European Aviation Safety Agency

Notice of Proposed Amendment 2015-18 (A)

Update of the rules on air operations (Air OPS Regulation — all Annexes & related AMC/GM)

sub-NPA (A) 'Draft Implementing Rule'

RMT.0516 & RMT.0517 — 27.11.2015

EXECUTIVE SUMMARY

This sub-Notice of Proposed Amendment (NPA) includes proposed changes to the implementing rules (IRs) on air operations (Regulation (EU) No 965/2012). Sub-NPA (A) includes the following key changes:

— Editorial changes to IRs of all Annexes;

— Amendment of authority requirements specifying that the oversight cycle can also be reduced;

— Amendment of authority requirements on findings and corrective actions;

— Removal of the prior approval for wet-leasing agreements between EU operators;

— Limit prior approval to dry lease-out agreements with a third-country operator;

— Exemption of certain operators from approval under Part-SPA of dangerous goods training programmes if they do not intend to transport dangerous goods; and

— Amendment on the use of supplemental oxygen.

Sub-NPA (A) is the first part of a series of three sub-NPAs (constituting NPA 2015-18) addressing a safety and regulatory coordination issue related to air operations. The main objective is to ensure an efficient and proportionate set of IRs on air operations and to resolve any inconsistencies identified following the adoption of the air operations IRs. This is necessary to ensure that the EASA regulatory system includes state of the art IRs and reflects best practices. The following safety recommendations (SRs) were taken into consideration for the development of this NPA: GERF-2006-009, UNK-2005-148, DENM-2012,004, HUNG-2012-004, ITAL-2012-009, SPAN-2009-025, and SWED-2011-013.

The specific objective of this NPA is to maintain a high level of safety for air operations by ensuring a harmonised implementation of Regulation (EU) No 965/2012.

Sub-NPA (A): Explanatory Note and proposed changes to the IRs of Annexes I–VII.

Sub-NPA (B): Proposed changes to the existing AMC and GM text.

Sub-NPA (C): Proposed changes related to passenger seating and briefing.

Applicability		Process map	
Affected regulations and decisions:	Regulation (EU) No 965/2012	Concept Paper:	No
		Terms of Reference:	6.10.2014
Affected stakeholders:	air operation organisations; national aviation authorities	Rulemaking group:	No
		RIA type:	None
Driver/origin:	Safety; level-playing field; proportionality; RMT OPS.001	Technical consultation during NPA drafting:	Yes
Reference:	ICAO Doc 8335 SRs: GERF-2006-009, UNK-2005-148, DENM-2012,004, HUNG-2012-004, ITAL-2012-009, SPAN-2009-025 and SWED-2011-013.	Duration of NPA consultation:	2 months
		Review group:	TBD
		Focused consultation:	Yes
		Publication date of the Opinion:	2016/Q3
		Publication date of the Decision:	2017/Q3

Table of contents

1. Procedural information

1.1. The rule development procedure

The European Aviation Safety Agency (hereinafter referred to as the 'Agency') developed this Notice of Proposed Amendment (NPA) in line with Regulation (EC) No 216/2008[1] (hereinafter referred to as the 'Basic Regulation') and the Rulemaking Procedure[2].

This rulemaking activity is included in the Agency's Rulemaking Programme for 2013–2016 under RMT.0516 & RMT.0517.

The text of this NPA has been developed by the Agency. It is hereby submitted for consultation of all interested parties[3].

The process map on the title page contains the major milestones of this rulemaking activity to date and provides an outlook of the timescale of the next steps.

1.2. The structure of this NPA and related documents

Due to the size of the documents to be published, it has been decided to split the NPA into three sub-NPAs, namely (A), (B), and (C).

— **Sub-NPA (A):** Chapter 1 contains the procedural information related to this task. Chapter 2 'Explanatory Note' explains the core technical content of all parts (sub-NPAs) of the NPA. Chapter 3 contains the proposed amendments to all the Annexes to Regulation (EU) No 965/2012[4] (hereinafter referred to as the 'Air OPS Regulation').

— **Sub-NPA (B)** contains the proposed amendments to the AMC/GM material associated with the Air OPS Regulation.

— **Sub-NPA (C)** contains the proposed changes related to passenger seating and briefing.

1.3. How to comment on this NPA

Please submit your comments using the automated **comment-response tool (CRT)** available at **http://hub.easa.europa.eu/crt/**[5].

The deadline for the submission of comments is **27 January 2016.**

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1 Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1).

2 The Agency is bound to follow a structured rulemaking process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as the 'Rulemaking Procedure'. See Management Board Decision No 01-2012 of 13 March 2012 concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material (Rulemaking Procedure).

3 In accordance with Article 52 of the Basic Regulation and Articles 5(3) and 6 of the Rulemaking Procedure.

4 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 (OJ L 296, 25.10.2012, p. 1).

5 In case of technical problems, please contact the CRT webmaster (crt@easa.europa.eu).

1.4. The next steps in the procedure

Whilst every effort has been made to include the new provisions contained in the amending IRs and related AMC/GM in this NPA, it has to be stated that this NPA is based on the consolidated version of the IRs and related AMC/GM (the so-called consolidated version).

Following the closure of the NPA public consultation period, the Agency will review all the comments and will establish a review group in order to perform a focused consultation, which will consist of a workshop complemented by group meetings, if required.

The outcome of the NPA public consultation, as well as that of the focused consultation, will be reflected in the respective Comment-Response Document (CRD), which will be published two months after the end of the public consultation period of the NPA for further consultation (reactions period).

The related Opinion will be published one month after the end of the CRD consultation period. The Opinion containing proposed changes to the Air OPS Regulation will be addressed to the European Commission, which shall use it as a technical basis in order to prepare a legislative proposal.

The Decision containing AMC and GM will be published by the Agency when the related IR is adopted by the European Commission.

2. Explanatory Note

2.1. Overview of the issues to be addressed

During the work performed on rulemaking task OPS.001, it became clear that it was impossible to finalise some issues due to the fact that part of the documents, that were taken over from the JAA material, contained references to JAR-OPS which were not yet transposed to European Union rules.

The Agency has also received information on amendments to the IRs, either because they were of a purely editorial form or because the terminology that was chosen at the time was not correct.

In addition, since the adoption of the Air OPS Regulation in 2012, some rule references contained in this Regulation had to be updated, such as the rule reference for Commission Regulation (EU) No 1321/2014[6] (hereinafter referred to as the 'Continuing Airworthiness Regulation').

This rulemaking task addresses a variety of issues, ranging from editorial updates, as well as new AMC/GM on inspector qualifications. Under Section 2.5 of this sub-NPA, the different changes are explained in more detail for each Subpart (Annexes I–VIII).

For more detailed analysis of the issues addressed by this proposal, please refer below to the summary of the issues addressed.

2.2. Objectives

The overall objectives of the EASA system are defined in Article 2 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2 of this sub-NPA.

The specific objective of this proposal is to maintain a high level of safety for air operations by ensuring a harmonised implementation of the Air OPS Regulation.

2.3. Summary of the Regulatory Impact Assessment (RIA)

During the development of rulemaking task OPS.001 'Implementing Rules for Air Operations', there was JAA material that could not be immediately included into the NPA.

In addition, this rulemaking task has considered miscellaneous proposals from stakeholders, received after the adoption of the Air OPS Regulation. Some of the mentioned proposals were of good quality and should be included in the Air OPS regulatory material. Since through the said proposals new AMC/GM are introduced, they are also submitted for public consultation in order to ensure full transparency.

Finally, experience shows that it is advisable to plan for a task immediately after the adoption of a full set of IRs in order to resolve any inconsistencies that might arise from amendments to individual paragraphs during the legislative process for the adoption of the IRs, or during the process leading to the publication of such rules.

During the first years of the implementation of the Air OPS Regulation, several inconsistencies were identified in the rule text and they have to be resolved.

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[6] Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1).

It also turned out that those parts of the rule that were drafted for General Aviation have to be reconsidered to avoid undue financial burden on the stakeholders involved in this sector of civil aviation. As a response from requests from the GA community, this sub-NPA does contain a proposal for a new definition of passengers, based on a request of the General Aviation community.

The Agency committed to consider the following **Safety Recommendations (SRs)** for the drafting of this sub-NPA:

***SRs* GERF-2006-009 and UNKG-2005-148**

Said SRs relate to the definition of requirements for de-icing providers. Today, de-icing service providers are outside the scope of the Basic Regulation. Yet, the Agency wishes to promote the use of pooled audits by operators as a response to the above SRs, since operators are responsible for the monitoring of de-icing service providers. For this reason, the JAA's Temporary Guidance Leaflets on pooled audits (JAA TGL 21) between operators should be reviewed and included into Part-ORO as appropriate.

The Agency's proposal in sub-NPA (B) includes a new AMC2 ORO.GEN.205 on Contracted activities entitled 'Third-party providers of industry standards and audit pooling'. This new AMC establishes conditions for the acceptance of audits from third-party audit providers, thus enabling the operator to pool audits of contracted organisations. The elements specifying the conditions under which a third-party provider can be used for those audits have been copied from the existing AMC related to pooling of audits of code share agreements.

***SRs* DENM-2012-004, HUNG-2012-004 and ITAL-2012-009**

The Agency is recommended to consider the need to harmonise the procedures, or to review the existing documentation, as necessary, in order to establish in all cases a time limit within which to make effective in the Aircraft Flight Manual (AFM) owned by operators the amendments approved by the Agency.

The existing EU provisions already require all commercial operators and operators of complex motor-powered aircraft to conduct operations in accordance with their operations manual which must be compliant with the approved flight manual (i.e. the AFM) and be amended as necessary (see points 4.a and 8.b of Annex IV to the Basic Regulation. This requires operators to apply changes stemming from AFM amendments as soon as is reasonably practicable; in other words, in a timely manner. Additional defences are also already provided through provisions on operators' and competent authority's management systems (see ORO.GEN.200 and ARO.GEN.200 of the Air OPS Regulation) and on the oversight obligations of the competent authority (see ARO.GEN.300 of the Air OPS Regulation) as well as through EASA standardisation inspections (see Regulation (EU) No 628/2013[7]). The Agency has, therefore, concluded that additional, more prescriptive provisions would not bring additional safety benefits in respect of the timely implementation of AFM changes by the operator.

***SR* SPAN-2009-025**

It is recommended that aerial work operators involved in single-pilot activities be aware of the intrinsic risks resulting from the interruption of pre-flight processes or normal checks. Operational procedures

[7] Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008 of the European Parliament and of the Council and repealing Commission Regulation (EC) No 736/2006 (OJ L 179, 29.6.2013, p. 46).

should ensure that processes and checks conducted by crews prior to take-off, and which are suspended at any point, are restarted from a safe point prior to the interruption.

The Agency does not consider that it is necessary to develop additional AMC/GM or IRs. AMC1 ORO.GEN.110(f)(h) on Operator responsibilities (ESTABLISHMENT OF PROCEDURES), includes a detailed checklist also applying to pre-take off. ORO.GEN.110(f) refers to safe procedures on the ground, i.e. pre-take off. In addition, the recently published Regulation (EU) 2015/140[8] on sterile flight deck procedures, and the associated AMC/GM annexed to ED Decision 2015/005/R also ensure that crew are not interrupted during critical phases. The operators should consider safety mitigation measures that ensure that checklists are restarted from a safe point prior to the interruption via their own risk assessment of the operator's management system (MS). Today, the Agency does not believe it is necessary to develop regulatory material on this aspect in the provisions on checklists.

Depending on the specific nature of the undertaking, aerial work operations in EASA Member States are governed by Part-SPO (specialised operations) or Part-NCO (non-commercial operations with other-than complex motor-powered aircraft) of the Air OPS Regulation. However, it should be noted that, although the Air OPS Regulation has been applicable since 28 October 2012, by way of derogation, Member States may elect not to apply Part-SPO and Part-NCO until 21 April 2017. In the meantime, national legislation shall apply. According to Part-SPO/Part-NCO, the operator/pilot-in-command is required to carry out a risk assessment and establish standard operating procedures (SOPs)/checklists to mitigate the risks related to their specific activity (see SPO.OP.230 and NCO.SPEC.105). This should address interruption of pre-flight processes or normal checks. In addition, according to ARO.GEN.300 in Part-ARO of the Air OPS Regulation, the competent authority shall oversee and verify that operators within their jurisdiction comply with Part-SPO and Part-NCO. Such oversight should detect any weaknesses in the risk assessments and/or SOPs/checklists, which should be required by the competent authority to be corrected. The Agency has, therefore, concluded that additional, more prescriptive provisions would not bring additional safety benefits in respect of interrupted pre-flight processes or normal checks.

***SR* SWED-2011-013**

It is recommended that the Agency ascertain that the instructions relating to the incapacitation of the cockpit crew are supplemented with restrictions for continued flight duty following the occurrence of an incident. The Agency will evaluate if new GM should be developed to ORO.GEN.110(f) on how operators should instruct crew members to proceed after the occurrence of temporary in-flight incapacitation of crew members.

The Agency does not consider it necessary to develop further AMC/GM on pilot incapacitation, because existing AMC/GM already require detailed procedures and training. In particular:

— *AMC3 ORO.MLR.100 on Operations manual — general, under point 4.3, includes a requirement to have a procedure regarding flight crew incapacitation and instructions on the succession of command in the event of flight crew incapacitation. Point 8.3.14 on Incapacitation of crew members includes a requirement for procedures to be followed in the event of incapacitation of crew members in-flight. Examples of the types of incapacitation and the means for recognising*

[8] Commission Regulation (EU) 2015/140 of 29 January 2015 amending Regulation (EU) No 965/2012 as regards sterile flight crew compartment and correcting that Regulation (OJ L 24, 30.1.2015, p. 5).

them should be included. In Part-B of the Operations Manual, under point 3 of Abnormal and or emergency procedures, crew capacitation is mentioned as the first item requiring an appropriate checklist.

— *AMC1 ORO.FC.220 on Operator conversion training and checking, under point (d)(2) ensures that pilots are trained on how to cope with incapacitation. Again, this is also required under AMC1 ORO.FC.230 Recurrent training and checking. Point (c)(1) of said AMC details that 'Procedures should be established to train flight crew to recognise and handle flight crew incapacitation. This training should be conducted every year and can form part of other recurrent training. It should take the form of classroom instruction, discussion, audio-visual presentation or other similar means.'*

No significant economic, environmental impacts, or social impacts have been identified in relation to ICAO SARPs or to other foreign, comparable requirements.

After due consideration of the above, the Agency believes that a *full RIA covering all the proposed changes included in Sub-NPAs (A) to (D)* for this task may be omitted. This rulemaking task addresses a varied number of issues, ranging from editorial updates to inspector qualifications and safety management. The following paragraphs provide the rationale behind the introduction of changes in certain areas that go beyond the explanations contained in Section 2.5 of this sub-NPA.

INSPECTOR QUALIFICATIONS (New AMC/GM to ARO.GEN.200(a)(2) (sub-NPA (B))

Standardisation results indicate that several Competent Authorities (CAs) experience difficulties in attracting and retaining suitably qualified flight operations inspectors matching the size, scope and complexity of the regulated industry. This is confirmed by the comments received during the consultation period of A-NPA 2014-12 on the European Commission policy initiative on aviation safety and a possible revision of the Basic Regulation. Today's Authority requirements related to the qualification of OPS inspectors (ARO.GEN.200) require inspectors to be 'qualified to perform their allocated tasks and have the necessary knowledge, experience, initial and recurrent training'. The associated AMCs further specify several qualification and training elements; however, there are neither minimum qualification elements, nor any reference to training on aircraft-specific subjects.

Following the specific concerns raised on inspector qualifications, a task force, composed of Agency staff and some NAAs representatives, developed a detailed matrix identifying the aircraft-specific inspector qualifications needed for each Aircraft Operator Certificate (AOC) holder certification task. This matrix was circulated to the EASA Management Board (MB) members in July 2013; the Agency then committed to transpose it into regulatory material, as no objections were raised to the proposed course of actions.

An advance draft text transposing the outcome of the task force's work into AMC/GM material was presented to the OPS/FCL TAG in March 2015, in order to check whether the proposed way forward was supported. Contrary to the initial positive reception, most CAs found the proposal to be too demanding/too prescriptive. While acknowledging the reasons that lead to its development, CAs requested the Agency a more proportional and flexible approach. Furthermore, several CAs highlighted the need to agree on a general framework of competences that OPS inspectors should possess to fulfil the current and future needs (assessment of management systems, performance-based oversight, etc.).

The Agency took note of such inputs and committed to develop a revised proposal accordingly. This revised proposal on inspector qualifications was subject to a second pre-NPA consultation with NAAs during August/September 2015. As a result of this second consultation prior to publication of the NPA, a revised proposal is now included in sub-NPA (B).

During the two rounds of pre-NPA consultation, several commenters requested that inspectors, who are currently working as inspectors should be grandfathered, since they have already gained many years of valuable work experience as inspectors. The Agency agrees and notes that any final Decision relating to inspectors will ensure that previous experience performing similar tasks as an inspector of a competent authority will be honoured and will meet the proposed AMC on inspector qualifications. Such grandfathering would be stipulated in the Articles accompanying the Agency's Decision.

The Agency's revised proposal includes a set of specific inspector qualifications, but ensures a certain degree of flexibility on technical background and knowledge:

— *The proposed AMC3.ARO.GEN.200(a) only foresees specific qualified inspector for some specific tasks related to the assessment and oversight of aircraft-specific standard operating procedures (SOPs) and flight crew training and checking programmes.*

— *The proposed AMC3.ARO.GEN.200(a) provides elements to be considered by the authority in establishing aircraft types/classes with similar technical and operational characteristics.*

— *The proposed GM3 ARO.GEN.200(a)(2) explains how the authority can easily assesses whether an inspector's specific type or class ratings have similar technical and operational characteristics.*

— *A grandfathering clause will be included into the Articles preceding the final EASA Decision to ensure that inspectors, who have been employed in the authority until now and who have performed those tasks remain qualified.*

Part-Authority Requirements (sub-NPA (B))

Some authority requirements have been complemented by AMC or GM to better explain the intent of the rule and the obligation of the authority. This is, for example, the case relating to new AMC or GM on the type of information to be provided from authorities to the Agency contained in point (b) of ARO.GEN.125 on Information to the Agency.

Performance-Based Navigation (PBN) (sub-NPA (A))

Appendix II to Part-ARO has been amended on how to encode PBN operations in the Operations Specifications (OpsSpecs)

Risk-based oversight (sub-NPA (B))

The NPA does not propose new AMC/GM on risk-based oversight. The Agency prefers to refer readers to existing publications on the Agency website on this issue and future safety promotion tools. In addition, a group of NAA representatives will put forward a recommendation on cross-domain SMS assessment in the course of the second quarter of 2016.

