Anticipated Timeline

- Publication of AMC/GM material: July 2022
- Send documentation to authority for approval: September 30th
- EASA Effectivity Date: October 30th

- Complete review of the AMC / GM material
- Draft revision of OM’s
- Adaption of affected Checklists / Briefings
- Training / Instructions of Dispatchers and planned CBT for the Flight Crews for a summary of the changes
- User Acceptance Test of the updated Systems
Main tasks regarding documentation

- **Major changes in OM-A chapter 8**  
  (e.g. determination of AD operating minima, removal of LTS CAT 1, adaption of CAT IIIA/B into new terminology, use of previous operational data & implementation of the Desktop/Operational Assessment).

- New RVR minimum for CAT III with DH 50-99 ft (current CAT IIIA) needs to be implemented and aligned with Flight Crew Training Documentation.

- Revision of affected checklists and LVO approach briefings.

- Possible editorial changes in the MEL.
Challenges / Concerns

• Within a comparable short time frame, almost every part of the operational documentation needs to be revised.

• Main areas affected: OM-A, OM-B´s, OM-C, Approach Briefings, MEL, Training which requires capacity from several departments.

• Dependency on third party providers in regards to route material & flight planning system → when and how can the switchover be expected?

• Lack of sufficient time for intensive testing and hands-on training.
Challenges / Concerns gathered from other Operators

- Implementing this amount of changes in this challenging timeframe during holiday season causes additional workload.

- Lengthy interpretation discussions due to unclarities in some AMC / GM.

- Risk of “quick and dirty” solutions due to time pressure.

- Dependency on third party providers (instructions and training material can only be created when changes in e.g. charts are finalized).
Request for “Grace Period”

• Based on Flexibility Provisions – Regulation (EU) 2018/1139 Art. 71 (1) – Operators are in the “back-to-normal” transition from pandemic situation.

• All major German operators have sent a request to the national authority for a 6 month exemption for implementation of the new rules.

• Affected part AWO & Fuel/Flight Planning (no operational risk identified).

• No influence on implementation timeline. However, adequate buffer for any potential (IT) issues appearing shortly before 30OCT2022.
Thank you

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