European Aviation Safety Agency

COMMENT RESPONSE DOCUMENT (CRD) TO NOTICE OF PROPOSED AMENDMENT (NPA) 2008-22B & 2009-02D

for an Agency Opinion on a Commission Regulation establishing the Implementing Rules for authority requirements

and

draft Decision of the Executive Director of the European Aviation Safety Agency on Acceptable Means of Compliance and Guidance Material related to the Implementing Rules for authority requirements

"Authority Requirements"

COMMENT RESPONSE DOCUMENT (CRD) TO NOTICE OF PROPOSED AMENDMENT (NPA) 2008-22C& 2009-02C

for an Agency Opinion on a Commission Regulation establishing the Implementing Rules for organisations in the field of air operations and personnel requirements.

and

a draft Decision of the Executive Director of the European Aviation Safety Agency on Acceptable Means of Compliance and Guidance Material related to the Implementing Rules for organisations in the field of air operations and personnel requirements.

"Organisation Requirements"

CRD c.4 – Rule comparison tables EU-OPS, JAR-OPS 3

Subparts C, N, O, P, S

This document provides references between EU-OPS and JAR-OPS 3 (left column) and the corresponding requirements in Parts AR and OR (right column). It does not include references to Parts CAT and SPA. Complete cross-reference tables for all Subparts, also including relevant references to Parts CAT and SPA will be provided with the OPS CRDs.

TABLE OF CONTENTS

EU-OPS SUBPART C

OPERATOR CERTIFICATION AND SUPERVISION

EU-OPS Subpart C Rule Text	CRD Rule Reference
OPS 1.175 **General rules for Air Operator Certification**	
Note 1: Appendix 1 to this paragraph specifies the contents and conditions of the AOC.	N/A
Note 2: Appendix 2 to this paragraph specifies the management and organisation requirements.	N/A
(a) An operator shall not operate an aeroplane for the purpose of commercial air transportation otherwise than under, and in accordance with, the terms and conditions of an Air Operator Certificate (AOC).	OR.OPS.AOC.100(a)
(b) An applicant for an AOC, or variation of an AOC, shall allow the Authority to examine all safety aspects of the proposed operation.	OR.GEN.115(b) OR.GEN.140
(c) An applicant for an AOC must:	
(1) Not hold an AOC issued by another Authority unless specifically approved by the Authorities concerned;	N/A
(2) Have his principal place of business and, if any, his registered office located in the State responsible for issuing the AOC;	OR.GEN.105
(3) Satisfy the Authority that he is able to conduct safe operations.	OR.GEN.115(b)
(d) If an operator has aeroplanes registered in different Member States, appropriate arrangements shall be made to ensure appropriate safety oversight.	AR.GEN.300(a)
(e) An operator shall grant the Authority access to his organisation and aeroplanes and shall ensure that, with respect to maintenance, access is granted to any associated Part–145 maintenance organisation, to determine continued compliance with OPS 1.	OR.GEN.140
(f) An AOC will be varied, suspended or revoked if the Authority is no longer satisfied that the operator can maintain safe operations.	OR.GEN.135(a) AR.GEN.350
(g) The operator must satisfy the Authority that; (1) Its organisation and management are suitable and properly matched to the scale and scope of the operation; and (2) Procedures for the supervision of operations have been defined.	OR.OPS.AOC.100(c)(3) OR.GEN.200(b) OR.OPS.GEN.100(c)
(h) The operator must have nominated an accountable manager acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard	OR.GEN.210(a)

EU-OPS Subpart C Rule Text	CRD Rule Reference
required by the Authority.	
(i) The operator must have nominated post holders, acceptable to the Authority, who are responsible for the management and supervision of the following areas, (1) Flight operations; (2) The maintenance system; (3) Crew training; and (4) Ground operations.	OR.OPS.AOC.135(a) (2) is covered in Regulation 2042/2003 Annex I Part-M
(j) A Person may hold more than one of the nominated posts if acceptable to the Authority but, for operators who employ 21 or more full time staff, a minimum of two persons are required to cover the four areas of responsibility.	AMC1-OR.OPS.AOC.135(1) No limit of 21 required
(k) For operators who employ 20 or less full time staff, one or more of the nominated posts may be filled by the accountable manager if acceptable to the Authority.	AMC1-OR.OPS.AOC.135(1) No limit of 20 required
(l) The operator must ensure that every flight is conducted in accordance with the provisions of the Operations Manual.	OR.OPS.GEN.100 (b)
(m) The operator must arrange appropriate ground handling facilities to ensure the safe handling of its flights.	OR.OPS.AOC.140(a)
(n) The operator must ensure that its aeroplanes are equipped and its crews are qualified, as required for the area and type of operation.	OR.OPS.GEN.100(d)
(o) The operator must comply with the maintenance requirements, in accordance with Part M, for all aeroplanes operated under the terms of its AOC.	Regulation (EC) No 2042/2003
(p) The operator must provide the Authority with a copy of the Operations Manual, as specified in Subpart P and all amendments or revisions to it.	OR.OPS.MLR.100(g)(1)- amts and revisions OR.OPS.AOC.100(b)(6)
(q) The operator must maintain operational support facilities at the main operating base, appropriate for the area and type of operation.	OR.OPS.AOC.140(b)
OPS 1.180 Issue, variation and continued validity of an AOC	
(a) An operator will not be granted an AOC, or a variation to an AOC, and that AOC will not remain valid unless:	
(1) Aeroplanes operated have a standard Certificate of Airworthiness issued in accordance with Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations by a Member State. Standard Certificates of Airworthiness issued by a Member State other than the State responsible for issuing the AOC, will be	OR.OPS.AOC.100(c)(2)

EU-OPS Subpart C Rule Text	CRD Rule Reference
accepted without further showing when issued in accordance with Part 21;	
(2) The maintenance system has been approved by the Authority in accordance with Part M, Subpart G; and	Regulation (EC) 2042/2003 Annex I Part-M M.A.201(h)
(3) He has satisfied the Authority that he has the ability to:	
(i) Establish and maintain an adequate organisation;	OR.GEN.200
(ii) Establish and maintain a quality system in accordance with OPS 1.035;	OR.GEN.200(a)(6)
(iii) Comply with required training programmes;	OR.GEN.200(a)(4)
(iv) Comply with maintenance requirements, consistent with the nature and extent of the operations specified, including the relevant items prescribed in OPS 1.175 (g) to (o); and	Regulation (EC) 2042/2003 Part M
(v) Comply with OPS 1.175.	OR.GEN.135
(b) Notwithstanding the provisions of OPS 1. 185 (f), the operator must notify the Authority as soon as practicable of any changes to the information submitted in accordance with OPS 1.185(a) below.	OR.GEN.130
(c) If the Authority is not satisfied that the requirements of subparagraph (a) above have been met, the Authority may require the conduct of one or more demonstration flights, operated as if they were commercial air transport flights.	AMC1-AR.OPS.100 and AMC2-AR.OPS.300 point 3 for RVSM approval
OPS 1.185 Administrative requirements	
(a) An operator shall ensure that the following information is included in the initial application for an AOC and, when applicable, any variation or renewal applied for: (1) The official name and business name, address and mailing address of the applicant; (2) A description of the proposed operation; (3) A description of the management organisation; (4) The name of the accountable manager; (5) The names of major post holders, including those responsible for flight operations, the maintenance system, crew training and ground operations together with their qualifications and experience; and (6) The Operations Manual.	OR.OPS.AOC.100(b)
(b) In respect of the operator's maintenance system only, the following information must be included in the initial application for an AOC and, when applicable, any variation or renewal applied for, and for each aeroplane type to be operated: (1) The operator's continuing airworthiness management exposition;	Regulation (EC) No 2042/2003 Annex I Part-M

EU-OPS Subpart C Rule Text	CRD Rule Reference
(2) The operator's aeroplane maintenance programme(s); (3) The aeroplane technical log; (4) Where appropriate, the technical specification(s) of the maintenance contract(s) between the operator and any Part–145 approved maintenance organisation; (5) The number of aeroplanes.	
(c) The application for an initial issue of an AOC must be submitted at least 90 days before the date of intended operation except that the Operations Manual may be submitted later but not less than 60 days before the date of intended operation.	AMC1-OR.OPS.AOC.100
(d) The application for the variation of an AOC must be submitted at least 30 days, or as otherwise agreed, before the date of intended operation.	AMC1-OR.GEN.130
(e) The application for the renewal of an AOC must be submitted at least 30 days, or as otherwise agreed, before the end of the existing period of validity.	N/A (unlimited validity)
(f) Other than in exceptional circumstances, the Authority must be given at least 10 days prior notice of a proposed change of a nominated post holder.	AMC1-OR.GEN.130
Appendix 1 to OPS 1.175 Contents and conditions of the Air Operator Certificate	Air Operator Certificate - Appendix IV to Annex 1 Part-AR EASA Form 138
An AOC specifies the:	
(a) Name and location (principal place of business) of the operator;	Air Operator Certificate - Appendix IV to Annex 1 Part-AR EASA Form 138
(b) Date of issue and period of validity;	
(c) Description of the type of operations authorised;	
(d) Type(s) of aeroplane(s) authorised for use;	Operations Specifications Appendix V to Annex 1 Part-AR EASA Form 139
(e) Registration markings of the authorised aeroplane(s) except that operators may obtain approval for a system to inform the Authority about the registrations markings for aeroplanes operated under its AOC;	
(f) Authorised areas of operation;	
(g) Special limitations; and	
(h) Special authorisations/approvals e.g.: - CAT II/CAT III (including approved minima) - (MNPS) Minimum Navigation Performance Specifications - (ETOPS) Extended Range Operation Twin Engined Aeroplanes - (RNAV) Area Navigation - (RVSM) Reduced Vertical Separation Minima - Transportation of Dangerous Goods. - Authorisation to provide cabin crew initial safety training and, if applicable, to issue the	Operations Specifications – Appendix V to Annex 1 Part-AR EASA Form 139 Authorisation to provide CC training: OR.OPS.AOC.120