Safety Management in Part-ORO (sub-NPA (B))

Following the publication of the first edition of ICAO Annex 19 'Safety Management' in 2013, a proposal for the first amendment to Annex 19 is currently being finalised and is expected to be published in November 2016.

Regulation (EU) 376/2014[9] on the reporting, analysis and follow-up of occurrences in civil aviation, with strong links to Annex 19, will become applicable in November this year.

In addition, many of the ideas now being put forward for the amendment of the Basic Regulation (A-NPA 2014-12 & Opinion No 01/2015) may require changes that affect the total system, such as obligations for States to participate in the EASP or further SSP-related high-level requirements. Other changes may be required for the introduction of safety performance schemes across domains and to support the evolution towards a more performance-based approach to regulations.

These developments will call for amendments of relevant safety management provisions within the different domains. The Agency believes that, in line with the ICAO Annex 19 philosophy, a cross-domain alignment would be necessary in the medium term. In the meantime, some changes have been proposed to AMC/GM of Part-ORO Section 2 'Management'. These changes are included in sub-NPA (B) and mainly consist of clarifications following questions received from stakeholders. Some of the changes are also based on comments made on NPA 2013-01 'Embodiment of Safety Management System (SMS) requirements into Commission Regulation (EC) No 2042/2003' (now Commission Regulation (EU) No 1321/2014)'. Said NPA proposes to transpose the common authority and organisation requirements in the area of continuing airworthiness.

The Agency was requested to provide further guidance on how to implement SMS in smaller organisations. It was also suggested that the AMC/GM related to ARO.GEN.200 should refer to guidance material from the Safety Management International Collaboration Group (SM ICG) or to the European Helicopter Safety Team (EHEST) toolkit. This NPA does not reference such material in GM. Other tools to promote SM ICG material and EHEST toolkits are available. Therefore, the Agency is promoting this guidance (SM ICG and EHEST) on the EASA website, via conferences, meetings, answers to questions received, etc. without making reference to such documents in Agency GM.

Sub-NPA (B) also contains new guidance (new GM1 ORO.GEN.200(a)(3)) to operators on how to develop effective safety risk management processes.

Part-ORO occurrence reporting requirements (sub-NPA (A) and (B))

This NPA does not include alignment with Regulation (EU) No 376/2014 on Occurrence Reporting and strengthening of the internal reporting provisions in ORO.GEN.200. A separate EASA Rulemaking task entitled 'Alignment of Implementing Rules & AMC/GM with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 and repealing Directive 2003/42/EC and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007' (RMT.0681) will ensure alignment across all the different domains. However, the intent of the internal safety reporting scheme is not only to capture reactive safety information following from errors, near-misses or other undesirable events (occurrences) but also to capture safety hazards, i.e. any condition that may lead or contribute to an undesirable event, in order to support the proactive element of safety risk management as required by ORO.GEN.200(a)(3). For this reason, the subtitle of the existing GM1 ORO.GEN.200(a)(3) has been reworded to now read 'internal safety reporting scheme' as opposed to 'internal occurrence reporting scheme'.

[9] Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18).

Cabin Crew requirements for NCC operators in Part-ORO

This NPA does not include a revision of cabin crew requirements for NCC operators, as was originally foreseen in the ToR for this task. A revision is foreseen through a future separate RMT.

Updating EASA OPS Implementing Rules (RMT.0292) (sub-NPA (A) and (B))

Sub-NPAs (A) and (B) contain a large number of editorial updates that have been inherited from RMT.0292 ('Updating EASA OPS Implementing Rules'). RMT.0292 has been partly merged with this rulemaking task, due to a re-allocation of responsibilities within the Agency. Sub-NPAs (A) and (B) include a first editorial update of all the Annexes (Annex I (Definitions) to Annex VIII (Part-SPO)) of the Air OPS Regulation.

Sub-NPA (C) includes a review of the requirements for passenger seating and briefing, taking into consideration relevant findings from occurrences and measures taken by NAAs in order to clarify and update the existing IRs and AMC/GM, as necessary, to ensure common interpretation and harmonised implementation.

Location of the Emergency Medical Kit

The Implementing Rule requires in CAT.IDE.A.225 that certain aeroplanes shall be equipped with an emergency medical kit and that the EMK must be carried in a way that prevents unauthorised access.

Following the entry into force of the 'Air OPS Regulation, the Agency received numerous queries from operators and NAAs pointing at the difficulties to comply with AMC2 CAT.IDE.A.225 which states that the EMK should be kept in a 'locked compartment' when carried in the cabin. Some of the queries were seeking an opinion either on designs of lockable compartments for the carriage of the EMK in the cabin or on the possible solutions to comply with the requirement.

Passengers travelling with medical conditions or being sick is a regular daily occurrence. There are passengers who already follow a medically indicated therapy and most of the times carry their medications with them and often inform cabin crew members of their condition. It is however also very common that passengers place their medications in their checked-in luggage and when needed during a flight (their condition may turn into a medical emergency), an on-board medical supply, if carried by the airline, substitutes their own medications to address their medical problem. There are passengers who become sick during their holidays or just prior to their flight and decide to begin/continue their travels without any prior medical advice. There are passengers, who seemingly healthy, experience a sudden medical problem during a flight and their condition falls into the category of an *on-board medical emergency*.

The Air OPS Regulation requires cabin crew to be trained in first aid and on the medical supplies available on the operator's aircraft. Many times, a qualified medical personnel is not available on the flight to help, or the type of operation or the type of aircraft do not require a cabin crew member to be on board. It has therefore become a common practice to use advice from ground-to-aircraft medical support to avoid unnecessary diversions. This practice however does not diminish the need for medical kits on board; on the contrary, the available supplies may be vital as cabin crew members may need to act — using the supplies from the EMK — as directed by the medical adviser available on the radio frequency or on the call (in case of an air-to-ground telephone call).

In case of a medical emergency on board that requires the use of any supplies from the EMK, the rapid access to the medical kit may be vital to save the passenger's or crew's life. Stowage of life-saving equipment in a locked compartment may not be the only option of secured carriage and may also cause some delays in retrieving the equipment in case of an in-flight medical emergency as padlocks, locks or combination locks may get jammed, keys may be misplaced, missing or difficult to retrieve. The EMK, where carried, should continue to be carried under secure conditions in the cabin with an efficient access that prevents unauthorised access to passengers and to any other persons who are not authorised to handle it.

— *The Agency took the comments received from stakeholders into account and proposes to change the respective AMC in order to provide more flexibility to operators when identifying secure locations for the carriage of the EMK in their cabin configurations. This NPA proposes an amendment to AMC2 CAT.IDE.A.225(c)(2) and replaces the text relating to storage of the EMK in a 'locked compartment' with a more flexible provision of a 'secure location in the cabin that prevents unauthorised access to it.'*

Passenger briefing (sub-NPA (C))

Sub-NPA (C) contains proposed changes related to passenger seating and briefing.

2.4. Open questions to stakeholders

The Agency would like to address the following open questions to stakeholders:

Open question No 1 on the order of the OPERATIONS MANUAL (OM) contained in AMC3 ORO.MLR.100

For the numbering of chapters, the operator may adapt the second-level numbering and lower levels to its needs. For example, all numbering below OM A Chapter 8 might be adapted to the needs of an operator. The Agency has been advised by stakeholders that AMC3 MLR 100 does not necessarily meet the operator's needs to adapt the OM to the operation. The Agency would like to ask stakeholders whether operators should be able to freely choose the order of items appearing in the OM as of level N-1. The advantage of this option would be more freedom for operators to adapt the OM to their operations. The disadvantage might be that the OMs from different operators will be more difficult to compare with each other, making it harder for inspecting staff to assess OMs from different operators.

Another possibility could be to change AMC3 MLR 100 from an AMC to GM, which would give the operator complete freedom to include the items into the OM as from level N-1, but which might make it more difficult for authorities to compare OMs from several operators.

Open question No 2 on the option of one ACCOUNTABLE MANAGER for several AOC holders

The Agency has received questions regarding the possibility to have one Accountable Manager (AM) for two operators (AOC holders) that belong to the same holding, but are situated in different Member States. Clearly, the set of rules, AMC and GM regarding the position of the AM were written from the perspective of a single organisation or different organisations within one Member State. However, existing and developing business models show that one Accountable Manager could be the responsible Accountable Manager for two AOC holders that are based in different countries.

Therefore, the Agency would like to ask stakeholders under what conditions such a scenario with one AM responsible for several AOC holders in different Member States would be possible. Should the respective AOC holders under the responsibility of a single Accountable Manager operate towards the same Standard Operating Procedures (SOPs), or should they work towards a single set of a common safety risk assessment, a common management system? How could the IRs, AMCs and GM ensure that the AM has financial control over all AOC holders? Should there be also the possibility to assign a single compliance monitoring manager (CMM)? Several options are feasible and the Agency is interested in feedback from stakeholders on this open question.

Open question No 3 on the extension of the oversight cycle and the option of new AMC or GM to specify what is an effective continuous reporting system from the AOC holder to the authority, in order to extend the oversight cycle from 36 to 48 months as per ARO.GEN.305(c).

The Agency has received questions on what can be understood to be an effective continuous reporting system to the competent authority on the safety performance and regulatory compliance of the organisation.

The Agency agrees that there is a gap in AMC to ARO.GEN.305(c), which means that authorities have no guidance to assess what is an effective continuous reporting system. This leads to different standards in the EU, whereby each authority has to define its own system to assess if the oversight cycle can be extended from 36 to 48 months. The Agency would like to receive feedback from

stakeholders on what constitutes an 'effective continuous reporting system' subject to which the oversight cycle can be extended.

Open question No 4 on cooperative oversight

The Agency has received questions on cooperative oversight. The term 'cooperative oversight' refers to the obligations established by the Basic Regulation (Art. 10), ARO.GEN.200(c), as well as ARO.GEN.300 (d) and (e) that MS shall cooperate and include in their oversight scope those activities performed in their territory by entities established or residing in another MS, on the basis of safety priorities and past oversight activities.

Questions received indicate that more guidance is necessary to assist MS to better work together and to share information.

The following are examples of cooperative oversight:

— Sharing of safety data and safety information between MS, e.g. data on Safety Assessment of Community Aircraft (SACA), findings, safety studies and reviews, occurrences data, Air Traffic Control (ATC) data, information on findings and inspections or audits.

— Occasional spot checks by the CA of a MS of an operator's remote bases, that are located in the territory of the MS, but where the CA is not the certifying authority.

— Joint audits shared between the CAs as a result of joint oversight programmes, which are currently not foreseen in Part-ARO.

— Oversight agreements in accordance with ARO.GEN.300(d) or (e).

The Agency would like to receive feedback from stakeholders on the following:

— Is there a need for additional guidance on how cooperative oversight can be put in place?

— What are the barriers to cooperative oversight and what has to be in place so that cooperative oversight is beneficial to the CAs involved?

— How to ensure there are no gaps and no overlaps in operator oversight?

— Should the Agency publish guidance on cooperative oversight templates for memoranda of cooperation between MS, etc.?

The Agency conducted a focused consultation with MS during the third quarter of 2015 on a draft Working Paper on cooperative oversight. In addition, currently, the Agency is facilitating a trial project between NAAs on cooperative oversight and it is expected that results from this trial project should already be available when the Comment-Response Document (CRD), associated with this NPA, is published.

Open question No 5 on ORO.GEN.200 Management System

The Agency has received many questions from organisations, who hold several approvals (AOC, Part-M, Part-145, ATO, etc.), on how to develop an integrated management system. Stakeholders also commented that the current Management System requirements differ from each other in the different Regulations covering the different domains (Air OPS vs Air CREW vs Maintenance, etc.). The Agency would like to know if there is a need to provide further guidance on how to achieve an integrated management system.

The Agency has also received questions from CAs on how to oversee organisations with several approvals. Therefore, the Agency would like to receive feedback on the possible need to produce guidance for CAs on how to effectively oversee organisations with several approvals having implemented an integrated management system.

Open question No 6 on ORO.GEN.200 Management System

The Agency has been asked to assess the need for qualification requirements for safety managers. Today, the NAA cannot challenge a nomination of a safety manager (SM), e.g. if the CA considers the nominated person's qualification to be unsuitable for the position.

The Agency is asking stakeholders to provide feedback on whether the Air OPS rules should be amended to allow authorities to refuse the nomination of a safety manager on justified grounds, e.g. lack of aviation experience, etc.

Open question No 7 on ORO.GEN.200 Management System

Sub-NPA (B) proposes a new GM1 ORO.GEN.200(a)(3) Management system to provide extensive guidance on setting-up effective safety risk management. Stakeholders are invited to comment not only on the content of the proposed GM, but also whether they consider that such GM should be part of the regulatory material. Another option (instead of proposing GM) would be to promote this material via the ESSI. The Agency welcomes stakeholders' comments on the content and usefulness of such GM.

2.5. Overview of the proposed amendments

2.5.1. Cover Regulation

No changes to the Cover Regulation are proposed.

2.5.2. Annex I (Definitions)

The following changes are proposed:

(1) New definition of the term 'airworthy', now aligned with the definition contained in ICAO Annex 6 (Part II);

(2) Removal of the outdated term 'airworthiness code' and replacement with the term 'certification specification';

(3) New definition of the term 'electronic flight bag', aligned with ICAO Annex 6 (Part III);

(4) New definition of the term 'flight crew member', aligned with ICAO Annex 6; and

(5) New definition of the term 'rules of the air', referring to SERA and the applicable rules of the air for flights taking place outside the EU territory.

2.5.3. Annex II (Part-ARO)

The following changes are proposed:

(6) Deletion of point (d)(3) (on alternative means of compliance) of ARO.GEN.120 Means of compliance. This means that the requirement becomes less burdensome for MS, because the Agency will take up the task to inform other MS about alternative means of compliance that were accepted by the CA.

(7) Amendment of **ARO.GEN.205 Allocation of task to qualified entities** to make it clear that this rule only applies if the NAA has decided to allocate tasks.

(8) Editorial update of point (a)(2) of **ARO.GEN.300 Oversight**.

(9) In **ARO.GEN.305**, two new sub-paragraphs ((g) and (h)) have been added in response to comments received on NPA 2013-01(B). Sub-paragraph (g) provides for the possibility to **reduce the oversight planning cycle** if there is evidence that the safety performance of the organisation has decreased. Sub-paragraph (h) stipulates that at the completion of each oversight planning cycle, the competent authority shall **issue a recommendation report** on the continuation of the scope of approval on the basis of the results of past oversight.

(10) Amendment of **ARO.GEN.350 point (d)(4)** to clarify that this point refers to those cases where the competent authority either has raised the finding itself or has been informed about a finding raised by another competent authority in the context of cooperative oversight (ARO.GEN.300(d)).

(11) Amendment of point (d)(2)(i) of **ARO.GEN.350 Findings and corrective actions — organisations** to ensure that the initial three-month period, in case of a corrective action plan in conjunction with a level 2 finding, shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance identified.

(12) Change of the title of **ARO.OPS.105 Code-share arrangements** to now read **'Code-share agreements'**.

(13) ARO.OPS.110(a)(3) is amended to limit the **prior approval to dry lease-out agreements of an aircraft with a third-country operator**. ARO.OPS.110(d)(1) is amended to include the correct airworthiness regulation reference.

(14) Amendment of point (b)(5) of **ARO.RAMP.105 Prioritisation criteria** to provide the correct reference to the Regulation regarding third-country operators.

(15) Amendment of point (d)(2) of **ARO.RAMP.140 Grounding of aircraft** to provide the correct reference to the 'Permit to Fly' Regulation.

(16) Amendment of **Appendix I to Part-ARO** to correct the numbering of the footnotes.

(17) Amendment of footnotes 10, 11, 18 and 19 to **Appendix II to Part-ARO.**

(18) Amendment of the template of the proof of ramp inspection contained **in Appendix III to Part-ARO** in order to provide more space for the finding description and to cater for the different types of operation in SAFA and SACA.

2.5.4. Annex III (Part-ORO)

The following changes are proposed:

(19) Amendment of **ORO.GEN.110 Operator responsibilities** as follows:

(i) Under point (h), the term 'aircraft manufacturer' is replaced by 'design approval holder', because changes to checklist items will not only come from the aircraft manufacturer, as many Supplemental Type Certificates (STCs) also impact on the checklist and need to be included.

(ii) Point (j) is amended to include an editorial update.

(iii) Point (k) is amended to exempt certain operators from the approval under Part-SPA of DG training programmes if they do not intend to transport dangerous goods.

(20) Amendment of **ORO.GEN.205 Contracted activities**. A new sub-paragraph (a)(2) is inserted to ensure that aviation safety hazards associated with contracting and purchasing are considered as part of the operator's management system.

(21) Amendment of **ORO.AOC.110 Leasing agreements** as follows:

(i) In sub-paragraph (a) to limit the prior approval requirement to **lease agreements concerning aircraft registered in a third country**.

(ii) In points (c)(2) and (d)(3) — now renamed (e)(3) — to provide the correct reference to the current Continuing Airworthiness Regulation.

(iii) A new sub-paragraph (f) has been added to limit the prior approval to **dry lease-out** of an aircraft to a third-country operator.

(22) Editorial update of **ORO.AOC.130 Flight data monitoring — aeroplanes**.

(23) Amendment of point (a)(4) of **ORO.AOC.135 Personnel requirements** to provide the correct reference to the current Continuing Airworthiness Regulation.

(24) Amendment of points (c)(1)(i) and (c)(2)(iii) of **ORO.SPO.100 Common requirements for commercial specialised operators** to provide the correct reference to the current Continuing Airworthiness Regulation.

(25) Amendment of sub-paragraph (b) of **ORO.SEC.100 Flight crew compartment security — aeroplanes** to delete the commas and to clarify that an approved flight crew compartment door is required for all passenger-carrying aeroplanes with either an MCTOM exceeding 45 500 kg or with a MOPSC of more than 60 engaged in the commercial transportation of passengers.

(26) Amendment of **Appendix I**:

(i) The reference to continuing airworthiness organisation has been deleted and moved to a table, listing the respective continuing airworthiness organisation for each aircraft, since one operator might have different maintenance organisations for different aircraft.

(ii) The amended Appendix I now allows the declaring operator to inform the CA about the type of operations conducted with each aircraft. This is important since many different forms of specialised operations can be conducted by one single operator.

2.5.5. Annex IV (Part-CAT)

The following changes are proposed:

(27) Amendment of point (a)(12) of **CAT.GEN.MPA.105 Responsibilities of the commander** to provide the correct reference to the current Continuing Airworthiness Regulation.

(28) A new sub-paragraph (a)(14) has been inserted into **CAT.GEN.MPA.105 Responsibilities of the commander** to ensure that the obligation of the commander to report defects into the technical log book of the aircraft is also reflected in Part-CAT as is already reflected in Part-NCC, Part-NCO and Part-SPO.

