Regulation (EC) No 1107/2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air⁷. Particular attention has been given to Article 2(a), which gives a definition of 'disabled person' or 'person with reduced mobility' that has a slightly wider scope than its equivalent in EU-OPS (re. ACJ OPS 1.260 in Section 2 of JAR-OPS 1) and to the specific needs for CAT operation with balloons.

Former CAT.OP.NMPA.120 Stowage of baggage

43. This rule has been deleted because it has been assessed as not relevant for CAT (S, B) operations.

CAT.OP.NMPA.135 Securing of passenger and pilots compartment - balloons

44. This rule has been redrafted to cater for balloon operations.

⁷ OJ L 204, 26.7.2006, pp. 1-9.

CAT.OP.NMPA.165 In-flight fuel or ballast management

45. The text has been amended to reflect the specific operational needs for balloons. The rule is addressed to the commander, which better reflects the nature of CAT(B) operations.

CAT.OP.NMPA.170 Use of supplemental oxygen

46. The text addresses the operational requirement on when to use supplemental oxygen. It has to be read in conjunction with the related requirements on oxygen in CAT.IDE.S.125 and CAT.IDE.B.125.

CAT.OP.NMPA.185 Operational limitations - sailplanes

47. A new rule was added to clarify that sailplanes shall only be operated during day.

CAT.POL.S.110 Performance

48. The former subparagraph (b) addressing operations over congested areas of cities, towns or settlements has been deleted because it is already addressed in Part-SERA 3.1.2.1.

CAT.POL.B.115 Performance

49. The former subparagraph (b) addressing operations over congested areas of cities, towns or settlements has been deleted because it is already addressed in Part-SERA 3.1.2.1.

CAT.IDE.S.140 Radio communication equipment

50. It has been clarified that radio communication equipment is mandatory only when required by the airspace requirements.

CAT.IDE.B.115 Operations under VFR – flight and navigational instruments and associated

51. The amended rule aligns with the text of Part-NCO and clarifies under which conditions a pressure altimeter is required.

CAT.IDE.B.120 Restraint systems

52. The amended rule specifies that restraint systems for the commander are only required for balloons with compartmented baskets.

CAT.IDE.B.135 Hand fire extinguishers

53. The amended rule provides a link to CS 31HB, which contains the requirements for hand fire extinguishers.

CAT.IDE.B.150 Miscellaneous equipment

54. The rule has been redrafted in line with comments received and with Parts NCO/SPO. Specific items are now required according to the balloon category.

CAT.IDE.B.155 Radio communication equipment

55. It is clarified that radio communication equipment is mandatory only when required by the airspace requirements.

III. Amendments to Part-ORO**ORO.AOC**

56. For operators performing CAT A-to-A and CAT operations with sailplanes and balloons Regulation (EC) No 2042/2003 doesn't require the nomination of a post holder for continuing airworthiness. This was not sufficiently reflected in ORO.AOC.135 and therefore subparagraph (a)(4) has been amended. Moreover, the facility requirements defined in ORO.GEN.215 are considered to be sufficient and therefore such operators are exempted from the facility requirements established in ORO.AOC.140.

ORO.MLR

57. It is considered that the complete structure of an operations manual as requested by ORO.MLR.101 is not relevant for CAT (S, B) operations. Therefore, in order to be able to introduce more flexibility, while maintaining the general principles of an operations manual, CAT (S, B) operations have been exempted from ORO.MLR.101 and a simplified structure of an operations manual is provided in AMC2 ORO.MLR.100.

ORO.FC

58. Opinion 04/2011 already contained the elements for CAT sailplane and balloon operations. As for CAT A-to-A operators, CAT operators of balloons and sailplanes have to follow the common requirements of Section I that are applicable to all commercial and non-commercial operators of complex motor-powered aircraft. In addition, they are requested to comply with the requirement for commercial operations other than CAT of Section 3 stipulating an annual operator proficiency check. The alleviations were once more reviewed and adapted in accordance with the changes made for CAT A-to-A operations. These changes mainly concern AMC material on route/area and aerodrome competence.
59. The applicable rules for balloon and sailplane operations contain requirements on the composition of flight crew, the designation of the commander, CRM training, differenced and familiarisation training and recurrent training and checking including operator proficiency check.

ORO.CC

60. Part-ORO also applies to balloons conducting CAT operations. This means that the requirement in Subpart CC for assigning at least one cabin crew member to operate aircraft certified for a seating capacity of more than 19 passengers would apply to balloons carrying more than 19 passengers.
61. This was considered irrelevant to this type of operations and it is therefore proposed to exclude balloons from the requirement for cabin crew.

IV. Other observations

62. For the purpose of this Opinion, the definition of balloon empty mass is added to Annex I – Definitions as presented in Opinion 04/2011. The definitions for balloon, sailplane, powered sailplane and touring motor glider were included in Opinion 04/2011. Although these terms were subsequently excluded during comitology and do not appear in the first Regulation (EU) No xxx/xxxx on Air Operations (as that Regulation only contains requirements for aeroplanes and helicopters), the definitions will be inserted into the amending Regulation on Air Operations, where provisions for balloons, sailplanes, powered sailplanes and touring motor gliders will be established. Moreover, the definition of traffic load is slightly amended to account for balloon operations.
63. For the purpose of CAT balloon and sailplane operations, no changes have been proposed to Part-ARO.

CAT (A-to-A)**I. Policy****Objectives for CAT A-to-A operations**

64. Based on the comments received on the NPA, reactions received on the CRD, observations collected during the AGNA thematic meetings on A-to-A flights as well as during the discussions in the EASA Committee, it is the Agency's understanding that the proposed rules on CAT A-to-A operations should meet the following objectives:
- to support CAT operations of non-complex organisations, where the service provided is sightseeing flights within a local area with smaller non-complex aircraft under VFR by day or night;
 - to provide incentives to aeroclubs that are also approved training organisations (ATOs) in their efforts to strengthen their membership base, taking into account that these organisations would usually operate CAT A-to-A operations with non-complex aircraft under VFR by day on a limited number of days;
 - to ensure that the principle of proportionality is fulfilled;
 - to maintain a high level of safety appropriate to CAT operations when transporting passengers; and
 - to take in particular into account the inherent hazards when inexperienced pilots may undertake occasional CAT operations.

Scope of CAT A-to-A operations as defined in the Cover Regulation Air operation

65. Article 6 paragraph 1 of the draft Regulation for Air operations as adopted in the EASA Committee and sent to the European Parliament and Council for scrutiny exempts CAT A-to-A operations from the applicability of Annexes III and IV. The reason for the exemption was to defer a more detailed discussion on CAT A-to-A operations to the time when the EASA Opinion on the CAT A-to-A package becomes available.
66. Article 6 defines CAT A-to-A operations as operations starting and ending at the same aerodrome or operating site with performance class B aeroplanes and non-complex helicopters.
67. The term 'performance class B aeroplane' is defined in Annex I – Definitions and has been transposed from EU-OPS 1.470 without changes. To qualify as a performance class B aeroplane, all of the following criteria must be met:
- powered by propeller engines;
 - maximum take-off mass (MTOM) of 5 700 kg or less; and
 - maximum passenger seating configuration (MPSC) of 9 or less.
68. The term 'non-complex helicopter' is derived from the negation of the definition of complex motor-powered helicopter in Article 3 of the Basic Regulation. To qualify as a non-complex helicopter, all of the following criteria must be met:

- MTOM of 3 175 kg or less;
- MPSC of 9 or less; and
- certified for single pilot operations.

Comparison between the objectives and the scope as defined in the Cover Regulation

69. This scope as defined in the Cover Regulation is very broad and would allow regular complex CAT operations that go beyond the objectives set out above. The following should be particularly noted:
- The scope would also allow operations with complex motor-powered aircraft; a performance class B aeroplane is classified as a complex motor-powered aeroplane if either the aeroplane is powered by turboprop engines or is certified for a minimum crew of 2 pilots.
 - The definition in the Cover Regulation does not set flight time limits or geographical limits, which means that such CAT A-to-A operations can also be offered beyond a local area (a single definition for this term is not provided in the IR), in particular with complex aircraft.
 - Furthermore, there are no flight rule limitations, which means that such CAT A-to-A operations can be conducted under VFR by day, VFR by night and even IFR, whereby in particular for the latter the complexity of the operations significantly increases.
 - Finally, the maximum number of nine passengers is considerably high, which can effectively be reached with complex aeroplanes.

Summary of proposed actions

70. Based on the assessment above, the following actions are proposed.
71. It should be emphasised that the competent authorities can and should apply the principle of proportionality for their internal instructions and procedures applied in the certification process of non-complex organisations. In order to ensure a high level of safety for CAT operations and to address the inherent hazards for occasional CAT operations, when conducted by an operator whose main operations do not fall under CAT, it is proposed to maintain the requirement for a certificate for CAT A-to-A operations.
72. For air operators exclusively undertaking CAT A-to-A operations with aeroplanes and helicopters, additional alleviations are proposed. To this effect, amendments to Part-CAT, Part-ORO and Part-ARO are proposed. Most of these alleviations, however, add additional limitations as to the eligible flight rules being VFR by day and to the size of the aircraft, e.g. ELA2.
73. ELA2 aeroplanes and helicopters are defined in Annex I – Definitions as follows:
- An ELA2 aeroplane is an aeroplane with a maximum take-off mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft; and

- An ELA2 helicopter is a Very Light Rotorcraft with a MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and/or rocket engines.
74. Furthermore, it should be noted that the already adopted rules for Part-CAT and Part-ORO include a number of alleviations for local operations or operations with non-complex aircraft. These originate from the alleviations in EU-OPS and JAR-OPS3:
- Appendix 1 to 1.005(a) for operations with performance class B aeroplanes during VFR by day;
 - Appendix 1 to 3.005(f) for operations with smaller helicopters during VFR by day; and
 - Appendix 1 to 3.005(g) for local helicopter operations.
75. Annex 1 to this EN provides a cross-reference table between the Appendices and the new EASA OPS rules including a difference statement.
76. Annex 2 to this EN provides a list with alleviations, prohibitions and rules which are not applicable or not relevant for typical A-to-A operations.
77. Last but not least, for aeroclubs, holding an ATO certificate, it should be possible to offer promotion flights under certain conditions. To enable this option, amendments to the Regulation Aircrew, particularly to Part-ORA, are proposed.

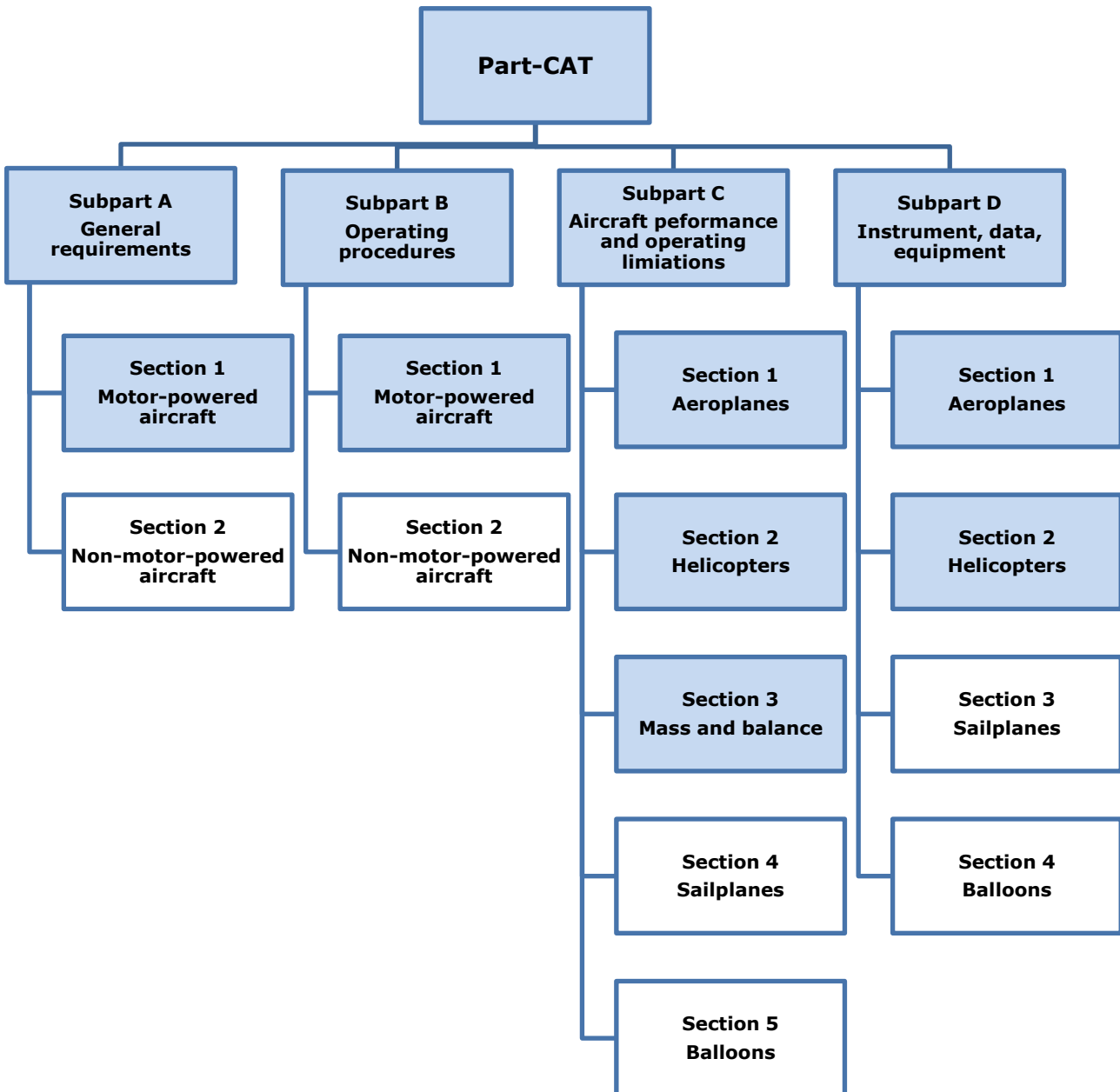
II. Amendments to Cover Regulations

78. The A-to-A proposed rules require amendments to the Cover Regulations of Regulation Air operations as well as the Regulation Aircrew.
79. It is not considered necessary to define CAT A-to-A operations. The rules themselves specify within the alleviation to which category of aircraft, flight rules and operating environment they apply. This allows more proportionate rules depending on the issue at stake.
80. Point 4 of the amending Cover Regulation for Air operations removes the derogation for A-to-A flights from Article 6. Point 5 of the amending Cover Regulations specifies that the grandfathering provisions for EU-OPS AOC and the conversion process for helicopter AOCs laid down in Article 7 equally apply to CAT A-to-A operations. The amendment to Article 10 proposes a transition in the form of opt-out of 2 years for CAT A-to-A. Moreover, the amending Regulation proposes consistency amendments to the CR, e.g. for FTL.
81. Furthermore, the amending Regulation addresses changes in the Annexes which are explained in more detail below.
82. Concerning the Cover Regulation on Air crew, a new paragraph ORA.ATO.155 is introduced to allow ATOs to offer promotion flights under certain circumstances. No transition is considered necessary.