EU-OPS Subpart C Rule Text	CRD Rule Reference
attestation provided for in Subpart O, for those operators who provide such training directly or indirectly.	CC.TRA.215(a)(3)+(b)(2)
Appendix 2 to OPS 1.175 The management and organisation of an AOC holder	
(a) General An operator must have a sound and effective management structure in order to ensure the safe conduct of air operations. Nominated post holders must have managerial competency together with appropriate technical/operational qualifications in aviation.	AMC3-OR.OPS.AOC.135(a)
(b) Nominated post holders:	
(1) A description of the functions and the responsibilities of the nominated post holders, including their names, must be contained in the Operations Manual and the Authority must be given notice in writing of any intended or actual change in appointments or functions.	AMC1-OR.OPS.AOC.135(a)(2) AMC1-AR.GEN.330 Changes – organisations
(2) The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holders.	AMC1-OR.OPS.AOC.135(a)(3)
(3) A person nominated as a post holder by the holder of an AOC must not be nominated as a post holder by the holder of any other AOC, unless acceptable to the Authorities concerned.	AMC1-OR.OPS.AOC.135(a)(4)
(4) Persons nominated as post holders must be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.	AMC1-OR.OPS.AOC.135(a)(5)
(c) Adequacy and supervision of staff: (1) Crew members. The operator must employ sufficient flight and cabin crew for the planned operation, trained and checked in accordance with Subpart N and Subpart O as appropriate.	OR.OPS.AOC.135(b)
(2) Ground Staff	
(i) The number of ground staff is dependent upon the nature and the scale of operations. Operations and ground handling departments, in particular, must be staffed by trained personnel who have a thorough understanding of their responsibilities within the organisation.	OR.OPS.AOC.135(b)
(ii) An operator contracting other organisations to provide certain services retains responsibility for the maintenance of proper standards. In such circumstances, a nominated post holder must be given the task of	OR.OPS.AOC.135(c) OR.GEN.205(a) OR.GEN.210 (b)

EU-OPS Subpart C Rule Text	CRD Rule Reference
ensuring that any contra ctor empl oyed meets the required standards.	
(3) Su pervision (i) The number of super visors to be appointed i s depen dent upon the structure of the op erator and th e number of staff employed.	OR.OPS.AOC.135(c)(1)
(ii) The duti es and responsi bilities of these supervisors must be defined, and any flying comm itments arra nged so th at they can di scharge th eir supervi sory responsibilities.	OR.GEN.205(a) OR.GEN.210(b)
(iii) The s upervision o f c rew members a nd ground staff must be exerci sed by individuals possessi ng e xperience a nd personal q ualities s ufficient t o e nsure the attai nment of the standa rds specified in the operations manual.	OR.OPS.AOC.135(c)(3)
(d) Accommodation facilities (1) An operator must ensure that workin g spac e available at each operati ng bas e i s suffi cient for personnel pertai ning t o the safety of f light operations. Consideration must be given to the needs of gr ound staff, those concer ned wi th operational control, t he storage and display of essential records, and flight planning by crews.	OR.OPS.AOC.140(c)
(2) Office services must be capable, without delay, of d istributing o perational instructions a nd other information to all concerned.	OR.OPS.AOC.150(b)
(e) Documentation The opera tor must make arrange ments for the production of manual s, amendmen ts and oth er documentation.	OR.OPS.AOC.150(a)

EU-OPS SUBPART N

FLIGHT CREW

EU-OPS Subpart N - Rule Text	CRD Rule Reference
OPS 1.940 Composition of Flight Crew (See Appendices 1 & 2 to OPS 1.940)	
(a) An operator shall ensure that:	
(1) The composition of the flight crew and the number of flight crew members at designated crew stations are both in compliance with, and no less than the minimum specified in, the Aeroplane Flight Manual (AFM);	OR.OPS.FC.100(a)
(2) The flight crew includes additional flight crew members when required by the type of operation, and is not reduced below the number specified in the Operations Manual;	OR.OPS.FC.100(b)
(3) All flight crew members hold an applicable and valid licence acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them;	OR.OPS.FC.100(c), ER 8.a.2
(4) Procedures are established, acceptable to the Authority, to prevent the crewing together of inexperienced flight crew members;	OR.OPS.FC.200(a) AMC 1-OR.OPS.FC.200(a)
(5) One pilot amongst the flight crew, qualified as a pilot-in-command in accordance with the requirements governing Flight Crew Licenses, is designated as the commander who may delegate the conduct of the flight to another suitably qualified pilot; and	OR.OPS.FC.105(a) OR.OPS.FC.200(b)
(6) When a dedicated System Panel Operator is required by the AFM, the flight crew includes one crew member who holds a Flight Engineer's licence or is a suitably qualified flight crew member and acceptable to the Authority.	OR.OPS.FC.110
(7) When engaging the services of flight crew members who are self employed and/or working on a freelance or part time basis, the requirements of Subpart N are complied with. In this respect, particular attention must be paid to the total number of aircraft types or variants that a flight crew member may fly for the purposes of commercial air transportation, which must not exceed the requirements prescribed in OPS 1.980 and OPS 1.981, including when his/her services are engaged by another operator. For crew members serving the operator as a commander, initial operator's Crew Resource Management (CRM) training shall be completed before commencing unsupervised line flying unless the crew member has previously completed an initial operator's CRM course.	OR.OPS.FC.100(e) OR.OPS.FC.215(a) AMC1-OR.OPS.FC.115 & .215, paragraph 2.d.
(b) Minimum flight crew for operations under IFR or at night. For operations under IFR or at night, an operator shall ensure that:	OR.OPS.FC.200(c)
(1) For all turbo-propeller aeroplanes with a maximum approved passenger seating configuration of more than 9 and for all turbo-jet aeroplanes, the minimum flight crew is 2 pilots; or	
(2) Aeroplanes other than those covered by sub paragraph (b)(1) above are operated by a single pilot provided that the requirements of Appendix 2 to OPS 1.940 are satisfied. If the requirements of Appendix 2 are not satisfied, the minimum flight	

EU-OPS Subpart N - Rule Text	CRD Rule Reference
crew is 2 pilots.	
OPS 1.943 Initial Operator's Crew Resource Management (CRM) training	
(a) When a flight crew member has not previously completed initial Operator's Crew Resource Management (CRM) training (either new employees or existing staff), then the operator shall ensure that the flight crew member completes an initial CRM training course. New employees shall complete initial Operator's CRM Training within their first year of joining an operator.	Transition provision – not transposed
(b) If the flight crew member has not previously been trained in Human Factors then a theoretical course, based on the human performance and limitations programme for the ATPL (see the requirements applicable to the issue of Flight Crew Licences) shall be completed before the initial Operator's CRM training or combined with the initial Operator's CRM training.	OR.OPS.FC.215(c)
(c) Initial CRM training shall be conducted by at least one CRM trainer acceptable to the Authority who may be assisted by experts in order to address specific areas.	OR.OPS.FC.215(b)
(d) Initial CRM training is conducted in accordance with a detailed course syllabus included in the Operations Manual.	OR.OPS.FC.145(a)(1)
OPS 1.945 Conversion Training and checking (See Appendix 1 to OPS 1.945)	
(a) An operator shall ensure that:	
(1) A flight crew member completes a Type Rating course which satisfies the requirements applicable to the issue of Flight Crew Licences when changing from one type of aeroplane to another type or class for which a new type or class rating is required;	Redundant with Part-FCL and OR.OPS.FC.100(c) – not transposed
(2) A flight crew member completes an operator's conversion course before commencing unsupervised line flying;	OR.OPS.FC.120(a)(1)+(2)
(i) When changing to an aeroplane for which a new type or class rating is required; or	
(ii) When changing operator;	
(3) Conversion training is conducted by suitably qualified personnel in accordance with a detailed course syllabus included in the Operations Manual. The operator shall ensure that the personnel integrating elements of CRM into conversion training are suitably qualified;	OR.OPS.FC.145(a) AMC1-OR.OPS.FC.220, paragraph 1.e.
(4) The amount of training required by the operator's conversion course is determined after due note has been taken of the flight crew member's previous training as recorded in his/her training records prescribed in OPS 1.985;	OR.OPS.FC.220(c)
(5) The minimum standards of qualification and experience required of flight crew members before undertaking conversion training are specified in the Operations Manual;	OR.OPS.FC.220(c)
(6) Each flight crew member undergoes the checks required by OPS 1.965(b) and the training and checks required by OPS 1.965(d) before commencing line flying under supervision;	OR.OPS.FC.220(d)(1)

EU-OPS Subpart N - Rule Text	CRD Rule Reference
(7) Upon completion of line flying under supervision, the check required by OPS 1.965(c) is undertaken; (8) Once an operator's conversion course has been commenced, a flight crew member does not undertake flying duties on another type or class until the course is completed or terminated; and (9) Elements of CRM training are integrated into the conversion course.	OR.OPS.FC.220(d)(2) OR.OPS.FC.220(b) OR.OPS.FC.220(a)
(b) In the case of changing aeroplane type or class, the check required by OPS 1.965(b) may be combined with the type or class rating skill test under the requirements applicable to the issue of Flight Crew Licences.	AMC1-OR.OPS.FC.230, paragraph 2.a.i.C.
(c) The operator's conversion course and the Type or Class Rating course required for the issue of Flight Crew Licences may be combined.	AMC1-OR.OPS.FC.220, paragraph 1.d.
(d) A pilot, undertaking a Zero Flight Time Training (ZFTT) course, shall: (1) Commence Line Flying Under Supervision as soon as possible within 21 days after completion of the skill test. If Line Flying Under Supervision has not been commenced within the 21 days, the operator shall provide appropriate training acceptable to the Authority. (2) Complete six take-offs and landings in a flight simulator, qualified in accordance with the requirements applicable to Synthetic Training Devices and user approved by the Authority, not later than 21 days after the completion of the skill test. This simulator session shall be conducted by a Type Rating Instructor for Aeroplanes (TRI(A)) occupying a pilot's seat. When recommended by a Joint Operational Evaluation Board (JOEB) and approved by the Authority, the number of take-offs and landings may be reduced. If these take-offs and landings have not been performed within the 21 days, the operator shall provide refresher training acceptable to the Authority. (3) Conduct the first four take-offs and landings of the Line Flying Under Supervision in the aeroplane under the supervision of a TRI(A) occupying a pilot's seat. When recommended by a Joint Operational Evaluation Board (JOEB) and approved by the Authority, the number of take-offs and landings may be reduced.	 OR.OPS.FC.220(e)(1) OR.OPS.FC.220(e)(2) OR.OPS.FC.220(e)(3)
OPS 1.950 Differences Training and Familiarisation Training	
(a) An operator shall ensure that a flight crew member completes: (1) Differences training which requires additional knowledge and training on an appropriate training device for the aeroplane: (i) When operating another variant of an aeroplane of the same type or another type of the same class currently operated; or (ii) When changing equipment and/or procedures on types or	OR.OPS.FC.125(a) AMC1-OR.OPS.FC.125, paragraph 1.