(29) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in **CAT.GEN.MPA.150 Ditching — aeroplanes**.

(30) Amendment of point (a)(10) of **CAT.GEN.MPA.180 Documents, manuals and information to be carried** to provide the correct reference to the current Continuing Airworthiness Regulation.

(31) Amendment of point (a)(8) of **CAT.GEN.NMPA.100 Responsibilities of the commander** has been amended to provide the correct reference to the current Continuing Airworthiness Regulation.

(32) Amendment of point (a)(10) of **CAT.GEN.NMPA.140 Documents, manuals and information to be carried** to provide the correct reference to the current Continuing Airworthiness Regulation.

(33) Deletion of the extra space after 'Subpart F' under sub-paragraph (a) of **CAT.OP.MPA.140** on maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval. Amendment of sub-paragraph (d) which sets high-level criteria for the approval referred to in CAT.OP.MPA.140(a)(2). One of the criteria is that it shall be demonstrated that the aeroplane/engine combination is capable for an operation with an extended diversion time. This demonstration, however, should not require that the aircraft has been approved in accordance with ETOPS airworthiness criteria. The proposed amendment better clarifies the intent of the rule.

(34) Amendment of **CAT.OP.MPA.151(a) Fuel policy — alleviations** to change the numbering under sub-paragraph (a). In addition, insertion of a comma in sub-paragraph (a1).

(35) Insertion of a space between 'CAT' and 'I' in Table 1 (third cell of the left column) of **CAT.OP.MPA.185 Planning minima for IFR flights — aeroplanes**.

(36) Change of 'VAT' to 'V_{AT}' in Table 1 of **CAT.OP.MPA.320 Aircraft categories**.

(37) Change of the title of **SUBPART D** to now read 'INSTRUMENT**S**, DATA, EQUIPMENT' instead of 'INSTRUMENT, DATA, EQUIPMENT'.

(38) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in points (a)(iii) and (b)(1) of **CAT.IDE.A.125 Operations under VFR by day — flight and navigational instruments and associated equipment**.

(39) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in sub-paragraph (b) and in point (h)(1) of **CAT.IDE.A.130 Operations under IFR or at night — flight and navigational instruments and associated equipment**.

(40) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in sub-paragraphs (c) and (d) of **CAT.IDE.A.275 Emergency lighting and marking**.

(41) Replacement of the term 'weight' by the correct term 'mass' in point (c)(1) of **CAT.IDE.A.285 Flight over water**.

(42) Deletion of the term 'spare fuses' for helicopter operations in point (a)(1) of **CAT.IDE.H.100 Instruments and equipment — general**.

(43) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in points (a)(1)(iii) and (b)(1) of **CAT.IDE.H.125 Operations under VFR by day — flight and navigational instruments and associated equipment**.

(44) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in sub-paragraph (b) and in point (h)(1) of **CAT.IDE.H.130 Operations under IFR or at night — flight and navigational instruments and associated equipment**.

(45) Replacement of the term 'weight' by the correct term 'mass' in sub-paragraph (a) of **CAT.IDE.H.315 Helicopters certified for operating on water — miscellaneous equipment**.

(46) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in sub-paragraphs (a) and (b) of **CAT.IDE.H.320 All helicopters on flights over water — ditching**.

2.5.6. Annex V (Part-SPA)

The following changes are proposed:

(47) Amendment of sub-paragraph (e) of **SPA.DG.110 Dangerous goods information and documentation** to include a recent update of ICAO's technical instructions (TI 2013-2014 Part 7 4.1.8).

(48) Amendment of sub-paragraph (a) of **SPA.NVIS.110 Equipment requirements for NVIS operations** to provide the correct reference to the current Initial Airworthiness Regulation.

(49) Amendment of sub-paragraph (b) of **SPA.HHO.110 Equipment requirements for HHO** to provide the correct reference to the current Continuing Airworthiness Regulation.

(50) Amendment of **SPA.HEMS.110 Equipment requirements for HEMS operations** to provide the correct reference to the 'Permit to Fly' Regulation.

2.5.7. Annex VI (Part-NCC)

The following changes are proposed:

(51) Change of the title of **SUBPART D** to now read 'INSTRUMENT**S**, DATA, EQUIPMENT' instead of 'INSTRUMENT, DATA, and EQUIPMENT.

(52) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in **NCC.IDE.H.235 All helicopters on flights over water — ditching**.

2.5.8. Annex VII (Part-NCO)

The following changes are proposed:

(53) Amendment of **NCO.OP.190 Use of supplemental oxygen** to:

— be more performance-based;

— now refer to a requirement to use supplemental oxygen whenever lack of oxygen might result in impairment of the faculties of crew members; and

— ensure that supplemental oxygen is available to passengers when lack of oxygen might harmfully affect passengers.

(54) Change of the title of **SUBPART D** to now read 'INSTRUMENT**S**, DATA, EQUIPMENT' instead of 'INSTRUMENT, DATA.

(55) Amendment of **NCO.IDE.A.155 Supplemental oxygen — non-pressurised aeroplanes** to:

— be more performance-based;

— now refer to the performance-based requirement of NCO.OP.190 to use supplemental oxygen whenever lack of oxygen might result in impairment of the faculties of crew members; and

— ensure that supplemental oxygen is available to passengers when lack of oxygen might harmfully affect passengers.

(56) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in sub-paragraphs (a) and (b) of **NCC.IDE.H.185 All helicopters on flights over water — ditching**.

2.5.9. Annex VIII (Part-SPO)

(57) Amendment of **SPO.POL.110 Mass and balance system — commercial operations with aeroplanes and helicopters and non-commercial operations with complex motor-powered aircraft** to include a small editorial update and clarify the meaning of the rule.

(58) Amendment of **SPO.IDE.A.105 Minimum equipment for flight** to clarify the meaning and to ensure that there is no misunderstanding regarding the requirement to have an MEL.

(59) Amendment of **SPO.IDE.A.130 Terrain awareness warning system (TAWS)** to replace the abbreviation MOPSC with the term 'maximum certified seating configuration'.

(60) Amendment of **SPO.IDE.H.105 Minimum equipment for flight** to clarify the meaning and to ensure that there is no misunderstanding regarding the requirement to have an MEL.

3. Proposed amendments

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

(a) deleted text is marked with ~~strike through~~;

(b) new or amended text is highlighted in grey;

(c) an ellipsis (…) indicates that the remaining text is unchanged in front of or following the reflected amendment.

3.1. Draft Regulation (Draft EASA Opinion)

3.1.1. Annex I (Definitions)

ANNEX I

DEFINITIONS FOR TERMS USED IN ANNEXES II–VIII

For the purpose of this Regulation, the following definitions shall apply:

1. 'Accelerate-stop distance available (ASDA)' means the length of the take-off run available plus the length of stopway, if such stopway is declared available by the State of the aerodrome and is capable of bearing the mass of the aeroplane under the prevailing operating conditions.

2. 'Acceptable Means of Compliance (AMC)' means non-binding standards adopted by the Agency to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules.

3. 'Acceptance checklist' means a document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met with.

4. 'Adequate aerodrome' means an aerodrome on which the aircraft can be operated, taking account of the applicable performance requirements and runway characteristics.

5. For the purpose of passenger classification:

   (a) 'adult' means a person of an age of 12 years and above;

   (b) 'child/children' means persons who are of an age of two years and above but who are less than 12 years of age;

   (c) 'infant' means a person under the age of two years.

6. 'Aeroplane' means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.

7. 'Aided night vision imaging system (NVIS) flight' means, in the case of NVIS operations, that portion of a visual flight rules (VFR) flight performed at night when a crew member is using night vision goggles (NVG).

8. 'Aircraft' means a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

(1) New definition of the term 'airworthy', now aligned with the definition contained in ICAO Annex 6 (Part II).

9. 'Airworthy' means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

~~9.~~10. 'Alternative means of compliance' mean those means that propose an alternative to an existing Acceptable Means of Compliance or those that propose new means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules for which no associated AMC have been adopted by the Agency.

~~10.~~11. 'Anti-icing', in the case of ground procedures, means a procedure that provides protection against the formation of frost or ice and accumulation of snow on treated surfaces of the aircraft for a limited period of time (hold-over time).

~~11.~~12. 'Approach procedure with vertical guidance (APV) operation' means an instrument approach which utilises lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a decision height (DH) not lower than 250 ft and a runway visual range (RVR) of not less than 600 m.

~~11a.~~12a. 'Balloon empty mass' means the mass determined by weighing the balloon with all the installed equipment a specified in the AFM.

~~12.~~13. 'Cabin crew member' means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations.

~~13.~~14. 'Category I (CAT I) approach operation' means a precision instrument approach and landing using an instrument landing system (ILS), microwave landing system (MLS), GLS (ground-based augmented global navigation satellite system (GNSS/GBAS) landing system), precision approach radar (PAR) or GNSS using a satellite-based augmentation system (SBAS) with a decision height (DH) not lower than 200 ft and with a runway visual range (RVR) not less than 550 m for aeroplanes and 500 m for helicopters.

~~14.~~15. 'Category II (CAT II) operation' means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH below 200 ft but not lower than 100 ft; and

(b) RVR of not less than 300 m.

~~15.~~16. 'Category IIIA (CAT IIIA) operation' means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft; and

(b) RVR not less than 200 m.

16.17. 'Category IIIB (CAT IIIB) operation' means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft, or no DH; and

(b) RVR lower than 200 m but not less than 75 m.

(2) Removal of the outdated term 'airworthiness code' and replacement with the term 'certification specification'

~~17.~~18. 'Category A with respect to helicopters' means a multi-engined helicopter designed with engine and system isolation features specified in the applicable certification specification ~~airworthiness codes~~ and capable of operations using take-off and landing data scheduled under a critical engine failure concept that assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off in the event of engine failure.

~~18.~~19. 'Category B with respect to helicopters' means a single-engined or multi-engined helicopter that does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and unscheduled landing is assumed.

~~19.~~20. 'Certification Specifications' (CS) mean technical standards adopted by the Agency, indicating means to show compliance with Regulation (EC) No 216/2008 and its Implementing Rules and which can be used by an organisation for the purpose of certification.

~~20.~~21. 'Circling' means the visual phase of an instrument approach to bring an aircraft into position for landing on a runway/FATO that is not suitably located for a straight-in approach.

~~21.~~22. 'Clearway' means a defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.

~~22.~~23. 'Cloud base' means the height of the base of the lowest observed or forecast cloud element in the vicinity of an aerodrome or operating site or within a specified area of operations, normally measured above aerodrome elevation or, in the case of offshore operations, above mean sea level.

~~23.~~24. 'Code share' means an arrangement under which an operator places its designator code on a flight operated by another operator, and sells and issues tickets for that flight.

~~24.~~25. 'Congested area' means in relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.

~~25.~~26. 'Contaminated runway' means a runway of which more than 25% of the runway surface area within the required length and width being used is covered by the following:

(a) surface water more than 3 mm (0.125 in) deep, or by slush, or loose snow, equivalent to more than 3 mm (0.125 in) of water;

(b) snow which has been compressed into a solid mass which resists further compression and will hold together or break into lumps if picked up (compacted snow); or

(c) ice, including wet ice.

26.27. 'Contingency fuel' means the fuel required to compensate for unforeseen factors that could have an influence on the fuel consumption to the destination aerodrome.

27.28. 'Continuous descent final approach (CDFA)' means a technique, consistent with stabilised approach procedures, for flying the final-approach segment of a non-precision instrument approach procedure

as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre shall begin for the type of aircraft flown.

~~28.~~29. 'Converted meteorological visibility (CMV)' means a value, equivalent to an RVR, which is derived from the reported meteorological visibility.

~~29.~~30. 'Crew member' means a person assigned by an operator to perform duties on board an aircraft.

~~30.~~31. 'Critical phases of flight' in the case of aeroplanes means the take-off run, the take-off flight path, the final approach, the missed approach, the landing, including the landing roll, and any other phases of flight as determined by the pilot-in-command or commander.

~~31.~~32. 'Critical phases of flight' in the case of helicopters means taxiing, hovering, take-off, final approach, missed approach, the landing and any other phases of flight as determined by the pilot-in-command or commander.

~~32.~~33. 'Damp runway' means a runway where the surface is not dry, but when the moisture on it does not give it a shiny appearance.

~~33.~~34. 'Dangerous goods (DG)' means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

~~34.~~35. 'Dangerous goods accident' means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.

~~35.~~36. 'Dangerous goods incident' means:

(a) an occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained;

(b) any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants.

~~36.~~37. 'De-icing', in the case of ground procedures, means a procedure by which frost, ice, snow or slush is removed from an aircraft in order to provide uncontaminated surfaces.

~~37.~~38. 'Defined point after take-off (DPATO)' means the point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required.

~~38.~~39. 'Defined point before landing (DPBL)' means the point within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required.

~~39.~~40. 'Distance DR' means the horizontal distance that the helicopter has travelled from the end of the take-off distance available.

~~40.~~41. 'Dry lease agreement' means an agreement between undertakings pursuant to which the aircraft is operated under the air operator certificate (AOC) of the lessee or, in the case of commercial operations other than CAT, under the responsibility of the lessee.

~~41.~~42. 'Dry operating mass' means the total mass of the aircraft ready for a specific type of operation, excluding usable fuel and traffic load.

~~42.~~43. 'Dry runway' means a runway which is neither wet nor contaminated, and includes those paved runways which have been specially prepared with grooves or porous pavement and maintained to retain 'effectively dry' braking action even when moisture is present.

~~43.~~44. 'ELA1 aircraft' means the following manned European Light Aircraft:

(a) an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;

(b) a sailplane or powered sailplane of 1 200 kg MTOM or less;

(c) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m3 for hot air balloons, 1 050m3 for gas balloons, 300 m3 for tethered gas balloons.

~~44.~~45. 'ELA2 aircraft' means the following manned European Light Aircraft:

(a) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;

(b) a sailplane or powered sailplane of 2000 kg MTOM or less;

(c) a balloon;

(d) a Very Light Rotorcraft with a MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and/or rocket engines; restricted to VFR day operations.

(3) New definition of the term 'electronic flight bag', aligned with ICAO Annex 6 (Part III)

46. Electronic flight bag (EFB) means an electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.

~~45.~~47. 'Elevated final approach and take-off area (elevated FATO)' means a FATO that is at least 3 m above the surrounding surface.

~~46.~~48. 'En-route alternate (ERA) aerodrome' means an adequate aerodrome along the route, which may be required at the planning stage.

~~47.~~49. 'Enhanced vision system (EVS)' means a system to display electronic real-time images of the external scene achieved through the use of imaging sensors.

~~48.~~50. 'Final approach and take-off area (FATO)' means a defined area for helicopter operations, over which the final phase of the approach manoeuvre to hover or land is completed, and from which the take-off manoeuvre is commenced. In the case of helicopters operating in performance class 1, the defined area includes the rejected take-off area available.

~~49.~~51. 'Flight data monitoring (FDM)' means the proactive and non-punitive use of digital flight data from routine operations to improve aviation safety.

(4) New definition of the term 'flight crew member', aligned with ICAO Annex 6.

52. 'Flight crew' means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

~~50.~~53. 'Flight simulation training device (FSTD)' means a training device which is:

(a) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT), or a basic instrument training device (BITD);

(b) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT).

~~51.~~54. 'Fuel ERA aerodrome' means an ERA aerodrome selected for the purpose of reducing contingency fuel.

~~52.~~55. 'GBAS landing system (GLS)' means an approach landing system using ground based augmented global navigation satellite system (GNSS/GBAS) information to provide guidance to the aircraft based on its lateral and vertical GNSS position. It uses geometric altitude reference for its final approach slope.

~~53.~~56. 'Ground emergency service personnel' means any ground emergency service personnel (such as policemen, firemen, etc.) involved with helicopter emergency medical services (HEMSs) and whose tasks are to any extent pertinent to helicopter operations.

~~54.~~57. 'Grounding' means the formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it.

~~55.~~58. 'Head-up display (HUD)' means a display system which presents flight information to the pilot's forward external field of view and which does not significantly restrict the external view.

~~56.~~59. 'Head-up guidance landing system (HUDLS)' means the total airborne system that provides head-up guidance to the pilot during the approach and landing and/or missed approach procedure. It includes all sensors, computers, power supplies, indications and controls.

~~57.~~60. 'Helicopter' means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

~~58.~~61. 'Helicopter hoist operation (HHO) crew member' means a technical crew member who performs assigned duties relating to the operation of a hoist.

~~59.~~62. 'Helideck' means a FATO located on a floating or fixed offshore structure.

~~60.~~63. 'HEMS crew member' means a technical crew member who is assigned to a HEMS flight for the purpose of attending to any person in need of medical assistance carried in the helicopter and assisting the pilot during the mission.

~~61.~~64. 'HEMS flight' means a flight by a helicopter operating under a HEMS approval, the purpose of which is to facilitate emergency medical assistance, where immediate and rapid transportation is essential, by carrying:

(a) medical personnel;

(b) medical supplies (equipment, blood, organs, drugs); or

(c) ill or injured persons and other persons directly involved.

~~62.~~65. 'HEMS operating base' means an aerodrome at which the HEMS crew members and the HEMS helicopter may be on stand-by for HEMS operations.

~~63.~~66. 'HEMS operating site' means a site selected by the commander during a HEMS flight for helicopter hoist operations, landing and take-off.

~~64.~~67. 'HHO flight' means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist.

~~65.~~68. 'HHO offshore' means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist from or to a vessel or structure in a sea area or to the sea itself.

~~66.~~69. 'HHO passenger' means a person who is to be transferred by means of a helicopter hoist.

~~67.~~70. 'HHO site' means a specified area at which a helicopter performs a hoist transfer.

~~68.~~71. 'Hold-over time (HoT)' means the estimated time the anti-icing fluid will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aeroplane.

~~69.~~72. 'Hostile environment' means:

(a) an environment in which:

(i) a safe forced landing cannot be accomplished because the surface is inadequate;

(ii) the helicopter occupants cannot be adequately protected from the elements;

(iii) search and rescue response/capability is not provided consistent with anticipated exposure; or

(iv) there is an unacceptable risk of endangering persons or property on the ground.

(b) in any case, the following areas:

(i) for overwater operations, the open sea areas North of 45N and South of 45S designated by the authority of the State concerned;

(ii) those parts of a congested area without adequate safe forced landing areas.

~~70.~~73. 'Landing decision point (LDP)' means the point used in determining landing performance from which, an engine failure having been recognised at this point, the landing may be safely continued or a balked landing initiated.

~~71.~~74. 'Landing distance available (LDA)' means the length of the runway which is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane landing.

~~72.~~75. 'Landplane' means a fixed wing aircraft which is designed for taking off and landing on land and includes amphibians operated as landplanes.