III. Amendments to Part-CAT

Scope

83. The following chart identifies in blue the subparts and sections applicable to CAT A-to-A operations.



Explanations

84. The Annexes to the Regulation on Air Operations and Part-CAT in particular have been drafted with the principle of proportionality in mind from the outset. For the reason of proportionality, the existing rules in Part-CAT already distinguish between:

- local operations and A-to-A flights versus A-to-B operations;
 - non-complex aircraft versus complex aircraft;
 - single-engined versus multi-engined aircraft;
 - IFR and VFR night operations versus VFR day operations;
 - Single-pilot operations versus multi-pilot operations;
 - operations for which cabin crew are required versus operations without cabin crew requirements;
 - performance classes A, B and C for aeroplanes; and
 - performance classes 1, 2, 3 and categories A and B for helicopters.
85. In summary, for CAT A-to-A operations the following rules are neither applicable nor relevant:
- rules exclusively addressed to A to B operations;
 - rules for complex aircraft;
 - rules for operations under IFR;
 - rules for multi pilot operations and rules with cabin crew; and
 - rules for performance classes A and C for aeroplanes.
86. Annex 2 provides a comprehensive list with explanations to 236 rule references that either:
- provide alleviations specifically for CAT A-to-A operations; or
 - provide alleviations for operations with non-complex aircraft or performance class B aeroplanes, or local area operations, which are also applicable to CAT A-to-A operations; or
 - are by definition not applicable or relevant to CAT A-to-A operations.
87. As said above, alleviations from EU-OPS and JAR-OPS 3 for performance class B aeroplanes during VFR by day, small helicopter operations during VFR by day and local helicopter operations have been transposed to Part-CAT as far as possible. Annex 1 provides a cross-reference table with a transposition statement.
88. The Agency has once more undertaken a proportionality check of the applicable rules for CAT A-to-A operations and identified the following rules where additional alleviations for CAT A-to-A operations are justified.

CAT.OP.MPA.151 Fuel policy – alleviations

89. It is proposed to add a new subparagraph (b) with an alleviation for CAT A-to-A operations with European Light Aircraft (ELA) 2 aeroplanes during VFR by day. The alleviation would allow the operator instead of applying the requirements in CAT.OP.MPA.150 for the planning of the flight and the pre-flight fuel calculation method to only specify a minimum final reserve fuel in the OM that shall not be less than the amount needed to fly for a period of 45 minutes.
90. Such alleviation was also contained in EU-OPS, Appendix 1 to 1.005(a) 12(i).

91. This new subparagraph (b) requires that the current subparagraph (b) is renamed as (c).

CAT.POL.A.310 Take-off obstacle clearance – multi-engined aeroplanes

92. It is proposed to add a new subparagraph (e), which alleviates VFR operations by day with performance class B aeroplanes from certain take-off flight path construction requirements that are from a safety point of view relevant for operations in visual meteorological conditions (VMC).
93. Such alleviation was also contained in EU-OPS, Appendix 1 to 1.005(a) 24.(i).

IV. Amendments to Part-ORO

ORO.GEN

94. In general terms, when determining the right balance between IR and AMC, the Agency considered the need to ensure resilience of the rules at times where progress in digital communications, computer science and other disciplines open the way to an innumerable number of technical alternatives and where the number of available choices tends to proliferate, with ever increasing complexity and density of operations. This increased complexity in business models and operations, with multiple interactions between the elements of the system, not only requires authorities and organisations to implement effective management systems, it also requires flexibility for organisations to meet or exceed the safety objectives defined by the IR, by adopting means of compliance and risk mitigation strategies as they see fit depending on their particular organisation, business model, infrastructures and types of operation.
95. This also applies to the management system requirements proposed with Part-ORO, which are structured as to set the safety objective in the IR, while the detailed means of achieving this objective are defined as AMC. This provides for flexibility, as an organisation may propose means alternative to those established in the Agency's AMC to meet the objective set at IR level. This is particularly relevant in the area of safety management, as there cannot be any such a thing as a 'one size fits all' approach to effective safety management: organisations need flexibility to identify hazards and properly mitigate their specific safety risks.
96. Therefore, no overly detailed requirements are included at the level of ORO.GEN in order not to create an unnecessary burden for certain types of organisations. In terms of safety management, the core requirement (ORO.GEN.200(a)(3)) is quite concise, it mandates the organisation to:
- ensure the identification of aviation safety hazards entailed by its activities;
 - ensure their evaluation and the management of associated risks;
 - take actions to mitigate the risk and verify their effectiveness.
97. It is worth noting that both for complex and non-complex organisations it is possible that the same person acts as safety manager and as compliance monitoring manager, provided sufficient resources are made available for both functions and that the independence of inspections and audits can be guaranteed.

98. Due to the nature of the operations, it is considered that no dangerous goods would be carried on the operator's initiative during such operations. In addition and for the same reason, passengers are not expected to carry dangerous goods other than those currently admitted under part 8 of the Technical Instructions. Therefore, CAT A-to-A operations as well as CAT operations with sailplanes and balloons have been exempted from the ORO.GEN.110 (j) requirement for an operator to establish and maintain a dangerous goods training programme for its personnel.

ORO.AOC

99. 56. For operators performing CAT A-to-A and CAT operations with sailplanes and balloons Regulation (EC) No 2042/2003 doesn't require the nomination of a post holder for continuing airworthiness. This was not sufficiently reflected in ORO.AOC.135 and therefore subparagraph (a)(4) has been amended. Moreover, the facility requirements defined in ORO.GEN.215 are considered sufficient and such operators are therefore exempted from the facility requirements established in ORO.AOC.140.

ORO.MLR

100. It is considered that the complete structure of an operations manual as requested by ORO.MLR.101 is not relevant for CAT A-to-A operations with ELA2 aeroplanes and helicopters. Therefore, in order to be able to introduce more flexibility, while maintaining the general principles of an operations manual, such CAT A-to-A operations, as well as the operations with sailplanes and balloons have been exempted from ORO.MLR.101 and a simplified structure of an operations manual is provided in AMC2 ORO.MLR.100.

ORO.FC

101. The amendments to ORO.FC are in line with the proposal already made with EASA Opinion 04/2011. Operators of CAT A-to-A operations and CAT sailplane and balloon operations have to follow the common requirements of Section I that are applicable to all commercial and non-commercial operators of complex motor-powered aircraft. In addition, they are requested to comply with the requirement for commercial operations other than CAT of Section 3 stipulating an annual operator proficiency check. The common section already included alleviations for performance class B aeroplanes concerning the validity of route/area and aerodrome competence. This alleviation is now extended to CAT A-to-A operations in so far as the validity period of 12 months does not apply.

V. Amendments to Part-ARO

102. Paragraph ARO.OPS.210 requesting the authority to designate a local area is deleted.
103. Instead a new subparagraph (c) was added to ARO.OPS.100 to clarify that the competent authority may determine specific operational limitations which should be documented in the OPSPECS. The current OPSPECS format already contains fields to specify operational limitations.

VI. Amendments to Part-ORA

104. It is proposed to add a new paragraph ORA.ATO.155 to allow ATOs to offer, under certain conditions, A-to-A promotion flights with ELA2 aeroplanes, ELA2 helicopters and sailplanes and local area operations with balloons.
105. This rule should allow aeroclubs to continue with the current practise of offering promotion flights to attract new students and provide a sound legal basis for such operations. At the same time, the Agency tried to avoid creating an uneven level playing field with commercial air operators offering CAT A-to-A flights under VFR by day with ELA2 aircraft. The number of days as well as the area of operation has been restricted.

VII. Other observations

For the purpose of CAT A-to-A operations, no changes to the Definitions in Annex I as published in Opinion 04/2011 have been made.

Annex 1: Cross reference tables to Appendices in EU-OPS and JAR-OPS3**Appendix 1 to 1.005(a) – performance class B aeroplanes, VFR by day**

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>(a) Terminology</p> <p>1. A-to-A operations — Take-off and landing are made at the same place.</p> <p>2. A to B operations — Take-off and landing are made at different places.</p> <p>3. Night — The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.</p>	Annex I - Definitions	<p>The terms A-to-A and A to B are not defined here. A-to-A is described in the Cover Regulation.</p> <p>Definition of night: no change.</p>
<p>(b) Operations, to which this Appendix is applicable, may be conducted in accordance with the following alleviations.</p>		<p>General remarks:</p> <p>In the following, performance class B aeroplanes have been treated as non-complex aeroplanes.</p> <p>However, it should be noted that performance class B aeroplanes could also be complex aircraft if either the aircraft has been certified for a minimum flight crew of two pilots or if the aircraft is powered by two or more turbo prop engines.</p>
<p>1. OPS 1.035 Quality System:</p> <p>In the case of a very small operator, the post of Quality Manager may be held by a nominated post holder if external auditors are</p>	AMC1 ORO.GEN.200(a)(6)	<p>Amended</p> <p>The function of the quality manager is exercised by the compliance monitor manager (CMM). This function cannot be</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
used. This applies also where the accountable manager is holding one or several of the nominated posts.		combined with a post-holder function. However, in a non-complex organisation, the function of the CMM can be combined with the function of the accountable manager provided that the accountable manager has demonstrated the related competence.
2.Reserved		
3. OPS 1.075 Method of carriage of persons: Not required for VFR operations of single engine aeroplanes.	CAT.GEN.MPA.165	Not transposed It is obvious that this requirement is not relevant to smaller aeroplanes and no specific measure are required from the operator
4. OPS 1.100 Admission to the flight deck: (i) An operator must establish rules for the carriage of passengers in a pilot seat. (ii) The commander must ensure that: Carriage of passengers in a pilot seat does not cause distraction and/or interference with the operation of the flight; and The passenger occupying a pilot seat is made familiar with the relevant restrictions and safety procedures.	AMC1 CAT.GEN.135(a)(3)	Amended Operations under VFR night and IFR have been intentionally excluded to avoid the risk that a passenger unintentionally manipulates instruments
5. OPS1.105 Unauthorised Carriage: Not required for VFR operations of single engine aeroplanes.	-	Not transposed It is obvious that this requirement is not relevant to smaller aeroplanes and no specific measure are required from the operator

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>6. OPS1.135 Additional information and forms to be carried:</p> <p>(i) For A-to-A VFR operations of single engine aeroplanes by day, the following documents need not be carried:</p> <p>(A) operational flight plan; (B) aeroplane technical log; (C) NOTAM/AIS briefing documentation; (D) meteorological information; (E) notification of special categories of passengers...etc.; and (F) notification of special loads including dangerous goods...etc.</p> <p>(ii) For A to B VFR operations of single engine aeroplanes by day, notification of special categories of passengers as described in OPS1.135(a)(7) does not need to be carried.</p> <p>(iii) For A to B VFR operations by day, the operational flight plan may be in a simplified form and must meet the needs of the type of operation.</p>	<p>CAT.GEN.MPA.180(b) CAT.OP.MPA.175(c) AMC1 CAT.OP.MPA.175(a)</p>	<p>Amended</p> <p>The alleviations in CAT.GEN.MPA.180 also include the noise certificate; the aircraft radio licence; and the mass and balance documentation.</p> <p>Moreover, the alleviations for A-to-A and local area operations are identical.</p> <p>A to B operations under VFR by day with single engine aeroplanes are assumed to classify as local area operations.</p>
<p>7. OPS1.215 Use of Air Traffic Services:</p> <p>For VFR operations of single engine aeroplanes by day, non-mandatory contact with ATS shall be maintained to the extent appropriate to the nature of the operation. Search and rescue services must be ensured in accordance with OPS1.300.</p>	<p>CAT.OP.MPA.100(b)</p>	<p>No change</p>
<p>8. OPS1.225 Aerodrome Operating Minima:</p>	<p>Proposed: new AMC</p>	<p>No change</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
For VFR operations, the standard VFR operating minima will normally cover this requirement. Where necessary, the operator shall specify additional requirements taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.	AMC12 CAT.OP.MPA.110 Aerodrome operating minima VFR OPERATIONS WITH OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT For the establishment of VFR operation minima, the operator may apply the VFR operating minima prescribed in Part-SERA. Where necessary, the operator may specify in the OM additional conditions for the applicability of such minima taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.	
9. OPS1.235 Noise abatement procedures: Not applicable to VFR operations of single engine aeroplanes.	CAT.OP.MPA.130	No change
10. OPS1.240 Routes and Areas of Operation: Subparagraph (a)(1) is not applicable to A-to-A VFR operations of single engine aeroplanes by day.	CAT.OP.135(c)	No change
11. OPS1.250 Establishment of minimum flight altitudes: For VFR operations by day, this requirement is applicable as follows. An operator shall ensure that operations are only conducted along such routes or within such areas for which a safe terrain clearance can be maintained and shall take account of such factors as temperature, terrain, unfavourable	AMC1.1 CAT.OP.MPA.145(a)	No change