EU-OPS Subpart N - Rule Text	CRD Rule Reference
variants currently operated; (2) Familiarisation training which requires the acquisition of additional knowledge: (i) When operating another aeroplane of the same type or variant; or (ii) When changing equipment and/or procedures on types or variants currently operated.	
(b) The operator shall specify in the Operations Manual when such differences training or familiarisation training is required.	OR.OPS.FC.125(b)
OPS 1.955 Nomination as commander	
(a) An operator shall ensure that for upgrade to commander from co-pilot and for those joining as commanders: (1) A minimum level of experience, acceptable to the Authority, is specified in the Operations Manual; and (2) For multi-crew operations, the pilot completes an appropriate command course.	OR.OPS.FC.105(b)(1) OR.OPS.FC.105(b)(3)
(b) The command course required by subparagraph (a)(2) above must be specified in the Operations Manual and include at least the following: (1) Training in an STD (including Line Orientated Flying Training) and/or flying training; (2) An operator proficiency check operating as commander; (3) Commander's responsibilities; (4) Line training in command under supervision. A minimum of 10 sectors is required for pilots already qualified on the aeroplane type; (5) Completion of a commander's line check as prescribed in OPS 1.965(c) and route and aerodrome competence qualifications as prescribed in OPS 1.975; and (6) Elements of Crew Resource Management.	OR.OPS.FC.145(a)(1) OR.OPS.FC.205(a) OR.OPS.FC.205(b) OR.OPS.FC.205(c) OR.OPS.FC.205(d)(1) OR.OPS.FC.205(e) OR.OPS.FC.205(f)
OPS 1.960 Commanders holding a Commercial Pilot Licence	
(a) An operator shall ensure that: (1) A Commercial Pilot Licence (CPL) holder does not operate as a commander of an aeroplane certificated in the Aeroplane Flight Manual for single pilot operations unless: (i) When conducting passenger carrying operations under Visual Flight Rules (VFR) outside a radius of 50 nm from an aerodrome of departure, the pilot has a minimum of 500 hours total flight time on aeroplanes or holds a valid Instrument Rating; or (ii) When operating on a multi-engine type under Instrument Flight Rules (IFR), the pilot has a minimum of 700 hours total flight time on aeroplanes which includes 400 hours as pilot-in-command (in accordance with the requirements governing Flight Crew Licenses) of which 100 hours have been under IFR including 40 hours multi-engine operation. The 400 hours as pilot-in-	OR.OPS.FC.250.A(a)

EU-OPS Subpart N - Rule Text	CRD Rule Reference
command may be substituted by hours operating as co-pilot on the basis of two hours co-pilot is equivalent to one hour as pilot-in-command provided those hours were gained within an established multi-pilot crew system prescribed in the Operations Manual;	
(2) In addition to subparagraph (a) (1)(ii) above, when operating under IFR as a single pilot, the requirements prescribed in Appendix 2 to OPS 1.940 are satisfied; and	self-explanatory – not transposed
(3) In multi-pilot crew operations, in addition to subparagraph (a)(1) above, and prior to the pilot operating as commander, the command course prescribed in OPS 1.955(a)(2) is completed.	OR.OPS.FC.205(g)
OPS 1.965 Recurrent Training and Checking (See Appendices 1 & 2 to OPS 1.965)	
(a) General. An operator shall ensure that:	
(1) Each flight crew member undergoes recurrent training and checking and that all such training and checking is relevant to the type or variant of aeroplane on which the flight crew member operates;	OR.OPS.FC.130(a) OR.OPS.FC.230(a)
(2) A recurrent training and checking programme is established in the Operations Manual and approved by the Authority;	OR.OPS.FC.145(a)(1)+(b)
(3) Recurrent training is conducted by the following personnel:	
(i) Ground and refresher training – by suitably qualified personnel;	OR.OPS.FC.145(a)(2) AMC1-OR.OPS.FC.230, paragraph 4.a.
(ii) Aeroplane/STD training – by a Type Rating Instructor (TRI), Class Rating Instructor (CRI) or in the case of the STD content, a Synthetic Flight Instructor (SFI), providing that the TRI, CRI or SFI satisfies the operator's experience and knowledge requirements sufficient to instruct on the items specified in paragraphs (a)(1)(i)(A) and (B) of Appendix 1 to OPS 1.965	AMC1-OR.OPS.FC.230, paragraph 4.b.
(iii) Emergency and safety equipment training – by suitably qualified personnel; and	
(iv) Crew Resource Management (CRM):	
(A) Integration of CRM elements into all the phases of the recurrent training – by all the personnel conducting recurrent training. The operator shall ensure that all personnel conducting recurrent training are suitably qualified to integrate elements of CRM into this training;	AMC1-OR.OPS.FC.230, paragraph 4.c. AMC1-OR.OPS.FC.230, paragraph 4.d.
(B) Modular CRM training – by at least one CRM trainer acceptable to the Authority who may be assisted by experts in order to address specific areas.	
(4) Recurrent checking is conducted by the following personnel:	
(i) Operator proficiency checks – by a Type Rating Examiner (TRE), Class Rating Examiner (CRE) or, if the check is conducted in a STD, a TRE, CRE or a Synthetic Flight Examiner (SFE), trained in CRM concepts and the assessment of CRM skills;	AMC1-OR.OPS.FC.230, paragraph 4.e.
(ii) Line checks – by suitably qualified commanders nominated by the operator and acceptable to the Authority;	
(iii) Emergency and safety equipment checking – by suitably qualified personnel.	+ AMC1-OR.OPS.FC.230, paragraph 2.c.v.

EU-OPS Subpart N - Rule Text	CRD Rule Reference
(b) Operator Proficiency Check (1) An operator shall ensure that: (i) Each flight crew member undergoes operator proficiency checks to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures; and (ii) The check is conducted without external visual reference when the flight crew member will be required to operate under IFR; (iii) Each flight crew member undergoes operator proficiency checks as part of a normal flight crew complement. (2) The period of validity of an operator proficiency check shall be 6 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous operator proficiency check, the period of validity shall extend from the date of issue until 6 calendar months from the expiry date of that previous operator proficiency check.	OR.OPS.FC.230(b)(1) OR.OPS.FC.230(b)(2) OR.OPS.FC.230(b)(1) OR.OPS.FC.230(b)(3), (g), (h)
(c) Line Check. An operator shall ensure that each flight crew member undergoes a line check on the aeroplane to demonstrate his/her competence in carrying out normal line operations described in the Operations Manual. The period of validity of a line check shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous line check the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous line check.	OR.OPS.FC.230(c), (g), (h)
(d) Emergency and Safety Equipment training and checking. An operator shall ensure that each flight crew member undergoes training and checking on the location and use of all emergency and safety equipment carried. The period of validity of an emergency and safety equipment check shall be 12 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous emergency and safety check, the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous emergency and safety equipment check.	OR.OPS.FC.230(d), (g), (h)
(e) CRM. An operator shall ensure that: (1) Elements of CRM are integrated into all appropriate phases of the recurrent training, and; (2) Each flight crew member undergoes specific modular CRM training. All major topics of CRM training shall be covered over a period not exceeding 3 years;	OR.OPS.FC.230(e)
(f) Ground and Refresher training. An operator shall ensure that each flight crew member undergoes ground and refresher training at least every 12 calendar months. If the training is conducted within 3 calendar months prior to the expiry of the 12 calendar months period, the next ground and refresher training must be completed within 12 calendar months of the original expiry date of the previous ground and refresher training.	OR.OPS.FC.230(f), (g), (h)
(g) Aeroplane/STD training. An operator shall ensure that each flight crew member undergoes aeroplane/STD training at least every 12 calendar months. If the training is conducted within 3 calendar months prior to the expiry of the 12 calendar months	OR.OPS.FC.230(f), (g), (h)

EU-OPS Subpart N - Rule Text	CRD Rule Reference
period, the next aeroplane STD training must be completed within 12 calendar months of the original expiry date of the previous aeroplane/STD training.	
OPS 1.968 Pilot qualification to operate in either pilot's seat (See Appendix 1 to OPS 1.968)	
(a) An operator shall ensure that: (1) A pilot who may be assigned to operate in either pilot's seat completes appropriate training and checking; and (2) The training and checking programme is specified in the Operations Manual and is acceptable to the Authority.	OR.OPS.FC.135 OR.OPS.FC.235
OPS 1.970 Recent experience	
(a) An operator shall ensure that: (1) A pilot is not assigned to operate an aeroplane as part of the minimum certificated crew, either as pilot flying or pilot non-flying unless he/she has carried out three take- offs and three landings in the previous 90 days as pilot flying in an aeroplane, or in a flight simulator of the same type/class. (2) A pilot who does not hold a valid instrument rating is not assigned to operate an aeroplane at night as commander unless he/she has carried out at least one landing at night in the preceding 90 days as pilot flying in an aeroplane, or in a flight simulator, of the same type/class.	FCL.060(b)(1) FCL.060(b)(2)
(b) The 90-day period prescribed in subparagraphs (a)(1) and (2) above may be extended up to a maximum of 120 days by line flying under the supervision of a Type Rating Instructor or Examiner. For periods beyond 120 days, the recency requirement is satisfied by a training flight or use of a Flight Simulator of the aeroplane type to be used.	FCL.060(c)(1)+(2)
OPS 1.975 Route and Aerodrome Competence Qualification	
(a) An operator shall ensure that, prior to being assigned as commander or as pilot to whom the conduct of the flight may be delegated by the commander, the pilot has obtained adequate knowledge of the route to be flown and of the aerodromes (including alternates), facilities and procedures to be used.	OR.OPS.FC.105(b)(2)
(b) The period of validity of the route and aerodrome competence qualification shall be 12 calendar months in addition to the remainder of: (1) The month of qualification; or (2) The month of the latest operation on the route or to the aerodrome.	OR.OPS.FC.105(c); AMC1-OR.OPS.FC.105(c), paragraph 1.
(c) Route and aerodrome competence qualification shall be revalidated by operating on the route or to the aerodrome within the period of validity prescribed in subparagraph (b) above.	OR.OPS.FC.105(c); AMC1-OR.OPS.FC.105(c)
(d) If revalidated within the final 3 calendar months of the validity of the previous route and aerodrome competence qualification, the period of validity shall extend from the date of	AMC1-OR.OPS.FC.105(c), paragraph 2.

