

ANNEX I

to draft Commission Regulation (EU) .../... of XXX as regards an update of the air operational rules amending Commission Regulation (EU) No 965/2012

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

- deleted text is marked with ~~strike through~~;
- new or amended text is highlighted in grey;
- an ellipsis '(...)' indicates that the remaining text is unchanged in front of or following the reflected amendment.

Commission Regulation (EU) No 965/2012 is amended as follows:

Annex I (Definitions)

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

(1) In definition (13) replacement of the outdated term 'airworthiness code' with the term 'certification specification'

(13) '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;

(2) Insertion of a new definition (44a) of the term 'electronic flight bag', to ensure alignment with ICAO Annex 6 (Part III)

(44a) '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;

(3) Insertion of a new definition (45a) of the term 'emergency exit'.

(45a) 'emergency exit' means an installed exit-type egress point from the aircraft and includes floor level door, window exit or any other type of exit, e.g. hatch in the flight crew

compartment, tail cone exit, etc. to allow maximum opportunity for cabin and flight crew compartment evacuation within an appropriate time period;

(4) Insertion of a new definition (48a) (definition of the term ‘flight crew’), to ensure alignment with ICAO Annex 6.

(48a) ‘Flight crew’ means a licensed flight crew member charged with duties essential to the operation of an aircraft during a flight duty period.

(5) Insertion of a new definition (49a) of the terms ‘flight operations officer/flight dispatcher’, to ensure alignment with ICAO Annex 6.

(49a) ‘flight operations officer/flight dispatcher’ means a person designated by the operator to engage in the control and supervision of flight operations, who is suitably qualified, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight;

(...)

(6) Insertion of a new definition (95a) of the term ‘personnel carrying device system (PCDS)’

(95a) ‘personnel carrying device system (PCDS)’ means a device that has the structural capability and features needed to transport occupants external to the helicopter during HEC or HHO operations. A PCDS includes but is not limited to life safety harnesses (including, if applicable, quick release and strop with connector ring), rigid baskets and cages that are either attached to a hoist or cargo hook or mounted to the rotorcraft airframe. A PCDS is considered simple if it:

(a) meets a European Standard (EN) under Directive 89/686/EEC or Directive 2006/42/EC;

(b) is designed to restrain no more than a single person (e.g. hoist or cargo hook operator, photographer) inside the cabin, or to restrain no more than two persons outside the cabin; and

(c) is not a rigid structure such as a cage, a platform or a basket.

All PCDSs that cannot be considered simple are considered complex.

(7) Insertion of a new definition (103b) of the term ‘rules of the air’, referring to SERA and the applicable rules of the air.

(103b) ‘Rules of the air’ means those rules established in Commission Implementing Regulation (EU) No 932/2012 (standardised European rules of the air (SERA)).

Annex II (Part-ARO)

- (8) Amendment of point (c) of ARO.GEN.120 to enable authorities to revoke or amend a prior approval, specialised operation authorisation, or certificate already granted if the alternative means of compliance does not establish compliance with the Implementing Rules. In addition, deletion of point (d)(3) making the requirement less prescriptive.**

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. **This system shall include procedures to revoke or amend a prior approval, specialised operation authorisation, or a certificate that is based on an alternative means of compliance already used by organisations and persons under its oversight, if it has been demonstrated that the alternative means of compliance do not establish compliance with the 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~~ **establish compliance** 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.~~

- (9) Amendment of ARO.GEN.135 to introduce the correct reference to Regulation (EU) No 376/2014 as follows:**

ARO.GEN.135 Immediate reaction to a safety problem

- (a) Without prejudice to **Regulation (EU) No 376/2014**, ~~Directive 2003/42/EC of the European Parliament and of the Council~~ the competent authority shall implement a system to appropriately collect, analyse and disseminate safety information.

- (10) (...)Amendment of point (a) of *ARO.GEN.205 Allocation of task to qualified entities* to clarify 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 tasks 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:

(...)

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

ARO.GEN.300 Oversight

- (a) The competent authority shall verify:

(...)

- (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;

(...)

- (12) Amendment of point (d)(4) of *ARO.GEN.350* to clarify that this point refers to those cases where the competent authority either has raised the finding itself or has been informed of 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

(...)

- (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.

(...)

- (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. (...)

- (13) Amendment of *ARO.OPS.110* to limit the requirement for prior approval to wet-lease-in agreements with a third-country operator and to ensure that in all other cases the authority is informed. Point (b)(1) is added to ensure that a suspension of the

authorisation to fly into the EU will read to a suspension or revocation of the lease agreement. Point (d)(1) of *ARO.OPS.110* is amended to remove the prior approval requirement of a dry lease-out agreement with a third country operator.

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), and (f), for dry leased-in third-country aircraft; and
 - (2) ORO.AOC.110(ea), and (c), for wet lease-in of an aircraft from a third-country operator;
 - ~~(3) ORO.AOC.110(ef), for dry lease-out of an aircraft to any 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 of an aircraft from a third-country operator 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 Council¹; and
 - (3) the authorisation issued in accordance with Regulation (EU) No 452/2014 has been suspended.
- (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 (EC) No 2042/2003², 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.~~
- (d) The competent authority shall be notified of all other lease agreements undertaken by the operator.
- (...)

¹ OJ L 344, 27.12.2005, p. 15.

² ~~OJ L 315, 28.11.2003, p. 1.~~ OJ L 362, 17.12.2014, p. 1.

- (14) **Amendment of point (b) of ARO.OPS.150 on Authorisation of high risk commercial specialised operations to remove reference to Appendix VI, which has become Appendix IV.**

ARO.OPS.150 Authorisation of high risk commercial specialised operations

(...)

- (b) When satisfied with the risk assessment and SOP, the competent authority of the operator shall issue the authorisation, as established in Appendix ~~IV~~. The authorisation may be issued for a limited or an unlimited duration. The conditions under which an operator is authorised to conduct one or more high risk commercial specialised operations shall be specified in the authorisation.

- (15) **Amendment of point (b) of ARO.OPS.200 Specific Approvals to remove the reference to Appendix V, which has become Appendix III.**

ARO.OPS.200 Specific approval procedure

(...)

- (b) When satisfied that the operator has demonstrated compliance with the applicable requirements, the competent authority shall issue or amend the approval. The approval shall be specified in:
- (1) the operations specifications, as established in Appendix II, for commercial air transport operations; or
 - (2) the list of specific approvals, as established in Appendix ~~III~~, for non-commercial operations and specialised operations.

- (16) **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

(...)

- (b) This list shall include:

(...)

- (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 452/2014³ ART.GEN.205 is limited or reinstated after suspension or revocation.

(...)

³ OJ L 133, 6.5.2014, p. 12.

- (17) **Amendment of ARO.RAMP.125 Conduct of ramp inspections to align the rule with the removal of Appendix III (proof of ramp inspection) and Appendix IV (Ramp inspection report) from the Implementing Rules.**

ARO.RAMP.125 Conduct of ramp inspections

- (a) Ramp inspections shall be performed in a standardised manner. ~~using the form established in either Appendix III or Appendix IV.~~
- (b) When performing a ramp inspection, the inspector(s) shall make all possible efforts to avoid an unreasonable delay of the aircraft inspected.
- (c) On completion of the ramp inspection, the pilot-in-command or, in his/her absence, another member of the flight crew or a representative of the operator shall be informed of the ramp inspection's results. ~~using the form established in Appendix III.~~

- (18) **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

(...)

- (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~~⁴, 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.
- (...)

- (19) **Amendment of point (a)(1) of ARO.RAMP.150 Agency coordination tasks in order to delete the reference to Appendices III and IV to Part-ARO, since the reference to ARO.RAMP.145 is sufficient.**

ARO.RAMP.150 Agency coordination tasks

- (a) The Agency shall manage and operate the tools and procedures necessary for the storage and exchange of:
- (1) the information referred to in ARO.RAMP.145, ~~using the forms as established in Appendices III and IV;~~

⁴ OJ L 243, 27.9.2003, p. 6. OJ L 224, 21.8.2012, p. 1.

(...)

(20) 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) <input type="checkbox"/> Passengers; <input type="checkbox"/> Cargo; <input type="checkbox"/> Other ¹ :.....		
^{4 5}	State of the Operator ^{2 3}	⁵
	Issuing Authority ^{3 4}	
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 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} : 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.

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(21) Amendment of Appendix II to Part-ARO to include an editorial correction in footnote (11) by inserting the correct abbreviation 'DA/H' and an amendment of footnote (22).