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>meteorological conditions (e.g. severe turbulence and descending air currents, corrections for temperature and pressure variations from standard values).</p>		
<p>12. OPS1.255 Fuel Policy:</p> <p>(i) For A-to-A Flights—An operator shall specify the minimum fuel contents at which a flight must end. This minimum, final reserve, fuel must not be less than the amount needed to fly for a period of 45 minutes.</p> <p>(ii) For A to B Flights—An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes;</p> <p>(A) Taxi fuel—Fuel consumed before take-off, if significant; and</p> <p>(B) Trip fuel (Fuel to reach the destination); and</p> <p>(C) Reserve fuel—</p> <p>1. Contingency fuel—Fuel that is not less than 5% of the planned trip fuel or, in the event of in-flight re-planning, 5% of the trip fuel for the remainder of the flight; and</p> <p>2. Final reserve fuel—Fuel to fly for an additional period of 45 minutes (piston engines) or 30 minutes (turbine engines); and</p> <p>(D) Alternate fuel—Fuel to reach the destination alternate via the destination, if a destination alternate is required; and</p> <p>(E) Extra fuel—Fuel that the commander may require in addition to that required under</p>	<p>for (i):</p> <p>Proposed: new CAT.OP.MPA.151(b)</p> <p>(b) Notwithstanding (a), for operations of non-complex aeroplanes with a MTOM of 2 000 kg or less taking off and landing at the same aerodrome or operating site, the operator shall specify the final reserve fuel in the OM which shall not be less than the amount needed to fly for a period of 45 minutes.</p> <p>former (b) to be renamed (c)</p> <p>for (ii)</p> <p>CAT.OP.MPA.151(a)</p>	<p>Amended</p> <p>Limited to non-complex aeroplane with an MTOM of 2 000 kg or less.</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
subparagraphs(A)-(D)above.		
<p>13. OPS1.265 Carriage of inadmissible passengers, deportees or persons in custody:</p> <p>For VFR operations of single engine aeroplanes and where it is not intended to carry inadmissible passengers, deportees or persons in custody, an operator is not required to establish procedures for the carriage of such passengers.</p>	CAT.OP.MPA.155	<p>Partly transposed.</p> <p>It is obvious from the text that operator procedures are only required when SCs are carried.</p> <p>Despite that the fact that inadmissible passengers, deportees and persons in custody may only rarely be carried in a single engine aeroplane under VFR as CAT, there is no safety justification why operator procedures should not be required for such flights.</p>
<p>14. OPS1.280 Passenger Seating:</p> <p>Not Applicable to VFR operations of single engine aeroplanes.</p>	CAT.OP.MPA.165	<p>Not transposed</p> <p>It is obvious that for operations with non-complex aeroplanes, the establishment of procedures should follow a proportionate and pragmatic approach. There seems to be no need for alleviation.</p>
<p>15. OPS1.285 Passenger Briefing:</p> <p>Demonstration and briefing shall be given as appropriate to the kind of operations. In single pilot operations, the pilot may not be allocated tasks distracting him/her from his/her flying duties.</p>	<p>CAT.OP.MPA.170</p> <p>Proposed to add AMC2 CAT.OP.MPA.170 SINGLE PILOT OPERATIONS WITHOUT CABIN CREW</p> <p>For single pilot operations without cabin crew, the commander should provide safety briefings to passengers except during critical phases of flight.</p>	No change
16. OPS1.290 Flight Preparation:	CAT.OP.MPA.170(c)	No change

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
(i) operational flight plan for A-to-A operations—Not Required. (ii) A to B operations under VFR by day—An operator shall ensure that a simplified form of an operational flight plan which is relevant to the type of operation is completed for each flight.	AMC1 CAT.OP.MPA.170(a)	
17. OPS1.295 Selection of aerodromes: Not applicable to VFR operations. The necessary instructions for the use of aerodromes and sites for take-off and landing are to be issued with reference to OPS1.220.	CAT.OP.MPA.180	Not transposed The current text in effect already excludes VFR operations.
18. OPS1.310 Crew members at stations: For VFR operations, instructions on this matter are required only where two pilot operations are conducted.	CAT.OP.MPA.210	Not transposed The rule in effect already addresses multi-crew operations only. Moreover, there is no logic correlation between the safety requirement and performance classes or flight rules which could be taken into account.
19. OPS1.375 In-flight fuel management: Appendix1 to OPS 1.375 is not required to be applied to VFR operations of single engine aeroplanes by day.	CAT.OP.MPA.280	Not transposed Appendix 1 to OPS 1.375 does not exist.
20. OPS1.405 Commencement and continuation of approach: Not applicable to VFR operations.	CAT.OP.MPA.305	Not transposed The requirement addresses operations under IFR. No need to explicitly alleviate VFR operations.

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>21. OPS1.410 Operating procedures— threshold crossing height: Not applicable to VFR operations.</p>	<p>CAT.OP.MPA.310</p>	<p>Not transposed The requirement addresses precision approach operations. No need to explicitly alleviate VFR operations.</p>
<p>22. OPS1.430 to 1.460, including appendices: Not applicable to VFR operations.</p>	<p>CAT.OP.MPA.110-120 SPA.LVO</p>	<p>Not transposed Except for the requirement to establish minima for VFR operations, the IR and the corresponding AMCs addresses operations und IFR. No need to explicitly alleviate VFR operations.</p>
<p>23. OPS1.530 Take-off: (i) Subparagraph (a) applies with the following addition. The Authority may, on a case-by-case basis, accept other performance data produced by the operator and based on demonstration and/or documented experience. Subparagraphs (b) and (c) apply with the following addition. Where the requirements of this paragraph cannot be complied with due to physical limitations relating to extending the runway and there is a clear public interest and necessity for the operation, the Authority may accept, on a case-by-case basis, other performance data, not conflicting with the Aeroplane Flight Manual relating to special procedures, produced by the operator based on demonstration and/or documented experience. (ii) An operator wishing to conduct operations</p>	<p>CAT.POL.A.305</p>	<p>Not transposed any case-by-case alleviation would require an Article 14 procedure.</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>according to subparagraph (i) must have the prior approval of the Authority issuing the AOC. Such an approval will:</p> <p>(A) specify the type of aeroplane; (B) specify the type of operation; (C) specify the aerodrome(s) and runways concerned; (D) restrict the take-off to be conducted under VMC; (E) specify the crew qualification, and (F) be limited to aeroplanes where the first type certificate was first issued before 1January2005.</p> <p>(iii) The operation must be accepted by the State in which the aerodrome is located.</p>		
<p>24. OPS1.535 Take-off Obstacle Clearance— Multi-Engined aeroplanes:</p> <p>(i) Subparagraphs (a)(3), (a)(4), (a)(5), (b)(2), (c)(1), (c)(2) and the Appendix are not applicable to VFR operations by day.</p> <p>(ii) For IFR or VFR operations by day, subparagraphs (b) and (c) apply with the following variations.</p> <p>(A) Visual course guidance is considered available when the flight visibility is 1500m or more</p> <p>(B) The maximum corridor width required is 300m when flight visibility is 1 500m or more.</p>	<p>CAT.POL.A.310</p> <p>AMC1 CAT.POL.A.310</p> <p>To transpose (i) the following amendment is proposed to CAT.POL.A.310:</p> <p>insert a new subparagraph (e)</p> <p>(e) The requirements in (a)(3), (a)(4), (a)(5), (b)(2) and (c)(2) shall not be applicable to VFR operations by day.</p> <p>to partly transpose (ii) the following amendment is proposed to AMC1 CAT.POL.A.310:</p> <p>add to the end of subparagraph (a):</p> <p>For VFR operations by night, the visual course guidance should be considered</p>	<p>Partly transposed</p> <p>(i) the reference to (c)(1) is not transposed. Otherwise the rule would not cover flight path which require track changes of more than 15°.</p> <p>(ii) the reference to IFR and to (B) is not transposed. There is no safety justification available for such alleviations.</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
	available when the flight visibility is 1 500 m or more.	
<p>25. OPS1.545 Landing—destination and alternate aerodromes:</p> <p>(i) The paragraph applies with the following addition. Where the requirements of this paragraph cannot be complied with due to physical limitations relating to extending the runway and there is a clear public interest and operational necessity for the operation, the Authority may accept, on a case-by-case basis, other performance data, not conflicting with the Aeroplane Flight Manual relating to special procedures, produced by the operator based on demonstration and/or documented experience.</p> <p>(ii) An operator wishing to conduct operations according to subparagraph (I) must have prior approval of the Authority issuing the AOC. Such an approval will:</p> <p>(A) specify the type of aeroplane; (B) specify the type of operation; (C) specify the aerodrome(s) and runways concerned; (D) restrict the final approach and landing to be conducted under VMC; (E) specify the crew qualification, and (F) be limited to aeroplanes where the type certificate was first issued before 1 January 2005.</p>		<p>Not transposed</p> <p>any case-by-case alleviation would require an Article 14 procedure.</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
(iii) The operation must be accepted by the State in which the aerodrome is located.		
<p>26. OPS1.550 Landing—dry runways:</p> <p>(i) The paragraph applies with the following addition. Where the requirements of this paragraph cannot be complied with due to physical limitations relating to extending the runway and there is a clear public interest and operational necessity for the operation, the Authority may accept, on a case-by-case basis, other performance data, not conflicting with the Aeroplane Flight Manual relating to special procedures, produced by the operator based on demonstration and/or documented experience.</p> <p>(ii) An operator wishing to conduct operations according to subparagraph (i) must have prior approval of the Authority issuing the AOC. Such an approval will:</p> <p>(A) specify the type of aeroplane; (B) specify the type of operation; (C) specify the aerodrome(s) and runways concerned; (D) restrict the final approach and landing to be conducted under VMC; (E) specify the crew qualification; and (F) be limited to aeroplanes where the first type certificate was issued before 1 January 2005.</p> <p>(iii) The operation must be accepted by the State in which the aerodrome is located.</p>		<p>Not transposed</p> <p>any case-by-case alleviation would require an Article 14 procedure.</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
27.Reserved		
<p>28. OPS1.650 Day VFR operations:</p> <p>Paragraph 1.650 is applicable with the following addition. Single engine aeroplanes, first issued with an individual certificate of airworthiness before 22 May 1995, may be exempted from the requirements of subparagraphs (f), (g), (h)and (i) by the Authority if the fulfilment would require retrofitting.</p>	CAT.IDE.A.125 (d)	No change
<p>29. Part-M, paragraph M.A.704, Continuing Airworthiness Management Exposition</p> <p>The Continuing Airworthiness Management Exposition may be adapted to the operation to be conducted;</p>		Not addressed in Regulation Air Operations.
<p>30.Part M, paragraph M.A.306, Operator’s technical log system:</p> <p>The Authority may approve an abbreviated form of technical log system, relevant to the type of operation conducted.</p>		Not addressed in Regulation Air Operations.
<p>31. OPS1.940 Composition of Flight Crew:</p> <p>Subparagraphs (a)(2), (a)(4), and (b) are not applicable to VFR operations by day, except that (a)(4) must be applied in full where two pilots are required by OPS1.</p>		<p>Not transposed</p> <p>Applicability/non-applicability is clear from the text</p>
32. OPS1.945 Conversion training and checking:		ORO.FC.220 (d)(2)+ corresponding AMC1

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>(i) Subparagraph(a)(7)—Line flying under supervision (LIFUS) may be performed on any aeroplane within the applicable class. The amount of LIFUS required is dependent on the complexity of the operations to be performed.</p> <p>(ii) Subparagraph (a)(8) is not required.</p>		<p>point e.3</p> <p>ORO.FC.220 (b)(i)</p>
<p>33. OPS1.955 Nomination as commander:</p> <p>Subparagraph (b) applies as follows. The Authority may accept an abbreviated command course relevant to the type of operation conducted. Subparagraph (a)(1)(i) is not applicable to VFR operations by day.</p>		<p>ORO.FC.205 (g)</p>
<p>34. OPS1.960 Commanders holding a Commercial Pilot Licence</p>		<p>ORO.FC.A.250 (b)</p>
<p>35. OPS1.965 Recurrent training and checking:</p> <p>(i) Subparagraph (a)(1) shall be applied as follows for VFR operations by day. All training and checking shall be relevant to the type of operation and class of aeroplane on which the flight crew member operates with due account taken of any specialised equipment used.</p> <p>(ii) Subparagraph (a)(3(ii) applies as follows. Training in the aeroplane may be conducted by a Class Rating Examiner (CRE), a Flight Examiner (FE) or a Type Rating Examiner</p>		<p>AMC1 ORO.FC.230, point a.5</p> <p>ORO.FC.145 (a)(2)</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>(TRE).</p> <p>(iii) Subparagraph (a)(4)(i) applies as follows. Operator proficiency check may be conducted by a Type Rating Examiner (TRE), Class Rating Examiner (CRE) or by a suitably qualified commander nominated by the operator and acceptable to the Authority, trained in CRM concepts and the assessment of CRM skills.</p> <p>(iv) Subparagraph (b)(2) shall be applicable as follows for VFR operations by day. In those cases where the operations are conducted during seasons not longer than eight consecutive months, one operator proficiency check is sufficient. This proficiency check must be undertaken before commencing commercial air transport operations.</p>		<p>ORO.FC.230 (b)(5)</p> <p>ORO.FC.230 (b)(3)</p>
<p>36. OPS1.968 Pilot qualification for either pilot’s seat:</p> <p>Appendix 1 is not applicable to VFR operations of single engine aeroplanes by day.</p>		<p>Not transposed</p> <p>Self-explanatory</p>
<p>37. OPS1.975 Route and aerodrome competence:</p> <p>(i) For VFR operations by day, subparagraphs (b), (c) and (d) are not applicable, except that the operator shall ensure that in the cases where a special approval by the state of the aerodrome is required, the associated requirements are observed.</p>		<p>GM1 ORO.FC.105 (c)</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
<p>(ii) For IFR operations or VFR operations by night, as an alternative to subparagraphs (b) to (d), route and aerodrome competence may be revalidated as follows:</p> <p>) Except for operations to the most demanding aerodromes, by completion of at least 10 sectors within the area of operation during the preceding 12 months in addition to any required self briefing.</p> <p>) Operations to the most demanding aerodromes may be performed only if:</p> <ol style="list-style-type: none"> 1. the commander has been qualified at the aerodrome within the preceding 36 months by a visit as an operating flight crew member or as an observer; 2. the approach is performed in VMC from the applicable minimum sector altitude; and 3. an adequate self briefing has been made prior to the flight 		AMC2 ORO.FC.105 (c)
<p>38. OPS1.980 More than one type or variant:</p> <p>(i) Not applicable if operations are limited to single pilot classes of piston engine aeroplanes under VFR by day.</p> <p>(ii) For IFR and VFR Night Operations, the requirement in Appendix 1 to OPS1.980, subparagraph (d)(2)(i) for 500 hours in the relevant crew position before exercising the privileges of two licence endorsements, is</p>		<p>ORO.FC.240 (c)</p> <p>AMC1 ORO.FC.240 a.4.ii.A</p>

