

## Annex III - Part-ORO (AMC/GM) – Amendment 2

### Change information

The amendments are presented as follows:

Text to be deleted	<del>Text to be deleted is shown with a line through it.</del>
New text to be inserted	New text to be inserted is highlighted with grey shading.
New text to replace existing text	<del>Text to be deleted is shown with a line through it</del> followed by the replacement text which is highlighted with grey shading.
Text unchanged	Text without a horizontal line through it or grey shading remains the same.
Remaining text is unchanged in front of or following the amendment	...

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**Amendments to Annex III - Part-ORO  
AMC/GM**

**Subpart GEN – General requirements**

**SECTION I – GENERAL**

- 1) a new GM1 ORO.GEN.105 was inserted as follows:

**GM1 ORO.GEN.105 Competent authority**

**NON-COMMERCIAL OPERATIONS**

- (a) For the determination of the principal place of business 'activities referred to in this Part' means those activities to which Part-ORO or Part-NCC apply. For organisations that also exercise activities that are not subject to Part-ORO or Part-NCC, the determination of the principal place of business should consider that part of the organisation that is responsible for the operation of aircraft subject to Part-ORO or Part-NCC. For non-commercial operations, this is usually the home base or the main maintenance base of the aircraft concerned, or the location of the flight department.
- (b) For organisations that also exercise activities not subject to Part-ORO or Part-NCC, the reference to the accountable manager is intended to mean the manager who has the authority to ensure that all activities subject to Part-ORO or Part-NCC can be financed and carried out in accordance with the applicable requirements.
- (c) If the accountable manager is not located in that part of the organisation that is responsible for the operation of aircraft, but the majority of other management personnel are located there, the location of the accountable manager may not need to be considered for the determination of the principal place of business.

- 2) AMC1 ORO.GEN.160 was amended as follows:

**AMC1 ORO.GEN.160 Occurrence reporting**

**GENERAL**

- (a) The operator should report all occurrences defined in AMC 20-8, and as required by the applicable national rules implementing Directive 2003/432/EC<sup>1</sup> on occurrence reporting in civil aviation.
- (b) In addition to the reports required by AMC 20-8 and Directive 2003/432/EC, the operator should report volcanic ash clouds encountered during flight.

- 3) the table in GM3 ORO.GEN.200(a)(6) was amended as follows:

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<sup>1</sup> Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation *OJ L 167*, 4.7.2003, p. 23–36.

**GM3 ORO.GEN.200(a)(6) Management systems**

## NON-COMPLEX OPERATORS - COMPLIANCE MONITORING

...

<b>Documentation</b>			
All issues of operations manual (OM) checked for correct amendment status			
AOC checked for validity and appropriate operations specifications, if applicable			
Aviation requirements applicable and updated			
Crew flight and duty time record updated, if applicable			
Flight documents record checked and updated			
Compliance monitoring records checked and updated			

....

- 4) a new Subpart DEC – Declaration was inserted as follows:

**Subpart DEC – Declaration****AMC1 ORO.DEC.100 Declaration****CHANGES**

The new declaration should be submitted before the change becomes effective indicating the date as of which the change would apply.

**GM1 ORO.DEC.100 Declaration****GENERAL**

The intent of the declaration is to:

- (a) have the operator acknowledge its responsibilities under the applicable safety regulations and that it holds all necessary approvals;
- (b) inform the competent authority of the existence of an operator; and
- (c) enable the competent authority to fulfil its oversight responsibilities in accordance with ARO.GEN.300 and 305.

**MANAGED OPERATIONS**

When the non-commercial operation of a complex motor-powered aircraft is managed by a third party on behalf of the owner, that party may be the operator in the sense of Article 3(h) of Regulation (EC) No 216/2008, and therefore has to declare its capability and means to discharge the responsibilities associated with the operation of the aircraft to the competent authority.

In such a case, it should also be assessed whether the third party operator undertakes a commercial operation in the sense of Article 3(i) of Regulation (EC) 216/2008.

**Subpart MLR – Manuals, logs and records**

- 5) a new subparagraph (g) in AMC1 ORO.MLR.100 was inserted and, subsequently the following subparagraphs were renumbered, as follows:

**AMC1 ORO.MLR.100 Operations manual - general****GENERAL**

...

- (g) In the case of commercial operations with other-than-complex motor-powered aircraft or non-commercial operations, a 'pilot operating handbook' (POH), or equivalent document, may be used as the type-related part of the OM, provided that the POH covers the normal and abnormal/emergency operating procedures.
- ~~(g)~~(h) For the route and aerodrome part of the OM, material produced by the operator may be supplemented with or substituted by applicable route guide material produced by a specialist company.
- ~~(h)~~(i) If the operator chooses to use material from another source in the OM, either the applicable material should be copied and included directly in the relevant part of the OM, or the OM should contain a reference to the appropriate section of that applicable material.
- ~~(i)~~(j) If the operator chooses to make use of material from another source (e.g. a route manual producer, an aircraft manufacturer or a training organisation) this does not absolve the operator from the responsibility of verifying the applicability and suitability of this material. Any material received from an external source should be given its status by a statement in the OM.