~~73.~~76. 'Local helicopter operation' means a commercial air transport operation of helicopters with a maximum certified take-off mass (MCTOM) over 3 175 kg and a maximum operational passenger seating configuration (MOPSC) of nine or less, by day, over routes navigated by reference to visual landmarks, conducted within a local and defined geographical area specified in the operations manual.

~~74.~~77. ‘Low visibility procedures (LVP)’ means procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs.

~~75.~~78. ‘Low visibility take-off (LVTO)’ means a take-off with an RVR lower than 400 m but not less than 75 m.

~~76.~~79. ‘Lower than Standard Category I (LTS CAT I) operation’ means a Category I instrument approach and landing operation using Category I DH, with an RVR lower than would normally be associated with the applicable DH but not lower than 400 m.

~~77.~~80. ‘Maximum operational passenger seating configuration (MOPSC)’ means the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operations manual. Taking as a baseline the maximum passenger seating configuration established during the certification process conducted for the type certificate (TC), supplemental type certificate (STC) or change to the TC or STC as relevant to the individual aircraft, the MOPSC may establish an equal or lower number of seats, depending on the operational constraints.

~~78.~~81. ‘Medical passenger’ means a medical person carried in a helicopter during a HEMS flight, including but not limited to doctors, nurses and paramedics.

~~79.~~82. ‘Night’ means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority, as defined by the Member State.

~~80.~~83. ‘Night vision goggles (NVG)’ means a head-mounted, binocular, light intensification appliance that enhances the ability to maintain visual surface references at night.

~~81.~~84. ‘Night vision imaging system (NVIS)’ means the integration of all elements required to successfully and safely use NVGs while operating a helicopter. The system includes as a minimum: NVGs, NVIS lighting, helicopter components, training and continuing airworthiness.

~~82.~~85. ‘Non-hostile environment’ means an environment in which:

(a) a safe forced landing can be accomplished;

(b) the helicopter occupants can be protected from the elements; and

(c) search and rescue response/capability is provided consistent with the anticipated exposure.

In any case, those parts of a congested area with adequate safe forced landing areas shall be considered non-hostile.

83.86. ‘Non-precision approach (NPA) operation’ means an instrument approach with a minimum descent height (MDH), or DH when flying a CDFA technique, not lower than 250 ft and an RVR/CMV of not less than 750 m for aeroplanes and 600 m for helicopters.

84.87. ‘NVIS crew member’ means a technical crew member assigned to an NVIS flight.

85.88. ‘NVIS flight’ means a flight under night visual meteorological conditions (VMC) with the flight crew using NVGs in a helicopter operating under an NVIS approval.

~~86.~~89. ‘Offshore operations’ means operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations.

~~87.~~90. 'Operating site' means a site, other than an aerodrome, selected by the operator or pilot-in-command or commander for landing, take-off and/or external load operations.

~~88.~~91. 'Operation in performance class 1' means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

~~89.~~92. 'Operation in performance class 2' means an operation that, in the event of failure of the critical engine, performance is available to enable the helicopter to safely continue the flight, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.

~~90.~~93. 'Operation in performance class 3' means an operation that, in the event of an engine failure at any time during the flight, a forced landing may be required in a multi-engined helicopter and will be required in a single-engined helicopter.

~~91.~~94. 'Operational control' means the responsibility for the initiation, continuation, termination or diversion of a flight in the interest of safety.

~~92.~~95. 'Other than Standard Category II (OTS CAT II) operation' means a precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach category II light system are not available, and with:

(a) DH below 200 ft but not lower than 100 ft; and

(b) RVR of not less than 350 m.

~~93.~~96. 'Performance class A aeroplanes' means multi-engined aeroplanes powered by turbo-propeller engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg, and all multi-engined turbo-jet powered aeroplanes.

~~94.~~97. 'Performance class B aeroplanes' means aeroplanes powered by propeller engines with an MOPSC of nine or less and a maximum take-off mass of 5 700 kg or less.

~~95.~~98. 'Performance class C aeroplanes' means aeroplanes powered by reciprocating engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg.

~~96.~~99. 'Pilot-in-command' means the pilot designated as being in command and charged with the safe conduct of the flight. For the purpose of commercial air transport operations, the 'pilot-in-command' shall be termed the 'commander'.

~~97.~~100. 'Principal place of business' means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised.

~~98.~~101. 'Prioritisation of ramp inspections' means the dedication of an appropriate portion of the total number of ramp inspections conducted by or on behalf of a competent authority on an annual basis as provided in Part-ARO.

~~99.~~102. 'Public interest site (PIS)' means a site used exclusively for operations in the public interest.

~~100.~~103. 'Ramp inspection' means the inspection of aircraft, of flight and cabin crew qualifications and of flight documentation in order to verify the compliance with the applicable requirements.

~~101.~~104. 'Rectification interval' means a limitation on the duration of operations with inoperative equipment.

~~102.~~105. 'Rejected take-off distance available (RTODAH)' means the length of the final approach and take-off area declared available and suitable for helicopters operated in performance class 1 to complete a rejected take-off.

~~103.~~106. 'Rejected take-off distance required (RTODRH)' means the horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following an engine failure and rejection of the take-off at the take-off decision point.

(5) New definition of the term 'rules of the air', referring to SERA and the applicable rules of the air for flights taking place outside the EU territory.

107. 'Rules of the air' means, for the EU territory, Standardised European Rules of the Air (SERA), which are a common set of rules of the air and operational provisions regarding services and procedures in air navigation, based upon ICAO Standards and recommended practices and applicable to the airspace users and aircraft engaged in general air traffic in the European Union. Outside the EU territory, 'rules of the air' means those provisions adopted by the state of the airspace.

~~104.~~108. 'Runway visual range (RVR)' means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

~~105.~~109. 'Safe forced landing' means an unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

~~106.~~110. 'Seaplane' means a fixed wing aircraft which is designed for taking off and landing on water and includes amphibians operated as seaplanes.

~~107.~~111. 'Separate runways' means runways at the same aerodrome that are separate landing surfaces. These runways may overlay or cross in such a way that if one of the runways is blocked, it will not prevent the planned type of operations on the other runway. Each runway shall have a separate approach procedure based on a separate navigation aid.

~~108.~~112. 'Special VFR flight' means a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

~~109.~~113. 'Stabilised approach (SAp)' means an approach that is flown in a controlled and appropriate manner in terms of configuration, energy and control of the flight path from a pre-determined point or altitude/height down to a point 50 ft above the threshold or the point where the flare manoeuvre is initiated if higher.

~~109a.~~113a. 'Sterile flight crew compartment' means any period of time when the flight crew members are not disturbed or distracted, except for matters critical to the safe operation of the aircraft or the safety of the occupants.

~~110.~~114. 'Take-off alternate aerodrome' means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and if it is not possible to use the aerodrome of departure.

~~111.~~115. 'Take-off decision point (TDP)' means the point used in determining take-off performance from which, an engine failure having been recognised at this point, either a rejected take-off may be made or a take-off safely continued.

~~112.~~116. 'Take-off distance available (TODA)' in the case of aeroplanes means the length of the take-off run available plus the length of the clearway, if provided.

~~113.~~117. 'Take-off distance available (TODAH)' in the case of helicopters means the length of the final approach and take-off area plus, if provided, the length of helicopter clearway declared available and suitable for helicopters to complete the take-off.

~~114.~~118. 'Take-off distance required (TODRH)' in the case of helicopters means the horizontal distance required from the start of the take-off to the point at which take-off safety speed (V_{TOSS}), a selected height and a positive climb gradient are achieved, following failure of the critical engine being recognised at the TDP, the remaining engines operating within approved operating limits.

~~115.~~119. 'Take-off flight path' means the vertical and horizontal path, with the critical engine inoperative, from a specified point in the take-off for aeroplanes to 1 500 ft above the surface and for helicopters to 1 000 ft above the surface.

~~116.~~120. 'Take-off mass' means the mass including everything and everyone carried at the commencement of the take-off for helicopters and take-off run for aeroplanes.

~~117.~~121. 'Take-off run available (TORA)' means the length of runway that is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane taking off.

~~117a.~~121a. 'Task specialist' means a person assigned by the operator or a third party, or acting as an undertaking, who performs tasks on the ground directly associated with a specialised task or performs specialised tasks on board or from the aircraft.

~~118~~.122. 'Technical crew member' means a crew member in commercial air transport HEMS, HHO or NVIS operations other than a flight or cabin crew member, assigned by the operator to duties in the aircraft or on the ground for the purpose of assisting the pilot during HEMS, HHO or NVIS operations, which may require the operation of specialised on-board equipment.

~~119.~~123. 'Technical Instructions (TI)' means the latest effective edition of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air*, including the Supplement and any Addenda, approved and published by the International Civil Aviation Organisation.

~~120.~~124. 'Traffic load' means the total mass of passengers, baggage, cargo and carry-on specialist equipment and, except for balloons, including any ballast.

~~121.~~125. 'Unaided NVIS flight' means, in the case of NVIS operations, that portion of a VFR flight performed at night when a crew member is not using NVG.

~~122.~~126. 'Undertaking' means any natural or legal person, whether profit-making or not, or any official body whether having its own personality or not.

~~123.~~127. 'V_1' means the maximum speed in the take-off at which the pilot must take the first action to stop the aeroplane within the accelerate-stop distance. V_1 also means the minimum speed in the take-off, following a failure of the critical engine at V_{EF}, at which the pilot can continue the take-off and achieve the required height above the take-off surface within the take-off distance.

~~124.~~128. 'V_{EF}' means the speed at which the critical engine is assumed to fail during take-off.

~~125.~~129. 'Visual approach' means an approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain.

~~126.~~130. 'Weather-permissible aerodrome' means an adequate aerodrome where, for the anticipated time of use, weather reports, or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the required aerodrome operating minima, and the runway surface condition reports indicate that a safe landing will be possible.

~~127.~~131. 'Wet lease agreement' means an agreement:

— in the case of CAT operations, between air carriers pursuant to which the aircraft is operated under the AOC of the lessor; or

— in the case of commercial operations other than CAT, between operators pursuant to which the aircraft is operated under the responsibility of the lessor.

~~128.~~132. 'Wet runway' means a runway of which the surface is covered with water, or equivalent, less than specified by the 'contaminated runway' definition or when there is sufficient moisture on the runway surface to cause it to appear reflective, but without significant areas of standing water.

3.1.2. Annex II (Part-ARO)

(…)

SUBPART GEN — GENERAL REQUIREMENTS

SECTION I — GENERAL

(…)

(6) Deletion of point (d)(3) (on alternative means of compliance) of *ARO.GEN.120 Means of compliance*. This means that the requirement becomes less burdensome for MS, because the Agency will take up the task to inform other MS about alternative means of compliance that were accepted by the CA.

ARO.GEN.120 Means of compliance

(a) The Agency shall develop Acceptable Means of Compliance (AMC) that may be used to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules. When the AMC are complied with, the related requirements of the Implementing Rules are met.

(b) Alternative means of compliance may be used to establish compliance with the Implementing Rules.

(c) The competent authority shall establish a system to consistently evaluate that all alternative means of compliance used by itself or by organisations and persons under its oversight allow the establishment of compliance with Regulation (EC) No 216/2008 and its Implementing Rules.

(d) The competent authority shall evaluate all alternative means of compliance proposed by an organisation in accordance with ORO.GEN.120 (b) by analysing the documentation provided and, if considered necessary, conducting an inspection of the organisation.

When the competent authority finds that the alternative means of compliance are in accordance with the Implementing Rules, it shall without undue delay:

(1) notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the approval, specialised operation authorisation or certificate of the applicant accordingly; and

(2) notify the Agency of their content, including copies of all relevant documentation.

~~(3) inform other Member States about alternative means of compliance that were accepted.~~

(e) When the competent authority itself uses alternative means of compliance to achieve compliance with Regulation (EC) No 216/2008 and its Implementing Rules it shall:

(1) make them available to all organisations and persons under its oversight; and

(2) without undue delay notify the Agency.

The competent authority shall provide the Agency with a full description of the alternative means of compliance, including any revisions to procedures that may be relevant, as well as an assessment demonstrating that the Implementing Rules are met.

(…)

SECTION II — MANAGEMENT

(…)

(7) Amendment of *ARO.GEN.205 Allocation of task to qualified entities* to make it clear that this rule only applies if the CA has decided to allocate tasks.

ARO.GEN.205 Allocation of tasks to qualified entities

(a) If the competent authority decides to allocate t~~T~~asks related to the initial certification, specialised operation authorisation or continuing oversight of persons or organisations subject to Regulation (EC) No 216/2008 and its Implementing Rules, they shall be allocated by Member States only to qualified entities. When allocating tasks, the competent authority shall ensure that it has:

(1) put a system in place to initially and continuously assess that the qualified entity complies with Annex V to Regulation (EC) No 216/2008.

This system and the results of the assessments shall be documented.

(2) established a documented agreement with the qualified entity, approved by both parties at the appropriate management level, which clearly defines:

(i) the tasks to be performed;

(ii) the declarations, reports and records to be provided;

(iii) the technical conditions to be met in performing such tasks;

(iv) the related liability coverage; and

(v) the protection given to information acquired in carrying out such tasks.

(b) The competent authority shall ensure that the internal audit process and safety risk management process required by ARO.GEN.200 (a) (4) covers all certification, authorisation or continuing oversight tasks performed on its behalf.

(…)

SECTION III — OVERSIGHT, CERTIFICATION AND ENFORCEMENT

(8) Editorial update of point (a)(2) of *ARO.GEN.300 Oversight*.

ARO.GEN.300 Oversight

(a) The competent authority shall verify:

(1) compliance with the requirements applicable to organisations or type of operations prior to the issue of a certificate, approval or authorisation, as applicable;

(2) continued compliance with the applicable requirements of organisations it has certified, specialised operations it has authorised and organisations from ~~whom~~ which it received a declaration;

(3) continued compliance with the applicable requirements of non-commercial operators of other-than-complex motor-powered aircraft; and

(4) implementation of appropriate safety measures mandated by the competent authority as defined in ARO.GEN.135 (c) and (d).

(b) This verification shall:

(1) be supported by documentation specifically intended to provide personnel responsible for safety oversight with guidance to perform their functions;

(2) provide the persons and organisations concerned with the results of safety oversight activity;

(3) be based on audits and inspections, including ramp and unannounced inspections; and

(4) provide the competent authority with the evidence needed in case further action is required, including the measures foreseen by ARO.GEN.350 and ARO.GEN.355.

(c) The scope of oversight defined in (a) and (b) shall take into account the results of past oversight activities and the safety priorities.

(d) Without prejudice to the competences of the Member States and to their obligations as set out in ARO.RAMP, the scope of the oversight of activities performed in the territory of a Member State by persons or organisations established or residing in another Member State shall be determined on the basis of the safety priorities, as well as of past oversight activities.

(e) Where the activity of a person or organisation involves more than one Member State or the Agency, the competent authority responsible for the oversight under (a) may agree to have oversight tasks performed by the competent authority(ies) of the Member State(s) where the activity takes place or by the Agency. Any person or organisation subject to such agreement shall be informed of its existence and of its scope.

(f) The competent authority shall collect and process any information deemed useful for oversight, including for ramp and unannounced inspections.

(…)

(9) In ARO.GEN.305, two new sub-paragraphs ((g) and (h)) have been added in response to comments received on NPA 2013-01(B). Sub-paragraph (g) provides for the possibility to reduce the oversight planning cycle if there is evidence that the safety performance of the organisation has decreased. Sub-paragraph (h) stipulates that at the completion of each oversight planning cycle, the competent authority shall issue a recommendation report on the continuation of the scope of approval on the basis of the results of past oversight.

ARO.GEN.305 Oversight programme

(a) The competent authority shall establish and maintain an oversight programme covering the oversight activities required by ARO.GEN.300 and by ARO.RAMP.

(b) For organisations certified by the competent authority, the oversight programme shall be developed taking into account the specific nature of the organisation, the complexity of its activities, the results of past certification and/or oversight activities required by ARO.GEN and ARO.RAMP and shall be based on the assessment of associated risks. It shall include within each oversight planning cycle:

(1) audits and inspections, including ramp and unannounced inspections as appropriate; and

(2) meetings convened between the accountable manager and the competent authority to ensure both remain informed of significant issues.

(c) For organisations certified by the competent authority an oversight planning cycle not exceeding 24 months shall be applied.

The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation has decreased.

The oversight planning cycle may be extended to a maximum of 36 months if the competent authority has established that, during the previous 24 months:

(1) the organisation has demonstrated an effective identification of aviation safety hazards and management of associated risks;

(2) the organisation has continuously demonstrated under ORO.GEN.130 that it has full control over all changes;

(3) no level 1 findings have been issued; and

(4) all corrective actions have been implemented within the time period accepted or extended by the competent authority as defined in ARO.GEN.350 (d)(2).

The oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the above, the organisation has established, and the competent authority has approved, an effective continuous reporting system to the competent authority on the safety performance and regulatory compliance of the organisation itself.

(d) For organisations declaring their activity to the competent authority, the oversight programme shall be developed based on the specific nature of the organisation, the complexity of its activities and the data of past oversight activities and the assessment of risks associated with the type of activity carried out. It shall include audits and inspections, including ramp and unannounced inspections, as appropriate.

(d1) For organisations holding a specialised operations authorisation, the oversight programme shall be established in accordance with (d) and shall also take into account the past and current authorisation process and the validity period of the authorisation.

(e) For persons holding a licence, certificate, rating, or attestation issued by the competent authority the oversight programme shall include inspections, including unannounced inspections, as appropriate.

(f) The oversight programme shall include records of the dates when audits, inspections and meetings are due and when such audits, inspections and meetings have been carried out.

(g) The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation has decreased.

(h) At the completion of each oversight planning cycle, the competent authority shall issue a recommendation report on the continuation of the approval which shall consider possible limitations to the scope of approval on the basis of the results of past oversight.

(10) Amendment of ARO.GEN.350 point (d)(4) to clarify that this point refers to those cases where the competent authority either has raised the finding itself or has been informed about a finding raised by another competent authority in the context of cooperative oversight (ARO.GEN.300(d)).

ARO.GEN.350 Findings and corrective actions — organisations

(a) The competent authority for oversight in accordance with ARO.GEN.300 (a) shall have a system to analyse findings for their safety significance.

(b) A level 1 finding shall be issued by the competent authority when any significant non-compliance is detected with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the organisation's procedures and manuals or with the terms of an approval, certificate, specialised operation authorisation or with the content of a declaration which lowers safety or seriously hazards flight safety.

The level 1 findings shall include:

(1) failure to give the competent authority access to the organisation's facilities as defined in ORO.GEN.140 during normal operating hours and after two written requests;

(2) obtaining or maintaining the validity of the organisation certificate or specialised operation authorisation by falsification of submitted documentary evidence;

(3) evidence of malpractice or fraudulent use of the organisation certificate or specialised operation authorisation; and

(4) the lack of an accountable manager.