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
reduced to 100 hours or sectors if one of the endorsements is related to a class. A check flight must be completed before the pilot is released for duties as Commander.		
39. OPS1.981 Operation of helicopters and aeroplanes: Subparagraph (a)(1) is not applicable if operations are limited to single pilot classes of piston engine aeroplanes.		ORO.FC.240 (c)
40.Reserved		
41. OPS1.1060 Operational flight plan: Not required for A-to-A VFR/Day operations. For A to B VFR/Day operations the requirement is applicable but the flight plan may be in a simplified form relevant to the kind of operations conducted. (seeOPS1.135).	CAT.OP.MPA.175 (c) AMC1 CAT.OP.MPA.175 (a)	Transposed Difference: EASA OPS only refers to VFR and not VFR by day. However, the scope of A-to-A is limited to VFR by day.
42. OPS1.1070 Continuing Airworthiness Management Exposition The Continuing Airworthiness Management Exposition may be adapted to the operation to be conducted.		Not addressed in Regulation Air Operations.
43. OPS1.1071 Aeroplane technical log: Applicable as indicated for Part M, paragraph M.A.306 Operators technical log system.		Not addressed in Regulation Air Operations.
44.Reserved		

Appendix 1 to OPS 1.005(a)	EASA OPS – Reference	Difference statement
45.Reserved		
46. OPS1.1240 Training programmes: The training programmes shall be adapted to the kind of operations performed. A self-study training programme may be acceptable for VFR operations.	-	Not transposed Within the scope of Regulation (EC) No 300/2008.
47. OPS1.1250 Aeroplane search procedure checklist: Not applicable for VFR operations by day.	-	Not transposed Within the scope of Regulation (EC) No 300/2008.

Appendix 1 to 3.005(f) – small helicopter operations, VFR by day

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
<p>(a) Terminology.</p> <p>(1) Local Operations. Flight conducted within a local and defined geographical area acceptable to the Authority, which start and end at the same location on the same day.</p>	Annex I - Definitions	<p>Amended</p> <p>The definition in EASA OPS is more specific. Small helicopters (as defined in JAR-OPS 1) are treated as non-complex helicopters (in the sense of the Basic Regulation).</p>
<p>(b) Approval. An operator wishing to conduct operations in accordance with this Appendix must have the prior approval of the Authority issuing the AOC. Such an approval shall specify:</p> <p>(1) The type of helicopter; and</p> <p>(2) The type of operation.</p> <p>(3) The geographical limitations of local operations in the context of this appendix (see ACJ to Appendix 1 to JAR-OPS 3.005(f) paragraph (b)(3)).</p>	ORO.AOC	<p>Not transposed</p> <p>There is no need to explicitly transpose this rule. The operation anyway is part of the AOC and included in the oversight regime of the authority.</p>
<p>(c) Prohibition. The following activities are prohibited:</p>		
<p>(1) JAR-OPS 3.065. Carriage of weapons of war and munitions of war.</p>	CAT.GEN.MPA.155	<p>Not transposed</p> <p>This alleviation is not considered to relevant. It is very unlikely that weapons of war and munitions of war are transported within a CAT environment with a small helicopter.</p>
<p>(2) JAR-OPS 3.265. Carriage of inadmissible passengers, deportees or persons in custody.</p>	CAT.OP.MPA.155	<p>Not transposed</p> <p>Not relevant. The carriage of inadmissible</p>

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
		passengers, deportees or persons in custody persons with a non-complex helicopter or during local helicopter operation seems to be unlikely.
(3) JAR-OPS 3.305. Refuelling/defuelling with passengers embarking, on board or disembarking.	CAT.OP.MPA.195	Not transposed The current rule already prohibits refuelling and defueling with passengers embarking, on board or disembarking with AVGAS and wide-cut fuel or a mixture of these types of fuel. Most of the non-complex helicopters therefore are already addressed in this rule.
(4) JAR-OPS 3.335. Smoking on board	CAT.OP.MPA.240	Not transposed. Effectively the existing rule already prohibits smoking and provides sufficient protection.
(d) Alleviation. The following rules are alleviated:		
(1) JAR-OPS 3.100 Admission to cockpit: (i) An operator must establish rules for the carriage of passengers in a pilot seat, if applicable. (ii) The commander must ensure that: (A) carriage of passengers in the pilot seat does not cause distraction and/or interference with the flight's operation; and (B) the passenger occupying a pilot seat is made familiar with the relevant restrictions and safety procedures.	AMC1 CAT.GEN.135(a)(3)	No change

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
<p>(2) JAR-OPS 3.135 Additional information and forms to be carried.</p> <p>(i) For local operations the following documents need not be carried:</p> <p>(A) JAR-OPS 3.135(a)(1) - Operational Flight Plan</p> <p>(B) JAR-OPS 3.135(a)(2) - Technical Log (except where required for land-away)</p> <p>(C) JAR-OPS 3.135(a)(4) - Notam/AIS documentation</p> <p>(D) JAR-OPS 3.135(a)(5) - Meteorological information</p> <p>(E) JAR-OPS 3.135(a)(7) - Notification of special passengers, etc.</p> <p>(F) JAR-OPS 3.135(a)(8) - Notification of special loads, etc.</p> <p>(ii) For non-local operations:</p> <p>(A) JAR-OPS 3.135(a)(1) - Operational Flight Plan. The flight plan may be in a simplified form, relevant to the kind of operations conducted and acceptable to the Authority.</p> <p>(B) JAR-OPS 3.135(a)(7) - Notification of special passengers. Is not required.</p>	<p>CAT.GEN.MPA.180 (b)</p> <p>CAT.OP.MPA.175 (c)</p> <p>AMC1 CAT.OP.MPA.175 (a)</p>	<p>for (i) Amended</p> <p>The alleviations in CAT.GEN.MPA.180 also include the noise certificate; the aircraft radio licence; and the mass and balance documentation.</p> <p>for (ii) no change.</p>
<p>(3) JAR-OPS 3.140 Information retained on the ground.</p> <p>Information need not be retained on the ground</p>	<p>CAT.GEN.MPA.185</p>	<p>Not transposed</p> <p>The intent of the alleviation is obscure and not sufficiently specified to be eligible for an</p>

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
when other methods of recording are employed.		IR. Moreover, the existing rule already specifies that the information shall be retained until it has been duplicated at the place at which it will be stored.
<p>(4) JAR-OPS 3.165 Leasing.</p> <p>Applicable only where formal leasing agreement exists.</p> <p>Note: The case where the contract to carry the passengers are transferred to another operator to whom the passengers will pay for the transport, is not considered as leasing.</p>	ORO.AOC.110	<p>Not transposed</p> <p>It is generally understood that leasing requires a formal leasing agreement.</p>
<p>(5) JAR-OPS 3.215 Use of Air Traffic Services.</p> <p>Not applicable unless mandated by air space requirements and providing search and rescue service arrangements are acceptable to the Authority.</p>	CAT.OP.MPA.100 (b)	No change
<p>(6) JAR-OPS 3.220 Authorisation of Heliports by the operator.</p> <p>An operator shall establish a procedure to qualify the Commanders for the selection of heliports or landing sites, suitable for the type of helicopter and the type of operation.</p>	AMC1 CAT.OP.MPA.105 (d)	<p>Amended</p> <p>The content of the EASA OPS rule is applicable to all helicopter operations for sites that are not pre-surveyed, which is understood to be the intent of this rule.</p>
<p>(7) JAR-OPS 3.255 Fuel policy.</p> <p>Subparagraphs (b) to (d) are not applicable when the fuel policy prescribed in JAR-OPS 3.255(a) ensures that, on completion of the flight, or series of flights, the fuel remaining is not less than an amount of fuel</p>	CAT.OP.MPA.151 (b)	No change

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
sufficient for 30 minutes flying time at normal cruising (this may be reduced to 20 minutes when operating within an area providing continuous and suitable precautionary landing sites). Final reserve fuel must be specified in the operations manual in order to be able to comply with JAROPS 3.375(c).		
(8) JAR-OPS 3.280 Passenger seating. Procedures are not required to be established. Note: The intent of this paragraph is achieved by the pilot using normal judgement. JAR-OPS 3.260 is applicable and is considered to address the need for procedures.	CAT.OP.MPA.165	Not transposed It is obvious that for operations with non-complex helicopter, the establishment of procedures should follow a proportionate and pragmatic approach. There seems to be no need for an alleviation.
(9) JAR-OPS 3.285 Passenger briefing. (i) Paragraph (a)(1). Unless to do so would be unsafe, passengers are verbally briefed about safety matters, parts or all of which may be given by an audio-visual presentation. Prior approval must be given for the use of portable electronic devices.	CAT.OP.MPA.170 Proposed to add AMC2 CAT.OP.MPA.170 SINGLE PILOT OPERATIONS WITHOUT CABIN CREW For single pilot operations without cabin crew, the commander should provide safety briefings to passengers except during critical phases of flight. CAT.GEN.MPA.140	Amended This AMC is understood to transpose the intent of the rule. The intent of this alleviation is obscure. CAT.GEN.MPA.140 already implies that the use of PED needs a permission by the operator.
(10) JAR-OPS 3.290 Flight preparation. (i) For local operations: (A) JAR-OPS 3.290(a). An operational flight plan is	CAT.OP.MPA.175 (c) AMC1 CAT.OP.MPA.175 (a)	No change

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
<p>not required.</p> <p>(ii) For non-local operations:</p> <p>(A) JAR-OPS 3.290(a). An operational flight plan may be prepared in a simplified form relevant to the kind of operation.</p>		
<p>(11) JAR-OPS 3.375 In-flight fuel management. Appendix 1 to JAR-OPS 3.375 need not be applied (see (d)(14) below).</p>	<p>CAT.OP.MPA.281 AMC1 CAT.OP.MPA.281</p>	<p>No change</p>
<p>(12) JAR-OPS 3.385 Use of supplemental oxygen.</p> <p>With prior approval of the authority, excursions between 10 000 ft and 16 000 ft for a short duration may be undertaken without the use of supplemental oxygen in accordance with procedures contained in the Operations Manual. (In such circumstances, the operator must ensure that the passengers are informed before departure that supplemental oxygen will not be provided.)</p>	<p>CAT.OP.MPA.285</p>	<p>Not transposed</p> <p>It was not considered safe to give an open exemption on the use of oxygen, and, for helicopters, it is also not compliant with ICAO Annex 6. An exemption is given under strict conditions and prior approval of the competent authority for Part-SPO only.</p>
<p>(13) Appendix 1 to JAR-OPS 3.270 Stowage of baggage and cargo.</p> <p>As appropriate to the type of operation and helicopter.</p>	<p>ACM1 CAT.OP.MPA.160</p>	<p>No transposed</p> <p>It is generally understood that a procedure must be designed appropriate to the type of operation and helicopter.</p>
<p>(14) Appendix 1 to JAR-OPS 3.375 Inflight fuel management.</p> <p>Not applicable.</p>	<p>CAT.OP.MPA.281 AMC1 CAT.OP.MPA.281</p>	<p>No change</p> <p>The AMC that transposes the Appendix is not applicable to small helicopter operations or local helicopter operations.</p>

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
<p>(15) JAR-OPS 3.630 General Introduction. Instruments and Equipment.</p> <p>Alternative equipment that does not meet current JTSO standards but does meet the safety standard of the original equipment may be acceptable to the Authority.</p>		<p>Not transposed</p> <p>Out of the scope. Approval requirements or compliance with ETSOs falls under Reg. (EC) No 1702/2003. Alleviations, if acceptable, should be regulated there.</p>
<p>(16) JAR-OPS 3.775 Supplemental Oxygen - Non pressurised helicopters.</p> <p>With prior approval of the authority, excursions of a short duration between 10 000 ft and 16 000 ft may be undertaken without supplemental oxygen, in accordance with procedures contained in the Operations Manual.</p>	CAT.IDE.H.240	<p>Not transposed</p> <p>It was not considered safe to give an open exemption on the use of oxygen, and, for helicopters, it is also not compliant with ICAO Annex 6. An exemption is given under strict conditions and prior approval of the competent authority for Part-SPO only.</p>
<p>(17) Appendix 1 to JAR-OPS 3.775 Supplemental oxygen for non-pressurised helicopters.</p> <p>Not applicable in accordance with (12) & (16) above.</p>	CAT.IDE.H.240	<p>Not transposed</p> <p>It was not considered safe to give an open exemption on the use of oxygen, and, for helicopters, it is also not compliant with ICAO Annex 6. An exemption is given under strict conditions and prior approval of the competent authority for Paert-SPO only.</p>
<p>(18) JAR-OPS 3.955(b) Upgrading to Commander.</p> <p>The Authority may accept an abbreviated command course relevant to the type of operation to be undertaken.</p>		<p>Not transposed</p> <p>No conditions for such abbreviated course provided</p>
<p>[(19) JAR-OPS 3.970(a) Recent Experience.</p> <p>As an alternative to the requirement of JAR-OPS 3.970(a), with prior approval of the Authority, the 90</p>		FCL.060