- 6) AMC2 ORO.MLR.100 was amended as follows:

**AMC2 ORO.MLR.100 Operations manual – General****CONTENTS – NON-COMMERCIAL OPERATIONS WITH COMPLEX MOTOR-POWERED AIRCRAFT**

~~Reserved.~~ The OM should contain at least the following information, where applicable:

- (a) Table of contents;
- (b) Amendment control status and a list of effective pages or paragraphs, unless the entire manual is re-issued and the manual has an effective date on it;

- (c) Duties, responsibilities and succession of management and operating personnel;
- (d) Description of the management system;
- (e) Operational control system;
- (f) Flight time limitations;
- (g) Standard operating procedures (SOPs);
- (h) Weather limitations;
- (i) Emergency procedures;
- (j) Accidents/incidents considerations;
- (k) Security procedures;
- (l) Minimum equipment list (MEL);
- (m) Personnel qualifications and training;
- (n) Record-keeping;
- (o) Normal flight operations;
- (p) Performance operating limitations;
- (q) Use/protection of flight data recorder (FDR)/cockpit voice recorder (CVR) records, where applicable;
- (r) Handling of dangerous goods.

7) AMC3.ORO.MLR.100 paragraph 1 was amended and renumbered as follows:

**AMC3 ORO.MLR.100 Operations manual – general**

CONTENTS – COMMERCIAL AIR TRANSPORT OPERATIONS

1(a) The OM should contain at least the following information, where applicable, as relevant for the area and type of operation:

...

2(b) Notwithstanding 1(a), an OM that is compiled in accordance with JAR-OPS 3 Amendment 5 may be considered to be compliant.

8) GM1 ORO.OPS.MLR 105(f) was amended as follows:

**GM1 ORO.OPS.MLR 105(f) Minimum equipment list**

RECTIFICATION INTERVAL EXTENSION (RIE)

...

**Subpart FC – Flight crew**

9) the following Section title before AMC1 ORO.FC.100(c) was inserted as follows:

## **Section I – Common requirements**

10) the following Section title before AMC 1 ORO.FC.200(a) was inserted as follows:

## **Section II – Additional requirements for commercial air transport operations**

### **Subpart CC – Cabin crew**

11) the Section title of Section 1 was amended as follows:

### **Section 1 – ~~GENERAL~~ Common requirements**

12) AMC1 ORO.CC.115(e) was amended as follows:

#### **AMC1 ORO.CC.115(e) Conduct of training courses and associated checking**

CREW RESOURCE MANAGEMENT (CRM) – TRAINING PROGRAMMES AND CRM INSTRUCTORS

(a) Implementation of CRM training

...

(b) CRM training programmes for commercial air transport operations

...

(c) CRM instructor qualifications for commercial air transport operations

...

13) GM1 ORO.CC.115(e) was amended as follows:

#### **GM1 ORO.CC.115(e) Conduct of training courses and associated checking**

CREW RESOURCE MANAGEMENT (CRM)

(a) CRM - General

...

(b) General principles for CRM training for cabin crew

~~(1) Cabin crew CRM training should focus on issues related to cabin crew duties and, therefore, should be different from flight crew CRM training. However, the coordination of the tasks and functions of flight crew and cabin crew should be addressed.~~

(12) Whenever practicable, combined training should be provided to flight crew and cabin crew, particularly senior cabin crew members. This should include feedback.

- (23) Where appropriate, CRM principles should be integrated into relevant parts of cabin crew training.
- (34) CRM training should include group discussions and the review of accidents and incidents (case studies).
- (45) Whenever it is practicable to do so, relevant parts of CRM training should form part of the training conducted in cabin training devices or in the aircraft.
- (56) CRM training courses should be conducted in a structured and realistic manner.
- (67) There should be no assessment of CRM skills. Feedback from instructors or members of the group on individual performance should be given during training to the individuals concerned.
- (7) For commercial air transport operations, cabin crew CRM training should focus on issues related to cabin crew duties and, therefore, should be different from flight crew CRM training. However, the coordination of the tasks and functions of flight crew and cabin crew should be addressed.

14) a new AMC1 ORO.CC.120(a)(1) was inserted as follows:

**AMC1 ORO.CC.120(a)(1) Initial training course**

**NEW ENTRANTS IN OPERATIONS OTHER THAN COMMERCIAL AIR TRANSPORT OPERATIONS**

- (a) When a new entrant to an operator conducting operations other than commercial air transport is a cabin crew member, not holding a valid cabin crew attestation, who has already acquired experience as cabin crew in operations other than commercial air transport, credit may be granted to the elements of the initial training programme he/she has previously completed if such training elements are documented in his/her training records.
- (b) In such a case, the operator should ensure that:
  - (1) the full training programme as specified in Appendix 1 to Part-CC has been covered, and
  - (2) the new entrant successfully undergoes the examination required by ORO.CC.120(a)(2).

15) a new paragraph (d) in AMC1 ORO.CC.135 was inserted as follows:

**AMC1 ORO.CC.135 Familiarisation**

**FAMILIARISATION FLIGHTS AND AIRCRAFT FAMILIARISATION VISITS**

...

- (d) For cabin crew members assigned to operations other than commercial air transport, familiarisation should be completed by means of an aircraft familiarisation visit, or a familiarisation flight, as appropriate taking into account the aircraft type to be operated by the cabin crew member.

16) the Section title in Subpart CC of Section II of Subpart CC was amended as follows:

**Section 2II - Additional requirements for commercial air transport operations**