(c) A level 2 finding shall be issued by the competent authority when any non-compliance is detected with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the organisation's procedures and manuals or with the terms of an approval, certificate, specialised operation authorisation or with the content of a declaration which could lower safety or hazard flight safety.

(d) When a finding is detected during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EC) No 216/2008 and its

Implementing Rules, communicate the finding to the organisation in writing and request corrective action to address the non-compliance(s) identified. Where relevant, the competent authority shall inform the State in which the aircraft is registered.

(1) In the case of level 1 findings the competent authority shall take immediate and appropriate action to prohibit or limit activities, and if appropriate, it shall take action to revoke the certificate, specialised operation authorisation or specific approval or to limit or suspend it in whole or in part, depending upon the extent of the level 1 finding, until successful corrective action has been taken by the organisation.

(2) In the case of level 2 findings, the competent authority shall:

(i) grant the organisation a corrective action implementation period appropriate to the nature of the finding that in any case initially shall not be more than 3 months. At the end of this period, and subject to the nature of the finding, the competent authority may extend the 3 month period subject to a satisfactory corrective action plan agreed by the competent authority; and

(ii) assess the corrective action and implementation plan proposed by the organisation and, if the assessment concludes that they are sufficient to address the non-compliance(s), accept these.

(3) Where an organisation fails to submit an acceptable corrective action plan, or to perform the corrective action within the time period accepted or extended by the competent authority, the finding shall be raised to a level 1 finding and action taken as laid down in (d)(1).

(4) The competent authority shall record all findings it has raised or that have been communicated to it in accordance with point (e) below and, where applicable, the enforcement measures it has applied, as well as all corrective actions and date of action closure for findings.

(e) Without prejudice to any additional enforcement measures, when the authority of a Member State acting under the provisions of ARO.GEN.300 (d) identifies any non-compliance with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules by an organisation certified by, or authorised by or declaring its activity to the competent authority of another Member State or the Agency, it shall inform that competent authority and provide an indication of the level of finding.

(11) Amendment of point (d)(2)(i) of *ARO.GEN.350 Findings and corrective actions — organisations* to ensure that the initial three-month period, in case of a corrective action plan in conjunction with a level 2 finding, shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance identified.

ARO.GEN.350 Findings and corrective actions — organisations

(a) The competent authority for oversight in accordance with ARO.GEN.300 (a) shall have a system to analyse findings for their safety significance.

(b) A level 1 finding shall be issued by the competent authority when any significant non-compliance is detected with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the organisation's procedures and manuals or with the terms of an approval, certificate, specialised operation authorisation or with the content of a declaration which lowers safety or seriously hazards flight safety.

The level 1 findings shall include:

(1) failure to give the competent authority access to the organisation's facilities as defined in ORO.GEN.140 during normal operating hours and after two written requests;

(2) obtaining or maintaining the validity of the organisation certificate or specialised operation authorisation by falsification of submitted documentary evidence;

(3) evidence of malpractice or fraudulent use of the organisation certificate or specialised operation authorisation; and

(4) the lack of an accountable manager.

(c) A level 2 finding shall be issued by the competent authority when any non-compliance is detected with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the organisation's procedures and manuals or with the terms of an approval, certificate, specialised operation authorisation or with the content of a declaration which could lower safety or hazard flight safety.

(d) When a finding is detected during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EC) No 216/2008 and its Implementing Rules, communicate the finding to the organisation in writing and request corrective action to address the non-compliance(s) identified. Where relevant, the competent authority shall inform the State in which the aircraft is registered.

(1) In the case of level 1 findings the competent authority shall take immediate and appropriate action to prohibit or limit activities, and if appropriate, it shall take action to revoke the certificate, specialised operation authorisation or specific approval or to limit or suspend it in whole or in part, depending upon the extent of the level 1 finding, until successful corrective action has been taken by the organisation.

(2) In the case of level 2 findings, the competent authority shall:

(i) grant the organisation a corrective action implementation period appropriate to the nature of the finding that in any case initially shall not be more than 3 months. It shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance identified. At the end of this period, and subject to the nature of the finding, the competent authority may extend the 3 month period subject to a satisfactory corrective action plan agreed by the competent authority; and

(ii) assess the corrective action and implementation plan proposed by the organisation and, if the assessment concludes that they are sufficient to address the non-compliance(s), accept these.

(3) Where an organisation fails to submit an acceptable corrective action plan, or to perform the corrective action within the time period accepted or extended by the competent authority, the finding shall be raised to a level 1 finding and action taken as laid down in (d)(1).

(4) The competent authority shall record all findings it has raised or that have been communicated to it and, where applicable, the enforcement measures it has applied, as well as all corrective actions and date of action closure for findings.

(e) Without prejudice to any additional enforcement measures, when the authority of a Member State acting under the provisions of ARO.GEN.300 (d) identifies any non-compliance with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules by an organisation certified by, or authorised by or declaring its activity to the competent authority of another Member State or the Agency, it shall inform that competent authority and provide an indication of the level of finding.

(…)

SUBPART OPS — AIR OPERATIONS

SECTION I — CERTIFICATION OF COMMERCIAL AIR TRANSPORT OPERATORS

(…)

(12) Change of the title of *ARO.OPS.105 Code-share arrangements* to now read 'Code-share agreements'.

ARO.OPS.105 Code-share agreements ~~arrangements~~

In considering the safety of a code-share agreement involving a third-country operator, the competent authority shall:

(1) satisfy itself, following the verification by the operator as set out in ORO.AOC.115, that the third-country operator complies with the applicable ICAO standards;

(2) liaise with the competent authority of the State of the third-country operator as necessary.

(13) ARO.OPS.110(a)(3) is amended to limit the prior approval to dry lease-out agreements of an aircraft with a third-country operator. ARO.OPS.110(d)(1) is amended to include the correct airworthiness regulation reference.

ARO.OPS.110 Lease agreements

(a) The competent authority shall approve a lease agreement when satisfied that the operator certified in accordance with Annex III (Part-ORO) complies with:

(1) ORO.AOC.110 (d), for dry leased-in third country aircraft;

(2) ORO.AOC.110 (c), for wet lease-in of an aircraft from a third-country operator;

(3) ORO.AOC.110 (e), for dry lease-out of an aircraft to any third-country operator;

(4) relevant requirements of continuing airworthiness and air operations, for dry lease-in of an aircraft registered in the EU and wet lease-in of an aircraft from an EU operator.

(b) The approval of a wet lease-in agreement shall be suspended or revoked whenever:

(1) the AOC of the lessor or lessee is suspended or revoked;

(2) the lessor is subject to an operating ban pursuant to Regulation (EC) No 2111/2005 of the European Parliament and of the Council[10].

[10] OJ L 362 ~~44~~344, 17 ~~12~~27.12.2014 ~~2005~~ 2014, p. 1 ~~15~~ 1.

(c) The approval of a dry lease-in agreement shall be suspended or revoked whenever the certificate of airworthiness of the aircraft is suspended or revoked.

(d) When asked for the prior approval of a dry-lease out agreement in accordance with ORO.AOC.110 (e), the competent authority shall ensure:

(1) proper coordination with the competent authority responsible for the continuing oversight of the aircraft, in accordance with ~~Commission~~ Regulation (EU~~C~~) No 1321/2014 ~~2042/2003~~[11], or for the operation of the aircraft, if it is not the same authority;

(2) that the aircraft is timely removed from the operator's AOC.

(…)

SUBPART RAMP — RAMP INSPECTIONS OF AIRCRAFT OF OPERATORS UNDER THE REGULATORY OVERSIGHT OF ANOTHER STATE

(…)

(14) Amendment of point (b)(5) of *ARO.RAMP.105 Prioritisation criteria* to provide the correct reference to the Regulation regarding third-country operators.

ARO.RAMP.105 Prioritisation criteria

(a) The Agency shall provide competent authorities with a list of operators or aircraft identified as presenting a potential risk, for the prioritisation of ramp inspections.

(b) This list shall include:

(1) operators of aircraft identified on the basis of the analysis of available data in accordance with ARO.RAMP.150 (b)(4);

(2) operators or aircraft communicated to the Agency by the European Commission and identified on the basis of:

(i) an opinion expressed by the Air Safety Committee (ASC) within the context of the implementation of Regulation (EC) No 2111/2005 that further verification of effective compliance with relevant safety standards through systematic ramp inspections is necessary; or

(ii) information obtained by the European Commission from the Member States pursuant to Article 4(3) of Regulation (EC) No 2111/2005.

(3) aircraft operated into the territory subject to the provisions of the Treaty by operators included in Annex B of the list of operators subject to an operating ban pursuant to Regulation (EC) No 2111/2005.

(4) aircraft operated by operators certified in a State exercising regulatory oversight over operators included in the list referred to in (3).

[11] ~~OJ L 315, 28.11.2003, p. 1.~~

(5) aircraft used by a third-country operator that operates into, within or out of the territory subject to the provisions of the Treaty for the first time or whose authorisation issued in accordance with Regulation (EU) No 452/2014 ~~ART.GEN.205~~ is limited or reinstated after suspension or revocation.

(c) The list shall be produced, in accordance with procedures established by the Agency, after every update of the Community list of operators subject to an operating ban pursuant to Regulation (EC) No 2111/2005, and in any case at least once every 4 months.

(…)

(15) Amendment of point (d)(2) of *ARO.RAMP.140 Grounding of aircraft* to provide the correct reference to the 'Permit to Fly' Regulation.

ARO.RAMP.140 Grounding of aircraft

(a) In the case of a category 3 finding where it appears that the aircraft is intended or is likely to be flown without completion by the operator or owner of the appropriate corrective action, the competent authority shall:

(1) notify the pilot-in-command/commander or the operator that the aircraft is not permitted to commence the flight until further notice; and

(2) ground that aircraft.

(b) The competent authority of the State where the aircraft is grounded shall immediately inform the competent authority of the State of the operator and of the State in which the aircraft is registered, if relevant, and the Agency in the case of a grounded aircraft used by a third-country operator.

(c) The competent authority shall, in coordination with the State of the operator or the State of Registry, prescribe the necessary conditions under which the aircraft can be allowed to take-off.

(d) If the non-compliance affects the validity of the certificate of airworthiness of the aircraft, the grounding shall only be lifted by the competent authority when the operator shows evidence that:

(1) compliance with the applicable requirements has been re-established;

(2) it has obtained a permit-to-fly in accordance with ~~Commission~~ Regulation (EU) ~~(EC)~~ No 748/2012 ~~1702/2003~~[12], for aircraft registered in a Member State;

(3) a permit-to-fly or equivalent document of the State of Registry or the State of the operator for aircraft registered in a third country and operated by an EU or a third-country operator; and

(4) permission from third countries which will be overflown, if applicable.

(…)

[12] OJ L 224, 21.8.2012, p. 1.

(16) Amendment of *Appendix I to Part-ARO* to correct the numbering of the footnotes.

Appendix I

AIR OPERATOR CERTIFICATE **(Approval schedule for air transport operators)** **Types of operation:** Commercial air transport (CAT) ☐ Passengers; ☐ Cargo; ☐ Other[1]**:……..**		
4 ~~5~~	State of the Operator [2] ~~3~~ Issuing Authority[3] [4]	[5]
AOC #[5] ~~6~~: 	Operator Name[7] ~~6~~ Dba Trading Name[8] ~~7~~ Operator address[10] ~~9~~: Telephone[11] ~~10~~: Fax: E-mail:	Operational Points of Contact:[9] ~~8~~ Contact details, at which operational management can be contacted without undue delay, are listed in ……..[12] ~~12~~ [11].
This certificate certifies that ……..[13] ~~12~~ is authorised to perform commercial air operations, as defined in the attached operations specifications, in accordance with the operations manual, Annex IV to Regulation (EC) No 216/2008 and its Implementing Rules .		
Date of issue[14] ~~13~~:	Name and Signature[15] ~~14~~[1]: Title:	

1. Other type of transportation to be specified.

2 ~~3~~. Replaced by the name of the State of the Operator.

3. ~~4.~~ Replaced by the identification of the issuing competent authority.

4. ~~5.~~ For use of the competent authority.

5. ~~6.~~ Approval reference, as issued by the competent authority.

6. ~~7~~ Replaced by the operator's registered name.

7. ~~8.~~ Operator's trading name, if different. Insert "Dba" (for "Doing business as") before the trading name.

8. ~~9.~~ The contact details include the telephone and fax numbers, including the country code, and the e-mail address (if available) at which operational management can be contacted without undue delay for issues related to flight operations, airworthiness, flight and cabin crew competency, dangerous goods and other matters as appropriate.

9. ~~10.~~ Operator's principal place of business address.

10. ~~11.~~ Operator's principal place of business telephone and fax details, including the country code. E-mail to be provided if available.

11. ~~12.~~ Insertion of the controlled document, carried on board, in which the contact details are listed, with the appropriate paragraph or page reference. E.g.: "Contact details … are listed in the operations manual, gen/basic, chapter 1, 1.1"; or "… are listed in the operations specifications, page 1"; or "… are listed in an attachment to this document".

12. ~~13.~~ Operator's registered name.

13. ~~14.~~ Issue date of the AOC (dd-mm-yyyy).

14. ~~15.~~ Title, name and signature of the competent authority representative. In addition, an official stamp may be applied on the AOC.

EASA FORM 138 Issue ~~1~~ 2

(17) Amendment of footnotes 10, 11, 18 and 19 to *Appendix II to Part-ARO*.

Appendix II

OPERATIONS SPECIFICATIONS (subject to the approved conditions in the operations manual)				
Issuing Authority Contact Details Telephone[1]: _____; Fax: _____; E-mail: _____				
AOC#[2]: Operator Name[3]: Date[4]: Signature: Dba Trading Name Operations Specifications#:				
Aircraft Model[5]: Registration Marks[6]:				
Commercial operations ☐....				
Area of operation[7]:				
Special Limitations[8]:				
Specific Approvals:	Yes	No	Specification[9]	Remarks
Dangerous Goods	☐	☐		
Low Visibility Operations Take-off Approach and Landing	☐	☐	RVR[11]: m CAT[10].... RVR: m DH: ft	
RVSM[12] ☐ N/A	☐	☐		
ETOPS[13] ☐ N/A	☐	☐	Maximum Diversion Time[14]: min.	
Navigation specifications for PBN Operations[15]	☐	☐		[16]
Minimum navigation performance specification	☐	☐		
Helicopter operations with the aid of night vision imaging systems	☐	☐		
Helicopter hoist operations	☐	☐		
Helicopter emergency medical service operations	☐	☐		
Cabin crew training[17]	☐	☐		
Issue of CC attestation[18]	☐	☐		
Continuing airworthiness	☐	☐	[19]	
Others[20]				

1. Telephone and fax contact details of the competent authority, including the country code. E-mail to be provided if available.
2. Insertion of associated air operator certificate (AOC) number.
3. Insertion of the operator's registered name and the operator's trading name, if different. Insert "Dba" before the trading name (for "Doing business as").
4. Issue date of the operations specifications (dd-mm-yyyy) and signature of the competent authority representative.
5 Insertion of ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232).
6. Either the registration marks are listed in the operations specifications or in the operations manual. In the latter case the related operations specifications must make a reference to the related page in the operation manual. In case not all specific approvals apply to the aircraft model, the registration marks of the aircraft could be entered in the remark column to the related specific approval.
7. Listing of geographical area(s) of authorised operation (by geographical coordinates or specific routes, flight information region or national or regional boundaries).
8. Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
9. List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
10. Insertion of applicable precision approach category: LTS CAT I, CAT II, OTS CAT II, CAT IIIA, CAT IIIB or CAT IIIC. Insertion of minimum runway visual range (RVR) in met~~r~~es and decision height (DH) in feet. One line is used per listed approach category.
11. Insertion of approved minimum take-off RVR in met~~r~~es. One line per approval may be used if different approvals are granted.
12. Not Applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.
13. Extended range operations (ETOPS) currently applies only to two-engined aircraft. Therefore the Not Applicable (N/A) box may be checked if the aircraft model has more or less than two engines.
14. The threshold distance may also be listed (in NM), as well as the engine type.
15. Performance-based navigation (PBN): one line is used for each PBN approval (e.g. area navigation (RNAV) 10, RNAV 1, required navigation performance (RNP) 4,…), with appropriate limitations or conditions listed in the "Specifications" and/or "Remarks" columns.
16. Limitations, conditions and regulatory basis for operational approval associated with the PBN approval (e.g. global navigation satellite system (GNSS), distance measuring equipment/DME/inertial reference unit (DME/DME/IRU), …).
17. Approval to conduct the training course and examination to be completed by applicants for a cabin crew attestation as specified in Annex V (Part-CC) to Commission Regulation (EU) No 1178/2011.
18. Approval to issue cabin crew attestations and to conduct the related examination as specified in Annex V (Part-CC) to Commission Regulation (EU) No 1178/2011.
19. The name of the person/organisation responsible for ensuring that the continuing airworthiness of the aircraft is maintained and a reference to the regulation that requires the work, i.e. Annex I (Part-M), Subpart G to ~~Commission~~ Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~.
20. Other approvals or data can be entered here, using one line (or one multi-line block) per authorisation (e.g. short landing operations, steep approach operations, helicopter operations to/from a public interest site, helicopter operations over a hostile environment located outside a congested area, helicopter operations without a safe forced landing capability, operations with increased bank angles,

maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval, aircraft used for non-commercial operations).

EASA FORM 139 Issue ~~1~~ 2

(18) Amendment of the template of the proof of ramp inspection contained in *Appendix III to Part-ARO* in order to provide more space for the finding description and to cater for the different types of operation in SAFA and SACA.