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
<p>day recency may be satisfied if a pilot has performed 3 takeoffs, 3 circuits and 3 landings on any helicopter in the same designated group in the preceding 90 days (see ACJ to Appendix 1 to JAR-OPS 3.005(f) paragraph (d)(19)). The recency qualification for the helicopter type to be operated is conditional upon:</p> <p>(i) the Type Rating Proficiency Check (TRPC) on the type being valid; and</p> <p>(ii) the achievement of 2 flying hours on the type or variant within the last 6 months; and</p> <p>(iii) an OPC being valid on one of the helicopters in the designated group; and</p> <p>(iv) a strict rotation of OPCs for all helicopters being flown in the designated group; and</p> <p>(v) the composition of designated groups and the procedure for validation of TRPCs, OPCs and recency, being contained in the operations manual.]</p>		
<p>([20]) Appendix 1 to JAR-OPS 3.965 Recurrent Training and checking.</p> <p>A syllabus applicable to the type of operation may be accepted by the Authority.</p>		ORO.FC.230 (a)
<p>21]) JAR-OPS 3.1060 Operational flight plan.</p> <p>See (2)(i)(A) & (2)(ii)(A) above.</p>	<p>CAT.OP.MPA.175 (c)</p> <p>AMC1 CAT.OP.MPA.175 (a)</p>	No change
<p>([22]) JAR-OPS 3.1235 Security requirements.</p> <p>Applicable only when operating in States where the national security program applies to the operations</p>		<p>Not transposed</p> <p>Within the scope of Regulation (EC) No 300/2008.</p>

Appendix 1 to OPS 3.005(f) small helicopter operations, VFR day	EASA OPS – Reference	Difference statement
covered in this Appendix.		
<p data-bbox="168 331 768 363">([23]) JAR-OPS 3.1240 Training programs.</p> <p data-bbox="168 384 887 485">Training programs shall be adapted to the kind of operations performed. A suitable self-study training program may be acceptable to the Authority.</p>		<p data-bbox="1413 331 1630 363">Not transposed</p> <p data-bbox="1413 384 1955 448">Within the scope of Regulation (EC) No 300/2008.</p>
<p data-bbox="168 523 891 587">([24]) JAR-OPS 3.1250 Helicopter search procedure checklist.</p> <p data-bbox="168 608 510 639">No checklist is required.</p>		<p data-bbox="1413 523 1630 555">Not transposed</p> <p data-bbox="1413 576 1955 639">Within the scope of Regulation (EC) No 300/2008.</p>

Appendix 1 to 3.005(g) – local helicopter operations, VFR by day

Appendix 1 to OPS 3.005(g) local helicopter operations, VFR day	EASA OPS – Reference	Difference statement
<p>(a) Approval. An operator wishing to conduct operations in accordance with this Appendix must have the prior approval of the Authority issuing the AOC. Such an approval will specify:</p> <p>(1) The type of helicopter</p> <p>(2) Type of operation</p> <p>(3) The geographical limitations of operations in the context of this appendix (see ACJ to Appendix 1 to JAR-OPS 3.005(g) paragraph (a)(3)).</p>	ORO.AOC	<p>Not transposed</p> <p>There is no need to explicitly transpose this rule. The operation anyway is part of the AOC and included in the oversight regime of the authority.</p>
<p>(b) Prohibition. The following activities are prohibited:</p>		
<p>(1) JAR-OPS 3.065. Carriage of weapons of war and munitions of war.</p>	CAT.GEN.MPA.155	<p>Not transposed</p> <p>This alleviation is not considered to be relevant. It is very unlikely that weapons of war and munitions of war are transported within a CAT environment during a local helicopter operation.</p>
<p>(2) JAR-OPS 3.265. Carriage of inadmissible passengers, deportees or persons in custody.</p>	CAT.OP.MPA.155	<p>Not transposed</p> <p>Not relevant. The carriage of inadmissible passengers, deportees or persons in custody persons with a non-complex helicopter or during local helicopter operation seems to be unlikely.</p>
<p>(3) JAR-OPS 3.305. Refuelling/defuelling with passengers embarking, on board or disembarking.</p>	CAT.OP.MPA.195	<p>Not transposed</p> <p>The current rule already prohibits refuelling and defueling with passengers embarking, on board or disembarking with AVGAS and wide-cut fuel or a</p>

Appendix 1 to OPS 3.005(g) local helicopter operations, VFR day	EASA OPS – Reference	Difference statement
		mixture of these types of fuel. Most of the non-complex helicopters therefore are already addressed in this rule.
(4) JAR-OPS 3.335. Smoking on board.	CAT.OP.MPA.240	Not transposed. Effectively the existing rule already prohibits smoking and provides sufficient protection.
(c) Alleviation. The following rules are alleviated:		
<p>(1) JAR-OPS 3.135 Additional information and forms to be carried.</p> <p>(i) JAR-OPS 3.135(a)(1) - Operational Flight Plan. The flight plan may be in a simplified form, relevant to the kind of operations conducted and acceptable to the Authority.</p> <p>(ii) JAR-OPS 3.135(a)(4) - Notam/AIS documentation. Are not required.</p> <p>(iii) JAR-OPS 3.135(a)(5) - Meteorological information. Is not required.</p> <p>(iv) JAR-OPS 3.135(a)(7) - Notification of special passengers, etc. Is not required.</p> <p>(v) JAR-OPS 3.135(a)(8) -Notification of special loads, etc. Is not required.</p>	<p>CAT.GEN.MPA.180 (b)</p> <p>CAT.OP.MPA.175 (c) AMC1</p> <p>CAT.OP.MPA.175 (a)</p>	<p>The alleviations in CAT.GEN.MPA.180 also include the noise certificate;</p> <p>the aircraft radio licence; and</p> <p>the mass and balance documentation.</p> <p>Alleviation for the operational flight plan transposed.</p>
<p>(2) JAR-OPS 3.140 Information retained on the ground.</p> <p>Information need not be retained on the ground when other methods of recording are employed.</p>	CAT.GEN.MPA.185	<p>Not transposed</p> <p>The intent of the alleviation is obscure and not sufficiently specified to be eligible for an IR. Moreover, the existing rule already specifies that the information shall be retained until it has been duplicated at the place at which it will be stored.</p>

Appendix 1 to OPS 3.005(g) local helicopter operations, VFR day	EASA OPS – Reference	Difference statement
<p>(3) JAR-OPS 3.165 Leasing.</p> <p>Applicable only where a formal leasing agreement exists.</p> <p>Note: The case where the contract to carry the passengers are transferred to another operator to whom the passengers will pay for the transport, is not considered as leasing.</p>	ORO.AOC.110	<p>Not transposed</p> <p>It is generally understood that leasing requires a formal leasing agreement.</p>
<p>(4) JAR-OPS 3.215 Use of Air Traffic Services.</p> <p>Not applicable unless mandated by air space requirements and providing search and rescue service arrangements are acceptable to the Authority.</p>	CAT.OP.MPA.100 (b)	No change
<p>(5) JAR-OPS 3.220 Authorisation of Heliports by the operator.</p> <p>An operator shall establish a procedure to qualify the Commanders for the selection of heliports or landing sites, suitable for the type of helicopter and the type of operation.</p>	AMC1 CAT.OP.MPA.105(d)	<p>Amended</p> <p>The content of the EASA OPS rule is applicable to all helicopter operations for sites which are not pre-surveyed, which is understood to be the intent of this rule.</p>
<p>(6) JAR-OPS 3.255 Fuel policy. Subparagraphs (b) to (d) are not applicable when the fuel policy prescribed in JAR-OPS 3.255(a) ensures that, on completion of the flight, or series of flights, the fuel remaining is not less than an amount of fuel sufficient for 30 minutes flying time at normal cruising (this may be reduced to 20 minutes when operating within an area providing continuous and suitable precautionary landing sites). Final reserve fuel must be established in the operations manual in order to be able to comply with JAR-OPS 3.375(c).</p>	CAT.OP.MPA.151 (b)	No change
<p>(7) JAR-OPS 3.290(a).</p>	AMC1	No change

Appendix 1 to OPS 3.005(g) local helicopter operations, VFR day	EASA OPS – Reference	Difference statement
See (C)(1)(i) above.	CAT.OP.MPA.175 (a)	
(8) JAR-OPS 3.375 In-flight fuel management. Appendix 1 to JAR-OPS 3.375 need not be applied (see (c)(10) below).	CAT.OP.MPA.281 AMC1 CAT.OP.MPA.281	No change
(9) JAR-OPS 3.385 Use of supplemental oxygen. With prior approval of the authority excursions between 10 000 ft and 13 000 ft for a short duration may be undertaken without the use of supplemental oxygen in accordance with procedures contained in the Operations Manual. (In such circumstances, the operator must ensure that passengers are informed before departure that supplemental oxygen will not be provided.)	CAT.OP.MPA.285	Not transposed. It was not considered safe to give an open exemption on the use of oxygen, and, for helicopters, it is also not compliant with ICAO Annex 6. An exemption is given under strict conditions and prior approval of the competent authority for Part-SPO only.
(10) Appendix 1 to JAR-OPS 3.375 Inflight fuel management. Not applicable.	CAT.OP.MPA.281 AMC1 CAT.OP.MPA.281	No change The AMC, which transposes the Appendix, is not applicable to small helicopter operations or local helicopter operations.
(11) JAR-OPS 3.630 General Introduction. Instruments and Equipment. Alternative equipment that does not meet current JTSO standards but does meet the safety standard of the original equipment may be acceptable to the Authority.		Not transposed Out of the scope. Approval requirements or compliance with ETSOs falls under Reg. (EC) No 1702/2003. Alleviations, if acceptable, should be regulated there.
(12) JAR-OPS 3.775 Supplemental Oxygen - Non pressurised helicopters. With prior approval of the authority, excursions of a short duration between 10 000 ft and 16 000 ft may be undertaken without supplemental oxygen, in accordance	CAT.IDE.H.240	Not transposed It was not considered safe to give an open exemption on the use of oxygen, and, for helicopters, it is also not compliant with ICAO Annex 6. An exemption is given under strict

Appendix 1 to OPS 3.005(g) local helicopter operations, VFR day	EASA OPS – Reference	Difference statement
with procedures contained in the Operations Manual.		conditions and prior approval of the competent authority for Part-SPO only.
(13) Appendix 1 to JAR-OPS 3.775 Supplemental oxygen for non-pressurised helicopters. Not applicable in accordance with (9) & (12) above.	CAT.IDE.H.240	Not transposed It was not considered safe to give an open exemption on the use of oxygen, and, for helicopters, it is also not compliant with ICAO Annex 6. An exemption is given under strict conditions and prior approval of the competent authority for Part-SPO only.
(14) JAR-OPS 3.1060 Operational flight plan. See (C)(1)(i) above.	CAT.OP.MPA.175 (c) AMC1 CAT.OP.MPA.175(a)	No change
(15) JAR-OPS 3.1235 Security requirements. Applicable only in States where the national security program applies to the operations covered in this Appendix.		Not transposed Within the scope of Regulation (EC) No 300/2008.

Annex 2: list of alleviations and rules not applicable to CAT (A-to-A)**Part-CAT**

	Rule reference	Rule title	Explanation
	CAT.GEN.MPA.115	Personnel or crew members other than cabin crew in the passenger compartment	Not relevant for CAT A-to-A operations
AMC1	CAT.GEN.MPA.115	Personnel or crew members other than cabin crew in the passenger compartment MEASURES TO PREVENT CONFUSION BY PASSENGERS	Not relevant for CAT A-to-A operations
GM1	CAT.GEN.MPA.115	Personnel or crew members other than cabin crew in the passenger compartment CREW MEMBERS ON POSITIONING FLIGHTS	Not relevant for CAT A-to-A operations
	CAT.GEN.MPA.180	Documents, manuals and information to be carried	Alleviations for A-to-A with non-complex aircraft and local operations
	CAT.GEN.MPA.195	Preservation, production and use of flight recorder recordings	Not applicable for CAT A-to-A operations - complex aircraft
AMC1	CAT.GEN.MPA.195	Preservation, production and use of flight recorder recordings OPERATIONAL CHECKS	Not applicable for CAT A-to-A operations - complex aircraft
GM1	CAT.GEN.MPA.195(a)	Preservation, production and use of flight recorder recordings REMOVAL OF RECORDERS AFTER A REPORTABLE OCCURRENCE	Not applicable for CAT A-to-A operations - complex aircraft
GM1	CAT.GEN.MPA.195(b)	Preservation, production and use of flight recorder recordings INSPECTION OF THE FLIGHT RECORDERS RECORDING	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.OP.MPA.100(b)	Use of air traffic services	Alleviations for non-complex aircraft during VFR by day and local helicopter operations.
	CAT.OP.MPA.105	Use of aerodromes and operating sites	Alleviations for non-complex aeroplanes

	Rule reference	Rule title	Explanation
	CAT.OP.MPA.110(b)	Aerodrome operating minima	Not relevant for CAT A-to-A operations - IFR
GM1	CAT.OP.MPA.110	Aerodrome operating minima ONSHORE AERODROME DEPARTURE PROCEDURES - HELICOPTERS	Not relevant for CAT A-to-A operations - IFR
GM2	CAT.OP.MPA.110	Aerodrome operating minima APPROACH LIGHTING SYSTEMS - ICAO, FAA	Not relevant for CAT A-to-A operations - IFR
GM3	CAT.OP.MPA.110	Aerodrome operating minima SBAS OPERATIONS	Not relevant for CAT A-to-A operations - IFR
AMC1	CAT.OP.MPA.110	Aerodrome operating minima TAKE-OFF OPERATIONS - AEROPLANES	Not relevant for CAT A-to-A operations - IFR
AMC2	CAT.OP.MPA.110	Aerodrome operating minima TAKE-OFF OPERATIONS - HELICOPTERS	Not relevant for CAT A-to-A operations - IFR
AMC3	CAT.OP.MPA.110	Aerodrome operating minima NPA, APV, CAT I OPERATIONS	Not relevant for CAT A-to-A operations - IFR
AMC4	CAT.OP.MPA.110	Aerodrome operating minima CRITERIA FOR ESTABLISHING RVR/CMV	Not relevant for CAT A-to-A operations - IFR
AMC5	CAT.OP.MPA.110	Aerodrome operating minima DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, APV, CAT I - AEROPLANES	Not relevant for CAT A-to-A operations - IFR
AMC6	CAT.OP.MPA.110	Aerodrome operating minima DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, APV, CAT I - HELICOPTERS	Not relevant for CAT A-to-A operations - IFR
AMC7	CAT.OP.MPA.110	Aerodrome operating minima CIRCLING OPERATIONS - AEROPLANES	Not relevant for CAT A-to-A operations - IFR
AMC8	CAT.OP.MPA.110	Aerodrome operating minima ONSHORE CIRCLING OPERATIONS - HELICOPTERS	Not relevant for CAT A-to-A operations - IFR
AMC10	CAT.OP.MPA.110	Aerodrome operating minima CONVERSION OF REPORTED METEOROLOGICAL VISIBILITY TO	Not relevant for CAT A-to-A operations - IFR

