Annex III to ED Decision 2020/005/R

AMC and GM to Part-ORA — Issue 1, Amendment 7

The Annex to ED Decision 2012/007/R of 19 April 2012 is hereby amended as follows:

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

(a) deleted text is ~~struck through~~;

(b) new or amended text is highlighted in blue; and

(c) an ellipsis '[…]' indicates that the remaining text is unchanged.

SUBPART GEN — GENERAL REQUIREMENTS

AMC1 ORA.GEN.200(b) Management system

SIZE, NATURE AND COMPLEXITY OF THE ACTIVITY

[…]

(d) Regardless of the criteria mentioned in (a) and (b), the organisations that provide training in the following areas should always be considered as complex:

(1) full flight simulators (FFSs); or

(2) multi-pilot (MP) type rating; or

(3) zero-flight-time training (ZFTT); or

(4) complex aircraft; or

(5) different categories of aircraft; or

(6) instructor certificates for point (2) and (4) aircraft; or

(7) two or more aerodromes/operating sites.

SUBPART ATO — APPROVED TRAINING ORGANISATIONS

AMC2 ORA.ATO.125 Training programme

[…]

FLIGHT TRAINING

[…]

(k) Aeroplane training with FFS

(1) with the exception of courses approved for ZFTT, certain training exercises normally involving take-off and landing in various configurations should be completed in the aeroplane rather than in an FFS. Unless otherwise specified in the OSD established in accordance with Regulation (EU) No 748/2012 this take-off and landing training should include:

(A) at least four landings in the case of MPAs (or single-pilot high-performance complex aeroplanes (SP HPAs)) where the student pilot has more than 500 hours of MPA experience (or SPA experience) in aeroplanes of similar size and performance or, in all other cases, at least six landings;

(B) at least one full-stop landing; and

(C) one go-around with all engines operating.

This aeroplane training may be completed after the student pilot has completed the FSTD training and has successfully undertaken the type rating skill test, provided it does not exceed 2 hours of the flight training course.

[…]

AMC~~3~~2 ORA.ATO.135 Training aircraft and FSTDs

EVALUATION PROCESS

Two cases for the evaluation process of Annex-I aircraft are distinguished:

(a) Annex-I aircraft that hold an ICAO-level certificate of airworthiness (CoA)

(1) To support the evaluation process performed by the competent authority and provide the competent authority with sufficient data related to the aircraft in question, an instructor who is qualified in accordance with Annex I (Part-FCL) to Regulation (EU) No 1187/2011 and nominated by the head of training (HT) of the ATO should assess that the aircraft is appropriately equipped and suitable for the training courses provided. The result of this assessment should be submitted to the competent authority and may be included already in the application for the authorisation.

(2) During the evaluation process, the competent authority should consider aircraft that hold a CoA issued in accordance with Annex 8 to the Chicago Convention to provide a level of safety comparable to that required by Annex II to the Basic Regulation, unless the competent authority determines that the airworthiness requirements used for certification of the aircraft, or the service experience, or the safety system of the State of design, do not provide for a comparable level of safety.

(b) Annex-I aircraft that do not hold an ICAO-level CoA

Before the inclusion of these aircraft in the fleet of an ATO and their use in training to obtain Part-FCL licences and ratings, the ATO should apply for the authorisation to the competent authority that should perform the evaluation process in the following order:

(1) Initial assessment by the competent authority and criteria taken into consideration

The competent authority should take into account the following criteria (non-exhaustive list):

(i) national airworthiness requirements based on which the aircraft CoA was issued;

(ii) aircraft similarities to a certified variant;

(iii) aircraft with a satisfactory in-service experience as training aircraft;

(iv) simple and conventional aircraft design;

(v) aircraft that does not have hazardous design features or details, judging by experience; and

(vi) operable aircraft systems, equipment, and appliances that do not require exceptional skills or strength.

(2) Additional assessment by a qualified instructor

To support the evaluation process performed by the competent authority and provide the competent authority with sufficient data related to the aircraft in question, after the positive initial assessment by the competent authority as per point (1), an instructor who is qualified in accordance with Part-FCL and nominated by the HT of the ATO should show through an evaluation report that the aircraft is appropriately equipped and suitable for the training courses provided. That evaluation report should consider all of the following criteria:

(i) the aircraft should be safely controllable and manoeuvrable under all anticipated operating conditions, including after failure of one or more propulsion systems;

(ii) the aircraft should allow for a smooth transition from one flight phase to another without requiring exceptional piloting skills, alertness, strength, or workload under any probable operating conditions;

(iii) the aircraft should have sufficient stability to ensure that the demands made on the pilot are not excessive, considering the phase and duration of flight; and

(iv) the assessment should take into account control forces, flight deck environment, pilot workload, and other human factors (HF) considerations, depending on the phase and duration of flight.

Subject to a positive evaluation report as per point (2), the competent authority should issue the authorisation.

AMC1 ORA.ATO.210 Personnel requirements

GENERAL

(a) The management structure should ensure supervision of all grades of personnel by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, should be included in the ATOs operations manual.

(b) The ATO should demonstrate to the competent authority that an adequate number of qualified, competent staff is employed.

(c) In the case of an ATO offering integrated courses, the head of training (HT), the chief flying instructor (CFI) and the chief theoretical knowledge instructor (CTKI) should be employed full-time or part-time, depending upon the scope of training offered.

(d) In the case of an ATO offering only one of the following:

(1) modular courses,

(2) type rating courses, and

(3) theoretical knowledge instruction,

the positions of HT, CFI and CTKI may be combined and filled by one or two persons with extensive experience in the training conducted by the training organisation, full-time or part-time, depending upon the scope of training offered.

(e) ~~The ratio of all students to flight instructors, excluding the HT, should not exceed 6:1.~~ In the case of an ATO that provides flight training only, no CTKI function is required in the ATO. In the case of an ATO that provides theoretical-knowledge instruction only, no CFI function is required in the ATO.

(f) ~~Class numbers in ground subjects involving a high degree of supervision or practical work should not exceed 28 students.~~ The ratio of all students to all flight instructors, excluding the HT, should not exceed 6:1.

(g) Classes in ground subjects that require maximal supervision or intensive practical work should not include more than 28 students.

THEORETICAL KNOWLEDGE INSTRUCTORS

(~~g~~h) The theoretical knowledge instruction for type or class ratings should be conducted by instructors holding the appropriate type or class rating, or having appropriate experience in aviation and knowledge of the aircraft concerned.

(~~h~~i) For this purpose, a flight engineer, a maintenance engineer or a flight operations officer should be considered as having appropriate experience in aviation and knowledge of the aircraft concerned.