Proof of Ramp Inspection					
Date:	Local Time Start: Local Time End:	Place:			**Information of competent authority (logo, contact details tel./fax/e-mail)**
Operator:					
AOC Number:	SAFA ❒ or SACA ❒	SAFA Type of Operation: ❒ Commercial Air Transport (Annex 6 Part I) ❒ General Aviation (Annex 6 Part II) ❒ Helicopter Operation (Annex 6 Part III)			
State:		SACA Type of Operation: ❒ CAT-Aeroplanes	❒ CAT-Helicopter	❒ NCC-Aeroplanes ❒ Other (please specify)	
Route from:			Flight No.:		
Route to:			Flight No.:		
Chartered by Operator: (where applicable)			Charterer's State: (where applicable)		
Aircraft type:	Registration mark:		Construction No.:		
Flight crew state of licensing:	2nd state of licensing: (where applicable)		Aircraft configuration: ❒ Passenger ❒ Freight ❒ Combi		

Item	Std[1]	Cat[2]	Finding Description

Item	Description	Check	Remark
A	**Flight Deck**		
1	General Condition		
2	Emergency Exit		
3	Equipment		
	Documentation		
4	Manuals		
5	Checklists		
6	Radio Navigation Charts		
7	Minimum Equipment List		
8	Certificate of registration		
9	Noise certificate (where applicable)		
10	AOC or equivalent		
11	Radio licence		
12	Certificate of Airworthiness (C of A)		
	Flight data		
13	Flight preparation		
14	weight and balance		
	Safety Equipment		
15	Hand fire extinguishers		
16	Life jackets / flotation device		
17	Harness		
18	Oxygen equipment		
19	Independent portable light		
	Flight Crew		
20	Flight crew licence		
	Journey Log Book / Technical Log or equivalent		
21	Journey Log Book, or equivalent		
22	Maintenance release		
23	Defect notification and rectification		
24	Pre-flight inspection		
B	**Safety / Cabin**		
1	General Internal Condition		
2	Cabin attendant's station & crew rest area		
3	First Aid Kit/ Emergency medical kit		
4	Hand fire extinguishers		
5	Life jackets / Flotation devices		
6	Seat belt and seat condition		
7	Emergency exit, lighting/marking, independent portable light		
8	Slides /Life-Rafts (as required), ELT		
9	Oxygen Supply (Cabin Crew and		
10	Safety Instructions		
11	Cabin crew members		
12	Access to emergency exits		
13	Safety of passenger baggage's		
14	Seat capacity		
C	**Aircraft Condition**		
1	General external condition		
2	Doors and hatches		
3	Flight controls		
4	Wheels, tyres and brakes		
5	Undercarriage skids/floats		
6	Wheel well		

[1]Inspection Standards: E = EASA, I = ICAO, M = Manufacturer, N = National, O = Others

[2] Finding Category: G = General Remark, I = Minor, II = Significant , III = Major

Corrective Action Information (where applicable)

7	Power plant and pylon			
8	Fan blades, Propellers, Rotors (main & tail)			
9	Obvious repairs			
10	Obvious un-repaired damage			
11	Leakage			
D	**Cargo**			
1	General condition of cargo compartment			
2	Dangerous Goods			
3	Safety of cargo on board			
E	**General**			
1	General			

Class of Action		
❒	3d	Immediate operating ban
❒	3c	Aircraft grounded by (name CA)
❒	3b	Corrective actions before Flight required
❒	3a	Restriction on aircraft operation
❒	2	Information to Authority and Operator
❒	1	Information to PIC/operator representative
❒	0	No Findings

PIC / operator representative (comments / feedback)	Name & Signature

SAFA Inspector(s) name or number:

(*) Signature by any member of the crew or other representative of the inspected operator does in no way imply acceptance of the listed findings but simply a confirmation that the aircraft has been inspected on the date and at the place indicated on this document.
This report represents an indication of what was found on this occasion and must not be constructed as a determination that the aircraft is fit for the intended flight.
Data submitted in this report can be subject to change upon entering into the centralised database.

CA Document Number xxx

3.1.3. Annex III (Part-ORO)

(…)

SUBPART GEN — GENERAL REQUIREMENTS

SECTION I — GENERAL

(…)

(19) Amendment of ORO.GEN.110 Operator responsibilities as follows:

(i) Under point (h), the term 'aircraft manufacturer' is replaced by 'design approval holder', because changes to checklist items will not only come from the aircraft manufacturer, as many Supplemental Type Certificates (STCs) also impact on the checklist and need to be included.

(ii) Point (j) is amended to include an editorial update.

(iii) Point (k) is amended to exempt certain operators from the approval under Part-SPA of DG training programmes if they do not intend to transport dangerous goods.

ORO.GEN.110 Operator responsibilities

(a) The operator is responsible for the operation of the aircraft in accordance with Annex IV to Regulation (EC) No 216/2008, as applicable, the relevant requirements of this Annex and its air operator certificate (AOC) or specialised operation authorisation (SPO authorisation) or declaration.

(b) Every flight shall be conducted in accordance with the provisions of the operations manual.

(c) The operator shall establish and maintain a system for exercising operational control over any flight operated under the terms of its certificate, SPO authorisation or declaration.

(d) The operator shall ensure that its aircraft are equipped and its crews are qualified as required for the area and type of operation.

(e) The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.

(f) The operator shall establish procedures and instructions for the safe operation of each aircraft type, containing ground staff and crew member duties and responsibilities, for all types of operation on the ground and in flight. These procedures and instructions shall not require crew members to perform any activities during critical phases of flight other than those required for the safe operation of the aircraft. Procedures and instructions for a sterile flight crew compartment shall also be included.

(g) The operator shall ensure that all personnel are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and that are pertinent to the performance of their duties.

(h) The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe

human factors principles and take into account the latest relevant documentation from the applicable design approval holder ~~aircraft manufacturer~~.

(i) The operator shall specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes or operating sites concerned. These procedures shall be included in the operations manual.

(j) The operator shall establish and maintain dangerous goods training programmes for personnel as required by the Technical Instructions which shall be approved ~~subject to review and approval~~ by the competent authority. Training programmes shall be commensurate with the responsibilities of personnel.

(k) Notwithstanding (j), an ~~the~~ operator of a complex motor-powered-aircraft used in non-commercial operations, provided they do not intend to transport dangerous goods, shall establish and maintain dangerous goods training programmes for personnel as required by the Technical Instructions. This training shall not be required to be approved. ~~sailplane or a balloon or of flights taking off and landing at the same aerodrome or operating site, under VFR by day, with~~

~~(i) single-engined propeller-driven aeroplanes having a maximum certified take-off mass of 5 700 kg or less and a MOPSC of 5 or less; or~~

~~(ii) other-than complex motor-powered helicopters, single-engined, with a MOPSC of 5 or less,~~

~~shall ensure that the flight crew has received an appropriate training or briefing to enable them to recognise undeclared dangerous goods brought on-board by passengers or as cargo.~~

(l) Notwithstanding (j), the following operators, shall ensure that the flight crew has received an appropriate dangerous goods training or briefing, to enable them to recognise undeclared dangerous goods brought on board by passengers or as cargo:

(1) a sailplane;

(2) a balloon; or

(3) a commercial flight taking off and landing at the same aerodrome or operating site, under VFR by day, with

(i) a single-engined propeller-driven aeroplane having an MCTOM of 5 700 kg or less and a MOPSC of five or less; or

(ii) an other than complex-motor-powered helicopter, single-engined, with an MOPSC of five or less.

~~shall ensure that the flight crew has received an appropriate training or briefing,. to enable them to recognise undeclared dangerous goods brought on-board by passengers or as cargo.~~

SECTION 2 — MANAGEMENT

(…)

(20) Amendment of *ORO.GEN.205 Contracted activities*. A new sub-paragraph (a)(2) is inserted to ensure that aviation safety hazards associated with contracting and purchasing are considered as part of the operator's management system.

ORO.GEN.205 Contracted activities

(a) The operator shall ensure that when contracting or purchasing any part of its activity~~,~~:

(1) the contracted or purchased service or product conforms to the applicable requirements; and

(2) any aviation safety hazards associated with such contracting and purchasing are considered as part of the operator's management system

(b) When the certified operator or the SPO authorisation holder contracts any part of its activity to an organisation that is not itself certified or authorised in accordance with this Part to carry out such activity, the contracted organisation shall work under the approval of the operator. The contracting organisation shall ensure that the competent authority is given access to the contracted organisation, to determine continued compliance with the applicable requirements.

(…)

SUBPART AOC — AIR OPERATOR CERTIFICATION

(…)

(21) *ORO.AOC.110 Leasing agreements* has been amended as follows: (ii) In points (c)(2) and (d)(3) — now renamed (e)(3) — to provide the correct reference to the current Continuing Airworthiness Regulation

(i) In sub-paragraph (a) to limit the prior approval requirement to lease agreements concerning aircraft registered in a third country and to remove the prior approval for lease agreements between EU operators.

(ii) In points (c)(2) and (d)(3) — now renamed (e)(3) — to provide the correct reference to the current Continuing Airworthiness Regulation.

(iii) A new sub-paragraph (f) has been added to limit the prior approval to dry lease-out of an aircraft to a third-country operator.

ORO.AOC.110 Leasing agreement

~~*Any lease-in*~~ *Wet lease-in*

~~(a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.~~

(a) Without prejudice to Regulation (EC) No 1008/2008, any wet lease-in agreement concerning aircraft registered in a third country used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.

(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an operating ban pursuant to Regulation (EC) No 2111/2005.

~~*Wet lease-in*~~

(c) The applicant for the approval of the wet lease-in of an aircraft of a third-country operator shall demonstrate to the competent authority that:

(1) the third-country operator holds a valid AOC issued in accordance with ICAO Annex 6;

(2) the safety standards of the third-country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~ and this Regulation; and

(3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8.

Dry lease-in

(d) Without prejudice to Regulation (EC) No 1008/2008, any dry lease-in agreement concerning aircraft registered in a third country used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.

(~~d~~) (e) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that:

(1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU;

(2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and

(3) compliance with the applicable requirements of Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~ is ensured.

Dry lease-out

(f) ~~(e)~~ The operator certified in accordance with this Part intending to dry lease-out one of its aircraft to a third-country operator shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation.

Notification of lease agreements not requiring prior approval ~~*Wet lease-out*~~

(g) ~~(f)~~ Prior to any lease agreement between operators certified in accordance with this Part or a wet lease-out of an aircraft to a third country operator, the operator certified in accordance with this Part shall notify the competent authority.

(…)

(22) Editorial update of *ORO.AOC.130 Flight data monitoring — aeroplanes*.

ORO.AOC.130 Flight data monitoring — aeroplanes

(a) The operator shall establish and maintain a flight data monitoring ~~system~~ programme, which shall be integrated in its management system, for aeroplanes with a maximum certificated take-off mass of more than 27 000 kg.

(b) The flight data monitoring ~~system~~ programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.

(23) Amendment of point (a)(4) of ORO.AOC.135 Personnel requirements to provide the correct reference to the current Continuing Airworthiness Regulation.

ORO.AOC.135 Personnel requirements

(a) In accordance with ORO.GEN.210 (b), the operator shall nominate persons responsible for the management and supervision of the following areas:

(1) flight operations;

(2) crew training;

(3) ground operations; and

(4) continuing airworthiness in accordance with Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~.

(b) *Adequacy and competency of personnel*

(1) The operator shall employ sufficient personnel for the planned ground and flight operations.

(2) All personnel assigned to, or directly involved in, ground and flight operations shall:

(i) be properly trained;

(ii) demonstrate their capabilities in the performance of their assigned duties; and

(iii) be aware of their responsibilities and the relationship of their duties to the operation as a whole.

(c) *Supervision of personnel*

(1) The operator shall appoint a sufficient number of personnel supervisors, taking into account the structure of the operator's organisation and the number of personnel employed.

(2) The duties and responsibilities of these supervisors shall be defined, and any other necessary arrangements shall be made to ensure that they can discharge their supervisory responsibilities.

(3) The supervision of crew members and personnel involved in the operation shall be exercised by individuals with adequate experience and the skills to ensure the attainment of the standards specified in the operations manual.

(…)

SUBPART SPO — COMMERCIAL SPECIALISED OPERATIONS

(24) Amendment of points (c)(1)(i) and (c)(2)(iii) of *ORO.SPO.100 Common requirements for commercial specialised operators* to provide the correct reference to the current Continuing Airworthiness Regulation.

ORO.SPO.100 Common requirements for commercial specialised operators

(a) A commercial specialised operator shall in addition to ORO.DEC.100 also comply with ORO.AOC.135, ORO.AOC.140 and ORO.AOC.150.

(b) Aircraft shall have a certificate of airworthiness (CofA) in accordance with Regulation (EU) No 748/2012 or shall be leased-in in accordance with (c).

(c) A commercial specialised operator shall obtain prior approval of the competent authority and comply with the following conditions, if:

(1) Wet leasing-in an aircraft of a third-country operator:

(i) The safety standards of a third-country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~ and this Regulation;

(ii) The aircraft of a third-country operator has a standard CofA issued in accordance with ICAO Annex 8;

(iii) The duration of the wet lease-in does not exceed seven months in any 12 consecutive month period; or

(2) Dry leasing-in an aircraft registered in a third country:

(i) An operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU;

(ii) The duration of the dry lease-in does not exceed seven months in any 12 consecutive month period;

(iii) Compliance with the applicable requirements of Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~ is ensured;

(iv) The aircraft is equipped in accordance with Annex VIII [Part SPO].

(…)

(25) Amendment of sub-paragraph (b) of *ORO.SEC.100 Flight crew compartment security — aeroplanes* to delete the commas and to clarify that an approved flight crew compartment door is required for all passenger-carrying aeroplanes with either an MCTOM exceeding 45 500 kg or with a MOPSC of more than 60 engaged in the commercial transportation of passengers.

ORO.SEC.100 Flight crew compartment security – aeroplanes

(a) In an aeroplane which is equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin.

(b) All passenger-carrying aeroplanes of a maximum certificated take-off mass exceeding 45 500 kg~~,~~ or with a MOPSC of more than 60 engaged in the commercial transportation of passengers~~,~~ shall be equipped with an approved flight crew compartment door that is capable of being locked and unlocked from either pilot's station and designed to meet the applicable airworthiness requirements.

(c) In all aeroplanes which are equipped with a flight crew compartment door in accordance with point (b) above:

(1) this door shall be closed prior to engine start for take-off and will be locked when required by security procedures or by the pilot-in-command until engine shut down after landing, except when deemed necessary for authorised persons to access or egress in compliance with national civil aviation security programmes; and

(2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.

(26) Amendment of Appendix I:

(i) The reference to continuing airworthiness organisation has been deleted and moved to a table, listing the respective continuing airworthiness organisation for each aircraft, since one operator might have different maintenance organisations for different aircraft.

(ii) The amended Appendix I now allows the declaring operator to inform the CA about the type of operations conducted with each aircraft. This is important since many different forms of specialised operations can be conducted by one single operator.

Appendix I

DECLARATION in accordance with Commission Regulation (EU~~C~~) No 965/2012 on Air operations
Operator Name: Place in which the operator is established or residing and place from which the operations are directed: Name and contact details of the accountable manager:
~~**Continuing airworthiness management organisation in accordance with** Regulation (EC) No 2042/2003~~ ~~Name and address of the organisation and approval reference (as per EASA Form 14)~~
Aircraft operation
Starting date of operation/applicability date of the change:
Type(s) of operation: ☐ Part-NCC: (specify if passenger and/or cargo) ☐ Part-SPO: (specify which type of activity)

Please complete the table below[1] with information on:

Type(s) of aircraft, registration(s), ~~and~~ main base, type of operation, organisation responsible for the continuous airworthiness management:

Aircraft MSN	**Aircraft Type**	**Aircraft Registration**	**Main base**	**Type(s) of operation[2]**	**continuous airworthiness management organisation[3]**

Details of approvals held (attach list of specific approvals to the declaration, if applicable)

Details of specialised operations authorisation held (attach authorisations, if applicable)

List of alternative means of compliance with references to the AMCs they replace (attach to the declaration)

Statements

☐ The management system documentation including the operations manual reflect the applicable requirements set out in Part-ORO, Part-NCC, Part-SPO and Part-SPA.
All flights will be carried out in accordance with the procedures and instructions specified in the operations manual.

☐ All aircraft operated hold a valid certificate of airworthiness and comply with ~~Commission~~ Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~.

☐ All flight crew members and cabin crew members as applicable, are trained in accordance with the applicable requirements.

☐ (If applicable)

The operator has implemented and demonstrated conformance to an officially recognised industry standard.

Reference of the standard:

Certification body:

Date of the last conformance audit:

☐ Any change in the operation that affects the information disclosed in this declaration will be notified to the competent authority.

☐ The operator confirms that the information disclosed in this declaration is correct.

Date, name and signature of the accountable manager

1. If there is not enough space to list the information in the space below, the information shall be listed in a separate Annex. The Annex shall by dated and signed.
2. 'Type(s) of operation' refers to operations conducted with this aircraft, such as non-commercial operations or types of specialised operations e.g. aerial photography flights, aerial advertising flights, news media flights, television and movie flights, parachute operations, skydiving, etc.
3. Information about the organisation responsible for the continuous airworthiness management shall include the name of the organisation, the address and the approval reference.

3.1.4. Annex IV (Part-CAT)

SUBPART A — GENERAL REQUIREMENTS

(…)

SECTION 1 — MOTOR-POWERED AIRCRAFT

(…)

(27) Amendment of point (a)(12) of *CAT.GEN.MPA.105 Responsibilities of the commander* to provide the correct reference to the current Continuing Airworthiness Regulation.

(28) A new sub-paragraph (a)(14) has been inserted into CAT.GEN.MPA.105 to ensure that the obligation of the commander to report defects into the technical log book of the aircraft is also reflected in Part-CAT as it is already reflected in NCC, NCO and SPO.

CAT.GEN.MPA.105 Responsibilities of the commander

(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall:

(1) be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight;

(2) be responsible for the operation and safety of the aircraft:

(i) for aeroplanes, from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off, until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is(are) shut down;

(ii) for helicopters, when the rotors are turning;

(3) have authority to give all commands and take any appropriate actions for the purpose of securing the safety of the aircraft and of persons and/or property carried therein in accordance with 7.c. of Annex IV to Regulation (EC) No 216/2008;

(4) have authority to disembark any person, or any part of the cargo, that may represent a potential hazard to the safety of the aircraft or its occupants;

(5) not allow a person to be carried in the aircraft who appears to be under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered;

(6) have the right to refuse transportation of inadmissible passengers, deportees or persons in custody if their carriage increases the risk to the safety of the aircraft or its occupants;

(7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;

(8) ensure that all operational procedures and checklists are complied with in accordance with the operations manual;

(9) not permit any crew member to perform any activity during critical phases of flight, except duties required for the safe operation of the aircraft;

(10) ensure that flight recorders:

(i) are not disabled or switched off during flight; and

(ii) in the event of an accident or an incident that is subject to mandatory reporting:

(A) are not intentionally erased;

(B) are deactivated immediately after the flight is completed; and

(C) are reactivated only with the agreement of the investigating authority;

(11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);

(12) ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~;

(13) be satisfied that relevant emergency equipment remains easily accessible for immediate use~~.~~;

(14) record utilisation data and all known or suspected defects of the aircraft at the termination of the flight, or series of flights, in the aircraft technical log or journey log of the aircraft;

(b) The commander, or the pilot to whom conduct of the flight has been delegated, shall, in an emergency situation that requires immediate decision and action, take any action he/she considers necessary under the circumstances in accordance with 7.d. of Annex IV to Regulation (EC) No 216/2008. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.

(c) Whenever an aircraft in flight has manoeuvred in response to an airborne collision avoidance system (ACAS) resolution advisory (RA), the commander shall submit an ACAS report to the competent authority.

