

Annex to Decision 2013/007/R

Annex to Decision 2012/016/R of the Executive Director of the Agency of 24 October 2012, on 'Acceptable means of compliance and guidance material to Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council', is amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey;
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

A new AMC2 ARO.GEN.300(a);(b);(c) is added as follows:

AMC2 ARO.GEN.300(a);(b);(c) Oversight

EVALUATION OF OPERATIONAL SAFETY RISK ASSESSMENT

As part of the initial certification or the continuing oversight of an operator, the competent authority should normally evaluate the operator's safety risk assessment processes related to hazards identified by the operator as having an interface with its operations. These safety risk assessments should be identifiable processes of the operator's management system.

As part of its continuing oversight, the competent authority should also remain satisfied as to the effectiveness of these safety risk assessments.

(a) General methodology for operational hazards

The competent authority should establish a methodology for evaluating the safety risk assessment processes of the operator's management system.

When related to operational hazards, the competent authority's evaluation under its normal oversight process should be considered satisfactory if the operator demonstrates its competence and capability to:

- (1) understand the hazards and their consequences on its operations;
- (2) be clear on where these hazards may exceed acceptable safety risk limits;
- (3) identify and implement mitigations including suspension of operations where mitigation cannot reduce the risk to within safety risk limits;
- (4) develop and execute effectively robust procedures for the preparation and the safe operation of the flights subject to the hazards identified;
- (5) assess the competence and currency of its staff in relation to the duties necessary for the intended operations and implement any necessary training; and
- (6) ensure sufficient numbers of qualified and competent staff for such duties.

The competent authority should take into account that:

- (1) the operator's recorded mitigations for each unacceptable risk identified are in place;
- (2) the operational procedures specified by the operator with the most significance to safety appear to be robust; and
- (3) the staff on which the operator depends in respect of those duties necessary for the intended operations are trained and assessed as competent in the relevant procedures.

EVALUATION OF OPERATORS' VOLCANIC ASH SAFETY RISK ASSESSMENT

In addition to the general methodology for operational hazards, the competent authority's evaluation under its normal oversight process should also assess the operator's competence and capability to:

- (1) choose the correct information sources to use to interpret the information related to volcanic ash contamination forecast and to resolve correctly any conflicts among such sources; and
- (2) take account of all information from its type certificate holders (TCHs) concerning volcanic ash-related airworthiness aspects of the aircraft it operates, and the related pre-flight, in-flight and post flight precautions to be observed;

A new GM2 ARO.GEN.300(a);(b)(c) is added as follows:

GM2 ARO.GEN.300(a);(b);(c) Oversight

VOLCANIC ASH SAFETY RISK ASSESSMENT - ADDITIONAL GUIDANCE

Further guidance on the assessment of an operator's volcanic ash safety risk assessment is given in ICAO Doc 9974 (Flight safety and volcanic ash – Risk management of flight operations with known or forecast volcanic ash contamination).