

Annex III to ED Decision 2022/005/R**‘AMC and GM to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 —
Issue 2, Amendment 19’**

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

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis ‘[...]’ indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, ‘Agency’ is used interchangeably with ‘EASA’. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the ‘European Union Aviation Safety Agency (EASA)’.

The Annex to Decision 2014/017/R of 24 April 2014 of the Executive Director of the Agency is amended as follows:

GM1 ORO.GEN.110(c) Operator responsibilities

OPERATIONAL CONTROL

- (a) Point ORO.GEN.110(c) does not imply a requirement for licensed flight operations officers/flight dispatchers.
- (b) If the operator uses employs flight operations officers (FOOs)/flight dispatchers (FDs) in conjunction with a method of operational control, training for that these personnel should be based on the relevant parts of ICAO Annex 1 and ICAO Documents 10106 and 9868. Doc-7192 Training Manual, Part D-3. This training should be described in the OM operations manual.

AMC1 ORO.GEN.110(c)&(e) Operator responsibilities

PERSONNEL RESPONSIBILITIES — OPERATIONAL CONTROL PERSONNEL THAT PERFORM TASKS RELATED TO FLIGHT MONITORING AND FLIGHT WATCH — TRAINING PROGRAMME

- (a) When a CAT operator uses flight monitoring or flight watch as functions of a system for exercising operational control, FOOs/FDs should perform those functions.
- (b) The CAT operator should develop a training programme, based on the relevant parts of ICAO Annex 1, ICAO Documents 10106 and 9868, for FOOs/FDs that perform those functions.
- (c) The training programme specified above should be detailed in the OM of the CAT operator and should be delivered by an instructor for operational control personnel.

INITIAL TRAINING

- (d) The initial training should include, where relevant to the intended operation, the following elements that should be tailored to the specific duties assigned to each person:
 - (1) air law:
 - rules and regulations relevant to the task assignment, appropriate ATS practices and procedures;
 - (2) aircraft general knowledge:
 - (i) principles of operation of aeroplane engines/systems/instruments;
 - (ii) operating limitations of aeroplanes and engines; and
 - (iii) MEL and configuration deviation list (CDL);
 - (3) flight performance calculation, planning procedures, and loading:
 - (i) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
 - (ii) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruising control; extended range operation;
 - (iii) preparation and filing of ATS flight plans; and

- (iv) basic principles of computer-assisted planning systems;
- (4) human performance:
 - human performance related to operational control duties, including principles of threat and error management (TEM); guidance material on how to design training programmes on human performance, including on TEM, is provided in ICAO Doc 9683 *Human Factors Training Manual*;
- (5) meteorology:
 - (A) aeronautical meteorology; movement of pressure systems; structure of fronts; origin and characteristics of significant weather phenomena that affect take-off, en-route, and landing conditions;
 - (B) interpretation and application of aeronautical meteorological reports, charts, and forecasts; codes and abbreviations; use of, and procedures for, obtaining meteorological information;
 - (C) effects of meteorological conditions on aircraft operation and on radio reception in the aircraft that is used by the operator; and
 - (D) all-weather operations;
- (6) navigation:
 - (A) principles of air navigation with particular reference to IFR; and
 - (B) navigation and radio equipment in the aircraft that is used by the operator;
- (7) operational procedures:
 - (A) use of aeronautical documentation and SOPs;
 - (B) procedures for operations beyond 60 minutes from an adequate aerodrome, including, if applicable, extended-diversion-time operations (EDTOs);
 - (C) operational procedures for the carriage of cargo and dangerous goods;
 - (D) de-icing/anti-icing;
 - (E) procedures related to aircraft accidents and incidents; emergency flight procedures; and
 - (F) security procedures related to unlawful interference and sabotage of aircraft;
- (8) principles of flight:
 - principles of flight related to the appropriate category of aircraft;
- (9) radio communications:
 - procedures for communicating with other aircraft and ground stations; and
- (10) special aerodromes.

OPERATOR-SPECIFIC TRAINING

- (e) In addition to the initial training, FOOs/FDs should receive training in the specific duties, responsibilities, and tools that are associated with the operational control system of the operator.

