The Annex to ED Decision 2012/006/R is amended as follows:

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

(a) deleted text is struck through;
(b) new or amended text is highlighted in grey; and
(c) an ellipsis ‘[…]’ indicates that the remaining text is unchanged.

1. GM1 ARA.GEN.105 is amended as follows:

GM1 ARA.GEN.105  Definitions

The following provides a list of acronyms used throughout this Annex:

(A) aeroplane
(H) helicopter
A/C aircraft
ACAS airborne collision avoidance system
AD airworthiness directive
AIS aeronautical information services
ALARP as low as reasonably practicable
AM accountable manager
AeMC aero-medical centre
AMC Acceptable Means of Compliance
AME aero-medical examiner
APP approach
APU auxiliary power unit
ARA authority requirements for aircrew
ATC air traffic control
ATO approved training organisation
ATPL airline transport pilot licence
BITD basic instrument training device
BPL balloon pilot licence
bpm beats per minute
CAT category
CBT computer-based training
CC cabin crew
CFI chief flying instructor
cm centimetres
CM compliance monitoring
CMP compliance-monitoring programme
CMS compliance-monitoring system
COP code of practice
CPL commercial pilot licence
CRM crew resource management
CS Certification Specifications
CS-FSTD(A) Certification Specifications for aeroplane flight simulation training devices
CS-FSTD(H) Certification Specifications for helicopter flight simulation training devices
CTKI chief theoretical-knowledge instructor
dB decibel
DG dangerous goods
DH decision height
DPATO defined point after take-off
DPBL decision point before landing
EC European Community
ECG electrocardiogram
ENT ear, nose and throat
EOG electro-oculography
ERP emergency response plan
ETOPS extended-range operations with twin-engined aeroplanes
FANS future air navigation system
FATO final approach and take-off area
FD flight director
FEV₁ forced expiratory volume in 1 second
FFS full flight simulator
FMECA failure mode, effects and criticality analysis
FMGC  flight management and guidance computer
FMS  flight management system
FNPT  flight navigation and procedures trainer
FSTD  flight simulation training device
ft  feet
FTD  flight training device
FTE  full time equivalent
ft  feet
FTI  flight test instructor
FVC  forced vital capacity
GM  guidance material
GMP  general medical practitioner
GPS  global positioning system
HEMS  helicopter emergency medical service
HF  human factors
Hg  mercury
HHO  helicopter hoist operation
HT  head of training
HUD/HUGS  head-up display / head-up guidance system
Hz  Hertz
IATA  International Air Transport Association
ICAO  International Civil Aviation Organization
IFR  instrument flight rules
IGE  in-ground effect
ILS  instrument landing system
IMC  instrument meteorological conditions
IOS  instructor operating station
IR  Implementing Rule
IR  instrument rating
kg  kilogram
LAPL  light aircraft pilot licence
LDP  landing decision point
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIFUS</td>
<td>line flying under supervision</td>
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<tr>
<td>LVO</td>
<td>low-visibility operation</td>
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<tr>
<td>LVTO</td>
<td>low visibility take-off</td>
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<tr>
<td>MCC</td>
<td>multi-crew cooperation</td>
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<tr>
<td>MMEL</td>
<td>master minimum equipment list</td>
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<tr>
<td>MPA</td>
<td>multi-pilot aeroplane</td>
</tr>
<tr>
<td>MPL</td>
<td>multi-crew pilot licence</td>
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<tr>
<td>NVIS</td>
<td>night vision imaging system</td>
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<tr>
<td>m</td>
<td>metre</td>
</tr>
<tr>
<td>mm</td>
<td>millimetre</td>
</tr>
<tr>
<td>OGE</td>
<td>out-of-ground effect</td>
</tr>
<tr>
<td>OPC</td>
<td>operator proficiency check</td>
</tr>
<tr>
<td>ORA</td>
<td>organisation requirements for aircrew</td>
</tr>
<tr>
<td>ORO</td>
<td>organisation requirements for air operations</td>
</tr>
<tr>
<td>OSD</td>
<td>operational suitability data</td>
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<tr>
<td>OTD</td>
<td>other training device</td>
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<tr>
<td>PBN</td>
<td>performance-based navigation</td>
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<tr>
<td>PF</td>
<td>pilot flying</td>
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<tr>
<td>PIC</td>
<td>pilot-in-command</td>
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<tr>
<td>PM</td>
<td>pilot monitoring</td>
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<tr>
<td>POM</td>
<td>proof of match</td>
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<tr>
<td>PPL</td>
<td>private pilot licence</td>
</tr>
<tr>
<td>QTG</td>
<td>qualification test guide</td>
</tr>
<tr>
<td>POM</td>
<td>proof of match</td>
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<tr>
<td>ROD</td>
<td>rate of descent</td>
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<tr>
<td>RVR</td>
<td>runway visual range</td>
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<tr>
<td>RWY</td>
<td>runway</td>
</tr>
<tr>
<td>SMM</td>
<td>safety management manual</td>
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<tr>
<td>SOP</td>
<td>standard operating procedure</td>
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<tr>
<td>SPL</td>
<td>sailplane pilot licence</td>
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<tr>
<td>TAWS</td>
<td>terrain avoidance and warning system</td>
</tr>
<tr>
<td>TDP</td>
<td>take-off decision point</td>
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</tbody>
</table>
2. AMC2 ARA.GEN.200(a)(2) is replaced by the following:

**AMC2 ARA.GEN.200(a)(2) Management system**

**QUALIFICATION AND TRAINING — INSPECTORS**

(a) Qualification

(1) All inspectors should receive, as appropriate to their role, training in the following areas:

(i) auditing techniques, as relevant to the particular duties and responsibilities of the inspector;

(ii) safety management systems (SMSs);

(iii) compliance monitoring system (CMSs);

(iv) the requirements of Regulation (EU) No 1178/2011 related to their duties, in particular of Annex VII (Part ORA) and Annex VI (Part ARA) thereto; and

(v) ICAO Annexes and guidance material relevant to their duties.