EU-OPS Subpart N - Rule Text	CRD Rule Reference
revalidation until 12 calendar months from the expiry date of that previous route and aerodrome competence qualification.	
OPS 1.978 Alternative Training and Qualification Programme (See Appendix 1 to OPS 1.978)	
(a) An operator, following a minimum of two years continuous operations, may substitute the training and checking requirements for flight crew specified in Appendix 1 to OPS 1.978(a) by an Alternative Training and Qualification Programme (ATQP) approved by the Authority. The two years continuous operations may be reduced at the discretion of the Authority.	OR.OPS.FC.245.A(a) AMC1-OR OPS.FC.245.A(a)
(b) The ATQP must contain training and checking which establishes and maintains a level of proficiency demonstrated to be at least not less than the level of proficiency achieved by following the provisions of OPS 1.945, 1.965 and 1.970. The standard of flight crew training and qualification shall be established prior to the introduction of ATQP; the required ATQP training and qualification standards shall also be specified.	OR.OPS.FC.245.A(b)+(c)
(c) An operator applying for approval to implement an ATQP shall provide the Authority with an implementation plan in accordance with paragraph (c) of Appendix 1 to OPS 1.978.	OR.OPS.FC.245.A(c)
(d) In addition to the checks required by OPS 1.965 and 1.970 an operator shall ensure that each flight crew member undergoes a Line Orientated Evaluation (LOE). (1) The Line Orientated Evaluation (LOE) shall be conducted in a simulator. The LOE may be undertaken with other approved ATQP training. (2) The period of validity of a LOE shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous LOE the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous LOE.	OR.OPS.FC.245.A(d) AMC1- OR.OPS.FC.245.A(d)+(e)(2)
(e) After 2 years of operating within an approved ATQP an operator may, with the approval of the Authority, extend the periods of validity of OPS 1.965 and 1.970 as follows: (1) Operator proficiency check - 12 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous operator proficiency check, the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous operator proficiency check. (2) Line Check - 24 calendar months in addition to the remainder of the month of issue. If issued within the final 6 calendar months of validity of a previous line check, the period of validity shall extend from the date of issue until 24 calendar months from the expiry date of that previous line check. The line check may be combined with a Line Oriented Quality Evaluation (LOQE) with the approval of the authority. (3) Emergency and Safety equipment checking – 24 calendar months in addition to the remainder of the month of issue. If issued within the final 6 calendar months of validity of a previous check, the period of validity shall extend from the date of issue	OR.OPS.FC.245.A(e) AMC1- OR.OPS.FC.245.A(d)+(e)(2)

EU-OPS Subpart N - Rule Text	CRD Rule Reference
until 24 calendar months from the expiry date of that previous check.	
(f) The ATQP shall be the responsibility of a nominated post holder.	Not transposed
OPS 1.980 Operation on more than one type or variant **(See Appendix 1 to OPS 1.980)**	
(a) An operator shall ensure that a flight crew member does not operate on more than one type or variant unless the flight crew member is competent to do so.	OR.OPS.FC.140(a)
(b) When considering operations of more than one type or variant, an operator shall ensure that the differences and/or similarities of the aeroplanes concerned justify such operations, taking account of the following: (1) The level of technology; (2) Operational procedures; (3) Handling characteristics.	AMC2-OR.OPS.FC.240, paragraph 1.
(c) An Operator shall ensure that a flight crew member operating more than one type or variant complies with all of the requirements prescribed in Subpart N for each type or variant unless the Authority has approved the use of credit(s) related to the training, checking and recent experience requirements.	OR.OPS.FC.140(a)
(d) An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering: (1) The flight crew members' minimum experience level; (2) The minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) The process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; (4) All applicable recent experience requirements for each type or variant.	OR.OPS.FC.140(b) OR.OPS.FC.240(a)
OPS 1.981 Operation of helicopter and aeroplane	
(a) When a flight crew member operates both helicopters and aeroplanes: (1) An operator shall ensure that operations of helicopter and aeroplane are limited to one type of each. (2) The operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual.	OR.OPS.FC.240(b) OR.OPS.FC.240(a)
OPS 1.985 Training Records	
(a) An operator shall:	OR.OPS.MLR.115(d)(1)

EU-OPS Subpart N - Rule Text	CRD Rule Reference
(1) Maintain records of all training, checking and qualification prescribed in OPS 1.945, 1.955, 1.965, 1.968 and 1.975 undertaken by a flight crew member; and (2) Make the records of all conversion courses and recurrent training and checking available, on request, to the flight crew member concerned.	OR.OPS.MLR.115(d)(2)
Appendix 1 to OPS 1.940 In-flight relief of flight crew members	
(a) A flight crew member may be relieved in flight of his/her duties at the controls by another suitably qualified flight crew member.	OR.OPS.FC.100(d)
(b) Relief of the Commander (1) The commander may delegate conduct of the flight to: (i) Another qualified commander; or (ii) For operations only above FL 200, a pilot qualified as detailed in subparagraph (c) below.	OR.OPS.FC.201.A(a)
(c) Minimum requirements for a pilot relieving the commander: (1) Valid Airline Transport Pilot Licence; (2) Conversion training and checking (including Type Rating training) as prescribed in OPS 1.945; (3) All recurrent training and checking as prescribed in OPS 1.965 and OPS 1.968; and (4) Route competence qualification as prescribed in OPS 1.975.	OR.OPS.FC.201.A(b)
(d) Relief of the co-pilot (1) The co-pilot may be relieved by: (i) Another suitably qualified pilot; or (ii) A cruise relief co-pilot qualified as detailed in subparagraph (e) below.	OR.OPS.FC.201.A(c)
(e) Minimum requirements for Cruise Relief Co-Pilot (1) Valid Commercial Pilot Licence with Instrument Rating; (2) Conversion training and checking, including Type Rating training, as prescribed in OPS 1.945 except the requirement for take-off and landing training; (3) All recurrent training and checking as prescribed in OPS 1.965 except the requirement for take-off and landing training; and (4) To operate in the role of co-pilot in the cruise only and not below FL 200. (5) Recent experience as prescribed in OPS 1.970 is not required. The pilot shall, however, carry out flight simulator recency and refresher flying skill training at intervals not exceeding 90 days. This refresher training may be combined with the training prescribed in OPS 1.965.	OR.OPS.FC.201.A(d)
(f) Relief of the system panel operator. A system panel operator may be relieved in flight by a crew member who holds a	OR.OPS.FC.201.A(e)

EU-OPS Subpart N - Rule Text	CRD Rule Reference
Flight Engineer's licence or by a flight crew member with a qualification acceptable to the Authority.	
Appendix 2 to OPS 1.940 Single pilot operations under IFR or at night	
(a) Aeroplanes referred to in OPS 1.940(b)(2) may be operated by a single pilot under IFR or at night when the following requirements are satisfied: (1) The operator shall include in the Operations Manual a pilot's conversion and recurrent training programme which includes the additional requirements for a single pilot operation; (2) In particular, the cockpit procedures must include: (i) Engine management and emergency handling; (ii) Use of normal, abnormal and emergency checklist; (iii) ATC communication; (iv) Departure and approach procedures; (v) Autopilot management; and (vi) Use of simplified in-flight documentation; (3) The recurrent checks required by OPS 1.965 shall be performed in the single-pilot role on the type or class of aeroplane in an environment representative of the operation; (4) The pilot shall have a minimum of 50 hours flight time on the specific type or class of aeroplane under IFR of which 10 hours is as commander; and (5) The minimum required recent experience for a pilot engaged in a single-pilot operation under IFR or at night shall be 5 IFR flights, including 3 instrument approaches, carried out during the preceding 90 days on the type or class of aeroplane in the single-pilot role. This requirement may be replaced by an IFR instrument approach check on the type or class of aeroplane.	OR.OPS.FC.200(c)(2) OR.OPS.FC.202
Appendix 1 to OPS 1.945 Operator's Conversion Course	
(a) An operator's conversion course shall include: (1) Ground training and checking including aeroplane systems, normal, abnormal and emergency procedures; (2) Emergency and safety equipment training and checking which must be completed before aeroplane training commences; (3) Aeroplane/flight simulator training and checking; and (4) Line flying under supervision and line check.	AMC1-OR.OPS.FC.220, paragraph 1.a.
(b) The conversion course shall be conducted in the order set out in subparagraph (a) above.	AMC1-OR.OPS.FC.220, paragraph 1.a.
(c) Elements of Crew Resource Management shall be integrated into the conversion course, and conducted by suitably qualified personnel.	OR.OPS.FC.220(a) OR.OPS.FC.145(a)(2) AMC1-OR.OPS.FC.220, paragraph 1.e.
(d) When a flight crew member has not previously completed an operator's conversion course, the operator shall ensure that in addition to subparagraph (a) above, the flight crew member	AMC1-OR.OPS.FC.220, paragraph 1.b.

EU-OPS Subpart N - Rule Text	CRD Rule Reference
undergoes general first aid training and, if applicable, ditching procedures training using the equipment in water.	
Appendix 1 to OPS 1.965 Recurrent training and checking – Pilots	
(a) Recurrent Training. Recurrent training shall comprise: (1) Ground and refresher training; (i) The ground and refresher training programme shall include: (A) Aeroplane systems; (B) Operational procedures and requirements including ground de-/anti-icing and pilot incapacitation; and (C) Accident/Incident and occurrence review. (ii) Knowledge of the ground and refresher training shall be verified by a questionnaire or other suitable methods.	AMC1-OR.OPS.FC.230, paragraph 1.a.
(2) Aeroplane/STD training; (i) The aeroplane/STD training programme shall be established such that all major failures of aeroplane systems and associated procedures will have been covered in the preceding 3-year period. (ii) When engine-out manoeuvres are carried out in an aeroplane, the engine failure shall be simulated. (iii) Aeroplane/STD training may be combined with the operator proficiency check.	AMC1-OR.OPS.FC.230, paragraph 1.d.
(3) Emergency and Safety Equipment Training; (i) The emergency and safety equipment training programme may be combined with emergency and safety equipment checking and shall be conducted in an aeroplane or a suitable alternative training device. (ii) Every year the emergency and safety equipment training programme must include the following: (A) Actual donning of a lifejacket where fitted; (B) Actual donning of protective breathing equipment where fitted; (C) Actual handling of fire extinguishers; (D) Instruction on the location and use of all emergency and safety equipment carried on the aeroplane; (E) Instruction on the location and use of all types of exits; and (F) Security procedures. (iii) Every 3 years the programme of training must include the following: (A) Actual operation of all types of exits; (B) Demonstration of the method used to operate a slide where fitted; (C) Actual fire-fighting using equipment representative of that carried in the aeroplane on an actual or simulated fire except that,	AMC1-OR.OPS.FC.230, paragraph 1.b.

EU-OPS Subpart N - Rule Text	CRD Rule Reference
with Halon extinguishers, an alternative method acceptable to the Authority may be used; (D) The effects of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment; (E) Actual handling of pyrotechnics, real or simulated, where fitted; and (F) Demonstration in the use of the life-raft(s) where fitted.	
(4) Crew Resource Management training (i) Elements of CRM shall be integrated into all appropriate phases of recurrent training; and (ii) A specific modular CRM training programme shall be established such that all major topics of CRM training are covered over a period not exceeding 3 years, as follows: (A) Human error and reliability, error chain, error prevention and detection; (B) Company safety culture, SOPs, organisational factors; (C) Stress, stress management, fatigue and vigilance; (D) Information acquisition and processing, situation awareness, workload management; (E) Decision making; (F) Communication and coordination inside and outside the cockpit; (G) Leadership and team behaviour, synergy; (H) Automation and philosophy of the use of Automation (if relevant to the type); (I) Specific type-related differences; (J) Case based studies; (K) Additional areas which warrant extra attention, as identified by the accident prevention and flight safety programme (see OPS 1.037). (iii) Operators shall establish procedures to update their CRM recurrent training programme. Revision of the Programme shall be conducted over a period not exceeding 3 years. The revision of the programme shall take into account the de-identified results of the CRM assessments of crews, and information identified by the accident prevention and flight safety programme.	AMC1-OR.OPS.FC.230, paragraph 1.c.
(b) Recurrent checking. Recurrent checking shall comprise: (1) Operator proficiency checks; (i) Where applicable, operator proficiency checks shall include the following manoeuvres: (A) Rejected take-off when a flight simulator is available, otherwise touch drills only; (B) Take-off with engine failure between V1 and V2 or as soon as safety considerations permit; (C) Precision instrument approach to minima with, in the case of multi-engined aeroplanes, one engine inoperative;	AMC1-OR.OPS.FC.230, paragraph 2.a.i.