	Rule reference	Rule title	Explanation
		RVR	
AMC11	CAT.OP.MPA.110	Aerodrome operating minima EFFECT ON LANDING MINIMA OF TEMPORARILY FAILED OR DOWNGRADED GROUND EQUIPMENT	Not relevant for CAT A-to-A operations - IFR
AMC12	CAT.OP.MPA.110	Aerodrome operating minima VFR OPERATIONS WITH OTHER- THAN-COMPLEX MOTOR-POWERED AIRCRAFT	Alleviations for non-complex aircraft
	CAT.OP.MPA.115	Approach flight technique - aeroplanes	Partly not relevant for CAT A- to-A operations - IFR
AMC1	CAT.OP.MPA.115	Approach flight technique - aeroplanes CONTINUOUS DESCENT FINAL APPROACH (CDFA)	Not relevant for CAT A-to-A operations - IFR
AMC2	CAT.OP.MPA.115	Approach flight technique - aeroplanes NPA OPERATIONS WITHOUT APPLYING THE CDFA TECHNIQUE	Not relevant for CAT A-to-A operations - IFR
AMC3	CAT.OP.MPA.115	Approach flight technique - aeroplanes OPERATIONAL PROCEDURES AND INSTRUCTIONS AND TRAINING	Not relevant for CAT A-to-A operations - IFR
GM1	CAT.OP.MPA.115	Approach flight technique - aeroplanes CONTINUOUS DESCENT FINAL APPROACH (CDFA)	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.120	Airborne radar approaches (ARAs) for overwater operations - helicopters	Not relevant for CAT A-to-A operations - IFR
AMC1	CAT.OP.MPA.120	Airborne radar approaches (ARAs) for overwater operations - helicopters GENERAL	Not relevant for CAT A-to-A operations - IFR
GM1	CAT.OP.MPA.120	Airborne radar approaches (ARAs) for overwater operations - helicopters GENERAL	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.125	Instrument departure and approach	Not relevant for CAT A-to-A

	Rule reference	Rule title	Explanation
		procedures	operations - IFR
AMC1	CAT.OP.MPA.130	Noise abatement procedures - aeroplanes NDAP DESIGN	Not applicable for non-complex aeroplanes, VFR.
GM1	CAT.OP.MPA.130	Noise abatement procedures - aeroplanes TERMINOLOGY GENERAL EXAMPLE	Not applicable for non-complex aeroplanes, VFR.
	CAT.OP.MPA.130	Noise abatement procedures - aeroplanes	Not applicable for non-complex aeroplanes, VFR.
	CAT.OP.MPA.135(c)	Routes and areas of operation - general	Alleviations for non-complex aircraft, A-to-A, VFR, day.
	CAT.OP.MPA.140	Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval	Not relevant for CAT A-to-A - complex aircraft operations
AMC1	CAT.OP.MPA.140(c)	Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval OPERATIONAL CRITERIA FOR SMALL TWO-ENGINED AEROPLANES WITHOUT ETOPS CAPABILITY	Not relevant for CAT A-to-A - complex aircraft operations
GM1	CAT.OP.MPA.140(c)	Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval ONE-ENGINE-INOPERATIVE (OEI) CRUISING SPEED	Not relevant for CAT A-to-A - complex aircraft operations
	CAT.OP.MPA.150	Fuel policy	Partly not applicable for CAT A-to-A operations
AMC1	CAT.OP.MPA.150(b)	Fuel policy PLANNING CRITERIA - AEROPLANES	Not applicable for CAT A-to-A operations
AMC2	CAT.OP.MPA.150(b)	Fuel policy LOCATION OF THE FUEL EN-ROUTE ALTERNATE (FUEL ERA) AERODROME	Not applicable for CAT A-to-A operations

	Rule reference	Rule title	Explanation
AMC3	CAT.OP.MPA.150(b)	Fuel policy PLANNING CRITERIA - HELICOPTERS	Not applicable for CAT A-to-A operations
GM1	CAT.OP.MPA.150(b)	Fuel Policy CONTINGENCY FUEL STATISTICAL METHOD - AEROPLANES	Not applicable for CAT A-to-A operations
GM1	CAT.OP.MPA.150(c)(3)(i)	Fuel Policy CONTINGENCY FUEL	Not applicable for CAT A-to-A operations
GM1	CAT.OP.MPA.150(c)(3)(ii)	Fuel Policy DESTINATION ALTERNATE AERODROME	Not applicable for CAT A-to-A operations
	CAT.OP.MPA.151(a)	Fuel policy - alleviations	Alleviations for performance class B aeroplanes
	CAT.OP.MPA.151(b)	Fuel policy - alleviations	Alleviations for non-complex aeroplane, MTOM of 2 000 kg or less, VFR by day
	CAT.OP.MPA.151(c)	Fuel policy - alleviations	Alleviations for non-complex helicopters and local helicopter operations
AMC2	CAT.OP.MPA.170	Passenger briefing SINGLE PILOT OPERATIONS WITHOUT CABIN CREW PASSENGER BRIEFING	Alleviation for single pilot operations without cabin crew
	CAT.OP.MPA.175	Flight preparation	Alleviation for non-complex aeroplanes A-to-A under VFR; local non-complex helicopter operation under VFR by day.
AMC1	CAT.OP.MPA.175(a)	Flight preparation OPERATIONAL FLIGHT PLAN – COMPLEX MOTOR-POWERED AIRCRAFT	Not applicable for non-complex aircraft.
AMC1	CAT.OP.MPA.175(a)	Flight preparation OPERATIONAL FLIGHT PLAN - OTHER-THAN-COMPLEX MOTOR- POWERED AIRCRAFT AND LOCAL OPERATIONS	Not applicable for non-complex aeroplanes A-to-A under VFR; local non-complex helicopter operation under VFR by day; Alleviations for non-complex aircraft other than A-to-A under VFR and local operations other than with

	Rule reference	Rule title	Explanation
			non-complex helicopters under VFR by day.
GM1	CAT.OP.MPA.175(b)(5)	Flight preparation CONVERSION TABLES	Not applicable for non-complex aeroplanes A-to-A under VFR; local non-complex helicopter operation under VFR by day.
	CAT.OP.MPA.180	Selection of aerodromes - aeroplanes	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.181	Selection of aerodromes and operating sites - helicopters	Not relevant for CAT A-to-A operations - IFR
GM1	CAT.OP.MPA.181	Selection of aerodromes and operating sites - helicopters LANDING FORECAST	Not relevant for CAT A-to-A operations - IFR
GM1	CAT.OP.MPA.181	Selection of aerodromes and operating sites - helicopters OFFSHORE ALTERNATES	Not relevant for CAT A-to-A operations - IFR
GM1	CAT.OP.MPA.181	Selection of aerodromes and operating sites - helicopters LANDING FORECAST	Not relevant for CAT A-to-A operations - IFR
AMC1	CAT.OP.MPA.181(b)(1)	Selection of aerodromes and operating sites - helicopters COASTAL AERODROME	Not relevant for CAT A-to-A operations - IFR
AMC1	CAT.OP.MPA.181(d)	Selection of aerodromes and operating sites - helicopters OFFSHORE ALTERNATES	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.185	Planning minima for IFR flights- aeroplanes	Not relevant for CAT A-to-A operations - IFR
GM1	CAT.OP.MPA.185	Planning minima for IFR - aeroplanes PLANNING MINIMA FOR ALTERNATE AERODROMES	Not relevant for CAT A-to-A operations - IFR
GM2	CAT.OP.MPA.185	Planning minima for IFR - aeroplanes AERODROME WEATHER FORECASTS	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.186	Planning minima for IFR flights- helicopters	Not relevant for CAT A-to-A operations - IFR

	Rule reference	Rule title	Explanation
GM1	CAT.OP.MPA.186	Planning minima for IFR - aeroplanes PLANNING MINIMA FOR ALTERNATE AERODROMES	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.210	Crew members at stations	Partly not relevant for CAT A-to-A - multi-crew environment/operations with cabin crew
AMC1	CAT.OP.MPA.210(b)	Crew members at stations CABIN CREW SEATING POSITIONS	Not relevant for CAT A-to-A - operations with cabin crew
	CAT.OP.MPA.220	Assisting means for emergency evacuation	Partly not relevant for CAT A-to-A - complex aircraft
	CAT.OP.MPA.245	Meteorological conditions - all aircraft	Partly not relevant for CAT A-to-A - IFR
	CAT.OP.MPA.246	Meteorological conditions - aeroplanes	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.255	Ice and other contaminants – flight procedures	Not relevant for CAT A-to-A - flights to expected or actual icing conditions
AMC1	CAT.OP.MPA.255	Ice and other contaminants - flight procedures FLIGHT IN EXPECTED OR ACTUAL ICING CONDITIONS - AEROPLANES	Not relevant for CAT A-to-A - flights to expected or actual icing conditions
AMC2	CAT.OP.MPA.255	Ice and other contaminants – flight procedures FLIGHT IN EXPECTED OR ACTUAL ICING CONDITIONS - HELICOPTERS	Not relevant for CAT A-to-A - flights to expected or actual icing conditions
AMC1	CAT.OP.MPA.281	In-flight fuel management - helicopters COMPLEX MOTOR-POWERED HELICOPTERS, OTHER THAN LOCAL OPERATIONS	Not relevant for CAT A-to-A operations - complex aircraft/other than local operations
GM1	CAT.OP.MPA.290	Ground proximity detection TERRAIN AWARENESS WARNING SYSTEM (TAWS) FLIGHT CREW TRAINING PROGRAMMES	Not relevant for CAT A-to-A operations - complex aircraft
GM1	CAT.OP.MPA.295	Use of airborne collision avoidance system (ACAS) ACAS FLIGHT CREW TRAINING	Not relevant for CAT A-to-A operations - complex aircraft

	Rule reference	Rule title	Explanation
		PROGRAMMES	
GM1	CAT.OP.MPA.295	Use of airborne collision avoidance system (ACAS) GENERAL	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.OP.MPA.295	Use of airborne collision avoidance system (ACAS)	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.OP.MPA.305	Commencement and continuation of approach	Not relevant for CAT A-to-A operations - IFR
AMC1	CAT.OP.MPA.305(e)	Commencement and continuation of approach VISUAL REFERENCES FOR INSTRUMENT APPROACH OPERATIONS	Not relevant for CAT A-to-A operations - IFR
	CAT.OP.MPA.310	Operating procedures – threshold crossing height - aeroplanes	Not relevant for CAT A-to-A operations - IFR
AMC1	CAT.POL.A.200	General WET AND CONTAMINATED RUNWAY DATA	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.200	General	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.205	Take-off LOSS OF RUNWAY LENGTH DUE TO ALIGNMENT	Not relevant for CAT A-to-A operations - complex aircraft
GM1	CAT.POL.A.205	Take-off RUNWAY SURFACE CONDITION	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.205	Take-off	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.210	Take-off obstacle clearance TAKE-OFF OBSTACLE CLEARANCE	Not relevant for CAT A-to-A operations - complex aircraft
AMC2	CAT.POL.A.210	Take-off obstacle clearance EFFECT OF BANK ANGLES	Not relevant for CAT A-to-A operations - complex aircraft
AMC3	CAT.POL.A.210	Take-off obstacle clearance REQUIRED NAVIGATIONAL ACCURACY	Not relevant for CAT A-to-A operations - complex aircraft
GM1	CAT.POL.A.210	Take-off obstacle clearance CONTINGENCY PROCEDURES FOR OBSTACLES CLEARANCES	Not relevant for CAT A-to-A operations - complex aircraft

	Rule reference	Rule title	Explanation
	CAT.POL.A.210	Take-off obstacle clearance	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.215	En-route – one-engine-inoperative (OEI) ROUTE ANALYSIS	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.215	En-route – one-engine-inoperative (OEI)	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.220	En-route – aeroplanes with three or more engines, two engines inoperative	Not relevant for CAT A-to-A operations - complex aircraft
AMC2	CAT.POL.A.225	Landing – destination and alternate aerodromes MISSED APPROACH	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.225	Landing – destination and alternate aerodromes	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.225	Landing – destination and alternate aerodromes ALTITUDE MEASURING	Not relevant for CAT A-to-A operations - complex aircraft
GM1	CAT.POL.A.225	Landing – destination and alternate aerodromes MISSED APPROACH GRADIENT	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.230	Landing – destination and alternate aerodromes FACTORING OF AUTOMATIC LANDING DISTANCE PERFORMANCE DATA	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.230	Landing – dry runways	Not relevant for CAT A-to-A operations - complex aircraft
GM1	CAT.POL.A.230	Landing – dry runways LANDING MASS	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.235	Landing – wet and contaminated runways	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.240	Approval of operations with increased bank angles	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.245	Approval of steep approach operations	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.250	Approval of short landing	Not relevant for CAT A-to-A