(2) Additional qualification criteria:

(i) inspectors conducting sampling of training flights in aircraft or FSTD sessions should hold or have held a pilot licence and relevant ratings and certificates appropriate to the level of the training conducted;

(ii) inspectors conducting sampling of training flights in aircraft as a member of the flight crew should hold a pilot licence and relevant ratings and certificates appropriate to the level of the training conducted;

(iii) inspectors conducting sampling of theoretical-knowledge instruction should have a practical background in aviation in the areas relevant to the training provided as well as practical experience in instructional techniques;

(iv) inspectors approving training programmes should have relevant experience in the same area; and

(v) inspectors not involved in activities referred to in (i)-(iv) above should have a relevant background in aviation related to their duties.

(b) Initial training programme

The initial training programme for inspectors should include, as appropriate to their role, current knowledge of, as well as experience and skills in, at least the following:
(1) air law — organisation and structure;
(2) Regulation (EC) No 216/2008, as well as its implementing regulations and related AMC/GM;
(3) the Chicago Convention, as well as relevant ICAO Annexes and guidance;
(4) relevant national aviation and administrative legislation;
(5) the applicable requirements and procedures (including the correct formulation of findings);
(6) management systems, including assessment of SMSs and CMSs, as well as auditing, risk assessment, and reporting techniques;
(7) competency-based training, including approval of training organisations;
(8) criteria for the qualification of FSTDs;
(9) evidence-based training;
(10) HF training (including ‘just culture’ in aviation and conflict management);
(11) performance-based oversight;
(12) rights and obligations of the competent authority’s inspecting personnel;
(13) ‘on-the-job training’;
(14) the relevant Annexes to Regulation (EU) No 965/2012; and
(15) suitable technical training appropriate to the role and tasks of the inspector, in particular for those areas requiring approvals.

(c) Recurrent training programme

The recurrent training programme should reflect, at least, changes in aviation legislation and industry. It should also cover the specific needs of the inspectors and of the competent authority, and include at least the following:

(1) an inspection on behalf of the competent authority, supervised by another inspector;
(2) licence proficiency check(LPC)/OPC on an appropriate aircraft type/class (if applicable);
(3) instructor refresher seminar (if applicable);
(4) audit techniques course for regulators (refresher course); and
(5) SMS refresher course.

3. New GM2 ARA.GEN.200(a)(2) is inserted as follows:

GM2 ARA.GEN.200(a)(2) Management system

(a) The content of the initial training programme for inspectors referred to in AMC2 ARA.GEN.200(a)(2) may be selected from the following documents, as relevant to the particular duties and responsibilities of the inspector:

(1) ICAO Annex 1 ‘Personnel Licensing’;
(2) ICAO Annex 19 ‘Safety Management’;
(3) ICAO Doc 9841 'Manual on the Approval of Flight Crew Training Organisations';
(4) ICAO Doc 9868 'Procedures for Air Navigation Services — Training';
(5) ICAO Doc 9859 'Safety Management Manual';
(7) ICAO Doc 9625 'Manual of Criteria for the Qualification of Flight Simulation Training Devices';
(8) ICAO Doc 9995 'Manual of Evidence-based Training';
(9) ICAO Doc 10011 'Manual on Aeroplane Upset Prevention and Recovery Training';
(10) 'Airplane Upset Prevention and Recovery Training Aid' (AUPRTA), Revision 3.

(b) A minimum of activities should be performed according to the initial training programme:
   (1) observations; and
   (2) inspections as a team member.

4. New GM3 ARA.GEN.200(a)(2) is inserted as follows:

**GM3 ARA.GEN.200(a)(2) Management system**

The meaning of 'relevant ratings and certificates appropriate to the level of the training conducted', as used in AMC2 ARA.GEN.200(a)(2), is explained below:

— the range of activities in an ATO may vary from instructions for the simple single-engined aircraft to type training for CS-25-certified multi-pilot aircraft;

— in the context of the general approval of the ATO, experience in similar types or classes of aircraft is acceptable;

— the inspector has the instructional experience in the same or similar types or the same class of aircraft intended to be flown within the ATO (e.g. a type rating to assess the type training programmes); and

— the experience in CS-25-certified multi-pilot aircraft will not, for example, equip the inspector to assess the training programme in an ATO operating only single-engine piston (SEP) (land) aircraft; similarly, experience as a PPL instructor will not necessarily equip the inspector to assess a type training course for a CS-25 aircraft; in both cases, additional appropriate training in the applicable environment is necessary.