RECURRENT TRAINING

- (f) When the recurrent training is conducted within the last 12 months of a 36-month validity period, the next 36-month validity period should be calculated from the original expiry date of the previous assessment.
- (g) Notwithstanding the 36-month interval of point (f), recurrent training may also be performed at shorter intervals and adjusted to the needs identified after an assessment of the training needs conducted by the operator.

KNOWLEDGE, SKILLS, AND QUALIFICATIONS FOR INSTRUCTORS OF OPERATIONAL CONTROL PERSONNEL

- (h) Unless otherwise required by the relevant national regulations, instructors for operational control personnel should:
- (1) be able to prove that they are current in the subjects covered by the training programme for FOOs/FDs, including the operator-specific elements, or otherwise successfully complete an FOO/FD training programme;
 - (2) have adequate instructional skills or attend instructor training; if more than 24 months have passed since the delivery of the last FOO/FD course, they should attend recurrent instructor training before delivering the next course; and
 - (3) have relevant work experience in the areas of the training that they provide.
- (i) The CAT operator should include in the OM the required knowledge, skills, and qualifications of the instructors for operational control personnel.

AMC2 ORO.GEN.110(f) Operator responsibilities**INSTRUCTIONS ABOUT DUTIES AND RESPONSIBILITIES OF PERSONNEL — BRIEFING OF FLIGHT OPERATIONS OFFICERS/FLIGHT DISPATCHERS BEFORE ASSUMING DUTIES**

In the context of an ongoing flight-following, flight-monitoring, or flight-watch activity, an FOO/FD, before assuming duties, should be briefed on the elements related to the safety of the operations the FOO/FD will be performing as part of the operational control.

GM2 ORO.GEN.110(f) Operator responsibilities**ELEMENTS OF THE BRIEFING GIVEN TO FLIGHT OPERATIONS OFFICERS/FLIGHT DISPATCHERS BEFORE ASSUMING DUTIES**

Before commencing their shift, the FOO/FD should be briefed on relevant safety information such as:

- (a) weather charts;
- (b) weather reports;
- (c) NOTAMs;
- (d) operational restrictions in force;
- (e) flights in the air and flights for which operational flight plans have been issued but which have not yet started and for which the FOO/FD will be responsible;
- (f) the forecast flight schedule; and
- (f) other relevant safety information as listed in GM 28 Annex I 'Definitions for terms used in Annexes II to VIII'.

GM1 ORO.GEN.130(b) Changes related to an AOC holder**CHANGES REQUIRING PRIOR APPROVAL**

The following GM is a non-exhaustive checklist of items that require prior approval ~~by~~^{from} the competent authority as specified in the applicable Implementing Rules:

- (a) alternative means of compliance;
- [...]
- (i) ~~fuel policy~~ fuel schemes and special refuelling or defuelling of aeroplanes;
- (j) helicopter operations:
 - (1) over a hostile environment located outside a congested area, unless the operator holds an approval to operate according to Subpart J **HELICOPTER EMERGENCY MEDICAL SERVICE OPERATIONS** of Annex V (Part-SPA ~~SPA~~.HEMS);
 - (2) to/from a public interest site;
 - (3) without an assured safe forced landing capability; **and**
 - (4) during refuelling with rotors turning;
- [...]

AMC3 ORO.MLR.100 Operations manual — general

CONTENTS — CAT OPERATIONS

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

A GENERAL/BASIC

0 ADMINISTRATION AND CONTROL OF THE OPERATIONS MANUAL

0.1 Introduction:

[...]

8 OPERATING PROCEDURES

8.1 Flight preparation instructions. As applicable to the operation:

[...]

8.2 Ground handling instructions. As applicable to the operation:

8.2.1 Fuelling procedures. A description of fuelling procedures, including:

- (a) safety precautions during refuelling and defuelling including when an aircraft auxiliary power unit is in operation or, for helicopters, when rotors are ~~running~~ turning or, for aeroplanes, when an engine is ~~or engines are running and the prop brakes are on;~~