	Rule reference	Rule title	Explanation
		operations	operations - complex aircraft
AMC1	CAT.POL.A.310	Take-off obstacle clearance – multi-engined aeroplanes TAKE-OFF FLIGHT PATH – VISUAL COURSE GUIDANCE NAVIGATION	Alleviation for performance class B aeroplanes, VFR by day
	CAT.POL.A.310 (e)	Take-off obstacle clearance – multi-engined aeroplanes	Alleviation for performance class B aeroplanes, VFR by day
	CAT.POL.A.345	Approval of steep approach operations	Not relevant for CAT A-to-A operations - complex aircraft/screen height 35 ft or more
	CAT.POL.A.400	Take-off	Not relevant for CAT A-to-A operations - complex aircraft
GM1	CAT.POL.A.400	Take-off RUNWAY SURFACE CONDITION	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.400	Take-off LOSS OF RUNWAY LENGTH DUE TO ALIGNMENT	Not relevant for CAT A-to-A operations - complex aircraft
AMC2	CAT.POL.A.400	Take-off RUNWAY SLOPE	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.405	Take-off obstacle clearance	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.405	Take-off obstacle clearance EFFECT OF BANK ANGLES	Not relevant for CAT A-to-A operations - complex aircraft
AMC2	CAT.POL.A.405	Take-off obstacle clearance REQUIRED NAVIGATIONAL ACCURACY	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.410	En-route – all engines operating	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.415	En-route – OEI	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.415	En-route – OEI ROUTE ANALYSIS	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.420	En-route – aeroplanes with three or more engines, two engines inoperative	Not relevant for CAT A-to-A operations - complex aircraft

	Rule reference	Rule title	Explanation
	CAT.POL.A.425	Landing – destination and alternate aerodromes	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.425	Landing – destination and alternate aerodromes ALTITUDE MEASURING	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.430	Landing – dry runways	Not relevant for CAT A-to-A operations - complex aircraft
AMC1	CAT.POL.A.430	Landing – dry runways LANDING DISTANCE CORRECTION FACTORS	Not relevant for CAT A-to-A operations - complex aircraft
AMC2	CAT.POL.A.430	Landing – dry runways RUNWAY SLOPE	Not relevant for CAT A-to-A operations - complex aircraft
GM1	CAT.POL.A.430	Landing – dry runways LANDING MASS	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.A.435	Landing – wet and contaminated runways	Not relevant for CAT A-to-A operations - complex aircraft
	CAT.POL.H.110	Obstacle accountability	Partly not relevant for CAT A-to-A operations - IFR
	CAT.POL.H.210	Take-off flight path	Partly not relevant for CAT A-to-A operations - IFR
	CAT.POL.MAB.105	Mass and balance data and documentation	Alleviations for performance class B aeroplanes and helicopters for the CG position in the mass and balance documentation.
	CAT.IDE.A.120	Equipment to clear windshield	Not applicable for CAT A-to-A operations - rule for complex aircraft
AMC1	CAT.IDE.A.120	Equipment to clear windshield - MEANS TO MAINTAIN A CLEAR PORTION OF THE WINDSHIELD DURING PRECIPITATION	Not applicable for CAT A-to-A operations - rule for complex aircraft
	CAT.IDE.A.130	Operations under IFR or at night – flight and navigational instruments and associated equipment	Partly not relevant for CAT A-to-A operations - IFR; partly alleviation for non-complex aircraft.
AMC1	CAT.IDE.A.130 (a)(5)	Operations under IFR or at night – flight and navigational instruments	Partly not relevant for CAT A-to-A operations - IFR

	Rule reference	Rule title	Explanation
		and associated equipment SLIP INDICATOR	
AMC2	CAT.IDE.A.130 (b)	Operations under IFR or at night – flight and navigational instruments and associated equipment ALTIMETERS – IFR OR NIGHT OPERATIONS	Partly not relevant for CAT A- to-A operations - IFR
AMC1	CAT.IDE.A.130 (e)	Operations under IFR or at night – flight and navigational instruments and associated equipment MEANS OF INDICATING FAILURE OF THE AIRSPEED INDICATING SYSTEM'S MEANS OF PREVENTING MALFUNCTION DUE TO EITHER CONDENSATION OR ICING	Partly not relevant for CAT A- to-A operations - IFR
AMC1	CAT.IDE.A.130 (i)	Operations under IFR or at night – flight and navigational instruments and associated equipment STANDBY ATTITUDE	Partly not relevant for CAT A- to-A operations - IFR
AMC1	CAT.IDE.A.130(j)	Operations under IFR or at night – flight and navigational instruments and associated equipment CHART HOLDER	Partly not relevant for CAT A- to-A operations - IFR
	CAT.IDE.A.135	Additional equipment for single pilot operation under IFR	Not relevant for CAT A-to-A operations - IFR
	CAT.IDE.A.140	Altitude alerting system	Not applicable to CAT A-to-A operations - complex aircraft/MOPSC >9
	CAT.IDE.A.150	Terrain awareness warning system (TAWS)	Not applicable to CAT A-to-A operations - complex aircraft/MOPSC >9
AMC1	CAT.IDE.A.150	Terrain awareness warning system (TAWS) EXCESSIVE DOWNWARDS GLIDE SLOPE DEVIATION WARNING FOR CLASS A TAWS	Not applicable to CAT A-to-A operations - complex aircraft/MOPSC >9
	CAT.IDE.A.155	Airborne collision avoidance system (ACAS)	Not applicable to CAT A-to-A operations - complex aircraft/MOPSC >9
	CAT.IDE.A.160	Airborne weather detecting equipment	Not relevant to CAT A-to-A operations - complex aircraft/MOPSC

	Rule reference	Rule title	Explanation
			>9/pressurised aeroplanes
AMC1	CAT.IDE.A.160	Airborne weather detecting equipment GENERAL	Not relevant to CAT A-to-A operations - complex aircraft/MOPSC >9/pressurised aeroplanes
	CAT.IDE.A.165	Additional equipment for operations in icing conditions at night	Not relevant to CAT A-to-A operations - operations in expected or actual icing conditions
	CAT.IDE.A.170	Flight crew interphone system	Not relevant to CAT A-to-A operations – multi pilot operations
AMC1	CAT.IDE.A.170	Flight crew interphone system TYPE OF FLIGHT CREW INTERPHONE	Not relevant to CAT(AtoA) – multi pilot operations
	CAT.IDE.A.175	Crew member interphone system	Not applicable to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.175	Crew member interphone system SPECIFICATIONS	Not applicable to CAT A-to-A operations - complex aircraft
	CAT.IDE.A.180	Public address system	Not applicable to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.180	Public address system SPECIFICATIONS	Not applicable to CAT A-to-A operations - complex aircraft
	CAT.IDE.A.185	Cockpit voice recorder	Not applicable to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.185	Cockpit voice recorder GENERAL	Not applicable to CAT A-to-A operations - complex aircraft
	CAT.IDE.A.190	Flight data recorder	Not applicable to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.190	Flight data recorder LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 JANUARY 2016	Not applicable to CAT A-to-A operations - complex aircraft
AMC2	CAT.IDE.A.190	Flight data recorder LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN	Not applicable to CAT A-to-A operations - complex aircraft

	Rule reference	Rule title	Explanation
		INDIVIDUAL C OF A ON OR AFTER 1 APRIL 1998 AND BEFORE 1 JANUARY 2016	
AMC3	CAT.IDE.A.190	Flight data recorder PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 APRIL 1998 AND BEFORE 1 JANUARY 2016	Not applicable to CAT A-to-A operations - complex aircraft
AMC4	CAT.IDE.A.190	Flight data recorder LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 JUNE 1990 UP TO AND INCLUDING 31 MARCH 1998	Not applicable to CAT A-to-A operations - complex aircraft
AMC5	CAT.IDE.A.190	Flight data recorder PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 JUNE 1990 UP TO AND INCLUDING 31 MARCH 1998	Not applicable to CAT A-to-A operations - complex aircraft
AMC6	CAT.IDE.A.190	Flight data recorder LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL C OF A BEFORE 1 JUNE 1990	Not applicable to CAT A-to-A operations - complex aircraft
	CAT.IDE.A.195	Data link recording	Not applicable to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.195	Data link recording GENERAL	Not applicable to CAT A-to-A operations - complex aircraft
GM1	CAT.IDE.A.195	Data link recording GENERAL	Not applicable to CAT A-to-A operations - complex aircraft
	CAT.IDE.A.200	Combination recorder	Not applicable to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.200	Combination recorder GENERAL	Not applicable to CAT A-to-A operations - complex aircraft

	Rule reference	Rule title	Explanation
	CAT.IDE.A.210	Fasten seat belt and no-smoking signs	Not relevant to CAT A-to-A operations - passengers not visible from the flight crew seats
	CAT.IDE.A.215	Internal doors and curtains	Not relevant to CAT A-to-A operations - large aeroplanes
AMC1	CAT.IDE.A.215	Internal doors and curtains PLACARDS' INDICATION	Not relevant to CAT A-to-A operations - large aeroplanes
	CAT.IDE.A.225	Emergency medical kit	Not relevant to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.225	Emergency medical kit CONTENT OF EMERGENCY MEDICAL KIT	Not relevant to CAT A-to-A operations - complex aircraft
AMC2	CAT.IDE.A.225	Emergency medical kit CARRIAGE UNDER SECURITY CONDITIONS	Not relevant to CAT A-to-A operations - complex aircraft
AMC3	CAT.IDE.A.225	Emergency medical kit ACCESS TO EMERGENCY MEDICAL KIT	Not relevant to CAT A-to-A operations - complex aircraft
AMC4	CAT.IDE.A.225	Emergency medical kit MAINTENANCE OF EMERGENCY MEDICAL KIT	Not relevant to CAT A-to-A operations - complex aircraft
	CAT.IDE.A.230	First-aid oxygen	Not relevant to CAT A-to-A - flight with altitudes above 25 000 ft
GM1	CAT.IDE.A.230	First aid oxygen GENERAL	Not relevant to CAT A-to-A - flight with altitudes above 25 000 ft
	CAT.IDE.A.235	Supplemental oxygen – pressurised aeroplanes	Not relevant to CAT A-to-A operations - pressurised aeroplanes
AMC1	CAT.IDE.A.235	Supplemental oxygen – pressurised aeroplanes GENERAL	Not relevant to CAT A-to-A operations - pressurised aeroplanes
AMC2	CAT.IDE.A.235	Supplemental oxygen – pressurised aeroplanes OXYGEN REQUIREMENTS FOR FLIGHT CREW COMPARTMENT SEAT OCCUPANTS AND CABIN	Not relevant to CAT A-to-A operations - pressurised aeroplanes

	Rule reference	Rule title	Explanation
		CREW CARRIED IN ADDITION TO THE REQUIRED MINIMUM NUMBER OF CABIN CREW	
GM1	CAT.IDE.A.235	Supplemental oxygen – pressurised aeroplanes QUICK DONNING MASKS	Not relevant to CAT A-to-A operations - pressurised aeroplanes
	CAT.IDE.A.245	Crew protective breathing equipment	Not relevant/applicable to CAT A-to-A operations - pressurised aeroplanes/complex aircraft
AMC1	CAT.IDE.A.245	Crew protective breathing equipment PROTECTIVE BREATHING EQUIPMENT (PBE)	Not relevant/applicable to CAT A-to-A operations - pressurised aeroplanes/complex aircraft
	CAT.IDE.A.255	Crash axe and crowbar	Not relevant/applicable to CAT A-to-A operations - pressurised aeroplanes/complex aircraft
AMC1	CAT.IDE.A.255	Crash axes and crowbars STORAGE OF CRASH AXES AND CROWBARS	Not relevant/applicable to CAT A-to-A operations - pressurised aeroplanes/complex aircraft
	CAT.IDE.A.265	Means for emergency evacuation	Not relevant to CAT A-to-A operations - exit height more than 6 ft
	CAT.IDE.A.270	Megaphones	Not applicable to CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.A.270	Megaphones LOCATION OF MEGAPHONES	Not applicable to CAT A-to-A operations - complex aircraft
	CAT.IDE.A.275	Emergency lighting and marking	Not applicable to CAT A-to-A operations - complex aircraft/MOPSC >9
	CAT.IDE.A.325	Headset	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.A.325	Headset GENERAL	Partly not relevant for CAT A-to-A operations - IFR
GM1	CAT.IDE.A.325	Headset GENERAL	Partly not relevant for CAT A-to-A operations - IFR

	Rule reference	Rule title	Explanation
	CAT.IDE.A.335	Audio selector panel	Not relevant for CAT A-to-A operations - IFR
	CAT.IDE.A.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.A.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks TWO INDEPENDENT MEANS OF COMMUNICATION	Partly not relevant for CAT A-to-A operations - IFR
AMC2	CAT.IDE.A.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks ACCEPTABLE NUMBER AND TYPE OF COMMUNICATION AND NAVIGATION EQUIPMENT	Partly not relevant for CAT A-to-A operations - IFR
AMC2	CAT.IDE.A.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks ACCEPTABLE NUMBER AND TYPE OF COMMUNICATION AND NAVIGATION EQUIPMENT	
AMC3	CAT.IDE.A.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks FAILURE OF A SINGLE UNIT	Partly not relevant for CAT A-to-A operations - IFR
AMC4	CAT.IDE.A.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks HF - EQUIPMENT ON CERTAIN MNPS ROUTES	Partly not relevant for CAT A-to-A operations - IFR

	Rule reference	Rule title	Explanation
GM1	CAT.IDE.A.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks APPLICABLE AIRSPACE REQUIREMENTS	Partly not relevant for CAT A-to-A operations - IFR
	CAT.IDE.H.115	Operating lights	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.H.115	Operating lights LANDING LIGHT	Not relevant for CAT A-to-A operations - IFR
	CAT.IDE.H.130	Operations under IFR or at night – flight and navigational instruments and associated equipment	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.H.130 (e)	Operations under IFR or at night – flight and navigational instruments and associated equipment MEANS OF INDICATING FAILURE OF THE MEANS OF PREVENTING MALFUNCTION DUE TO EITHER CONDENSATION OR ICING OF THE AIRSPEED INDICATING SYSTEM	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.H.130 (f) (6)	Operations under IFR or at night – flight and navigational instruments and associated equipment ILLUMINATION OF STANDBY MEANS OF MEASURING AND DISPLAYING ATTITUDE	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.H.130 (i)	Operations under IFR or at night – flight and navigational instruments and associated equipment CHART HOLDER	Partly not relevant for CAT A-to-A operations - IFR
	CAT.IDE.H.135	Additional equipment for single pilot operation under IFR	Not relevant for CAT A-to-A operations - IFR
	CAT.IDE.H.160	Airborne weather detecting equipment	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.H.160	Airborne weather detecting equipment GENERAL	Partly not relevant for CAT A-to-A operations - IFR
	CAT.IDE.H.165	Additional equipment for operations in icing conditions at night	Not relevant for CAT A-to-A - flights to expected or actual