EU-OPS Subpart N - Rule Text	CRD Rule Reference
(D) Non-precision approach to minima; (E) Missed approach on instruments from minima with, in the case of multi-engined aeroplanes, one engine inoperative; and (F) Landing with one engine inoperative. For single-engined aeroplanes a practice forced landing is required. (ii) When engine out manoeuvres are carried out in an aeroplane, the engine failure must be simulated. (iii) In addition to the checks prescribed in subparagraphs (i)(A) to (F) above, the requirements governing the issue of flight crew licences must be completed every 12 months and may be combined with the operator proficiency check. (iv) For a pilot operating VFR only, the checks prescribed in subparagraphs (i)(C) to (E) above may be omitted except for an approach and go-around in a multi-engine aeroplane with one engine inoperative. (v) Operator proficiency checks must be conducted by a Type Rating Examiner.	
(2) Emergency and safety equipment checks. The items to be checked shall be those for which training has been carried out in accordance with subparagraph (a)(3) above.	AMC1-OR.OPS.FC.230, paragraph 2.b.
(3) Line checks; (i) Line checks must establish the ability to perform satisfactorily a complete line operation including pre-flight and post-flight procedures and use of the equipment provided, as specified in the Operations Manual. (ii) The flight crew must be assessed on their Crew Resource Management CRM skills in accordance with a methodology acceptable to the Authority and published in the Operations Manual. The purpose of such assessment is to: (A) Provide feedback to the crew collectively and individually and serve to identify retraining; and (B) Be used to improve the CRM training system. (iii) CRM assessment alone shall not be used as a reason for a failure of the line check. (iv) When pilots are assigned duties as pilot flying and pilot non-flying they must be checked in both functions. (v) Line checks must be completed in an aeroplane. (vi) Line checks must be conducted by commanders nominated by the operator and acceptable to the Authority. The person conducting the line check, who is described in OPS 1.965(a)(4)(ii), shall be trained in CRM concepts and the assessment of CRM skills and shall occupy an observer's seat where installed. In the case of long haul operations where additional operating flight crew are carried, the person may fulfil the function of a cruise relief pilot and shall not occupy either pilot's seat during take-off, departure, initial cruise, descent, approach and landing. His/her CRM assessments shall solely be based on observations made during the initial briefing, cabin briefing, cockpit briefing and those phases where he/she occupies the observer's seat.	AMC1-OR.OPS.FC.230, paragraph 2.c. + OR.OPS.FC.230(c)
Appendix 2 to OPS 1.965 Recurrent training and checking –	

EU-OPS Subpart N - Rule Text	CRD Rule Reference
System Panel Operators	
(a) The recurrent training and checking for System Panel Operators shall meet the requirements for pilots and any additional specific duties, omitting those items that do not apply to System Panel Operators.	AMC2-OR.OPS.FC.230, paragraph 1.
(b) Recurrent training and checking for System Panel Operators shall, whenever possible, take place concurrently with a pilot undergoing recurrent training and checking.	AMC2-OR.OPS.FC.230, paragraph 2.
(c) A line check shall be conducted by a commander nominated by the operator and acceptable to the Authority or by a System Panel Operator Type Rating Instructor or Examiner.	AMC2-OR.OPS.FC.230, paragraph 3.
Appendix 1 to OPS 1.968 Pilot qualification to operate in either pilot's seat	
(a) Commanders whose duties also require them to operate in the right-hand seat and carry out the duties of co-pilot, or commanders required to conduct training or examining duties from the right-hand seat, shall complete additional training and checking as specified in the Operations Manual, concurrent with the operator proficiency checks prescribed in OPS 1.965(b). This additional training must include at least the following: (1) An engine failure during take-off; (2) A one engine inoperative approach and go-around; and (3) A one engine inoperative landing.	OR.OPS.FC.235(a)+(b)
(b) When engine-out manoeuvres are carried out in an aeroplane, the engine failure must be simulated.	OR.OPS.FC.235(d)
(c) When operating in the right-hand seat, the checks required by OPS for operating in the left-hand seat must, in addition, be valid and current.	OR.OPS.FC.235(e)
(d) A pilot relieving the commander shall have demonstrated, concurrent with the operator proficiency checks prescribed in OPS 1.965(b), practice of drills and procedures, which would not, normally, be the relieving pilot's responsibility. Where the differences between left and right seats are not significant (for example because of use of autopilot) then practice may be conducted in either seat.	OR.OPS.FC.235(f)
(e) A pilot other than the commander occupying the left-hand seat shall demonstrate practice of drills and procedures, concurrent with the operator proficiency checks prescribed in OPS 1.965(b), which would otherwise have been the commander's responsibility acting as pilot non-flying. Where the differences between left and right seats are not significant (for example because of use of autopilot) then practice may be conducted in either seat.	OR.OPS.FC.235(g)
Appendix 1 to OPS 1.978 Alternative Training and Qualification Programme	
(a) An operator's ATQP may apply to the following requirements that relate to training and qualifications:	OR.OPS.FC.245.A(a)(1)-(6)

EU-OPS Subpart N - Rule Text	CRD Rule Reference
(1) OPS 1.450 and Appendix 1 to OPS 1.450 - Low Visibility Operations –Training and Qualifications; (2) OPS 1.945 Conversion training and checking and Appendix 1 to OPS 1.945; (3) OPS 1.950 Differences training and familiarisation training; (4) OPS 1.955 paragraph (b) - Nomination as commander; (5) OPS 1.965 Recurrent training and checking and Appendices 1 and 2 to OPS 1.965; (6) OPS 1.980 Operation on more than one type or variant and Appendix 1 to OPS 1.980.	
(b) Components of the ATQP - An Alternative Training and Qualification Programme shall comprise the following: (1) Documentation that details the scope and requirements of the programme;	AMC1-OR.OPS.FC.245.A, paragraph 1.a.
(2) A task analysis to determine the tasks to be analysed in terms of: (i) knowledge; (ii) the required skills; the associated skill based training; and, where appropriate (iv) the validated behavioural markers.	AMC1-OR.OPS.FC.245.A, paragraph 1.b.
(3) Curricula – the curriculum structure and content shall be determined by task analysis, and shall include proficiency objectives including when and how those objectives shall be met. The process for curriculum development shall be acceptable to the Authority;	AMC1-OR.OPS.FC.245.A, paragraph 1.c.
(4) A specific training programme for: (i) each aeroplane type/class within the ATQP; (ii) the instructors (Class rating instructor rating/Synthetic flight instructor authorisation/Type rating instructor rating - CRI/SFI/TRI), and other personnel undertaking flight crew instruction; (iii) the examiners (Class rating examiner/Synthetic flight examiner/Type rating examiner - CRE/SFE/TRE); to include a method for the standardisation of the instructors and examiners;	AMC1-OR.OPS.FC.245.A, paragraph 1.d.
(5) A feedback loop for the purpose of curriculum validation and refinement, and to ascertain that the programme meets its proficiency objectives;	AMC1-OR.OPS.FC.245.A, paragraph 1.e.
(6) A method for the assessment of flight crew both during conversion and recurrent training and checking. The assessment process shall include event-based assessment as part of the LOE. The method of assessment shall comply with the provisions of OPS 1.965;	AMC1-OR.OPS.FC.245.A, paragraph 1.f.
(7) An integrated system of quality control, that ensures compliance with all the requirements processes and procedures of	Not transposed

EU-OPS Subpart N - Rule Text	CRD Rule Reference
the programme;	
(8) A process that describes the method to be used if the monitoring and evaluation programmes do not ensure compliance with the established proficiency and qualification standards for flight crew;	Not transposed
(9) A Data Monitoring/Analysis programme.	AMC1-OR.OPS.FC.245.A, paragraph 1.g.
(c) Implementation - The operator shall develop an evaluation and implementation strategy acceptable to the Authority; the following requirements shall be fulfilled:	AMC1-OR.OPS.FC.245.A, paragraph 2.a.i.-ii.
(1) The implementation process shall include the following stages:	
(i) A safety case that substantiates the validity of:	
(A) The revised training and qualification standards when compared with the standards achieved under OPS 1 prior to the introduction of ATQP.	
(B) Any new training methods implemented as part of ATQP.	
If approved by the Authority the operator may establish an equivalent method other than a formal safety case.	This sentence is not transposed.
(ii) Undertake a task analysis as required by paragraph (b)(2) above in order to establish the operator's programme of targeted training and the associated training objectives.	AMC1-OR.OPS.FC.245.A, paragraph 2.b.
(iii) A period of operation whilst data is collected and analysed to ensure the efficacy of the safety case or equivalent and validate the task analysis. During this period the operator shall continue to operate to the pre-ATQP OPS 1 requirements. The length of this period shall be agreed with the authority;	AMC1-OR.OPS.FC.245.A, paragraph 2.c.
(2) The operator may then be approved to conduct training and qualification as specified under the ATQP.	Not transposed; redundant
Appendix 1 to OPS 1.980 Operation on more than one type or variant	
(a) When a flight crew member operates more than one aeroplane class, type or variant listed according to applicable flight crew licensing requirements and associated procedures for class-single pilot and/or type-single pilot, but not within a single licence endorsement, an operator must comply with the following:	AMC1-OR.OPS.FC.240, paragraph 1.a.
(1) A flight crew member shall not operate more than:	
(i) Three piston-engined aeroplane types or variants; or	
(ii) Three turbo propeller aeroplane types or variants; or	
(iii) One turbo-propeller aeroplane type or variant and one piston engined aeroplane type or variant; or.	
(iv) One turbo- propeller aeroplane type or variant and any aeroplane within a particular class.	
(2) OPS 1.965 for each type or variant operated unless the operator has demonstrated specific procedures and/or operational restrictions, which are acceptable to the Authority.	+ OR.OPS.FC.140(a)
(b) When a flight crew member operates more than one	AMC1-OR.OPS.FC.240,