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 : _____				
Types of operations: Commercial air transport <input type="checkbox"/> Passengers <input type="checkbox"/> Cargo <input type="checkbox"/> Others ⁷ : _____				
Area of operation ⁸ : _____				
Special limitations ⁹ : _____				
Specific approvals:	Yes	No	Specification ¹⁰	Remarks
Dangerous goods	<input type="checkbox"/>	<input type="checkbox"/>		
Low visibility operations Take-off Approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	CAT ¹¹ RVR ¹² : m DA/H: ft RVR: m	
RVSM ¹³ <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS ¹⁴ <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Maximum diversion time ¹⁵ : min.	
Complex navigation specifications for PBN operations ¹⁶	<input type="checkbox"/>	<input type="checkbox"/>		¹⁷
Minimum navigation performance specification	<input type="checkbox"/>	<input type="checkbox"/>		
Operations of single-engined turbine aeroplane at night or in IMC (SET-IMC)	<input type="checkbox"/>	<input type="checkbox"/>	¹⁸	
Helicopter operations with the aid of night vision imaging systems	<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter hoist operations	<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter emergency medical service operations	<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter offshore operations	<input type="checkbox"/>	<input type="checkbox"/>		
Cabin crew training ¹⁹	<input type="checkbox"/>	<input type="checkbox"/>		
Issue of CC attestation ²⁰	<input type="checkbox"/>	<input type="checkbox"/>		
Continuing airworthiness	<input type="checkbox"/>	<input type="checkbox"/>	²¹	
Others ²²				

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 may be entered in the remark column to the related specific approval.
7. Other type of transportation to be specified (e.g. emergency medical service).
8. Listing of geographical area(s) of authorised operation (by geographical coordinates or specific routes, flight information region or national or regional boundaries).
9. Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
10. List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
11. 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 meters and decision height (DA/H) in feet. One line is used per listed approach category.
12. Insertion of approved minimum take-off RVR in metres. One line per approval may be used if different approvals are granted.
13. Not applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.
14. 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.
15. The threshold distance may also be listed (in NM), as well as the engine type.
16. Performance-based navigation (PBN): one line is used for each complex PBN specific approval (e.g. RNP AR APCH), with appropriate limitations listed in the 'Specifications' and/or 'Remarks' columns. Procedure-specific approvals of specific RNP AR APCH procedures may be listed in the operations specifications or in the operations manual. In the latter case, the related operations specifications must have a reference to the related page in the operations manual.
17. Specify if the specific approval is limited to certain runway ends and/or aerodromes.
18. Insertion of the particular airframe/engine combination.
19. 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 Regulation (EU) No 1178/2011.
20. Approval to issue cabin crew attestations as specified in Annex V (Part-CC) to Regulation (EU) No 1178/2011.
21. 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. Subpart G of Annex I (Part-M) to Regulation (EU) 1321/2014.
22. Other approvals or data may 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~~).

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- (22) Removal of Appendix III from Implementing Rules, because a revised proof of ramp inspection checklist has been moved to AMC to allow more flexibility in updating the checklist in the future.

Appendix III

Proof of Ramp Inspection					
Date:		Time:		Place:	
Operator:			State:	AOC no.:	
Route from:		Flight no.:		Route to:	Flight no.:
Flight type:	-	Chartered by Operator:		Aircraft type:	Aircraft configuration:
Charterer's State:			Registration mark:		Construction no.:
Flight crew State(s) of licensing:		Acknowledgement of Receipt ^(*)			
		Name:		Signature:	
		Function:			
		Function:			

Free format information of competent authority (Logo, contact details tel/fax/email)

Check Remark			Check Remark			Check Remark				
A	Flight deck		-	Flight crew		C	Aircraft condition			
1	General condition	-	-	20	Flight crew licence/composition	-	1	General external condition	-	-
2	Emergency exit	-	-	-	Journey log book / Technical log or equivalent	-	2	Doors and hatches	-	-
3	Equipment	-	-	21	Journey log book or equivalent	-	3	Flight controls	-	-
-	Documentation			22	Maintenance release	-	4	Wheels, tyres and brakes	-	-
4	Manuals	-	-	23	Defect notification and rectification (incl. Tech log)	-	5	Undercarriage, skids/floats	-	-
5	Checklists	-	-	24	Pre-flight inspection	-	6	Wheel well	-	-
6	Navigation/instrument charts	-	-	-	-	-	7	Powerplant and pylon	-	-
7	Minimum equipment list	-	-	B	Cabin Safety	-	8	Fan blades, Propellers, Rotors (main/tail)	-	-
8	Certificate of registration	-	-	1	General internal condition	-	9	Obvious repairs	-	-
9	Noise certificate (where applicable)	-	-	2	Cabin crew station and crew rest area	-	10	Obvious unrepaired damage	-	-
10	AOC or equivalent	-	-	3	First aid kit / Emergency medical kit	-	11	Leakage	-	-
11	Radio licence	-	-	4	Hand fire extinguishers	-	-	-	-	-
12	Certificate of Airworthiness	-	-	5	Life jackets / flotation devices	-	D	Cargo		
-	Flight data	-	-	6	Seat belt and seat condition	-	1	General condition of cargo compartment	-	-
13	Flight preparation	-	-	7	Emergency exit, lighting and Independent Portable light	-	2	Dangerous goods	-	-
14	Mass and balance calculation	-	-	8	Slides / Life rafts (as required), ELT	-	3	Cargo stowage	-	-
-	Safety equipment			9	Oxygen Supply (Cabin Crew and Passengers)	-	-	-	-	-
15	Hand fire extinguishers	-	-	10	Safety Instructions	-	E	General		
16	Life jackets / flotation devices	-	-	11	Cabin crew members	-	1	General	-	-
17	Harness	-	-	12	Access to emergency exits	-	-	-	-	-
18	Oxygen equipment	-	-	13	Stowage of passenger baggage	-	-	-	-	-
19	Independent Portable light	-	-	14	Seat capacity	-	-	-	-	-

Action-Taken	Inspection-Item	Category	Remarks
- (3d) Immediate operating ban			
(3c) Aircraft grounded by inspecting NAA			
- (3b) Corrective actions before flight			
- (3a) Restrictions on the aircraft operation			
- (2) Information to the authority and operator			
(1) Information to the pilot-in-command/			
- (0) No remarks			
Inspector(-) sign or code			
Crew comments (if any):			
<p>(*) 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 construed as a determination that the aircraft is fit for the intended flight. Data submitted in this report can be subject to changes upon entering into the centralised database.</p>			

- (23) Removal of Appendix IV from Implementing Rules. The ramp inspection report is no longer necessary since the data is entered into the database.

Appendix IV

Ramp inspection report



Competent Authority (name)
(State)

Ramp Inspection Report
NR: _____

Source: _____ RI
Date: _____ Place: _____
Local time: _____
Operator: _____ AOC Number: _____
State: _____ Type of Operation: _____
Route from: _____ Flight Number: _____
Route to: _____ Flight Number: _____
Chartered by Operator*: _____ Charterer's State*: _____
**(where applicable)*
Aircraft Type: _____ Registration Marks: _____
Aircraft Configuration: _____ Construction Number: _____
Flight crew: State of Licensing: _____
2nd State of Licensing*: _____
**(where applicable)*

Findings:

Code / Std / Ref / Cat / Finding	Detailed Description

- Class of actions taken: _____ Detailed Description
- 3d) Immediate operating ban
 - 3c) Aircraft grounded by inspecting competent authority.....
 - 3b) Corrective actions before flight.....
 - 3a) Restriction on aircraft flight operation.....
 - 2) Information to the competent authority and Operator
 - 1) Information to pilot-in-command

Additional information (if any)

Inspector's names or no: _____

—This report represents an indication of what was found on this occasion and must not be construed as a determination that the aircraft is fit for the intended flight.

—Data submitted in this report can be subject to changes for correct wording upon entering into the centralised database.

Item Code	Checked	Remark
A. Flight Deck	_____	_____

—General		
1. General Condition	1.	1.
2. Emergency Exit.....	2.	2.
3. Equipment.....	3.	3.
Documentation		
4. Manuals.....	4.	4.
5. Checklists.....	5.	5.
6. Radio Navigation Charts.....	6.	6.
7. Minimum Equipment List.....	7.	7.
8. Certificate of registration.....	8.	8.
9. Noise certificate (where applicable)	9.	9.
10. AOC or equivalent	10.	10.
11. Radio licence.....	11.	11.
12. Certificate of Airworthiness (C of A).....	12.	12.
Flight data		
13. Flight preparation	13.	13.
14. Mass and balance calculation.....	14.	14.
Safety Equipment		
15. Hand fire extinguishers.....	15.	15.
16. Life jackets / flotation device.....	16.	16.
17. Harness.....	17.	17.
18. Oxygen equipment	18.	18.
19. Independent Portable light	19.	19.
Flight Crew		
20. Flight crew licence/composition	20.	20.
Journey logbook / Technical log or equivalent		
21. Journey log book, or equivalent.....	21.	21.
22. Maintenance release	22.	22.
23. Defect notification and rectification (incl. Tech log).....	23.	23.
24. Pre flight inspection.....	24.	24.
B. Cabin Safety		
1. General Internal Condition.....	1.	1.
2. Cabin crew stations and crew rest area.....	2.	2.
3. First aid kit/ Emergency medical kit	3.	3.
4. Hand fire extinguishers.....	4.	4.
5. Life jackets / Flotation devices.....	5.	5.
6. Seat belt and seat condition	6.	6.

