

Annex II to ED Decision 2023/007/R

'AMC & GM to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 23'

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 **blue**;
- (c) an ellipsis '[...]' indicates that the rest of the text is unchanged.

Note to the reader

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

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

GM1 ORO.GEN.130(b) Changes related to an AOC holder

CHANGES REQUIRING PRIOR APPROVAL

[...]

(j) helicopter operations:

- (1) over a hostile environment located outside a congested area, ~~unless the operator holds an approval to operate according to Subpart J HELICOPTER EMERGENCY MEDICAL SERVICES of Annex V (SPA.HEMS);~~
- (2) to/from a public interest site located in a congested hostile environment where performance class 1 criteria cannot be met;
- (3) under performance class 2 or 3 without an assured safe forced landing capability;
- (4) that include short excursions above 13 000 ft without using supplemental oxygen within a HEMS mission; and
- (54) during refuelling with rotors turning;

[...]

GM1 ORO.GEN.160 Occurrence reporting

REPORTABLE EVENTS OF LVOs — OTHER EVENTS OCCURRING REPEATEDLY

- (a) The purpose of point (a)(6) of AMC3 ORO.GEN.160 is to share the information with aviation stakeholders other than the operator of the aircraft to identify yet unknown systemic safety-related issues. The main focus is thus on a series of similar events rather than an isolated single event.

[...]

AMC1 GM1 ORO.TC.105 Conditions for assignment to duties

GENERAL

[...]

(d) Technical crew members should:

- (1) be in good health;

- (2) be free from any physical or mental illness that might lead to incapacitation or inability to perform crew duties;
- (3) have normal cardiorespiratory function;
- (4) have normal central nervous system;
- (5) have adequate visual acuity 6/9 with or without glasses;
- (6) have adequate hearing; ~~and~~
- (7) have normal function of ear, nose and throat; ~~and~~
- (8) be colour safe for night operations.

(e) Validity of medical assessments and reassessments

- (1) The medical assessment or reassessment of points (d)(1) to (d)(4) and (d)(6) and (d)(7) should have a validity period of:
 - (i) 60 months, until the technical crew member reaches the age of 40;
 - (ii) 24 months, for technical crew members aged above 40.
- (2) The medical assessment or reassessment of point (d)(5) should have a validity period of:
 - (i) the duration defined in (e)(1)(i) and (e)(1)(ii), until the technical crew member reaches the age of 50;
 - (ii) 12 months, for technical crew members aged above 50.
- (3) The medical assessment of point (d)(8) does not need to be repeated.

(f) A class 2 medical certificate issued in accordance with Commission Regulation (EU) No 1178/2011¹ meets the requirements of ORO.TC.105(a)(2).

(g) A LAPL medical certificate issued in accordance with Commission Regulation (EU) No 1178/2011, complemented with timely medical reassessments of point (d)(5), meets the requirements of ORO.TC.105(a)(2).

AMC2 ORO.TC.110 Training and checking

VALIDITY PERIOD OF RECURRENT CHECKING

- (a) The validity period should be counted from the end of the month when the checking was taken.**
- (b) When the checking is completed within the last 3 months of the validity period, the new validity period should be counted from the original expiry date.**

¹ Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32011R1178>).

AMC1 ORO.TC.115 Initial training

ELEMENTS

(a) The elements of initial training mentioned in ORO.TC.115 should include in particular:

[...]

- (8) All elements of CRM training applicable to flight crew members operating in a multi-pilot environment, as described in AMC1 ORO.FC.115, with the following difference: CRM principles should be integrated into relevant parts of technical crew training and operations including checklists, briefings, abnormal and emergency procedures.

AMC1 ORO.TC.135 Recurrent training

ELEMENTS

(a) The 12-month period mentioned in ORO.TC.135(a) should be counted from the last day of the month when the first checking was made. Further training ~~and checking~~ should be undertaken within the last 3 calendar months of that period. The new 12-month period should be counted from the original expiry date.

(b) The recurrent practical training should include every year:

- (1) emergency procedures, including early identification of pilot incapacitation;

[...]

- (9) crew resource management: all ~~major~~ topics of the initial CRM training should be covered over a period not exceeding 3 years.

[...]