EU-OPS Subpart N - Rule Text	CRD Rule Reference
aeroplane type or variant within one or more licence endorsement as defined by Flight Crew Licensing and associated procedures for type – multi-pilot, an operator shall ensure that: (1) The minimum flight crew complement specified in the Operations Manual is the same for each type or variant to be operated; (2) A flight crew member does not operate more than two aeroplane types or variants for which a separate licence endorsement is required; and (3) Only aeroplanes within one licence endorsement are flown in any one flight duty period unless the operator has established procedures to ensure adequate time for preparation. Note: In cases where more than one licence endorsement is involved, see subparagraphs (c) and (d) below.	paragraph 1.b.
(c) When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type single pilot and type multi pilot, but not within a single licence endorsement, an operator must comply with the following: (1) Subparagraphs (b)(1), (b)(2) and (b)(3) above; (2) Subparagraph (d) below.	AMC1-OR.OPS.FC.240, paragraph 1.c.
(d) When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type – multi pilot, but not within a single licence endorsement, an operator must comply with the following: (1) Subparagraphs (b)(1), (b)(2) and (b)(3) above; (2) Before exercising the privileges of 2 licence endorsements: (i) Flight crew members must have completed two consecutive operator proficiency checks and must have 500 hours in the relevant crew position in commercial air transport operations with the same operator. (ii) In the case of a pilot having experience with an operator and exercising the privileges of 2 licence endorsements, and then being promoted to command with the same operator on one of those types, the required minimum experience as commander is 6 months and 300 hours, and the pilot must have completed 2 consecutive operator proficiency checks before again being eligible to exercise 2 licence endorsements. (3) Before commencing training for and operation of another type or variant, flight crew members must have completed 3 months and 150 hours flying on the base aeroplane, and this must include at least one proficiency check. (4) After completion of the initial line check on the new type, 50 hours flying or 20 sectors must be achieved solely on aeroplanes of the new type rating. (5) OPS 1.970 for each type operated unless credits have been allowed by the Authority in accordance with subparagraph (7) below. (6) The period within which line flying experience is required on each type must be specified in the Operations Manual.	AMC1-OR.OPS.FC.240, paragraph 1.d.

EU-OPS Subpart N - Rule Text	CRD Rule Reference
(7) Where credits are sought to reduce the training and checking and recent experience requirements between aeroplane types, the operator must demonstrate to the Authority which items need not be repeated on each type or variant because of similarities (i) OPS 1.965(b) requires two operator proficiency checks every year. When credit is given in accordance with sub paragraph (7) above for operator proficiency checks to alternate between the two types, each operator proficiency check revalidates the operator proficiency check for the other type. Provided that the period between Licence proficiency checks does not exceed that prescribed in the applicable regulation in the field of Flight Crew Licensing for each type, the relevant requirements on Flight Crew Licensing will be satisfied. In addition relevant and approved recurrent training must be specified in the Operations Manual. (ii) OPS 1.965(c) requires one line check every year. When credit is given in accordance with subparagraph (7) above for line checks to alternate between types or variants, each line check revalidates the line check for the other type or variant. (iii) Annual emergency and safety equipment training and checking must cover all requirements for each type. (8) OPS 1.965 for each type or variant operated unless credits have been allowed by the Authority in accordance with subparagraph (7) above.	+ OR.OPS.FC.140(a)
(e) When a flight crew member operates combinations of aeroplane types or variants as defined in Flight Crew Licensing and associated procedures for class – single pilot and type – multi pilot an operator must demonstrate that specific procedures and/or operational restrictions are approved in accordance with OPS 1.980(d).	OR.OPS.FC.140(b) OR.OPS.FC.240(a) AMC1-OR.OPS.FC.240, paragraph 1.d.

EU-OPS SUBPART O

CABIN CREW

EU-OPS Subpart O - Rule Text	CRD Rule Reference
OPS 1.988 Applicability	OR.OPS.CC.005
An operator shall ensure that all cabin crew members comply with the requirements of this Subpart and any other safety requirements applicable to cabin crew. For the purpose of this Regulation, "cabin crew member" means any crew member, other than a flight crew member, who performs, in the interests of safety of passengers, duties assigned to him/her by the operator or the commander in the cabin of an aeroplane.	OR.OPS.CC.005 Definition will be included in the Cover Regulation of Part-OR and of Part-CC (Annex V to Regulation on Personnel requirements)
OPS 1.989 Identification	OR.OPS.CC.110 OR.OPS.CC.210
(a) An operator shall ensure that all cabin crew members wear the operator's cabin crew uniform and are clearly identifiable to the passengers as a cabin crew member.	OR.OPS.CC.110(c) OR.OPS.CC.210(c) + GM1-OR.OPS.CC.210(c)
(b) Other personnel, such as medical staff, security staff, child minders, escorts, technical staff, entertainers, interpreters, who undertake tasks in the cabin, shall not wear a uniform which might identify them to passengers as a cabin crew member, unless they comply with the requirements of this Subpart and any other applicable requirements of this Regulation.	This provision is covered in Part-CAT (CAT.GEN.103))
OPS 1.990 Number and composition of Cabin Crew	OR.OPS.CC.100 + OR.OPS.CC.200
(a) An operator shall not operate an aeroplane with a maximum approved passenger seating configuration of more than 19, when carrying one or more passengers, unless at least one cabin crew member is included in the crew for the purpose of performing duties, specified in the Operations Manual, in the interests of the safety of passengers.	OR.OPS.CC.100(a)
(b) When complying with subparagraph (a) above, an operator shall ensure that the minimum number of cabin crew is the greater of: (1) One cabin crew member for every 50, or fraction of 50, passenger seats installed on the same deck of the aeroplane; or (2) The number of cabin crew who actively participated in the aeroplane cabin during the relevant emergency evacuation demonstration, or who were assumed to have taken part in the relevant analysis, except that, if the maximum approved passenger seating configuration is less than the number evacuated during the demonstration by at least 50 seats, the number of cabin crew may be reduced by 1 for every whole multiple of 50 seats by which the maximum approved passenger seating configuration falls below the certificated maximum capacity.	(b) (b)(2) (b)(1) + AMC1-OR.OPS.CC.100-CAT + GM1-OR.OPS.CC.100-CAT (see Explanatory Note)
(c) The Authority may under exceptional circumstances	This point was not transposed

EU-OPS Subpart O - Rule Text	CRD Rule Reference
require an operator to include in the crew additional cabin crew members.	in consultation with the Review group. The Authority may take measures whenever it considers there is a safety risk, as specified in Article 14 (1) of Regulation 216/2008.
(d) In unforeseen circumstances the required minimum number of cabin crew may be reduced provided that: (1) The number of passengers has been reduced in accordance with procedures specified in the Operations Manual; and (2) A report is submitted to the Authority after completion of the flight.	OR.OPS.CC.205(a)(1)
(e) An operator shall ensure that when engaging the services of cabin crew members who are self-employed and/or working on a freelance or part-time basis, the requirements of subpart O are complied with. In this respect, particular attention must be paid to the total number of aircraft types or variants that a cabin crew member may fly for the purposes of commercial air transportation, which must not exceed the requirements prescribed in OPS 1.1030, including when his/her services are engaged by another operator.	OR.OPS.CC.110(b)
OPS 1.995 Minimum requirements	OR.OPS.CC.110
An operator shall ensure that each cabin crew member: (a) is at least 18 years of age. (b) has passed a medical examination or assessment at regular intervals as required by the Authority so as to check the medical fitness to discharge his/her duties. (c) has successfully completed initial training in accordance with OPS 1.1005 and holds an attestation of safety training. (d) has completed the appropriate conversion and/or differences training covering at least the subjects listed in OPS 1.1010. (e) shall undergo recurrent training in line with the provisions of OPS 1.1015. (f) is competent to perform his/her duties in accordance with procedures specified in the Operations Manual.	OR.OPS.CC.110 (a)(1) (a)(2) (with a change to comply with Reg. 216/2008) (a)(3) + OR.OPS.CC.210(a) (a)(3) + OR.OPS.CC.210(b) (a)(3) + OR.OPS.CC.210(b) OR.OPS.CC.110(a)(3)
OPS 1.1000 Senior cabin crew members	OR.OPS.CC.260
(a) An operator shall nominate a senior cabin crew member whenever more than one cabin crew member is assigned. For operations when more than one cabin crew member is assigned, but only one cabin crew member is required, the operator shall nominate one cabin crew member to be responsible to the commander.	OR.OPS.CC.200 + OR.OPS.CC.100(c)

EU-OPS Subpart O - Rule Text	CRD Rule Reference
(b) The senior cabin crew member shall have responsibility to the commander for the conduct and coordination of normal and emergency procedure(s) specified in the Operations Manual. During turbulence, in the absence of any instructions from the flight crew, the senior cabin crew member shall be entitled to discontinue non-safety related duties and advise the flight crew of the level of turbulence being experienced and the need for the fasten seat belt signs to be switched on. This should be followed by the cabin crew securing the passenger cabin and other applicable areas.	OR.OPS.CC.260(c) and (d) + AMC1 OR.OPS.CC.260(c)
(c) Where required by OPS 1.990 to carry more than one cabin crew member, an operator shall not appoint a person to the post of senior cabin crew member unless that person has at least one year's experience as an operating cabin crew member and has completed an appropriate course covering the following as a minimum:	OR.OPS.CC.260 (a)(1) + (a)(2) + (b)
(1) Pre-flight briefing:	(b)(1) + AMC1 OR.OPS.CC.260(b)
(i) operating as a crew,	1.a.
(ii) allocation of cabin crew stations and responsibilities,	1.b.
(iii) consideration of the particular flight, including aeroplane type, equipment, area and type of operation, and categories of passengers with particular attention to disabled, infants and stretcher cases, and	1.c.
(2) Cooperation within the crew:	(b)(2) + AMC1 OR.OPS.CC.260(b) Point 2.
(i) discipline, responsibilities and chain of command,	2.a.
(ii) importance of coordination and communication,	2.b.
(iii) pilot incapacitation, and	2.c.
(3) Review of operator's requirements and legal requirements:	(b)(3) + AMC1 OR.OPS.CC.260(b)
(i) passenger safety briefing, safety cards,	3.a.
(ii) securing of galleys,	3.b.
(iii) stowage of cabin baggage,	3.c.
(iv) electronic equipment,	3.d.
(v) procedures when fuelling with passengers on board,	3.e.
(vi) turbulence,	3.f.
(vii) documentation, and	3.g.
(4) Human factors and Crew Resource Management, and	5.
(5) Accident and incident reporting, and	4.