7. Emergency exit, lighting and Independent Portable light.....	7.	<input type="checkbox"/>	7.	<input type="checkbox"/>
8. Slides /Life rafts (as required), ELT.....	8.	<input type="checkbox"/>	8.	<input type="checkbox"/>
9. Oxygen Supply (Cabin Crew and Passengers).....	9.	<input type="checkbox"/>	9.	<input type="checkbox"/>
10. Safety Instructions.....	10.	<input type="checkbox"/>	10.	<input type="checkbox"/>
11. Cabin crew members.....	11.	<input type="checkbox"/>	11.	<input type="checkbox"/>
12. Access to emergency exits.....	12.	<input type="checkbox"/>	12.	<input type="checkbox"/>
13. Stowage of passenger baggage's.....	13.	<input type="checkbox"/>	13.	<input type="checkbox"/>
14. Seat capacity.....	14.	<input type="checkbox"/>	14.	<input type="checkbox"/>
Item Code	Checked		Remark	
C. Aircraft Condition				
1. General external condition.....	1.	<input type="checkbox"/>	1.	<input type="checkbox"/>
2. Doors and hatches.....	2.	<input type="checkbox"/>	2.	<input type="checkbox"/>
3. Flight controls.....	3.	<input type="checkbox"/>	3.	<input type="checkbox"/>
4. Wheels, tyres and brakes.....	4.	<input type="checkbox"/>	4.	<input type="checkbox"/>
5. Undercarriage skids/floats.....	5.	<input type="checkbox"/>	5.	<input type="checkbox"/>
6. Wheel well.....	6.	<input type="checkbox"/>	6.	<input type="checkbox"/>
7. Powerplant and pylon.....	7.	<input type="checkbox"/>	7.	<input type="checkbox"/>
8. Fan blades, Propellers, Rotors (main & tail).....	8.	<input type="checkbox"/>	8.	<input type="checkbox"/>
9. Obvious repairs.....	9.	<input type="checkbox"/>	9.	<input type="checkbox"/>
10. Obvious unrepaired damage.....	10.	<input type="checkbox"/>	10.	<input type="checkbox"/>
11. Leakage.....	11.	<input type="checkbox"/>	11.	<input type="checkbox"/>
.....				
D. Cargo				
1. General condition of cargo compartment.....	1.	<input type="checkbox"/>	1.	<input type="checkbox"/>
2. Dangerous Goods.....	2.	<input type="checkbox"/>	2.	<input type="checkbox"/>
3. Stowage of cargo.....	3.	<input type="checkbox"/>	3.	<input type="checkbox"/>
E. General				
1. General.....	1.	<input type="checkbox"/>	1.	<input type="checkbox"/>

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- (24) Amendment of Appendix V to read Appendix III since the original Appendix III has been proposed to be removed from the Implementing Rules.

Appendix ~~V~~ III

List of specific approvals

Non-commercial operations

Specialised operations

(subject to the conditions specified in the approval and contained in the operations manual or pilot's operating handbook)

Issuing Authority ⁽¹⁾ :		
List of Specific Approvals # ⁽²⁾ :		
Name of Operator:		
Date ⁽³⁾ :		
Signature:		
Aircraft Model and Registration Marks ⁽⁴⁾ :		
Types of specialised operation (SPO), if applicable: <input type="checkbox"/> ⁽⁵⁾ ...		
Specific Approvals ⁽⁶⁾ :	Specification ⁽⁷⁾	Remarks
...		
...		
...		
...		

(1) Insertion of name and contact details.

(2) Insertion of the associated number.

(3) Issue date of the specific approvals (dd-mm-yyyy) and signature of the competent authority representative.

(4) Insertion of the Commercial Aviation Safety Team (CAST)/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). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>

The registration marks should be either listed in the List of Specific Approvals or in the operations manual. In the latter case the List of Specific Approvals shall refer to the related page in the operation manual.

(5) Specify the type of operation, e.g., agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.

(6) List in this column any approved operations, e.g., dangerous goods, LVO, RVSM, PBN, MNPS, HOFO.

(7) List in this column the most permissive criteria for each approval, e.g. the decision height and RVR minima for CAT II.

- (25) Amendment of Appendix VI to read Appendix IV since the original Appendix IV has been proposed to be removed from the Implementing Rules.

Appendix ~~VI~~ IV

AUTHORISATION OF HIGH RISK COMMERCIAL SPECIALISED OPERATIONS	
Issuing Authority: ¹	
Authorisation no: ²	
Operator Name: ³ Operator address: ⁴ Telephone: ⁵ Fax: E-mail:	
Aircraft Model and Registration Marks: ⁶	
Authorised specialised operation: ⁷	
Authorised area or site of operation: ⁸	
Special limitations: ⁹	
This is to confirm that is authorised to perform high risk commercial specialised operation(s) in accordance with this authorisation, operator's Standard Operating Procedures, Annex IV to Regulation (EC) No 216/2008 and its Implementing Rules.	
Date of issue ¹⁰ :	Name and Signature ¹¹ : Title:

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1. Name and contact details of the competent authority
2. Insertion of associated authorisation 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. Operator's principal place of business address.
5. Operator's principal place of business telephone and fax details, including the country code. E-mail to be provided if available.
6. Insertion of the Commercial Aviation Safety Team (CAST)/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). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/H>.

The registration marks should be either listed in the List of Specific Approvals or in the operations manual. In the latter case the List of Specific Approvals shall refer to the related page in the operation manual.

7. Specify the type of operation, e.g., agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.
8. Listing of geographical area(s) or site(s) of authorised operation (by geographical coordinates or flight information region or national or regional boundaries).
9. Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
10. Issue date of the authorisation (dd-mm-yyyy).
11. Title, name and signature of the competent authority representative. In addition, an official stamp may be applied on the authorisation.

Annex III (Part-ORO)

- (26) **Amendment of point (h) of *ORO.GEN.110 Operator responsibilities* to replace the term ‘aircraft manufacturer’ with ‘design approval holder’.**

ORO.GEN.110 Operator responsibilities

(...)

- (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 **design approval holder** ~~aircraft manufacturer~~.

(...)

- (27) **Insertion of a new point ((a)(2)) in *ORO.GEN.205 Contracted activities* in order to ensure that aviation safety hazards associated with contracting and purchasing are considered part of the operator’s management system.**

ORO.GEN.205 Contracted activities

- (a) The operator shall ensure that when contracting or purchasing any **services** as 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 contracted and purchased services are considered by the operator’s management system.

(...)

- (28) **Amendment of *ORO.GEN.160 Occurrence reporting* to replace the reference to Occurrence Reporting Directive with the reference to the Occurrence Reporting Regulation:**

ORO.GEN.160 Occurrence reporting

- (a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 ~~of the European Parliament and of the Council~~ and **Regulation (EU) No 376/2014** ~~Directive 2003/42/EC~~.

(...)

- (c) Without prejudice to Regulation (EU) No 996/2010, **Regulation (EU) No 376/2014** ~~Directive 2003/42/EC~~, ~~Commission Regulation (EC) No 1321/2007~~ and ~~Commission Regulation (EC) No 1330/2007~~, the reports

referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator.

(...)

- (29) **Creation of a new section in Subpart ORO.GEN (Section 3) and insertion of a new rule ORO.GEN.310, as an outcome of RMT.0352, for the use of an aircraft included in an AOC by other operators, for operations in accordance with Part-NCC, Part-NCO or Part-SPO**

Section 3

Additional organisational requirements

ORO.GEN.310 Use of aircraft included in an AOC for other-than-CAT operations

- (a) The aircraft included in an AOC may be used on a short-term basis by the same AOC holder or by other operators, for operations other-than-CAT, performed in accordance with Part-NCC, Part-NCO or Part-SPO
- (b) The AOC holder providing the aircraft and any other operator using the aircraft in accordance with point (a) shall have a procedure:
- (1) to clearly identify which operator is responsible for the operational control of each flight and to describe how the operational control is transferred between them; and
 - (2) to describe how the handover of the aircraft is formalised upon its return to the AOC holder.
- This procedure shall be included in the operations manual of each operator or in a contract between the AOC holder and the other operator using the aircraft for other-than-CAT operations. The reference of the contract shall be mentioned in the AOC holder's operations manual.
- The AOC holder and the other operators shall ensure that this procedure is communicated to the relevant personnel.
- (c) The AOC holder shall submit this procedure to the competent authority for prior approval in accordance with point (b) of ORO.GEN.130.
- The AOC holder shall agree with the competent authority on the means to inform them about each transfer of operational control.
- (d) The continuing airworthiness of the aircraft used under the terms set in this rule shall be managed by the continuing airworthiness management organisation (CAMO) of the AOC holder in accordance with M.A.201 of Annex I (Part-M) to Regulation (EU) No 1321/2014.
- (e) The AOC holder providing the aircraft shall:
- (1) indicate in its operations manual the registration marks of the aircraft which are used under the terms of point (a) and the type of operations conducted with those aircraft;
 - (2) remain informed at all times and keep record of each operator that holds the operational control of the aircraft at any given moment until the aircraft is returned to the AOC holder;

- (3) ensure that its hazard identification, risk assessment and mitigation measures address the other-than-CAT operations conducted by the AOC holder itself or by the other operators.
- (f) For operations performed in accordance with Part-NCC or Part-SPO, the operator using the aircraft under the terms of point (a) shall ensure that:
- (1) every flight conducted under its operational control is recorded in the aircraft technical log system;
 - (2) no changes to the aircraft systems or configuration shall be made;
 - (3) any defect or technical malfunction occurring while the aircraft is under its operational control is reported to the CAMO of the AOC holder; and
 - (4) the AOC holder receives a copy of any occurrence report related to the flights performed with the aircraft, completed in accordance with Regulation (EU) 376/2014 and Commission Implementing Regulation (EU) 2015/1018⁵.
- (30) Amendment of ORO.AOC.110 Leasing agreements as follows: (a) In point (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, (b) point (f) has been amended to remove the prior approval to dry lease-out of an aircraft to a third-country operator and to require a notification for lease agreements not requiring a prior approval..**

ORO.AOC.110 Leasing agreement

~~Any lease-in~~ *Wet lease-in of an aircraft operated by a third-country operator*

- ~~(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 of an aircraft operated by a third-country operator and 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 not wet lease-in aircraft included in the list of operators subject to operational restrictions, registered in a State of which all operators under its oversight are subject to an operating ban or from an operator that is subject to an operating ban pursuant to Regulation (EC) No 2111/2005.

