Annex II to ED Decision 2017/022/R

'AMC/GM to Part-ARA — Amendment 4'

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

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

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

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

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

1.   <u>GM1 ARA.GEN.105 is amended as follows:</u>

GM1 ARA.GEN.105   Definitions

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

(A)   aeroplane

(H)   helicopter

A/C   aircraft

ACAS   airborne collision avoidance system

AD   airworthiness directive

AIS   aeronautical information services

~~ALARP   as low as reasonably practicable~~

AM   accountable manager

AeMC   aero-medical centre

AMC   ~~A~~acceptable ~~M~~means of ~~C~~compliance

AME   aero-medical examiner

APP   approach

APU   auxiliary power unit

ARA   authority requirements for aircrew

ATC   air traffic control

ATO   approved training organisation

ATPL   airline transport pilot licence

BITD   basic instrument training device

BPL   balloon pilot licence

bpm   beats per minute

CAT   category

CBT   computer-based training

CC   cabin crew

CFI   chief flying instructor

cm   centimetres

CM   compliance monitoring

CMP   compliance-monitoring programme

CMS   compliance-monitoring system

COP   code of practice

CPL   commercial pilot licence

CRM   crew resource management

CS   Ccertification Sspecifications

CS-FSTD(A)   Certification Specifications for aeroplane flight simulation training devices

CS-FSTD(H)   Certification Specifications for helicopter flight simulation training devices

CTKI   chief theoretical-knowledge instructor

dB   decibel

DG   dangerous goods

DH   decision height

DPATO   defined point after take-off

DPBL   decision point before landing

EC   European Community

ECG   electrocardiogram

ENT   ear, nose and throat

EOG   electro-oculography

ERP   emergency response plan

ETOPS   extended-range operations with twin-engined aeroplanes

FANS   future air navigation system

FATO   final approach and take-off area

FD   flight director

FEV_1 forced expiratory volume in 1 second

FFS   full flight simulator

FMECA   failure mode, effects and criticality analysis

FMGC   flight management and guidance computer

FMS   flight management system

FNPT   flight navigation and procedures trainer

FSTD   flight simulation training device

ft   feet

FTD   flight training device

~~FTE   full time equivalent~~

~~ft   feet~~

FTI   flight test instructor

FVC   forced vital capacity

GM   ~~G~~guidance ~~M~~material

GMP   general medical practitioner

GPS   global positioning system

HEMS   helicopter emergency medical service

HF   human factors

Hg   mercury

HHO   helicopter hoist operation

HT   head of training

~~HUD/HUGS   head-up display / head-up guidance system~~

Hz   Hertz

IATA   International Air Transport Association

ICAO   International Civil Aviation Organis~~z~~ation

IFR   instrument flight rules

IGE   in-ground effect

ILS   instrument landing system

IMC   instrument meteorological conditions

IOS   instructor operating station

~~IR   Implementing Rule~~

IR   instrument rating

kg   kilogram

LAPL   light aircraft pilot licence

LDP   landing decision point

LIFUS	line flying under supervision
LVO	low-visibility operation
LVTO	low visibility take-off
MCC	multi-crew cooperation
MMEL	master minimum equipment list
MPA	multi-pilot aeroplane
MPL	multi-crew pilot licence
NVIS	night vision imaging system
m	metre
mm	millimetre
OGE	out-of-ground effect
OPC	operator proficiency check
ORA	organisation requirements for aircrew
ORO	organisation requirements for air operations
OSD	operational suitability data
OTD	other training device
PBN	performance-based navigation
PF	pilot flying
PIC	pilot-in-command
PM	pilot monitoring
POM	proof of match
PPL	private pilot licence
QTG	qualification test guide
~~POM~~	~~proof of match~~
ROD	rate of descent
RVR	runway visual range
RWY	runway
SMM	safety management manual
SOP	standard operating procedure
SPL	sailplane pilot licence
TAWS	terrain avoidance and warning system
TDP	take-off decision point

TRE	type rating examiner
TRI	type rating instructor
TWY	taxiway
VDR	validation data road map
VFR	visual flight rules
ZFTT	zero-flight-time training

2. AMC2 ARA.GEN.200(a)(2) is replaced by the following:

AMC2 ARA.GEN.200(a)(2)   Management system
QUALIFICATION AND TRAINING — INSPECTORS

(a)   Qualification

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

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

        (ii)   safety management systems (SMSs);

        (iii)   compliance monitoring system (CMSs);

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

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

    (2)   Additional qualification criteria:

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

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

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

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

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

(b)   Initial training programme

The initial training programme for inspectors should include, as appropriate to their role, current knowledge of, as well as experience and skills in, at least the following:

(1)   air law — organisation and structure;

(2)   Regulation (EC) No 216/2008, as well as its implementing regulations and related AMC/GM;

(3)   the Chicago Convention, as well as relevant ICAO Annexes and guidance;

(4)   relevant national aviation and administrative legislation;

(5)   the applicable requirements and procedures (including the correct formulation of findings);

(6)   management systems, including assessment of SMSs and CMSs, as well as auditing, risk assessment, and reporting techniques;

(7)   competency-based training, including approval of training organisations;

(8)   criteria for the qualification of FSTDs;

(9)   evidence-based training;

(10)   HF training (including 'just culture' in aviation and conflict management);

(11)   performance-based oversight;

(12)   rights and obligations of the competent authority's inspecting personnel;

(13)   'on-the-job training';

(14)   the relevant Annexes to Regulation (EU) No 965/2012; and

(15)   suitable technical training appropriate to the role and tasks of the inspector, in particular for those areas requiring approvals.

(c)   Recurrent training programme

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

(1)   an inspection on behalf of the competent authority, supervised by another inspector;

(2)   licence proficiency check(LPC)/OPC on an appropriate aircraft type/class (if applicable);

(3)   instructor refresher seminar (if applicable);

(4)   audit techniques course for regulators (refresher course); and

(5)   SMS refresher course.

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

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

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

(1)   ICAO Annex 1 'Personnel Licensing';

(2)   ICAO Annex 19 'Safety Management';

(3)   ICAO Doc 9841 'Manual on the Approval of Flight Crew Training Organisations';

(4)   ICAO Doc 9868 'Procedures for Air Navigation Services — Training';

(5)   ICAO Doc 9859 'Safety Management Manual';

(6)   ICAO Doc 9379 'Manual of Procedures for Establishment and Management of a States Personnel Licensing System';

(7)   ICAO Doc 9625 'Manual of Criteria for the Qualification of Flight Simulation Training Devices';

(8)   ICAO Doc 9995 'Manual of Evidence-based Training';

(9)   ICAO Doc 10011 'Manual on Aeroplane Upset Prevention and Recovery Training';

(10)   'Airplane Upset Prevention and Recovery Training Aid' (AUPRTA), Revision 3.

(b)   A minimum of activities should be performed according to the initial training programme:

(1)   observations; and

(2)   inspections as a team member.

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

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

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

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

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

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

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