EU-OPS Subpart O - Rule Text	CRD Rule Reference
(6) Flight and duty time limitations and rest requirements.	6.
(d) An operator shall establish procedures to select the next most suitably qualified cabin crew member to operate as senior cabin crew member in the event of the nominated senior cabin crew member becoming unable to operate. Such procedures must be acceptable to the Authority and take account of a cabin crew member's operational experience.	OR.OPS.CC.260(d)
(e) CRM Training: The operator shall ensure that all relevant elements in Appendix 2 to OPS 1.1005/1.1010/1.1015 Table 1, Column (a) are integrated into the training and covered to the level required by Column (f), Senior Cabin Crew Course.	AMC1 OR.OPS.CC.260(b)(5)
OPS 1.1002 Single cabin crew member operations	OR.OPS.CC.255
(a) An operator shall ensure that each cabin crew member who does not have previous comparable experience completes the following, before operating as a single cabin crew member:	OR.OPS.CC.255
(1) Training in addition to that required by OPS 1.1005 and OPS 1.1010 shall include particular emphasis on the following to reflect single cabin crew member operations:	(b)
(i) Responsibility to the commander for the conduct of cabin safety and emergency procedure(s) specified in the Operations Manual;	(b)(1) + (c)
(ii) Importance of coordination and communication with the flight crew, management of unruly or disruptive passengers;	(c)(1)
(iii) Review of operator's requirements and legal requirements;	(c)(2)
(iv)Documentation;	(c)(3)
(v) Accident and incident reporting;	(c)(4)(c)(5)
(vi) Flight and duty time limitations.	(c)(6)
(2) Familiarisation flying of at least 20 hours and 15 sectors. Familiarisation flights shall be conducted under the supervision of a suitably experienced cabin crew member on the aeroplane type to be operated.	(b)(3)
(b) An operator shall ensure, before a cabin crew member is assigned to operate as a single cabin crew member, that this cabin crew member is competent to perform his/her duties in accordance with the procedures specified in the Operations Manual. Suitability for single cabin crew operations shall be addressed in the criteria for cabin crew selection, recruitment, training and assessment of competence.	OR.OPS.CC.255(b)(2) OR.OPS.CC.110(a)
OPS 1.1005 Initial Safety Training **(See Appendix 1 to OPS 1.1005 and Appendix 3 to OPS 1.1005/1.1010/1.1015)**	OR.OPS.CC.120 + CC.TRA.220

EU-OPS Subpart O - Rule Text	CRD Rule Reference
(a) An operator shall ensure that each cabin crew member has, before undertaking conversion training, successfully completed initial safety training covering at least the subjects listed in Appendix 1 to OPS 1.1005.	OR.OPS.CC.120(a)
(b) Training courses shall, at the discretion of the Authority, and subject to its approval, be provided: either (1) by the operator directly, or indirectly through a training organisation acting on behalf of the operator; or (2) by an approved training organisation.	CC.TRA.215(a)(3) CC.TRA.215(b)(2) CC.TRA.215(b)(1)
(c) The programme and structure of the initial training courses shall be in accordance with the applicable requirements and shall be subject to prior approval of the Authority.	CC.TRA.215(a) + OR.OPS.CC.215(a)
(d) At the discretion of the Authority, the Authority, the operator or the approved training organisation providing the training course, shall deliver an attestation of safety training to a cabin crew member after he/she has completed the initial safety training and successfully passed the check referred to in OPS 1.1025.	CC.CCA.100(b) + AR.CC.100(b)
(e) Where the Authority authorises an operator or an approved training organisation to deliver the attestation of safety training to a cabin crew member, such attestation shall clearly state a reference to the approval of the Authority.	Appendix VIII to Part-AR - Instructions (d)
OPS 1.1010 Conversion and Differences training (See Appendix 1 to OPS 1.1010 and Appendix 3 to OPS 1.1005/1.1010/1.1015)	OR.OPS.CC.125 OR.OPS.CC.130
(a) An operator shall ensure that each cabin crew member has completed appropriate conversion and differences training, in accordance with the applicable rules and at least the subjects listed in Appendix 1 to OPS 1.1010. The training course shall be specified in the Operations Manual. The programme and structure of the training course shall be subject to prior approval by the Authority. (1) Conversion training: A conversion course must be completed before being: (i) First assigned by the operator to operate as a cabin crew member; or (ii) Assigned to operate another aeroplane type; and (2) Differences training: Differences training must be completed before operating: (i) On a variant of an aeroplane type currently operated; or	OR.OPS.CC.125 OR.OPS.CC.130 (a) OR.OPS.CC.215(a) OR.OPS.CC.125 (a)(1) (a)(2) OR.OPS.CC.130 (a)(1)

EU-OPS Subpart O - Rule Text	CRD Rule Reference
(ii) With different safety equipment, safety equi pment location, or normal and emergency safety procedures on currently operated aeroplane types or variants.	(a)(2)(i)(ii)(iii)
(b) An operator shall determine the conte nt of the con version and differences training taking account of the cabin crew member's previous training as recor ded in the cabi n crew me mber's trai ning records required by OPS 1.1035.	GM1 OR.OPS.CC.125/OR.OPS.130
(c) Without prejudi ce to OP S 1. 995 (c), rel ated el ements of both i nitial trai ning (OPS 1. 1005) and conversi on and di fferences training (OPS 1.1010) may be combined.	OR.OPS.CC.120(c)
(d) An operator shall ensure that: (1) Conversion training i s conducted i n a structured and realistic manner, in accordance with Appendix 1 to OPS 1.1010; (2) Differences t raining i s co nducted i n a structured manner; and (3) Conversion t raining, and i f necessary di fferences tr aining, includes the use of all safety equi pment and all normal and emergency procedures applicable to the type or vari ant of aeroplane a nd i nvolves trai ning and practi ce on ei ther a representative training device or on the actual aeroplane.	OR.OPS.CC.115(c) (both para 1 & 2) OR.OPS.CC.125(b) and (c) + OR.OPS.130(b)
(e) An operator shall ensur e that each cabi n crew member before being first assigned to duties completes the Operator's CRM Training and Aeropl ane Type Spec ific CRM, i n accordance wi th Appendix 1 to OPS 1. 1010 (j). Cabi n crew who are al ready operating as cabin crew members with an operator, and who have not previ ously comp leted the Oper ator's CRM Training, sh all complete this trai ning by the ti me of the next requi red recurrent training and checki ng i n accordance wi th Appendi x 1 to OPS 1.1010 (j), including Aeroplane Type Specific CRM, as relevant.	This was not transposed as it was a transition measure that is not anymore relevant.
OPS 1.1012 Familiarisation	OR.OPS.CC.135
An operator shall ensure that, foll owing compl etion of conversi on training, each cabi n crew member compl etes famili arisation pr ior to operating as one of the minimum number of cabin crew required by OPS 1.990.	OR.OPS.CC.135
OPS 1.1015 Recurrent training (See Appendix 1 to OPS 1.1015 and Appendix 3 to OPS 1.1005/1.1010/1.1015)	OR.OPS.CC.140
(a) An operator shall ensur e that each cabi n crew member undergoes r ecurrent trai ning, covering the acti ons assi gned to each crew member in normal and emergency procedures and drills relevant to the type(s) and/or vari ant(s) of aeropl ane on wh ich they operate in accordance with Appendix 1 to OPS 1.1015.	OR.OPS.CC.140(a)
(b) An operator shall ensu re that the recurrent trai ning programme approved by the A uthority i ncludes t heoretical and practical instructi on, together wi th i ndividual practi ce, a s prescribed in Appendix 1 to OPS 1.1015.	OR.OPS.CC.115(b)
(c) The peri od of va lidity of recurrent trai ning and th e	

EU-OPS Subpart O - Rule Text	CRD Rule Reference
associated checking required by OPS 1.1025 shall be 12 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous check, the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous check.	OR.OPS.CC.140(d)
OPS 1.1020 Refresher Training (See Appendix 1 to OPS 1.1020)	OR.OPS.CC.145
(a) An operator shall ensure that each cabin crew member who has been absent from all flying duties for more than 6 months and still remains within the period of the previous check required by OPS 1.1025(b)(3) completes refresher training specified in the Operations Manual as prescribed in Appendix 1 to OPS 1.1020.	OR.OPS.CC.145(a)(1) (b)
(b) An operator shall ensure that when a cabin crew member has not been absent from all flying duties, but has not, during the preceding 6 months, undertaken duties on a type of aeroplane as a cabin crew member required by OPS 1.990 (b), before undertaking such duties on that type, the cabin crew member either: (1) Completes refresher training on the type; or (2) Operates two re-familiarisation sectors during commercial operations on the type.	(a)(2)
OPS 1.1025 Checking	OR.OPS.CC.115(d)
(a) At the discretion of the Authority, the Authority, the operator or the approved training organisation providing the training course shall ensure that during or following completion of the training required by OPS 1.1005, 1.1010, 1.1015 and 1.1020, each cabin crew member undergoes a check covering the training received in order to verify his/her proficiency in carrying out normal and emergency safety duties. At the discretion of the Authority, the Authority, the operator or the approved training organisation providing the training course shall ensure that the personnel performing these checks shall be suitably qualified.	OR.OPS.CC.115(d) OR.OPS.CC.115(c)(2) + AR.CC.100(a)(3)
(b) An operator shall ensure that each cabin crew member undergoes checks as follows: (1) Initial safety training. The items listed in Appendix 1 to OPS 1.1005; (2) Conversion and Differences training. The items listed in Appendix 1 to OPS 1.1010; (3) Recurrent training. The items listed in Appendix 1 to OPS 1.1015 as appropriate; and (4) Refresher training. The items listed in Appendix 1 to OPS 1.1020.	OR.OPS.CC.115(d)
OPS 1.1030 Operation on more than one type or variant	OR.OPS.CC.250
(a) An operator shall ensure that each cabin crew member does not operate on more than three aeroplane types except that, with the approval of the Authority, the cabin crew member may	OR.OPS.CC.250(b)

EU-OPS Subpart O - Rule Text	CRD Rule Reference
operate on four aeroplane types, provided that for at least two of the types:	
(1) Non-type specific normal and emergency procedures are identical; and	(b)(2)
(2) Safety equipment and type specific normal and emergency procedures are similar.	(b)(1)
(b) For the purposes of subparagraph (a) above, variants of an aeroplane type are considered to be different types if they are not similar in all the following aspects:	(a)(2)
(1) Emergency exit operation;	(a)(1)
(2) Location and type of portable safety equipment; and	(a)(2)
(3) Type specific emergency procedures.	(a)(3)
OPS 1.1035 Training records	
An operator shall:	CC.CCA.105(c)
(1) Maintain records of all training and checking required by OPS 1.1005, 1.1010, 1.1015, 1.1020 and 1.1025; and	OR.OPS.MLR.115(d)(1) OR.OPS.CC.215(b)
(2) Keep a copy of the attestation of safety training; and	
(3) Keep the training records and records of medical examinations or assessments up to date, showing in the case of the training records the dates and contents of the conversion, differences and recurrent training received; and	MED.A.085(a)(2)
(4) Make the records of all initial, conversion and recurrent training and checking available, on request, to the cabin crew member concerned.	OR.OPS.MLR.115(d)(2) OR.OPS.215(b)
Appendix 1 to OPS 1.1005 Initial Safety Training	OR.OPS.CC.120
The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are:	+ AMC1 CC.TRA.120(b)
(a) Fire and smoke training:	8.
(1) emphasis on the responsibility of cabin crew to deal promptly with emergencies involving fire and smoke and, in particular, emphasis on the importance of identifying the actual source of the fire;	8.a.
(2) the importance of informing the flight crew immediately, as well as the specific actions necessary for coordination and assistance, when fire or smoke is discovered;	8.b.
(3) the necessity for frequent checking of potential fire-risk areas including toilets, and the associated smoke detectors;	8.c.
(4) the classification of fires and the appropriate type of extinguishing agents and procedures for particular fire situations, the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space; and	8.d. and 8.e.
(5) the general procedures of ground-based emergency	8.f.