Wet lease-in

⁵ 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); and Commission Implementing Regulation (EU) 2015/1018 of 29 June 2015 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014 of the European Parliament and of the Council (OJ L 122, 24.4.2014, p. 18).

- (c) The applicant for the approval of the wet lease-in of an aircraft ~~from~~ 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 of aircraft registered in a third country and operated by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.
- (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) No 1321/2014 is ensured; and
 - (4) the aircraft is equipped in accordance with the EU regulations for Air Operations.
- (f) The operator certified in accordance with this Part shall not dry lease-in aircraft included in the list of operators subject to operational restrictions, registered in a State of which all operators under its oversight are subject to an operating ban or from an operator that is subject to an operating ban pursuant to Regulation (EC) No 2111/2005.

Dry lease-out

- ~~(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~~

- (f) (g) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority. The operator shall notify the competent authority prior to the entry of:
- (1) a dry lease-out agreement of an aircraft to a third country operator;
 - (2) a wet lease-out agreement of an aircraft to a third-country operator; or
 - (3) any lease agreement between operators certified in accordance with this Part.

(...)

- (31) **Amendment of ORO.AOC.125, as an outcome of RMT.0352, to clarify how to proceed with the non-commercial operations of aircraft included in an AOC**

ORO.AOC.125 ~~Non-commercial operations of aircraft listed in the operations specifications by the holder of an AOC~~ Non-commercial operations of an AOC holder with aircraft included in its AOC

- (a) The holder of an AOC holder may conduct non-commercial operations in accordance with Part-NCC or Part-NCO with an aircraft otherwise used for commercial air transport operations that is listed in the operations specifications of its AOC or in its operations manual, provided that the AOC holder the operator describes such operations in detail in the operations manual, including:
- (1i) identification of the applicable requirements;
 - (2ii) a description clear identification of any differences between operating procedures used when conducting commercial air transport and non-commercial operations; and
 - (3iii) a means of ensuring that all personnel involved in the operation are fully familiar with the associated procedures.
- (2) ~~submits the identified differences between the operating procedures referred to in (a)(1)(ii) to the competent authority for prior approval.~~
- (b) An AOC holder conducting operations referred to in point (a) shall not be required to submit a declaration in accordance with this Part.
- (c) The AOC holder shall specify the type of flight, as listed in its operations manual, in the flight-related documents (operational flight plan, loadsheet, and other equivalent documents).

- (32) **Amendment of point (a)(4) of ORO.AOC.135 Personnel requirements to provide the correct reference to the current Continuing Airworthiness Regulation and to include reference to persons responsible for the continuing airworthiness management contract in line with 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 or for the continuing airworthiness management contract in accordance with Regulation (EU) (EC) No 1321/20142042/2003, as the case may be.
- (...)

- (33) 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

(...)

- (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].

(...)

- (34) Amendment of point (b) of *ORO.SEC.100 Flight crew compartment security – aeroplanes* to delete the commas after ‘45 500 kg’ and before ‘shall be equipped’, and to add the term ‘secure’ before ‘flight crew compartment’. Moreover, points (b) and (c) are merged into one point, since point (c) also applies to passenger-carrying aeroplanes with either an MCTOM exceeding 45 500 kg or with an 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 kg₇ or with an MOPSC of more than 60 engaged in the commercial transportation of passengers₇ shall be equipped

with an approved **secure** 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.~~

(35) Amendment of *ORO.MLR.101 Operations manual — structure for commercial air transport* to correct an editorial error. This implementing rule applies to certain operations with an MOPSC of 5 or less.

ORO.MLR.101 Operations manual — structure for commercial air transport

Except for operations with single-engined propeller-driven aeroplanes with an MOPSC of 5 or less or single engined non-complex helicopters with an MOPSC of 5 or less, taking off and landing at the same aerodrome or operating site, under VFR by day, and for operations with sailplanes and balloons, the main structure of the OM shall be as follows:

- (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures;
- (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator;
- (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information;
- (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.

(36) Amendment of point (b)(2) of *ORO.FC.005 Scope* to correct an editorial error and to ensure that the rule correctly refers to an MOPSC of 5 or less .

ORO.FC.005 Scope

This Subpart establishes requirements to be met by the operator related to flight crew training, experience and qualification and comprises:

(...)

- (b) SECTION 2 specifying additional requirements applicable to commercial air transport operations, with the exception of:
 - (1) commercial air transport operations of sailplanes or balloons; or

- (2) commercial air transport operations of passengers conducted under visual flight rules (VFR) by day, starting and ending at the same aerodrome or operating site and within a local area specified by the competent authority, with
- single-engined propeller-driven aeroplanes having a maximum certified take-off mass of 5 700 kg or less and an MOPSC of 5 or less, or
 - other-than complex motor-powered helicopters, single-engined, with an MOPSC of 5 or less.
- (c) SECTION 3 specifying additional requirements for commercial specialised operations and for those referred to in b(1) and (2).
- (37) Amendment of point (d) of ORO.FC.105 Designation as pilot-in-command/commander to correct an editorial error and to ensure that the rule correctly refers to an MOPSC of 5 or less .**

ORO.FC.105 Designation as pilot-in-command/commander

(...)

- (d) Point (c) shall not apply in the case of:
- (1) performance class B aeroplanes involved in commercial air transport operations under VFR by day; and
 - (2) commercial air transport operations of passengers conducted under VFR by day, starting and ending at the same aerodrome or operating site or within a local area specified by the competent authority, with other-than complex motor-powered helicopters, single-engined, with an MOPSC of 5 or less.

- (38) Amendment of ORO.CC.100 with the addition of a new point (d), as an outcome of RMT.0352, to enable non-commercial operation with no cabin crew on board aircraft with an MOPSC above 19 but with maximum 19 passengers:**

ORO.CC.100 Number and composition of cabin crew

- (a) The number and composition of cabin crew shall be determined in accordance with 7.a of Annex IV to Regulation (EC) No 216/2008, taking into account operational factors or circumstances of the particular flight to be operated. Except for balloons and for operations with aircraft referred to in point (d), at least one cabin crew member shall be assigned for the operation of aircraft with an MOPSC of more than 19 when carrying one or more passenger(s).

(...)

- (d) With the exception of operations conducted in accordance with Part-SPO, non-commercial operations with an aircraft having an MOPSC of more than 19 may be conducted without an operating cabin crew member if the following conditions are met:
- (1) there are maximum 19 passengers on board;
 - (2) the relevant data contained in the type certificate data sheet (TCDS) or in the supplemental type certificate (STC) of the aircraft cabin configuration used by the operator do not specify otherwise; and

(3) the operator applies safety and emergency procedures specifically developed for this kind of operation. These procedures shall include passenger seating and briefing appropriate to the level of familiarisation with safety and emergency procedures of the passengers carried on board.

(39) Amendment of points (a), (b), (c), and addition of a new point (d) in ORO.CC.205 Reduction of the number of cabin crew.

ORO.CC.205 Reduction of the number of cabin crew during ground operations and in unforeseen circumstances

- (a) Whenever any passengers are on board an aircraft, the minimum number of cabin crew required in accordance with ORO.CC.100 shall be present in the aircraft passenger compartment and ready to act including in other compartments.
- (b) Subject to the conditions specified in (c) or (d), this number may be reduced either:
- (1) during normal ground operations not involving refuelling/defuelling when the aircraft is at its parking station; or
 - (2) in unforeseen circumstances if the number of passengers carried on the flight is reduced. In this case, a report shall be submitted to the competent authority after completion of the flight; or
 - (3) for the purpose of providing in-flight rest during the cruise phase, either in accordance with ORO.FTL.205(e) or as a fatigue mitigation implemented by the operator.
- (c) ~~Conditions~~ The following conditions apply for the purpose of (b)(1) or (2) above:
- (1) procedures ensuring that an equivalent level of safety is achieved with the reduced number of cabin crew, in particular for evacuation of passengers, are established in the operations manual;
 - (2) the reduced cabin crew includes a senior cabin crew member as specified in ORO.CC.200;
 - (3) at least one cabin crew member is required for every 50, or fraction of 50, passengers present on the same deck of the aircraft;
 - (4) in the case of normal ground operations with aircraft requiring more than one cabin crew member, the number determined in accordance with (c)(3) shall be increased to include one cabin crew member per pair of floor level emergency exits.
- (d) For the purpose of (b)(3), the operator shall:
- (1) conduct a risk assessment to determine the number of cabin crew members who shall be present and ready to act at all times during cruise;
 - (2) identify measures to mitigate the effects of having a lower number of cabin crew being present and ready to act during cruise;
 - (3) establish in the operations manual specific procedures, including for the in-flight rest of the senior cabin crew member, that ensure at all times appropriate passenger handling and efficient management of any abnormal or emergency situations; and
 - (4) specify, in the flight time specification scheme in accordance with ORO.FTL.125, the conditions under which in-flight rest may be provided to the cabin crew.