(d) Bird hazards and strikes:

(1) Whenever a potential bird hazard is observed, the commander shall inform the air traffic service (ATS) unit as soon as flight crew workload allows.

(2) Whenever an aircraft for which the commander is responsible suffers a bird strike that results in significant damage to the aircraft or the loss or malfunction of any essential service, the commander shall submit a written bird strike report after landing to the competent authority.

(…)

(29) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in *CAT.GEN.MPA.150 Ditching — aeroplanes*.

CAT.GEN.MPA.150 Ditching — aeroplanes

The operator shall only operate an aeroplane with a passenger seating configuration of more than 30 on overwater flights at a distance from land suitable for making an emergency landing, greater than 120 minutes at cruising speed, or 400 NM, whichever is less, if the aeroplane complies with the ditching provisions prescribed in the applicable ~~airworthiness code.~~ certification specification.

(…)

(30) Amendment of point (a)(10) of *CAT.GEN.MPA.180 Documents, manuals and information to be carried* to provide the correct reference to the current Continuing Airworthiness Regulation.

CAT.GEN.MPA.180 Documents, manuals and information to be carried

(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:

(1) the aircraft flight manual (AFM), or equivalent document(s);

(2) the original certificate of registration;

(3) the original certificate of airworthiness (CofA);

(4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate;

(5) a certified true copy of the air operator certificate (AOC), including an English translation when the AOC has been issued in another language;

(6) the operations specifications relevant to the aircraft type, issued with the AOC, including an English translation when the operations specifications have been issued in another language;

(7) the original aircraft radio licence, if applicable;

(8) the third party liability insurance certificate(s);

(9) the journey log, or equivalent, for the aircraft;

(10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~;

(11) details of the filed ATS flight plan, if applicable;

(12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;

(13) procedures and visual signals information for use by intercepting and intercepted aircraft;

(14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment;

(15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;

(16) the MEL;

(17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation;

(18) appropriate meteorological information;

(19) cargo and/or passenger manifests, if applicable;

(20) mass and balance documentation;

(21) the operational flight plan, if applicable;

(22) notification of special categories of passenger (SCPs) and special loads, if applicable; and

(23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.

(b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead:

(1) noise certificate;

(2) aircraft radio licence;

(3) journey log, or equivalent;

(4) aircraft technical log;

(5) NOTAMs and AIS briefing documentation;

(6) meteorological information;

(7) notification of SCPs and special loads, if applicable; and

(8) mass and balance documentation.

(c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided.

(…)

SECTION 2 — NON-MOTOR-POWERED AIRCRAFT

(31) Amendment of point (a)(8) of *CAT.GEN.NMPA.100 Responsibilities of the commander* has been amended to provide the correct reference to the current Continuing Airworthiness Regulation.

CAT.GEN.NMPA.100 Responsibilities of the commander

(a) The commander shall:

(1) be responsible for the safety of all crew members and passengers on board, as soon as the commander arrives on board of the aircraft, until the commander leaves the aircraft at the end of the flight;

(2) be responsible for the operation and safety of the aircraft:

(i) for balloons, from the moment the inflating of the envelope is started until the envelope is deflated, unless the commander has delegated the responsibility to another qualified person during the filling phase until the commander arrives as specified in the operations manual (OM);

(ii) for sailplanes, from the moment the launch procedure is started until the sailplane comes to a rest at the end of the flight;

(3) have authority to give all commands and take any appropriate actions for the purpose of securing the safety of the aircraft and of persons and/or property carried therein in accordance with 7.c. of Annex IV to Regulation (EC) No 216/2008;

(4) have authority not to embark and to disembark any person that may represent a potential hazard to the safety of the aircraft or its occupants;

(5) not allow a person to be carried in the aircraft who appears to be under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered;

(6) ensure that all passengers have received a safety briefing;

(7) ensure that all operational procedures and checklists are complied with in accordance with the operations manual;

(8) ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~;

(9) be satisfied that relevant emergency equipment remains easily accessible for immediate use;

(10) comply with the relevant requirements of the operator's occurrence reporting schemes;

(11) comply with all flight and duty time limitations (FTL) and rest requirements applicable to his/her activities;

(12) when undertaking duties for more than one operator:

(i) maintain his/her individual records regarding flight and duty times and rest periods as referred to in applicable FTL requirements; and

(ii) provide each operator with the data needed to schedule activities in accordance with the applicable FTL requirements.

(b) The commander shall not perform duties on an aircraft:

(1) when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes;

(2) until a reasonable time period has elapsed after deep water diving or following blood donation;

(3) if applicable medical requirements are not fulfilled;

(4) if he/she is in any doubt of being able to accomplish his/her assigned duties; or

(5) if he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f. of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered.

(c) The commander shall, in an emergency situation that requires immediate decision and action, take any action the commander considers necessary under the circumstances in accordance with 7.d. of Annex IV to Regulation (EC) No 216/2008. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.

(d) The commander of a balloon shall:

(1) be responsible for the pre-flight briefing of those persons assisting in the inflation and deflation of the envelope;

(2) ensure that no person is smoking on board or within the direct vicinity of the balloon; and

(3) ensure that persons assisting in the inflation and deflation of the envelope wear appropriate protective clothing. (…)

(32) Amendment of point (a)(10) of *CAT.GEN.NMPA.140 Documents, manuals and information to be carried* to provide the correct reference to the current Continuing Airworthiness Regulation.

CAT.GEN.NMPA.140 Documents, manuals and information to be carried

(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:

(1) the aircraft flight manual (AFM), or equivalent document(s);

(2) the original certificate of registration;

(3) the original certificate of airworthiness (CofA);

(4) the noise certificate, if applicable;

(5) a copy of the air operator certificate (AOC);

(6) the operations specifications relevant to the aircraft type, issued with the AOC, if applicable;

(7) the aircraft radio licence, if applicable;

(8) the third party liability insurance certificate(s);

(9) the journey log, or equivalent, for the aircraft;

(10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EU) ~~(EC)~~ No 1321/2014 ~~2042/2003~~, if applicable;

(11) the MEL or CDL, if applicable;

(12) details of the filed air traffic service (ATS) flight plan, if applicable;

(13) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;

(14) procedures and visual signals information for use by intercepting and intercepted aircraft;

(15) information concerning search and rescue services for the area of the intended flight;

(16) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation;

(17) appropriate meteorological information;

(18) passenger manifests, if applicable;

(19) for sailplanes, mass and balance documentation and for balloons, mass documentation;

(20) the operational flight plan, if applicable; and

(21) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.

(…)

SUBPART B — OPERATING PROCEDURES

SECTION 1 — MOTOR-POWERED AIRCRAFT

(…)

(33) Deletion of the extra space after 'Subpart F' under sub-paragraph (a) of *CAT.OP.MPA.140 Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval*. Amendment of sub-paragraph (d) which sets high-level criteria for the approval referred to in CAT.OP.MPA.140(a)(2). One of the criteria is that it shall be demonstrated that the aeroplane/engine combination is capable for an operation with an extended diversion time. This demonstration, however, should not require that the aircraft has been approved in accordance with ETOPS airworthiness criteria. The proposed amendment better clarifies the intent of the rule.

CAT.OP.MPA.140 Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval

(a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F–, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than:

(1) for performance class A aeroplanes with either:

(i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or

(ii) a maximum take-off mass of 45 360 kg or more,

the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b);

(2) for performance class A aeroplanes with:

(i) an MOPSC of 19 or less; and

(ii) a maximum take-off mass less than 45 360 kg,

the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b);

(3) for performance class B or C aeroplanes:

(i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or

(ii) 300 NM, whichever is less.

(b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V_{MO} (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative.

(c) The operator shall include the following data, specific to each type or variant, in the operations manual:

(1) the determined OEI cruising speed; and

(2) the determined maximum distance from an adequate aerodrome.

(d) To obtain the approval referred to in (a)(2), the operator shall provide evidence that:

(1) the extended diversion time capabilities of the aeroplane/engine combination have been demonstrated for the type design approval ~~the aeroplane/engine combination holds an extended range operations with two-engined aeroplanes (ETOPS) type design and reliability approval for the intended operation~~;

(2) a set of conditions has been implemented to ensure that the aeroplane and its engines are maintained to meet the necessary reliability criteria; and

(3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.

(…)

(34) Amendment of *CAT.OP.MPA.151(a) Fuel policy — alleviations* to change the numbering under sub-paragraph (a). In addition, insertion of a comma in sub-paragraph (a1).

CAT.OP.MPA.151 Fuel policy — alleviations

(a) Notwithstanding CAT.OP.MPA.150 (b) to (d), for operations of performance class B aeroplanes the operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes:

(1~~i~~) taxi fuel, if significant;

(2~~ii~~) trip fuel;

(3~~iii~~) reserve fuel, consisting of:

(i~~A~~) contingency fuel that is not less than 5 % of the planned trip fuel or, in the event of in-flight replanning, 5 % of the trip fuel for the remainder of the flight; and

(ii~~B~~) final reserve fuel to fly for an additional period of 45 minutes for reciprocating engines or 30 minutes for turbine engines;

(4~~iv~~) alternate fuel to reach the destination alternate aerodrome via the destination, if a destination alternate aerodrome is required; and

(5~~v~~) extra fuel, if specified by the commander.

(a1) Notwithstanding CAT.OP.MPA.150 (b) to (d), for operations taking off and landing at the same aerodrome or operating site with ELA2 aeroplanes under VFR by day, the operator shall specify the minimum final reserve fuel in the OM. This minimum final reserve fuel shall not be less than the amount needed to fly for a period of 45 minutes.

(b) Notwithstanding CAT.OP.MPA.150 (b) to (d), for helicopters with an MCTOM of 3 175 kg or less, by day and over routes navigated by reference to visual landmarks or local helicopter operations, the fuel policy shall ensure that, on completion of the flight, or series of flights the final reserve fuel is not less than an amount sufficient for:

(1) 30 minutes flying time at normal cruising speed; or

(2) 20 minutes flying time at normal cruising speed when operating within an area providing continuous and suitable precautionary landing sites.

(…)

(35) Insertion of a space between 'CAT' and 'I' in Table 1 (third cell of the left column) of *CAT.OP.MPA.185 Planning minima for IFR flights — aeroplanes*.

CAT.OP.MPA.185 Planning minima for IFR flights — aeroplanes

(a) Planning minima for a take-off alternate aerodrome

The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account.

(b) Planning minima for a destination aerodrome other than an isolated destination aerodrome

The operator shall only select the destination aerodrome when:

(1) the appropriate weather reports and/or forecasts indicate that, during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows:

(i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and

(ii) for an NPA or a circling operation, the ceiling at or above MDH;

or

(2) two destination alternate aerodromes are selected.

(c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome

The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1.

Table 1: Planning minima

Destination alternate aerodrome, isolated destination aerodrome, fuel ERA and ERA aerodrome

Type of approach	Planning minima
CAT II and III	CAT I RVR
CAT I	NPA RVR/VIS Ceiling shall be at or above MDH
NPA	NPA RVR/VIS + 1 000 m Ceiling shall be at or above MDH + 200 ft
Circling	Circling

(…)

(36) Change of 'VAT' to 'V_{AT}' in Table 1 of *CAT.OP.MPA.320 Aircraft categories*.

CAT.OP.MPA.320 Aircraft categories

(a) Aircraft categories shall be based on the indicated airspeed at threshold (V_{AT}) which is equal to the stalling speed (V_{SO}) multiplied by 1.3 or one-g (gravity) stall speed (V_{S1g}) multiplied by 1.23 in the landing configuration at the maximum certified landing mass. If both V_{SO} and V_{S1g} are available, the higher resulting V_{AT} shall be used.

(b) The aircraft categories specified in the table below shall be used.

Table 1: Aircraft categories corresponding to V_{AT} values

Aircraft category	V_{AT} ~~AT~~
A	Less than 91 kt
B	From 91 to 120 kt
C	From 121 to 140 kt
D	From 141 to 165 kt
E	From 166 to 210 kt

(c) The landing configuration that is to be taken into consideration shall be specified in the operations manual.

(d) The operator may apply a lower landing mass for determining the V_{AT} if approved by the competent authority. Such a lower landing mass shall be a permanent value, independent of the changing conditions of day-to-day operations.

(37) Change of the title of SUBPART D to now read 'INSTRUMENTS, DATA, EQUIPMENT' instead of 'INSTRUMENT, DATA, and EQUIPMENT'.

SUBPART D — INSTRUMENTS, DATA, EQUIPMENT

SECTION 1 — AEROPLANES

(…)

(38) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in points (a)(iii) and (b)(1) of *CAT.IDE.A.125 Operations under VFR by day — flight and navigational instruments and associated equipment*.

CAT.IDE.A.125 Operations under VFR by day — flight and navigational instruments and associated equipment

(a) Aeroplanes operated under VFR by day shall be equipped with the following equipment, available at the pilot's station:

(1) A means of measuring and displaying:

(i) Magnetic heading;

(ii) Time in hours, minutes, and seconds;

(iii) ~~Pressure altitude~~ Barometric altitude;

(iv) Indicated airspeed;

(v) Vertical speed;

(vi) Turn and slip;

(vii) Attitude;

(viii) Heading;

(ix) outside air temperature; and

(x) Mach number whenever speed limitations are expressed in terms of Mach number.

(2) A means of indicating when the supply of power to the required flight instruments is not adequate.

(b) Whenever two pilots are required for the operation, an additional separate means of displaying the following shall be available for the second pilot:

(1) ~~Pressure altitude~~ Barometric altitude;

(2) Indicated airspeed;

(3) Vertical speed;

(4) Turn and slip;

(5) Attitude; and

(6) Heading.

(c) A means for preventing malfunction of the airspeed indicating systems due to condensation or icing shall be available for:

(1) aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine; and

(2) aeroplanes first issued with an individual CofA on or after 1 April 1999.

(d) Single engine aeroplanes first issued with an individual CofA before 22 May 1995 are exempted from the requirements of (a)(1)(vi), (a)(1)(vii), (a)(1)(viii) and (a)(1)(ix) if the compliance would require retrofitting.

(39) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in sub-paragraph (b) and in point (h)(1) of *CAT.IDE.A.130 Operations under IFR or at night — flight and navigational instruments and associated equipment*.

CAT.IDE.A.130 Operations under IFR or at night — flight and navigational instruments and associated equipment

Aeroplanes operated under VFR at night or under IFR shall be equipped with the following equipment, available at the pilot's station:

(a) A means of measuring and displaying:

(1) Magnetic heading;

(2) Time in hours, minutes and seconds;

(3) Indicated airspeed;

(4) Vertical speed;

(5) Turn and slip, or in the case of aeroplanes equipped with a standby means of measuring and displaying attitude, slip;

(6) Attitude;

(7) Stabilised heading;

(8) Outside air temperature; and

(9) Mach number whenever speed limitations are expressed in terms of Mach number.

(b) Two means of measuring and displaying ~~Pressure altitude~~ Barometric altitude.

(c) A means of indicating when the supply of power to the required flight instruments is not adequate.

(d) A means for preventing malfunction of the airspeed indicating systems required in (a)(3) and (h)(2) due to condensation or icing.

(e) A means of annunciating to the flight crew the failure of the means required in (d) for aeroplanes:

(1) issued with an individual CofA on or after 1 April 1998; or

(2) issued with an individual CofA before 1 April 1998 with an MCTOM of more than 5 700 kg, and with an MOPSC of more than nine.

(f) Except for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less, two independent static pressure systems.

(g) One static pressure system and one alternate source of static pressure for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less.

(h) Whenever two pilots are required for the operation, a separate means of displaying for the second pilot:

(1) ~~Pressure-altitude~~ Barometric altitude;

(2) Indicated airspeed;

(3) Vertical speed;

(4) Turn and slip;

(5) Attitude; and

(6) Stabilised heading.

(i) A standby means of measuring and displaying attitude capable of being used from either pilot's station for aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine that:

(1) is powered continuously during normal operation and, after a total failure of the normal electrical generating system, is powered from a source independent from the normal electrical generating system;

(2) provides reliable operation for a minimum of 30 minutes after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures;

(3) operates independently of any other means of measuring and displaying attitude;

(4) is operative automatically after total failure of the normal electrical generating system;

(5) is appropriately illuminated during all phases of operation, except for aeroplanes with an MCTOM of 5 700 kg or less, already registered in a Member State on 1 April 1995 and equipped with a standby attitude indicator in the left-hand instrument panel;

(6) is clearly evident to the flight crew when the standby attitude indicator is being operated by emergency power; and

(7) where the standby attitude indicator has its own dedicated power supply, has an associated indication, either on the instrument or on the instrument panel, when this supply is in use.

(j) A chart holder in an easily readable position that can be illuminated for night operations.

(…)

(40) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in sub-paragraphs (c) and (d) of *CAT.IDE.A.275 Emergency lighting and marking.*

CAT.IDE.A.275 Emergency lighting and marking

(a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.

(b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:

(1) sources of general cabin illumination;

(2) internal lighting in floor level emergency exit areas;

(3) illuminated emergency exit marking and locating signs;

(4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required;

(5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and

(6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments.

(c) In the case of aeroplanes with an MOPSC of 19 or less and type certified on the basis of the Agency's ~~airworthiness code.~~ certification specification, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1) to (3).

(d) In the case of aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the Agency's ~~airworthiness code.~~ certification specification, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1).

(e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.

(…)

(41) Replacement of the term 'weight' by the correct term 'mass' in point (c)(1) of *CAT.IDE.A.285 Flight over water*.

CAT.IDE.A.285 Flight over water

(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:

(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and

(2) seaplanes operated over water.

(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.

(c) Seaplanes operated over water shall be equipped with:

(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, ~~weight~~ mass and handling characteristics; and

(2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.

(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:

(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or

(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser,

shall be equipped with the equipment specified in (e).

(e) Aeroplanes complying with (d) shall carry the following equipment:

(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;

(2) a survivor locator light in each life-raft;

(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and

(4) at least two survival ELTs (ELT(S)).

(…)

SECTION 2 — HELICOPTERS

(42) Deletion of the term 'spare fuses' for helicopter operations in point (a)(1) of *CAT.IDE.H.100 Instruments and equipment — general*.

CAT.IDE.H.100 Instruments and equipment — general

(a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EU~~C~~) No 748/2012, except for the following items:

~~(1) Spare fuses;~~

(1~~2~~) Independent portable lights;

(2~~3~~) An accurate time piece;

(3~~4~~) Chart holder;

(4~~5~~) First-aid kit;

(5~~6~~) Megaphones;

(6~~7~~) Survival and signalling equipment;

(7~~8~~) Sea anchors and equipment for mooring; and

(8~~9~~) Child restraint devices.