	Rule reference	Rule title	Explanation
			icing conditions
	CAT.IDE.H.170	Flight crew interphone system	Not relevant for CAT A-to-A operations – multi pilot environment
AMC1	CAT.IDE.H.170	Flight crew interphone system TYPE OF FLIGHT CREW INTERPHONE	Not relevant for CAT A-to-A operations – multi pilot environment
	CAT.IDE.H.175	Crew member interphone system	Not relevant for CAT A-to-A operations - carrying crew members other than a flight crew
AMC1	CAT.IDE.H.175	Crew member interphone system CHARACTERISTICS SPECIFICATIONS	Not relevant for CAT A-to-A operations - carrying crew members other than a flight crew
	CAT.IDE.H.180	Public address system	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.IDE.H.185	Cockpit voice recorder	Not applicable for CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.H.185	Cockpit voice recorder GENERAL	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.IDE.H.190	Flight data recorder	Not applicable for CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.H.190	Flight data recorder LIST OF PARAMETERS TO BE RECORDED FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 JANUARY 2016	Not applicable for CAT A-to-A operations - complex aircraft
AMC2	CAT.IDE.H.190	Flight data recorder LIST OF PARAMETERS TO BE RECORDED FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 AUGUST 1999 AND BEFORE 1 JANUARY 2016 AND HELICOPTERS HAVING AN MCTOM OF MORE THAN 7 000 KG OR AN MPSC OF MORE THAN NINE AND FIRST ISSUED WITH AN	Not applicable for CAT A-to-A operations - complex aircraft

	Rule reference	Rule title	Explanation
		INDIVIDUAL C OF A ON OR AFTER 1 JANUARY 1989 AND BEFORE 1 AUGUST 1999	
AMC3	CAT.IDE.H.190	Flight data recorder PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 AUGUST 1999 AND BEFORE 1 JANUARY 2016 AND HELICOPTERS HAVING AN MCTOM OF MORE THAN 7 000 KG OR AN MPSC OF MORE THAN NINE AND FIRST ISSUED WITH AN INDIVIDUAL C OF A ON OR AFTER 1 JANUARY 1989 AND BEFORE 1 AUGUST 1999	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.IDE.H.195	Data link recording	Not applicable for CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.H.195	Data link recording GENERAL	Not applicable for CAT A-to-A operations - complex aircraft
GM1	CAT.IDE.H.195	Data link recording GENERAL	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.IDE.H.200	Flight data and cockpit voice combination recorder	Not applicable for CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.H.200	Flight data and cockpit voice combination recorder GENERAL	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.IDE.H.240	Supplemental oxygen - non-pressurised helicopters	Alleviations for non-complex, non-pressurised helicopters.
	CAT.IDE.H.270	Megaphones	Not applicable for CAT A-to-A operations - complex aircraft
AMC1	CAT.IDE.H.270	Megaphones LOCATION OF MEGAPHONES	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.IDE.H.275	Emergency lighting and marking	Not applicable for CAT A-to-A operations - complex aircraft
	CAT.IDE.H.335	Audio selector panel	Not relevant for CAT A-to-A operations - IFR

	Rule reference	Rule title	Explanation
	CAT.IDE.H.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks	Partly not relevant for CAT A-to-A operations - IFR
AMC1	CAT.IDE.H.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks TWO INDEPENDENT MEANS OF COMMUNICATION	Partly not relevant for CAT A-to-A operations - IFR
AMC2	CAT.IDE.H.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks ACCEPTABLE NUMBER AND TYPE OF COMMUNICATION AND NAVIGATION EQUIPMENT	Partly not relevant for CAT A-to-A operations - IFR
AMC3	CAT.IDE.H.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks FAILURE OF A SINGLE UNIT	Partly not relevant for CAT A-to-A operations - IFR
GM1	CAT.IDE.H.345	Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks APPLICABLE AIRSPACE REQUIREMENTS	Partly not relevant for CAT A-to-A operations - IFR

Annex 3: Acronyms and abbreviations used

AAC	aeronautical administrative communication
AAD	assigned altitude deviation
AAL	above aerodrome level
AC	alternating current
ACAS II	airborne collision avoidance system II
ADF	automatic direction finder
ADG	air driven generator
ADS	automatic dependent surveillance
ADS-B	automatic dependent surveillance - broadcast
ADS-C	automatic dependent surveillance - contract
AeMC	aero-medical centre
AEO	all engines operating
AFCS	automatic flight control system
AFM	aircraft flight manual
AFN	aircraft flight notification
AFN	ATS Facilities Notification
AGL	above ground level
AHRS	attitude heading reference system
AIS	aeronautical information service
ALS	approach lighting system
ALSF	approach lighting system with sequenced flashing lights
AMC	acceptable means of compliance
AMSL	above mean sea level
ANP	actual navigation performance
AOC	air operator certificate

APCH	approach
APU	auxiliary power unit
APV	approach procedure with vertical guidance
AR	ATS route
AR	authorisation required
AR	Authority Requirements
ARA	airborne radar approach
ASC	Air Safety Committee
ASDA	accelerate-stop distance available
ATC	air traffic control
ATO	approved training organisation
ATPL	airline transport pilot licence
ATQP	alternative training and qualification programme
ATS	air traffic services
AVGAS	aviation gasoline
AVTAG	wide-cut fuel
B-RNAV	basic area navigation
BALS	basic approach lighting system
CAP	controller access parameters
CDFA	continuous descent final approach
CDL	configuration deviation list
CFIT	controlled flight into terrain
CG	centre of gravity
cm	centimetres
CM	configuration/context management
CMA	continuous monitoring approach
CMV	converted meteorological visibility

CMPA	complex motor-powered aircraft
CofA	certificate of airworthiness
CPA	closest point of approach
CPDLC	controller pilot data link communications
CPL	commercial pilot licence
CRM	crew resource management
CRT	comment response tool
CVR	cockpit voice recorder
DA	decision altitude
D-ATIS	Data Link - Automatic Terminal Information Service
DC	direct current
DCL	departure clearance
DDM	difference in depth of modulation
D-FIS	data link flight information service
DGOR	dangerous goods occurrence report
DH	decision height
DME	distance measuring equipment
D-OTIS	Data Link - Operational Terminal Information Service
DR	decision range
DSTRK	desired track
EASP	European Aviation Safety Programme
EC	European Commission
EFB	electronic flight bag
EFIS	electronic flight instrument system
EGT	exhaust gas temperature
ELT(AD)	emergency locator transmitter (automatically deployable)
ELT(AF)	emergency locator transmitter (automatic fixed)

ELT(AP)	emergency locator transmitter (automatic portable)
ELT(S)	survival emergency locator transmitter
EPE	estimate of position error
EPR	engine pressure ratio
EPU	estimate of position uncertainty
ERA	en-route alternate (aerodrome)
ESSG	European SAFA Steering Group
ETOPS	extended range operations with two-engined aeroplanes
ETSO	European technical standards order
EUROCAE	European Organisation for Civil Aviation Equipment
EVS	enhanced vision system
FAA	Federal Aviation Administration
FAF	final approach fix
FAK	first-aid kit
FALS	full approach lighting system
FANS	future air navigation system
FAP	final approach point
FATO	final approach and take-off area
FDM	flight data monitoring
FDR	flight data recorder
FFS	full flight simulator
FI	flight instructor
FL	flight level
FM	frequency modulator
FMS	flight management system
FOR	field of regard
FOV	field of view

FSTD	flight simulation training device
ft	feet
FTD	flight training device
g	gram
g	gravity
GBAS	ground-based augmentation system
GCAS	ground collision avoidance system
GIDS	ground ice detection system
GLS	GBAS landing system
GM	Guidance Material
GNSS	global navigation satellite system
GPS	global positioning system
GPWS	ground proximity warning system
HEMS	helicopter emergency medical service
HF	high frequency
HI/MI	high intensity / medium intensity
HIALS	high intensity approach lighting system
HLL	helideck limitations list
HoT	hold-over time
hPa	hectopascal
HUD	head-up display
HUDLS	head-up guidance landing system
IAF	initial approach fix
IALS	intermediate approach lighting system
ICAO	International Civil Aviation Organisation
IF	intermediate fix
IFR	instrument flight rules

IGE	in ground effect
ILS	instrument landing system
IMC	instrument meteorological conditions
inHg	inches of mercury
INS	inertial navigation system
IORS	internal occurrence reporting system
IP	intermediate point
IR	Implementing Rule
IRNAV/IAN	integrated area navigation
IRS	inertial reference system
ISA	international standard atmosphere
IV	intravenous
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
JET 1 / A / A1	kerosene
JET B	wide-cut fuel
JIP	Joint Implementing Procedure
JP-4	wide-cut fuel
km	kilometres
kN	kilonewton
KSS	Ktitorov, Simin, Sindalovskii formula
kt	knot
LAT/LONG	latitude/longitude
LED	light-emitting diode
LIFUS	line flying under supervision
LNAV	lateral navigation
LoA	letter of agreement

LOC	localiser
LOE	line oriented evaluation
LOFT	line oriented flight training
LOS	limited obstacle surface
LOUT	lowest operational use temperature
LP	localiser performance
LPV	lateral precision with vertical guidance approach
LRNS	long range navigation system
LVO	low visibility operations
LVP	low visibility procedures
LVTO	low visibility take-off
m	metres
MALS	medium intensity approach lighting system
MALSF	medium intensity approach lighting system with sequenced flashing lights
MALSR	medium intensity approach lighting system with runway alignment indicator lights
MAPt	missed approach point
MCTOM	maximum certificated take-off mass
MDA	minimum descent altitude
MDA/H	minimum descent altitude/height
MDH	minimum descent height
MEA	minimum safe en-route altitude
MEL	minimum equipment list
METAR	meteorological aerodrome report
MGA	minimum safe grid altitude
MHz	Megahertz
MID	midpoint
ml	millilitres

MLS	microwave landing system
MMEL	master minimum equipment list
MNPS	minimum navigation performance specifications
MOC	minimum obstacle clearance
MOCA	minimum obstacle clearance altitude
MOPS	minimum operational performance standard
MORA	minimum off-route altitude
MPSC	maximum passenger seating configuration
mSv	millisievert
NADP	noise abatement departure procedure
NALS	no approach lighting system
NAV	navigation
NDB	non-directional beacon
N _F	free power turbine speed
NM	nautical miles
NOTAM	Notice to Airmen
NPA	non-precision approach
NVG	night vision goggles
OAT	outside air temperature
OCH	obstacle clearance height
OCL	oceanic clearance
ODALS	omnidirectional approach lighting system
OEI	one-engine-inoperative
OFS	obstacle-free surface
OGE	out of ground effect
OIP	offset initiation point
OM	operations manual

ONC	operational navigation chart
OSD	operational suitability data
otCMPA	other-than-complex motor-powered aircraft
PAPI	precision path approach indicator
PAR	precision approach radar
PBE	protective breathing equipment
PBN	performance-based navigation
PCDS	personnel carrying device system
PDP	predetermined point
PNR	point of no return
POH	pilot's operating handbook
PRM	person with reduced mobility
QFE	atmospheric pressure at aerodrome elevation (or at runway threshold)
QNH	question nil height, atmospheric pressure at nautical height
R/T	radio/telephony
RA	resolution advisory
RAT	ram air turbine
RCC	rescue coordination centre
RCF	reduced contingency fuel
RCLL	runway centreline lights
RFC	route facility chart
RNAV	area navigation
RNAV 5	B-RNAV, basic area navigation
RNP	required navigation performance
RNPX	required navigation performance X
ROD	rate of descent
RTCA	Radio Technical Commission for Aeronautics

RTZL	runway touchdown zone lights
RVR	runway visual range
RVSM	reduced vertical separation minima
SACA	safety assessment of community aircraft
SAFA	safety assessment of foreign aircraft
SAE ARP	Society of Automotive Engineers Aerospace Recommended Practice
SALS	simple approach lighting system
SALSF	short approach lighting system with sequenced flashing lights
SAP	stabilised approach
SAP	system access parameters
SAR	search and rescue
SBAS	satellite-based augmentation system
SCP	special categories of passenger
SID	standard instrument departure
SMS	safety management system
SPECI	aviation selected SPECIal aviation report
SRA	surveillance radar approach
SRE	surveillance radar element
SSALF	simplified short approach lighting system with sequenced flashing lights
SSALR	simplified short approach lighting system with runway alignment indicator lights
SSALS	simplified short approach lighting system
SSP	State Safety Programme
SSR	secondary surveillance radar (pressure-altitude-reporting)
STC	supplemental type certificate
SVS	synthetic vision system
TA	traffic advisory
TAC	terminal approach chart

TAFS	aerodrome forecasts
TAS	true airspeed
TAWS	terrain awareness warning system
TCAS	traffic alert and collision avoidance system
TCCA	Transport Canada Civil Aviation
TDP	take-off decision point
TDZ	touchdown zone
THR	threshold
TODA	take-off distance available
TORA	take-off run available
TRI	type rating instructor
TSE	total system error
TVE	total vertical error
TWIP	terminal weather information for pilots
UMS	usage monitoring system
UTC	coordinated universal time
UTR	upper torso restraint
V _{AT}	indicated airspeed at threshold
VDF	VHF direction finder
VFR	visual flight rules
VHF	very high frequency
VIS	visibility
VMC	visual meteorological conditions
V _{MO}	maximum operating speed
VNAV	vertical navigation
VOR	VHF omnidirectional radio range
V _{S1G}	1 g stall speed
V _{SO}	stalling speed

V _y	best rate of climb speed
WAC	world aeronautical chart
WXR	weather radar
ZFT	zero flight time
ZFTT	zero flight time training