(40) Amendment of Appendix I to Annex IV (Part-ORO) as follows:

- (i) Include information on the principal place of business of the operator**
- (ii) The reference to the continuing airworthiness management organisation (CAMO) has been deleted and moved to a table, listing the respective CAMO for each aircraft, since one operator might have different CAMOs for different aircraft.**
- (iii) The amended Appendix I now enables 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 and different CAMOs could be responsible for different aircraft.**

Appendix I

DECLARATION					
in accordance with Commission Regulation (EU) No 965/2012 on Air operations					
Operator					
Name:					
Place in which the operator has its principal place of business or, if the operator has no principal place of business, 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:					
<input type="checkbox"/> Part-NCC: (specify if passenger and/or cargo)					
<input type="checkbox"/> Part-SPO: (specify which type of activity)					
Type(s) of aircraft, registration(s) and main base					
Information on aircraft, operation and continuing airworthiness management organisation ¹ :					
Aircraft MSN	Aircraft type	Aircraft registration ²	Main base	Type(s) of operation ³	Continuing airworthiness management organisation ⁴

<p>Details of approvals held (attach list of specific approvals to the declaration, if applicable). The specific approvals granted by a non-EU State may be added at the end of the list.</p>					
<p>Details of specialised operations authorisation held (attach authorisations, if applicable)</p>					
<p>List of alternative means of compliance with references to the AMCs they replace (attach to the declaration)</p>					
<p>Statements</p>					
<p><input type="checkbox"/> The management system documentation including the operations manual reflects the applicable requirements set out in Part-ORO, Part-NCC, or Part-SPO and Part-SPA.</p> <p>All flights will be carried out in accordance with the procedures and instructions specified in the operations manual.</p>					
<p><input type="checkbox"/> All aircraft operated hold a valid certificate of airworthiness and comply with Commission Regulation (EC) No 216/2008 2042/2003.</p>					
<p><input type="checkbox"/> All flight crew members and cabin crew members as applicable, are trained in accordance with the applicable requirements.</p>					
<p><input type="checkbox"/> (If applicable)</p> <p>The operator has implemented and demonstrated conformance to an officially recognised industry standard.</p> <p>Reference of the standard:</p> <p>Certification body:</p> <p>Date of the last conformance audit:</p>					
<p><input type="checkbox"/> Any change in the operation that affects the information disclosed in this declaration will be notified to the competent authority.</p>					
<p><input type="checkbox"/> The operator confirms that the information disclosed in this declaration is correct.</p>					
<p>Date, name and signature of the accountable manager</p>					

1. Complete the table. 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 be dated and signed.
2. If the aircraft is also registered on an AOC, specify the AOC number.

3. 'Type(s) of operation' refers to operations conducted with this aircraft, e.g. non-commercial operations or specialised operations such as aerial photography flights, aerial advertising flights, news media flights, television and movie flights, parachute operations, skydiving, etc.
4. Information about the organisation responsible for the continuing airworthiness management includes the name of the organisation, the address and the approval reference.

Annex IV (Part-CAT)

(41) Amendment of CAT.GEN.MPA.105 Responsibilities of the commander as follows:

- (i) Amendment of point (a)(12) to provide the correct reference to the current Continuing Airworthiness Regulation.
- (ii) Insertion of a new point ((a)(14)) to ensure that the obligation of the commander to report defects into the aircraft technical log book is also reflected in Part-CAT as it is already reflected in Parts NCC, NCO and SPO.
- (iii) Insertion of a new point (e) to mirror the requirements in NCC.GEN.106, NCO.GEN.105 and SPO.GEN.107 for the commander to report to the appropriate air traffic services (ATS) unit any hazardous weather or flight conditions encountered that are likely to affect the safety of other aircraft.

CAT.GEN.MPA.105 Responsibilities of the commander

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

(...)

(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 at the termination of the flight utilisation data and all known or suspected defects of the aircraft in the aircraft technical log or journey log of the aircraft to ensure continued flight safety.

(..)

(e) The commander shall, as soon as possible, report to the appropriate air traffic services (ATS) unit any hazardous weather or flight conditions encountered that are likely to affect the safety of other aircraft.

(...)

(42) 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(s).

(...)

- (43) 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:

(...)

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

(...)

- (44) 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:

(...)

- (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;

(...)

- (45) 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:

(...)

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

(...)

- (46) Point (b) of CAT.OP.MPA.170 Passenger briefing is amended as follows:**

CAT.OP.MPA.170 Passenger briefing

The operator shall ensure that passengers are:

(...)

- (b) provided with a safety briefing card on which picture-type instructions indicate the operation of safety and emergency equipment and exits likely to be used by passengers.

(...)

- (47) Deletion of the term ‘aircraft’ and replacement with the term ‘aeroplane’ in *CAT.OP.MPA.320*, because this rule is not applicable to helicopters, which do not have V_{SO}/V_{AT} speeds, and aircraft categories are only used for the determination of aeroplane minima.

CAT.OP.MPA.320 ~~Aircraft~~ Aeroplane categories

- (a) ~~Aircraft~~ Aeroplane 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~~ aeroplane categories specified in the table below shall be used.

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

Aircraft Aeroplane category	V_{AT} V_{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

(...)

- (48) Amendment of point (b) in *CAT.IDE.A.100* to align the wording with that in Part-SPO, and to avoid inconsistencies with Part-SPA.

CAT.IDE.A.100 Instruments and equipment — general

(...)

- (b) Instruments and equipment not required by this ~~Subpart that do not need to be approved in accordance with the applicable airworthiness requirements~~ Part as well as any other equipment which is not required by this Regulation, but are carried on a flight, shall comply with the following:

(...)

- (49) Addition of the rule reference in point (b) of *CAT.IDE.A.105* in order to ensure clarity.

CAT.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 operator's MEL; or
- (b) the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL) in accordance with ORO.MLR.105(j).

(50) Replacement of the term 'pressure altitude' with the term 'barometric altitude' in points (a)(1)(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~~ Barometric altitude;

(...)

(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~~ Barometric altitude;

(...)

(51) Replacement of the term 'pressure altitude' with the term 'barometric altitude' in points (b) and (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:

(...)

(b) Two means of measuring and displaying ~~pressure~~ barometric altitude.

(...)

(h) Whenever two pilots are required for the operation, a separate means of displaying for the second pilot:

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

(...)

- (52) Amendment of CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices to provide clarification of the mass and seating configuration determining the applicability of the rule**

CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices

- (a) Aeroplanes shall be equipped with:
- (1) a seat or berth for each person on board who is aged 24 months or more;
 - (2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);
 - (3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of ~~less than~~ 5700 kg **or less** and with an MOPSC of ~~less than~~ nine **or less**, having an individual CofA first issued on or after 8 April 2015;

(...)

- (b) A seat belt with upper torso restraint system shall have:
- (1) a single point release;
 - (2) on the seats for the minimum required cabin crew, two shoulder straps and a seat belt that may be used independently; and
 - (3) on flight crew seats and on any seat alongside a pilot's seat:
 - (i) two shoulder straps and a seat belt that may be used independently; or
 - (ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes:
 - (A) aeroplanes with an MCTOM of ~~less than~~ 5 700 kg **or less** and with an MOPSC of ~~less than~~ nine **or less** that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification;
 - (B) aeroplanes with an MCTOM of ~~less than~~ 5 700 kg **or less** and with an MOPSC of ~~less than~~ nine **or less** that are not compliant with the emergency landing dynamic conditions defined in the applicable certification specification and having an individual CofA first issued before 28 October 2014; and
 - (C) aeroplanes certified in accordance with CS-VLA or equivalent and CS-LSA or equivalent.

(...)

- (53) Amendment of point (d) of CAT.IDE.A.245 Crew protective breathing equipment, to include a more precise rule reference for clarity.**

CAT.IDE.A.245 Crew protective breathing equipment

(...)

- (b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station.

- (c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.
- (d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in CAT.IDE.A.250 (b) and (c), or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment.
- (...)

(54) Replacement of the outdated term ‘airworthiness code’ with the term ‘certification specification’ in points (c) and (d) of CAT.IDE.A.275 *Emergency lighting and marking*.

CAT.IDE.A.275 Emergency lighting and marking

- (...)
- (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).
- (...)

(55) Amendment of point (c) of CAT.IDE.A.345 *Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks* changing the terminology due to ICAO redesignation of the NAT airspace as a high-level airspace.

CAT.IDE.A.345 Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks

- (a) Aeroplanes operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication and navigation equipment in accordance with the applicable airspace requirements.
- (b) Radio communication equipment shall include at least two independent radio communication systems necessary under normal operating conditions to communicate with an appropriate ground station from any point on the route, including diversions.
- (c) Notwithstanding (b), aeroplanes operated for short haul operations in the North Atlantic ~~high-level airspace minimum navigation performance specifications (NAT HLA MNPS)~~ high-level airspace and not crossing the North Atlantic shall be equipped with at least one long range communication system, in case alternative communication procedures are published for the airspace concerned.
- (...)