(b) Instruments and equipment not required by this Subpart that do not need to be approved in accordance with Regulation (EU~~C~~) No 748/2012 but are carried on a flight, shall comply with the following:

(1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex ~~1~~ I to Regulation (EC) No 216/2008 or CAT.IDE.H.330, CAT.IDE.H.335, CAT.IDE.H.340 and CAT.IDE.H.345; and

(2) the instruments and equipment shall not affect the airworthiness of the helicopter, even in the case of failures or malfunction.

(c) If equipment is to be used by one flight crew member at his/her station during flight, it shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it shall be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.

(d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.

(e) All required emergency equipment shall be easily accessible for immediate use.

(…)

(43) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in points (a)(1)(iii) and (b)(1) of *CAT.IDE.H.125 Operations under VFR by day — flight and navigational instruments and associated equipment*.

CAT.IDE.H.125 Operations under VFR by day — flight and navigational instruments and associated equipment

(a) Helicopters operated under VFR by day shall be equipped with the following equipment, available at the pilot's station:

(1) A means of measuring and displaying:

(i) Magnetic heading;

(ii) Time in hours, minutes, and seconds;

(iii) ~~Pressure altitude~~ Barometric altitude;

(iv) Indicated airspeed;

(v) Vertical speed;

(vi) Slip; and

(vii) outside air temperature.

(2) A means of indicating when the supply of power to the required flight instruments is not adequate.

(b) Whenever two pilots are required for the operation, an additional separate means of displaying the following shall be available for the second pilot:

(1) ~~Pressure altitude~~ Barometric altitude;

(2) Indicated airspeed;

(3) Vertical speed; and

(4) Slip.

(c) Helicopters with an MCTOM of more than 3 175 kg or any helicopter operating over water when out of sight of land or when the visibility is less than 1 500 m, shall be equipped with a means of measuring and displaying:

(1) Attitude; and

(2) Heading.

(d) A means for preventing malfunction of the airspeed indicating systems due to condensation or icing shall be available for helicopters with an MCTOM of more than 3 175 kg or an MOPSC of more than nine.

(44) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in sub-paragraph (b) and in point (h)(1) of *CAT.IDE.H.130 Operations under IFR or at night — flight and navigational instruments and associated equipment*.

CAT.IDE.H.130 Operations under IFR or at night — flight and navigational instruments and associated equipment

Helicopters operated under VFR at night or under IFR shall be equipped with the following equipment, available at the pilot's station:

(a) A means of measuring and displaying:

(1) Magnetic heading;

(2) Time in hours, minutes and seconds;

(3) Indicated airspeed;

(4) Vertical speed;

(5) Slip;

(6) Attitude;

(7) Stabilised heading; and

(8) Outside air temperature.

(b) Two means of measuring and displaying ~~pressure altitude~~ barometric altitude. For single-pilot operations under VFR at night one pressure altimeter may be substituted by a radio altimeter.

(c) A means of indicating when the supply of power to the required flight instruments is not adequate.

(d) A means of preventing malfunction of the airspeed indicating systems required in (a)(3) and (h)(2) due to either condensation or icing.

(e) A means of annunciating to the flight crew the failure of the means required in (d) for helicopters:

(1) issued with an individual CofA on or after 1 August 1999; or

(2) issued with an individual CofA before 1 August 1999 with an MCTOM of more than 3 175 kg, and with an MOPSC of more than nine.

(f) A standby means of measuring and displaying attitude that:

(1) is powered continuously during normal operation and, in the event of a total failure of the normal electrical generating system, is powered from a source independent of the normal electrical generating system;

(2) operates independently of any other means of measuring and displaying attitude;

(3) is capable of being used from either pilot's station;

(4) is operative automatically after total failure of the normal electrical generating system;

(5) provides reliable operation for a minimum of 30 minutes or the time required to fly to a suitable alternate landing site when operating over hostile terrain or offshore, whichever is greater, after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures;

(6) is appropriately illuminated during all phases of operation; and

(7) is associated with a means to alert the flight crew when operating under its dedicated power supply, including when operated by emergency power.

(g) An alternate source of static pressure for the means of measuring altitude, airspeed and vertical speed.

(h) Whenever two pilots are required for the operation, a separate means for displaying for the second pilot:

(1) P~~ressure altitude~~ Barometric altitude;

(2) Indicated airspeed;

(3) Vertical speed;

(4) Slip;

(5) Attitude; and

(6) Stabilised heading.

(i) For IFR operations, a chart holder in an easily readable position that can be illuminated for night operations.

(…)

(45) Replacement of the term 'weight' by the correct term 'mass' in sub-paragraph (a) of *CAT.IDE.H.315 Helicopters certified for operating on water — miscellaneous equipment*.

CAT.IDE.H.315 Helicopters certified for operating on water — miscellaneous equipment

Helicopters certified for operating on water shall be equipped with:

(a) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the helicopter on water, appropriate to its size, ~~weight~~ mass and handling characteristics; and

(b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.

(46) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in sub-paragraphs (a) and (b) of *CAT.IDE.H.320 All helicopters on flights over water — ditching*.

CAT.IDE.H.320 All helicopters on flights over water — ditching

(a) Helicopters shall be designed for landing on water or certified for ditching in accordance with the relevant ~~airworthiness code.~~ certification specification when operated in performance class 1 or 2 on a flight over water in a hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruise speed.

(b) Helicopters shall be designed for landing on water or certified for ditching in accordance the relevant ~~airworthiness code.~~ certification specification or fitted with emergency flotation equipment when operated in:

(1) performance class 1 or 2 on a flight over water in a non-hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruise speed;

(2) performance class 2, when taking off or landing over water, except in the case of helicopter emergency medical services (HEMS) operations, where for the purpose of minimising exposure, the landing or take-off at a HEMS operating site located in a congested environment is conducted over water;

(3) performance class 3 on a flight over water beyond safe forced landing distance from land.

(…)

3.1.5. Annex V (Part-SPA)

(…)

SUBPART G — TRANSPORT OF DANGEROUS GOODS

(…)

(47) Amendment of sub-paragraph (e) of *SPA.DG.110 Dangerous goods information and documentation* to include a recent update of ICAO's technical instructions (TI 2013-2014 Part 7 4.1.8).

SPA.DG.110 Dangerous goods information and documentation

The operator shall, in accordance with the Technical Instructions:

(a) provide written information to the pilot-in-command/commander:

(1) about dangerous goods to be carried on the aircraft;

(2) for use in responding to in-flight emergencies;

(b) use an acceptance checklist;

(c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form;

(d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination;

(e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the flight operations officer, flight dispatcher, or the designated ground personnel responsible for flight operations ~~aerodromes of last departure and next scheduled arrival~~, until after the flight to which the information refers;

(f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least 3 months after completion of the flight;

(g) retain the training records of all personnel for at least 3 years.

SUBPART H — HELICOPTER OPERATIONS WITH NIGHT VISION IMAGING SYSTEMS

(…)

(48) Amendment of sub-paragraph (a) of *SPA.NVIS.110 Equipment requirements for NVIS operations* to provide the correct reference to the current Initial Airworthiness Regulation.

SPA.NVIS.110 Equipment requirements for NVIS operations

(a) Before conducting NVIS operations each helicopter and all associated NVIS equipment shall have been issued with the relevant airworthiness approval in accordance with Regulation (EU) ~~(EC)~~ No 748/2012 ~~1702/2003~~[13].

(b) *Radio altimeter*. The helicopter shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and an audio and visual warning at a height selectable by the pilot, instantly discern~~a~~ible during all phases of NVIS flight.

(c) *Aircraft NVIS compatible lighting*. To mitigate the reduced peripheral vision cues and the need to enhance situational awareness, the following shall be provided:

(1) NVIS-compatible instrument panel flood-lighting, if installed, that can illuminate all essential flight instruments;

(2) NVIS-compatible utility lights;

(3) portable NVIS compatible flashlight; and

(4) a means for removing or extinguishing internal NVIS non-compatible lights.

(d) *Additional NVIS equipment*. The following additional NVIS equipment shall be provided:

(1) a back-up or secondary power source for the night vision goggles (NVG);

(2) a helmet with the appropriate NVG attachment.

(e) All required NVGs on an NVIS flight shall be of the same type, generation and model.

(f) *Continuing airworthiness*

(1) Procedures for continuing airworthiness shall contain the information necessary for carrying out ongoing maintenance and inspections on NVIS equipment installed in the helicopter and shall cover, as a minimum:

(i) helicopter windscreens and transparencies;

(ii) NVIS lighting;

(iii) NVGs; and

(iv) any additional equipment that supports NVIS operations.

(2) Any subsequent modification or maintenance to the aircraft shall be in compliance with the NVIS airworthiness approval.

(…)

[13] OJ L 224, 21.8.2012, p. 1.

SUBPART I — HELICOPTER HOIST OPERATIONS

(…)

(49) Amendment of sub-paragraph (b) of *SPA.HHO.110 Equipment requirements for HHO* to provide the correct reference to the current Continuing Airworthiness Regulation.

SPA.HHO.110 Equipment requirements for HHO

(a) The installation of all helicopter hoist equipment, including any radio equipment to comply with SPA.HHO.115, and any subsequent modifications, shall have an airworthiness approval appropriate to the intended function. Ancillary equipment shall be designed and tested to the appropriate standard as required by the competent authority.

(b) Maintenance instructions for HHO equipment and systems shall be established by the operator in liaison with the manufacturer and included in the operator's helicopter maintenance programme as required by Regulation (EU~~C~~) No 1321/2014 ~~2042/2003~~.

(…)

SUBPART J — HELICOPTER EMERGENCY MEDICAL SERVICE OPERATIONS

(…)

(50) Amendment of *SPA.HEMS.110 Equipment requirements for HEMS operations* to provide the correct reference to the 'Permit to Fly' Regulation.

SPA.HEMS.110 Equipment requirements for HEMS operations

The installation of all helicopter dedicated medical equipment and any subsequent modifications and, where appropriate, its operation shall be approved in accordance with Regulation (EU) ~~(EC)~~ No 748/2012 ~~1702/2003~~[14].

(…)

[14] OJ L 224, 21.8.2012, p. 1.

3.1.6. Annex VI (Part-NCC)

(…)

(51) Change of the title of SUBPART D to now read 'INSTRUMENTS, DATA, EQUIPMENT' instead of 'INSTRUMENT, DATA, and EQUIPMENT

Subpart D — Instruments, data, ~~and~~ equipment

(…)

Section 2 — Helicopters

(…)

(52) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in *NCC.IDE.H.235 All helicopters on flights over water — ditching*.

NCC.IDE.H.235 All helicopters on flights over water — ditching

Helicopters shall be designed for landing on water or certified for ditching in accordance with the relevant certification specification ~~airworthiness codes~~ or fitted with emergency flotation equipment when operated on a flight over water in a hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed.

3.1.7. Annex VII (Part-NCO)

(…)

SUBPART B — OPERATIONAL PROCEDURES

(…)

(53) Amendment of *NCO.OP.190 Use of supplemental oxygen* to:

- **be more performance-based;**
- **now refer to a requirement to use supplemental oxygen whenever lack of oxygen might result in impairment of the faculties of crew members; and**
- **ensure that supplemental oxygen is available to passengers when lack of oxygen might harmfully affect passengers.**

NCO.OP.190 Use of supplemental oxygen

The pilot-in-command shall ensure that he/she and flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever ~~the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft~~ lack of oxygen might result in impairment of the faculties of crew members, and shall ensure that supplemental oxygen is available to passengers when lack of oxygen might harmfully affect them.

(…)

(54) Change of the title of SUBPART D to now read 'INSTRUMENT*S*, DATA, EQUIPMENT' instead of 'INSTRUMENT, DATA

SUBPART D — INSTRUMENTS, DATA, EQUIPMENT

Section 1 — Aeroplanes

(…)

(55) Amendment of *NCO.IDE.A.155 Supplemental oxygen — non-pressurised aeroplanes* to:

- **be more performance-based;**
- **now refer to the performance-based requirement of NCO.OP.190 to use supplemental oxygen whenever lack of oxygen might result in impairment of the faculties of crew members; and**
- **ensure that supplemental oxygen is available to passengers when lack of oxygen might harmfully affect passengers.**

NCO.IDE.A.155 Supplemental oxygen — non-pressurised aeroplanes

~~(a)~~ Non-pressurised aeroplanes operated at flight altitudes when the oxygen supply is required in accordance with NCO.OP.190 ~~(b)~~ shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the required oxygen supplies.

~~(b) Non-pressurised aeroplanes operated above flight altitudes at which the pressure altitude in the passenger compartments is above 10 000 ft shall carry enough breathing oxygen to supply:~~

~~(1) all crew members and at least 10 % of the passengers for any period in excess of 30 minutes when the pressure altitude in the passenger compartment will be between 10 000 ft and 13 000 ft; and~~

~~(2) all crew members and passengers for any period that the pressure altitude in the passenger compartment will be above 13 000 ft.~~

(…)

(56) Replacement of the outdated term 'airworthiness code' by the term 'certification specification' in sub-paragraphs (a) and (b) of *NCC.IDE.H.185 All helicopters on flights over water — ditching*.

NCO.IDE.H.185 All helicopters on flights over water — ditching

Helicopters flying over water in a hostile environment beyond a distance of 50 NM from land shall be:

(a) designed for landing on water in accordance with the relevant certification specification ~~airworthiness code;~~

(b) certified for ditching in accordance with the relevant certification specification ~~airworthiness code~~; or

(c) fitted with emergency flotation equipment.

(…)

3.1.8. Annex VIII (Part-SPO)

(…)

Subpart C — Aircraft performance and operating limitations

(…)

(57) Amendment of *SPO.POL.110 Mass and balance system — commercial operations with aeroplanes and helicopters and non-commercial operations with complex motor-powered aircraft* to include a small editorial update and clarify the meaning of the rule.

SPO.POL.110 Mass and balance system — commercial operations with aeroplanes and helicopters and non-commercial operations with complex motor-powered aircraft

(a) The operator shall establish a mass and balance system in order to determine for each flight or series of flights:

(1) aircraft dry operating mass;

(2) mass of the traffic load;

(3) mass of the fuel load;

(4) aircraft load and load distribution;

(5) take-off mass, landing mass and zero fuel mass; and

(6) applicable aircraft CG positions.

(b) The flight crew shall be provided with a means of replicating and verifying any mass and balance computation based on electronic calculations.

(c) The operator shall establish procedures to enable the pilot-in-command to determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the operations manual.

(d) The pilot-in-command shall ensure that the loading of:

(1) the aircraft is performed under the supervision of qualified personnel; and

(2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance.

(e) The operator shall specify, in the operations manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements contained in (a) to (d). This system shall cover all types of intended operations.

(…)

Subpart D — Instruments, data and equipment

Section 1 — Aeroplanes

(…)

(58) Amendment of *SPO.IDE.A.105 Minimum equipment for flight* to clarify the meaning and to ensure that there is no misunderstanding regarding the requirement to have an MEL.

SPO.IDE.A.105 Minimum equipment for flight

A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:

(a) the aeroplane is operated in accordance with the minimum equipment list (MEL)~~, if established~~;

(b) for complex-motor-powered aeroplanes and for any aeroplane used in commercial operations, the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL); or

(c) the aeroplane is subject to a permit to fly issued in accordance with the applicable airworthiness requirements.

(…)

(59) Amendment of *SPO.IDE.A.130 Terrain awareness warning system (TAWS)* to replace the abbreviation MOPSC with the term 'maximum certified seating configuration'.

SPO.IDE.A.130 Terrain awareness warning system (TAWS)

Turbine-powered aeroplanes with a maximum certified take-off mass (MCTOM) of more than 5 700 kg or a~~n MOPSC~~ maximum certified seating configuration of more than nine shall be equipped with a TAWS that meets the requirements for:

(a) class A equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2011; or

(b) class B equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual CofA was first issued on or before 1 January 2011.

(60) Amendment of *SPO.IDE.H.105 Minimum equipment for flight* to clarify the meaning and to ensure that there is no misunderstanding regarding the requirement to have an MEL.

SPO.IDE.H.105 Minimum equipment for flight

A flight shall not be commenced when any of the helicopter's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:

(a) the helicopter is operated in accordance with the minimum equipment list (MEL)~~, if established~~;

(b) for complex motor-powered helicopters, and for any helicopter used in commercial operations, the operator is approved by the competent authority to operate the helicopter within the constraints of the master minimum equipment list (MMEL); or

(c) the helicopter is subject to a permit to fly issued in accordance with the applicable airworthiness requirements.

(…)

4. References

4.1. Affected regulations

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 (OJ L 296, 25.10.2012, p. 1).

4.2. Related CS, AMC and GM

— Decision 2014/019/R of the Executive Director of the Agency of 24 April 2014 adopting Guidance Material to Regulation (EU) No 965/2012 'GM to Regulation (EU) No 965/2012'

— Decision N° 2012/015/Directorate R of the Executive Director of the Agency of 24th 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 'Guidance Material to Annex I – Definitions'

— Decision 2014/025/R of the Executive Director of the Agency of 28 July 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-ARO of Regulation (EU) No 965/2012 and repealing Decision 2014/014/R of the Executive Director of the Agency of 24 April 2014
'AMC and GM to Part-ARO — Issue 3'

— Decision 2014/017/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-ORO of Regulation (EU) No 965/2012 and repealing Decision 2012/017/R of the Executive Director of the Agency of 24 October 2012 'AMC and GM to Part-ORO — Issue 2'

— Decision 2014/002/R of the Executive Director of the agency of 31 January 2014 adopting Certification Specifications and Guidance Material to Annex III (Part ORO) of Commission Regulation (EU) No 965/2012 'CS-FTL.1 — Initial Issue'

— Decision 2014/015/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-CAT of Regulation (EU) No 965/2012 and repealing Decision 2012/018/R of the Executive Director of the Agency of 24 October 2012
'AMC and GM to Part-CAT — Issue 2'

— Decision N° 2012/019/Directorate R of the Executive Director of the Agency of 24th 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 'Acceptable Means of Compliance and Guidance Material to Part-SPA'

— Decision N° 2013/021/Directorate R of the Executive Director of the Agency of 23 August 2013 on adopting Acceptable Means of Compliance and Guidance Material for Non-commercial operations with complex motor-powered aircraft (Part-NCC)

— Decision 2014/016/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-NCO of Regulation (EU) No 965/2012 and repealing Decision 2013/022/R of the Executive Director of the Agency of 23 August 2013
'AMC and GM to Part-NCO — Issue 2'

— Decision 2014/018/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-SPO of Regulation (EU) No 965/2012
'AMC and GM to Part-SPO'

4.3. Other reference documents

— ICAO Doc 8335 — Manual of Procedures for Operations Inspection, Certification and Continued Surveillance

— Safety Recommendations:

- GERF-2006-009
- UNK-2005-148
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