(56) 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

(...)

(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

(...)

(57) Amendment of CAT.IDE.H.100 Instruments and equipment — general as follows:

- **Deletion of the term ‘spare fuses’ for helicopter operations in point (a)(1).**
- **Amendment of point (b) of CAT.IDE.H.100 to align the wording with that in Part-SPO and to avoid inconsistencies with Part-SPA.**

CAT.IDE.H.100 Instruments and equipment — general

(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements, except for the following items:

~~(1) Spare fuses;~~

(12) Independent portable lights;

(23) An accurate time piece;

(34) Chart holder;

(45) First-aid kit;

~~(56)~~ Megaphones;

(67) Survival and signalling equipment;

~~(78)~~ Sea anchors and equipment for mooring; and

~~(89)~~ Child restraint devices.

(b) Instruments and equipment not required by this Subpart ~~that do not need to be approved in accordance with the applicable airworthiness requirements~~ **Part as well as any other equipment which is not required by this Regulation,** but are carried on a flight, shall comply with the following:

(...)

- (58) **Amendment of point (b) of CAT.IDE.H.105 in order to add the correct rule reference to ensure clarity.**

CAT.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 operator's MEL; or
- (b) the operator is approved by the competent authority to operate the helicopter within the constraints of the MMEL in accordance with ORO.MLR.105 (j).

- (59) **Replacement of the term 'pressure altitude' with 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~~ Barometric altitude;
 - (...)
 - (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~~ Barometric altitude;
- (..)

- (60) **Replacement of the term 'pressure altitude' with the term 'barometric altitude' in points (b) and (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:

(...)

(b) Two means of measuring and displaying ~~pressure~~ **barometric** altitude. For single-pilot operations under VFR at night one pressure altimeter may be substituted by a radio altimeter.

(...)

(h) Whenever two pilots are required for the operation, a separate means for displaying for the second pilot:

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

(2) Indicated airspeed;

(3) Vertical speed;

(4) Slip;

(5) Attitude; and

(6) Stabilised heading.

(...)

(61) Replacement of the term ‘weight’ with the correct term ‘mass’ in point (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

(...)

(62) Replacement of the outdated term ‘airworthiness code’ with the term ‘certification specification’ in points (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.

(...)

Annex V (Part-SPA)

- (63) **Amendment of point (a) of SPA.GEN.100 Competent authority, to cater for the scenario where the non-commercial operator has a principal place of business, is established or residing. Also amending point (b) to include low visibility operations (LVO).**

SPA.GEN.100 Competent authority

- (a) The competent authority for issuing a specific approval shall be:
- (1) for the commercial operator, the authority of the Member State in which the operator has its principal place of business;
 - (2) for the non-commercial operator, the authority of the State in which the operator has its principal place of business, is established or residing.
- (b) Notwithstanding (a)(2), for the non-commercial operator using aircraft registered in a third country, the applicable requirements under this Annex for the approval of the following operations shall not apply if these approvals are issued by a third-country State of Registry:
- (1) Performance-based navigation (PBN);
 - (2) Minimum operational performance specifications (MNPS);
 - (3) Reduced vertical separation minima (RVSM) airspace;
 - (4) Low visibility operations (LVO).

(...)

- (64) **Amendment of point (e) of SPA.DG.110 Dangerous goods information and documentation to include a recent update of ICAO's Technical Instructions for the Safe Transport of Dangerous Goods by Air (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:

(...)

- (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 their part of the flight operations ~~aerodromes of last departure and next scheduled arrival~~, until after the completion of the flight to which the information refers;

(...)

- (65) **Amendment of point (a) of SPA.NVIS.110 Equipment requirements for NVIS operations to provide the correct reference to the current Initial Airworthiness Regulation, and amendment of point (b) to correct an editorial error.**

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~~⁶.
- (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 discernable during all phases of NVIS flight.
- (...)

- (66) **Amendment of SPA.HHO.110 Equipment requirements for HHO as follows:**

- **Amendment of point (b) to provide the correct reference to the current Continuing Airworthiness Regulation.**
- **Amendment of point (a) to clarify which PCDSs require an airworthiness approval and which ones do not.**

SPA.HHO.110 Equipment requirements for HHO

- (a) The installation of all helicopter hoist equipment other than simple PCDSs, 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) No 1321/2014 ~~2042/2003~~.

⁶ OJ L 224, 21.8.2012, p. 1.

Annex VI (Part-NCC)

- (67) **Amendment of NCC.GEN.100 Competent authority, to clarify that the rule also applies in those cases where the non-commercial operator is established in the Member State.**

NCC.GEN.100 Competent authority

The competent authority shall be the authority designated by the Member State in which the operator has its principal place of business, is established or is residing.

- (68) **Addition of the new rule NCC.GEN.101, as an outcome of RMT.0352, to ensure that the provisions in ORO.GEN.310 referring to the use of aircraft included in an AOC for other-than-CAT operations are applicable also to flight training organisations that are required to comply with Part-NCC**

NCC.GEN.101 Additional requirements for flight training organisations

Approved training organisations that need to comply with this Part shall also comply with ORO.GEN.310, as applicable.

- (69) **Amendment of point (c) of NCC.IDE.A.100 to align the wording with that in Part-SPO and to avoid inconsistencies with Part-SPA.**

NCC.IDE.A.100 Instruments and equipment — general

(...)

- (c) Instruments and equipment not required by this Subpart Part as well as any other equipment which is not required by this Regulation other applicable Annexes, but is 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 I to Regulation (EC) No 216/2008 or NCC.IDE.A.245 and NCC.IDE.A.250; and
- (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.

(...)

- (70) **Addition of the rule reference in point (b) of NCC.IDE.A.105 in order to ensure clarity.**

NCC.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 operator's minimum equipment list (MEL);
- (b) the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL) in accordance with ORO.MLR.105 (j); or

(...)

- (71)** Replacement of the term 'pressure altitude' with the term 'barometric altitude' in points (a)(3) and (c)(1) of *NCC.IDE.A.120 Operations under VFR — flight and navigational instruments and associated equipment*.

NCC.IDE.A.120 Operations under VFR — flight and navigational instruments and associated equipment

- (a) Aeroplanes operated under VFR by day shall be equipped with a means of measuring and displaying the following:

- (1) magnetic-heading;
- (2) time in hours, minutes and seconds;
- (3) ~~pressure~~ barometric altitude;

(...)

- (c) Whenever two pilots are required for the operation, aeroplanes shall be equipped with an additional separate means of displaying the following:

- (1) ~~pressure~~ barometric altitude;

(...)

- (72)** Replacement of the term 'pressure altitude' with the term 'barometric altitude' in points (a)(3) and (c)(1) of *NCC.IDE.A.125 Operations under IFR — flight and navigational instruments and associated equipment*.

NCC.IDE.A.125 Operations under IFR — flight and navigational instruments and associated equipment

Aeroplanes operated under IFR shall be equipped with:

- (a) a means of measuring and displaying the following:

- (1) magnetic heading;
- (2) time in hours, minutes and seconds;
- (3) ~~pressure~~ barometric altitude;

(...)

- (c) whenever two pilots are required for the operation, an additional separate means of displaying for the second pilot:

- (1) ~~pressure~~ barometric altitude;

(...)

- (73) Amendment of point (b) in NCC.IDE.A.180 Seats, seat safety belts, restraint systems and child restraint devices to provide clarification of the mass and seating configuration determining the applicability of the rule.**

NCC.IDE.A.180 Seats, seat safety belts, restraint systems and child restraint devices

(...)

- (b) A seat belt with upper torso restraint system shall have:

(...)

- (3) on flight crew seats and on any seat alongside a pilot's seat:
- (i) two shoulder straps and a seat belt that may be used independently; or
 - (ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes:
 - (A) aeroplanes with an MCTOM of less than 5 700 kg or less and with an MOPSC of less than nine or less that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification;
 - (B) aeroplanes with an MCTOM of less than 5 700 kg or less and with an MOPSC of less than nine or less that are not compliant with the emergency landing dynamic conditions defined in the applicable certification specification and having an individual CofA first issued before 25 August 2016.

(....)

- (74) Amendment of point (c) of NCC.IDE.H.100 to align the wording with that in Part-SPO and to avoid inconsistencies with Part-SPA.**

NCC.IDE.H.100 Instruments and equipment — general

- (c) Instruments and equipment not required by this Subpart Part as well as any other equipment which is not required by this Regulation other applicable Annexes, but is 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 I to Regulation (EC) No 216/2008 or NCC.IDE.H.245 and NCC.IDE.H.250; and
 - (2) the instruments and equipment shall not affect the airworthiness of the helicopter, even in the case of failures or malfunction.

- (75) Addition of the rule reference in point (b) of NCC.IDE.H.105 in order to ensure clarity.**

NCC.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 operator's minimum equipment list (MEL);

(b) the operator is approved by the competent authority to operate the helicopter within the constraints of the master minimum equipment list (MMEL) in accordance with ORO.MLR.105 (j); or

(...)

(76) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in point (a)(3) and in point (c)(1) of NCC.IDE.H.120 Operations under VFR — flight and navigational instruments and associated equipment.

NCC.IDE.H.120 Operations under VFR — flight and navigational instruments and associated equipment

(a) Helicopters operated under VFR by day shall be equipped with a means of measuring and displaying the following:

- (1) magnetic heading;
- (2) time in hours, minutes and seconds;
- (3) ~~pressure~~ barometric altitude;

(...)

(c) Whenever two pilots are required for the operation, helicopters shall be equipped with an additional separate means of displaying the following:

- (1) ~~pressure~~ barometric altitude;

(...)

(77) Replacement of the term 'pressure altitude' by the term 'barometric altitude' in point (a)(3) and in point (c)(1) of NCC.IDE.H.125 Operations under IFR — flight and navigational instruments and associated equipment.

NCC.IDE.H.125 Operations under IFR — flight and navigational instruments and associated equipment

Helicopters operated under IFR shall be equipped with:

(a) a means of measuring and displaying the following:

- (1) magnetic heading;
- (2) time in hours, minutes and seconds;
- (3) ~~pressure~~ barometric altitude;

(...)

(c) whenever two pilots are required for the operation, an additional separate means of displaying the following:

- (1) ~~pressure~~ barometric altitude;

(...)

- (78) Replacement of the outdated term 'airworthiness code' with 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 specifications ~~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.

Annex VII (Part-NCO)

- (79) **Amendment of point (b) of NCO.GEN.100** Competent authority, to clarify that for aircraft registered in a third-country the competent authority is the authority of the Member State where the operator has its principal place of business, is established or residing.

NCO.GEN.100 Competent authority

- (a) The competent authority shall be the authority designated by the Member State where the aircraft is registered.
- (b) If the aircraft is registered in a third country, the competent authority shall be the authority designated by the Member State where the operator has its principal place of business, is established or residing.

- (80) **Insertion of a new rule, NCO.GEN.104, applicable to NCO operators who operate an aircraft included in an AOC, as an outcome of RMT.0352, to mirror the new ORO.GEN.310 in Part-ORO**

NCO.GEN.104 Use of aircraft included in an AOC by an NCO operator

- (a) An NCO operator may use an other-than-complex motor-powered aircraft included in an AOC to conduct operations in accordance with this Part.
- (b) The operator shall have a procedure to describe:
- (1) how operational control of the aircraft is transferred from and to the AOC holder, as referred to in ORO.GEN.310; and
 - (2) how the handover of the aircraft is formalised upon its return to the AOC holder.
- This procedure shall be included in a contract between the AOC holder and the NCO operator.
- The NCO operator shall ensure that this procedure is communicated to the relevant personnel.
- (c) The continuing airworthiness of the aircraft used under the terms set in this rule shall be managed by the CAMO of the AOC holder in accordance with Part-M (M.A.201).
- (d) The operator shall ensure that:
- (1) every flight conducted under its operational control is recorded in the aircraft technical log system;
 - (2) no changes to the aircraft systems or configuration shall be made;
 - (3) any defect or technical malfunction occurring while the aircraft is under its operational control is reported to the CAMO of the AOC holder immediately after the flight; and
 - (4) the AOC holder receives a copy of any occurrence report related to the flights performed with the aircraft, completed in accordance with Regulation (EU) No 376/2014 and Regulation (EU) No 2015/1018.

- (81) **Amendment of point (b)(2) of, NCO.GEN.140, applicable to NCO operators, to ensure that dangerous goods rules also apply to technical crew in case of specialised operations. In addition, introduction of a new point (g) mirroring requirements for operators, operating under Part-NCC**

and Part-SPO, to ensure that NCO operators establish and maintain dangerous goods training programmes. Only if the operator transports dangerous goods, those training programmes require to be approved under Part-SPA.

NCO.GEN.140 Transport of dangerous goods

- (a) The transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.
- (b) Dangerous goods shall only be transported by the operator approved in accordance with Annex V (Part-SPA), Subpart G, to Regulation (EU) No 965/2012 except when:
 - (1) they are not subject to the Technical Instructions in accordance with Part 1 of those Instructions; or
 - (2) they are carried by aircraft occupants ~~passengers or the pilot in command~~, or are in baggage, in accordance with Part 8 of the Technical Instructions;
 - (3) they are carried by operators of ELA2 aircraft.
- (...)
- (g) NCO operators shall establish and maintain dangerous goods training programmes. If the operator transports dangerous goods, such training programmes shall be subject to review and approval in accordance with Part SPA.

(82) Amendment of point (c) of NCO.IDE.A.100 to align wording with Part-SPO and avoid inconsistencies with Part-SPA.

NCO.IDE.A.100 Instruments and equipment — general

- (...)
- (c) Instruments and equipment not required by this Subpart Part as well as any other equipment that is not required by other applicable Annexes, but is carried on a flight, shall comply with the following:

(...)

(83) Replacement of the term ‘pressure altitude’ with the term ‘barometric altitude’ in point (a)(3) of NCO.IDE.A.120 Operations under VFR — flight and navigational instruments and associated equipment.

NCO.IDE.A.120 Operations under VFR — flight and navigational instruments and associated equipment

- (a) Aeroplanes operated under VFR by day shall be equipped with a means of measuring and displaying the following:
 - (1) magnetic heading;
 - (2) time, in hours, minutes and seconds;
 - (3) ~~pressure~~ barometric altitude;

(...)

- (84)** Replacement of the term ‘pressure altitude’ with the term ‘barometric altitude’ in point (a)(3) of *NCO.IDE.A.125 Operations under IFR — flight and navigational instruments and associated equipment*.

NCO.IDE.A.125 Operations under IFR — flight and navigational instruments and associated equipment

Aeroplanes operated under IFR shall be equipped with:

- (a) a means of measuring and displaying the following:
- (1) magnetic heading;
 - (2) time in hours, minutes and seconds;
 - (3) ~~pressure~~ barometric altitude;
- (...)

- (85)** Amendment of point (b)(6) and (b) (7) and point (c) of *NCO.IDE.H.100* to clarify which PCDS require an airworthiness approval and which ones do not, and to avoid inconsistencies with Subpart *NCO.SPEC*.

NCO.IDE.H.100 Instruments and equipment — general

(...)

- (b) The following items, when required by this Subpart, do not need an equipment approval:

(...)

(5) sea anchor and equipment for mooring; ~~and~~

(6) child restraint device; ~~and~~

(7) a simple PCDS used by a task specialist as a restraint device.

- (c) Instruments and equipment not required by this Subpart, as well as any other equipment that is not required by other this Regulation applicable Annexes, but is ~~is~~ ~~are~~ carried on a flight, shall comply with the following:

(...)

- (86)** Replacement of the term ‘pressure altitude’ by the term ‘barometric altitude’ in point (a)(3) of *NCO.IDE.H.120 Operations under VFR — flight and navigational instruments and associated equipment*.

NCO.IDE.H.120 Operations under VFR — flight and navigational instruments and associated equipment

- (a) Helicopters operated under VFR by day shall be equipped with a means of measuring and displaying the following:

(1) magnetic heading;

(2) time in hours, minutes and seconds;

(3) ~~pressure~~ barometric altitude;

(4) indicated airspeed; and

(5) slip.

(...)

(87) Replacement of the term ‘pressure altitude’ by the term ‘barometric altitude’ in point (a)(3) of NCC.IDE.H.125 Operations under IFR — flight and navigational instruments and associated equipment.

NCO.IDE.H.125 Operations under IFR — flight and navigational instruments and associated equipment

Helicopters operated under IFR shall be equipped with:

(a) a means of measuring and displaying the following:

- (1) magnetic heading;
- (2) time in hours, minutes and seconds;
- (3) ~~pressure~~ barometric altitude;

(...)

(88) Amendment of NCO.IDE.H.140 to align the wording with that in SPO.IDE.H.160.

NCO.IDE.H.140 Seats, seat safety belts, restraint systems and child restraint devices

(a) Helicopters shall be equipped with:

- (1) a seat or berth for each person on board who is aged 24 months or more, or station for each crew member or task specialist on board;
- (2) a seat belt on each passenger seat and restraining belts for each berth, and restraint devices for each station;

(...)

(89) Replacement of the outdated term ‘airworthiness code’ with the term ‘certification specification’ in points (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 specifications ~~airworthiness code~~;
- (b) certified for ditching in accordance with the relevant certification specifications ~~airworthiness code~~; or

(...)

(90) Amendment of point (b) of NCO.SPEC.HEC.105 to clarify which PCDS require an airworthiness approval and which ones do not.

NCO.SPEC.HEC.105 Specific HEC equipment

(...)

(b) The installation of all hoist and cargo hook equipment other than simple PCDS, and any subsequent modifications shall have an airworthiness approval appropriate to the intended function.

(...)

(91) Amendment of NCO.SPEC.PAR.120, to ensure that parachutists may carry smoke train devices before releasing the device after exit from the aircraft.

NCO.SPEC.PAR.120 Transport and Release of dangerous goods

Notwithstanding NCO.SPEC.160, parachutists may carry smoke trail devices and exit the aircraft for the purpose of parachute display over congested areas of cities, towns or settlements or over an open-air assembly of persons ~~whilst carrying smoke train devices~~, provided these devices are manufactured for this purpose.

Annex VIII (Part-SPO)

(...)

- (92) Amendment of SPO.GEN.100 Competent authority, to clarify that the competent authority is the authority from the Member State where the operator has its principal place of business, is established or residing.**

SPO.GEN.100 Competent authority

The competent authority shall be the authority designated by the Member State in which the operator has its principal place of business, is established or is residing.

- (93) Amendment of point (a) 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.

(...)

- (94) Amendment of SPO.IDE.A.100 to align the wording with that in SPO.IDE.H.100, to clarify which PCDSs require an airworthiness approval and which ones do not, and to avoid inconsistencies with Subpart SPO.SPEC.**

SPO.IDE.A.100 Instruments and equipment — general

(...)

- (b) The following items, when required by this Subpart, do not need an equipment approval:
- (...)
- (6) survival and signalling equipment, and
 - (7) sea anchor and equipment for mooring-, and
 - (8) simple PCDS used by a task specialist as a restraint device.

- (c) Instruments and equipment not required by this Subpart Part as well as any other equipment that is not required by this Regulation other applicable Annexes, but is 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 I to Regulation (EC) No 216/2008 or SPO.IDE.A.215 and SPO.IDE.A.220;
 - (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.

(...)

- (95) 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. A rule reference is also added for clarity.**

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) in accordance with ORO.MLR.105 (j); or
- (c) the aeroplane is subject to a permit to fly issued in accordance with the applicable airworthiness requirements.

(...)

- (96) Replacement of the term 'pressure altitude' with the term 'barometric altitude' in points (a)(3) and (e)(1) of SPO.IDE.A.120 Operations under VFR — flight and navigational instruments and associated equipment.**

SPO.IDE.A.120 Operations under VFR — flight and navigational instruments and associated equipment

- (a) Aeroplanes operated under VFR by day shall be equipped with a means of measuring and displaying the following:
 - (1) magnetic heading,
 - (2) time in hours, minutes and seconds,
 - (3) ~~pressure~~ barometric altitude,

(...)

- (e) Whenever two pilots are required for the operation, aeroplanes shall be equipped with an additional separate means of displaying the following:

- (1) ~~pressure~~ barometric altitude,

(...)

- (97) Replacement of the term 'pressure altitude' with the term 'barometric altitude' in points (a)(3) and (c)(1) of *SPO.IDE.A.125 Operations under IFR — flight and navigational instruments and associated equipment*.

SPO.IDE.A.125 Operations under IFR — flight and navigational instruments and associated equipment

Aeroplanes operated under IFR shall be equipped with:

- (a) a means of measuring and displaying the following:
- (1) magnetic heading,
 - (2) time in hours, minutes and seconds,
 - (3) ~~pressure~~ barometric altitude,
- (...)
- (c) whenever two pilots are required for the operation, an additional separate means of displaying for the second pilot:
- (1) ~~pressure~~ barometric altitude,
- (...)

- (98) Amendment of point (b) and point (c) of *SPO.IDE.H.100* to clarify which PCDSs require an airworthiness approval and which ones do not, and to avoid inconsistencies with Subpart *SPO.SPEC*.

SPO.IDE.H.100 Instruments and equipment — general

- (...)
- (b) The following items, when required by this Subpart, do not need an equipment approval:
- (...)
- (5) survival and signalling equipment, ~~and~~
 - (6) sea anchor and equipment for mooring-, ~~and~~
 - (7) simple PCDS used by a task specialist as a restraint device.
- (c) Instruments and equipment not required by this Subpart Part as well as any other equipment that is not required by this Regulation ~~other applicable Annexes~~, but ~~is~~ ~~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 I to Regulation (EC) No 216/2008 or SPO.IDE.H.215 and SPO.IDE.H.220; and
 - (2) the instruments and equipment shall not affect the airworthiness of the helicopter, even in the case of failures or malfunction.
- (...)

- (99) **Amendment of point (a) and (b) 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. A rule reference is also added for clarity.**

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) **in accordance with ORO.MLR.105 (j)**; or
- (...)

- (100) **Replacement of the term 'pressure altitude' by the term 'barometric altitude' in point (a)(3) and in point (d)(1) of *SPO.IDE.H.120 Operations under VFR — flight and navigational instruments and associated equipment*.**

SPO.IDE.H.120 Operations under VFR — flight and navigational instruments and associated equipment

- (a) Helicopters operated under VFR by day shall be equipped with a means of measuring and displaying the following:
 - (1) magnetic heading,
 - (2) time in hours, minutes and seconds,
 - (3) ~~pressure~~ **barometric** altitude,
- (...)
- (d) Whenever two pilots are required for the operation, helicopters shall be equipped with an additional separate means of displaying:
 - (1) ~~pressure~~ **barometric** altitude,
- (...)

- (101) **Replacement of the term 'pressure altitude' by the term 'barometric altitude' in point (a)(3) and in point (c)(1) of *SPO.IDE.H.125 Operations under IFR — flight and navigational instruments and associated equipment*.**

SPO.IDE.H.125 Operations under IFR — flight and navigational instruments and associated equipment

Helicopters operated under IFR shall be equipped with:

- (a) a means of measuring and displaying:
 - (1) magnetic heading,
 - (2) time in hours, minutes and seconds,
 - (3) ~~pressure~~ **barometric** altitude,

(...)

(c) whenever two pilots are required for the operation, an additional separate means of displaying:

(1) ~~pressure~~ barometric altitude,

(...)

(102) 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 ~~an 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.

(...)

(103) Clarification of the mass and seating configuration determining the applicability of the rule in point (e) of SPO.IDE.A.160

SPO.IDE.A.160 Seats, seat safety belts and restraint systems

Aeroplanes shall be equipped with:

(...)

(e) The seat belt with upper torso restraint system required by (d) shall have:

(1) a single point release;

(2) on flight crew seats and on any seat alongside a pilot's seat:

(i) two shoulder straps and a seat belt that may be used independently; or

(ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes:

(A) aeroplanes with an MCTOM of ~~less than~~ 5 700 kg or less and with an MOPSC of ~~less than~~ nine or less that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification;

(B) aeroplanes with an MCTOM of ~~less than~~ 5 700 kg or less and with an MOPSC of ~~less than~~ nine or less that are not compliant with the emergency landing dynamic conditions defined in the applicable certification specification and having an individual CofA first issued before 25 August 2016.

- (104) Amendment of point (c) of SPO.SPEC.HEC.100 to clarify that practical training is needed, and a small editorial correction in point (e) to clarify that standard operating procedures for HEC shall specify helicopter performance criteria.**

SPO.SPEC.HEC.100 Standard operating procedures

The standard operating procedures for HEC shall specify:

- (a) the equipment to be carried, including its operating limitations and appropriate entries in the MEL, as applicable;
- (b) crew composition and experience requirements of crew members and task specialists;
- (c) the relevant theoretical and practical training for crew members to perform their tasks, and the relevant training for task specialists to perform their tasks, and the qualification and nomination of persons providing such training to the crew members and task specialists;
- (d) responsibilities and duties of crew members and task specialists;
- (e) helicopter performance criteria necessary to be met to conduct HEC operations;
- (f) normal, abnormal and emergency procedures.

- (105) Amendment of point (b) of SPO.SPEC.HEC.105 to clarify which PCDS require an airworthiness approval and which ones do not.**

SPO.SPEC.HEC.105 Specific HEC equipment

(...)

- (b) The installation of all hoist and cargo hook equipment other than simple PCDS, and any subsequent modifications shall have an airworthiness approval appropriate to the intended function.

- (106) Amendment of point (c) and (e) of SPO.SPEC.HESLO.100 to clarify that practical training is needed and a small editorial correction in point (e) to clarify that standard operating procedures for HEC shall specify helicopter performance criteria.**

SPO.SPEC.HESLO.100 Standard operating procedures

The standard operating procedures for HESLO shall specify:

- (a) the equipment to be carried, including its operating limitations and appropriate entries in the MEL, as applicable;
- (b) crew composition and experience requirements of crew members and task specialists;
- (c) the relevant theoretical and practical training for crew members to perform their tasks, and the relevant training for task specialists to perform their task, and the qualification and nomination of persons providing such training to the crew members and task specialists;
- (d) responsibilities and duties of crew members and task specialists;
- (e) helicopter performance criteria necessary to be met to conduct HESLO operations;
- (f) normal, abnormal and emergency procedures.

(107) Amendment of *SPO.SPEC.PAR.125* to correct an editorial error and use the correct term 'smoke trail' device.

SPO.SPEC.PAR.125 Releasing of dangerous goods

Notwithstanding SPO.GEN.155, parachutists may exit the aircraft for the purpose of parachute display over congested areas of cities, towns or settlements or over an open-air assembly of persons whilst carrying smoke ~~train~~ trail devices, provided these are manufactured for this purpose.

ANNEX II

to draft Commission Regulation (EU) .../... of XXX as regards the use of aircraft included in an AOC for other-than-CAT operations amending 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

Annex I Part-M

- (108) Insertion of the new point (k), in M.A.201 to reflect the changes in ORO.GEN.310 and NCO.GEN.104 of Commission Regulation (EU) No 965/2012 on air operations**

M.A.201

(...)

- (k) The owner/operator using an aircraft included in an AOC for other-than-CAT operations under the terms of ORO.GEN.310 and/or NCO.GEN.104 shall ensure that the tasks associated with continuing airworthiness are performed by the CAMO of the AOC holder.**