EU-OPS Subpart O - Rule Text	CRD Rule Reference
services at aerodromes.	
(b) Water survival training. The actual donning and use of personal flotation equipment in water. Before first operating on an aeroplane fitted with life-rafts or other similar equipment, training must be given on the use of this equipment, as well as actual practice in water.	9.b.
(c) Survival training. Survival training shall be appropriate to the areas of operation (e.g. polar, desert, jungle or sea).	9.a.
(d) Medical aspects and first aid: (1) instruction on medical aspects and first-aid, first-aid kits, emergency medical kits, their contents and emergency medical equipment; (2) first-aid associated with survival training and appropriate hygiene; and (3) the physiological effects of flying and with particular emphasis on hypoxia.	5. 5.a. and 5.e. (both para 1 & 2) 5.b.
(e) Passenger handling:	4.
(1) advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive;	a.c.
(2) methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation;	4.f.
(3) regulations covering the safe stowage of cabin baggage (including cabin service items) and the risk of it becoming a hazard to occupants of the cabin or otherwise obstruction or damaging emergency equipment or aeroplane exits;	4.b.
(4) the importance of correct seat allocation with reference to aeroplane mass and balance. Particular emphasis shall also be given on the seating of disabled passengers, and the necessity of seating able-bodied passengers adjacent to unsupervised exits;	4.a
(5) duties to be undertaken in the event of encountering turbulence, including securing the cabin;	4.e.
(6) precautions to be taken when live animals are carried in the cabin;	4.d.
(7) dangerous goods training, including provisions under Subpart R;	6.
(8) security procedures, including provisions under Subpart S.	7.
(f) Communication. During training, emphasis shall be placed on the importance of effective communication between cabin crew and flight crew	2.

EU-OPS Subpart O - Rule Text	CRD Rule Reference
including technique, common language and terminology.	
(g) Discipline and responsibilities: (1) the importance of cabin crew performing their duties in accordance with the Operations Manual; (2) continuing competence and fitness to operate as a cabin crew member with special regard to flight and duty time limitations and rest requirements; (3) an awareness of the aviation regulations relating to cabin crew and the role of the Civil Aviation Authority; (4) general knowledge of relevant aviation terminology, theory of flight, passenger distribution, meteorology and areas of operation; (5) pre-flight briefing of the cabin crew and the provision of necessary safety information with regards to their specific duties; (6) the importance of ensuring that relevant documents and manuals are kept up-to- date with amendments provided by the operator; (7) the importance of identifying when cabin crew members have the authority and responsibility to initiate an evacuation and other emergency procedures; and (8) the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations. (9) awareness of the effects of surface contamination and the need to inform the flight crew of any observed surface contamination.	1. 1.f. 1.d. 1.b. 1.a. 1.g. 1.e. 1.h. 1.c. 1.a.
(h) Crew resource management. (1) Introductory CRM Course: (i) a cabin crew member shall complete an Introductory CRM Course before being first assigned to operate as a cabin crew member. Cabin crew who are already operating as cabin crew members in commercial air transportation and who have not previously completed an introductory course, shall complete an Introductory CRM Course by the time of the next required recurrent training and/or checking. (ii) The training elements in Appendix 2 to OPS 1.1005/1.1010/1/1.1015 Table 1, Column (a) shall be covered to the level required in Column (b), Introductory CRM Course. (iii) The Introductory CRM Course shall be conducted by at least one cabin crew CRM instructor.	3. This was not transposed as it was a transition measure that is not anymore relevant. 3.a. and b. CC.TRA.220(b)(3)
Appendix 1 to OPS 1.1010 Conversion and Differences training	OR.OPS.CC.125 OR.OPS.CC.130
(a) General : An operator shall ensure that: (1) conversion and differences training is conducted by suitably qualified personnel; and (2) during conversion and differences training, training is given on the location, removal and use of all safety and survival	 OR.OPS.CC.115(c)(2) OR.OPS.CC.125(c) OR.OPS.CC.130

EU-OPS Subpart O - Rule Text	CRD Rule Reference
equipment carried on the aeroplane, as well as all normal and emergency procedures related to the aeroplane type, variant and configuration to be operated.	
(b) Fire and smoke training: An operator shall ensure that: (1) Each cabin crew member is given realistic and practical training in the use of all fire-fighting equipment including protective clothing representative of that carried in the aeroplane. This training must include: (i) extinguishing a fire characteristic of an aeroplane interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used; and (ii) the donning and use of protective breathing equipment in an enclosed, simulated smoke-filled environment.	OR.OPS.CC.125(b)(2)(v) + AMC1 OR.OPS.CC.125(c) point 5 5.a.) AMC1 OR.OPS.CC.125(c) 5.b.i. and iii 5.b.ii.
(c) Operations of doors and exits: An operator shall ensure that: (1) Each cabin crew member operates and actually opens each type or variant of normal and emergency exits in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device; and (2) the operation of all other exits, such as flight deck windows is demonstrated.	OR.OPS.CC.125(b)(2)(iii) + AMC1 OR.OPS.CC.125(b) b.3. OR.OPS.CC.125(b)(2)(iv) + AMC1 OR.OPS.CC.125(b) 3.
(d) Evacuation slide training: An operator shall ensure that: (1) Each cabin crew member descends an evacuation slide from a height representative of the aeroplane's main deck sill height; (2) the slide is fitted to an aeroplane or a representative training device; and (3) a further descent is made when the cabin crew member qualifies on an aeroplane type in which the main deck exit sill height differs significantly from any aeroplane type previously operated.	OR.OPS.CC.125(b)(2)(vi) + AMC1 OR.OPS.CC.125(b) 5.a. 5.b. 5.c.
(e) Evacuation procedures and other emergency situations: An operator shall ensure that: (1) emergency evacuation training includes the recognition of planned or unplanned evacuations on land or water. This training must include recognition of when exits are unusable or when evacuation equipment is unserviceable; and (2) each cabin crew member is trained to deal with the following: (i) an in-flight fire, with particular emphasis on identifying the actual source of the fire;	OR.OPS.CC.125(c)(3)(iii) and (vi) AMC1 OR.OPS.CC.125(c)6. 5. 3.b. 3.c.

EU-OPS Subpart O - Rule Text	CRD Rule Reference
(ii) severe air turbulence; (iii) sudden decompression, including the donning of portable oxygen equipment by each cabin crew member; and (iv) other in-flight emergencies.	3.d
(f) Crowd control. An operator shall ensure that training is provided on the practical aspects of crowd control in various emergency situations, as applicable to the aeroplane type.	OR.OPS.CC.125(c)(3)(iv) + AMC1 OR.OPS.CC.125(c) 4.
(g) Pilot incapacitation. An operator shall ensure that, unless the minimum flight crew is more than two, each cabin crew member is trained in the procedure for flight crew member incapacitation and shall operate the seat and harness mechanisms. Training in the use of flight crew members' oxygen system and use of the flight crew members' check lists, where required by the operator's SOP's, shall be conducted by a practical demonstration.	OR.OPS.CC.125(c)(3(vii) + AMC1 OR.OPS.CC.125(c) 7.
(h) Safety equipment. An operator shall ensure that each cabin crew member is given realistic training on, and demonstration of, the location and use of safety equipment including the following:	OR.OPS.CC125(b)(2)(ii) and (c)(3)(ii) + AMC1 OR.OPS.CC.125(b)(2) + AMC1 OR.OPS.CC.125(c)(2)
(1) slides, and where non-self-supporting slides are carried, the use of any associated ropes;	.125(b) - 2.a. .125(c) – 2.g
(2) life-rafts and slide-raft, including the equipment attached to, and/or carried in, the raft;	.125(b) - 2.b. .125(c) – 2.g
(3) lifejackets, infant lifejackets and flotation cots;	.125(c)- 2.a.
(4) dropout oxygen system; (5) first-aid oxygen;	.125(b) – 2.c. + .125(c) – 2.b.(covers both points 4 & 5)
(6) fire extinguishers;	.125(c) – 2.c.
(7) fire axe or crow-bar;	.125(c) – 2.d.
(8) emergency lights including torches;	.125(c) – 2.e.
(9) communication equipment, including megaphones;	.125(b) – 2.d. .125(c) – 2.f.
(10) survival packs, including their contents;	.125(c) – 2.g.
(11) pyrotechnics (actual or representative devices);	.125(c) – 2.h.
(12) first-aid kits, emergency medical kits, their contents and emergency medical equipment; and	.125(c) – 2.i.
(13) other cabin safety equipment or systems where applicable.	.125(b) – 2.e. .125(c) – 2.j.
(i) Passenger briefing/safety demonstrations. An operator shall ensure that training is given in the preparation of passengers for normal and emergency situations in accordance	AMC1 OR.OPS.CC.125(c) – 3.a. OR.OPS.CC.125(c)(3)(iv)

EU-OPS Subpart O - Rule Text	CRD Rule Reference
with OPS 1.285.	
(j) When initial medical aspects and first aid training has not included the avoidance of infectious diseases, especially in tropical and sub-tropical climates, such training shall be provided if an operator's route network is extended or changed to include such areas.	This was not transposed as it was a transition measure at that time which is not anymore relevant
(k) Crew Resource Management. An operator shall ensure that:	OR.OPS.CC.125(c)(3)(viii) + AMC1-OR.OPS.CC.115(e) + AMC1-OR.OPS.CC.125(c) Point 8.
(1) Each cabin crew member completes the Operator's CRM Training covering the training elements in Appendix 2 to OPS 1.1005/1.1010/1.1015 Table 1, Column (a) to the level required in Column (c) before undertaking subsequent Aeroplane Type Specific CRM and/or recurrent CRM Training.	.125(c) - 8.a.
(2) When a cabin crew member undertakes a conversion course on another aeroplane type, the training elements in Appendix 2 to OPS 1.1005/1.1010/1.1015 Table 1, Column (a) shall be covered to the level required in Column (d), Aeroplane Type Specific CRM.	.125(c) - 8.b.
(3) The Operator's CRM Training and Aeroplane Type Specific CRM shall be conducted by a least one cabin crew CRM instructor.	.125(c) - 8.c.
Appendix 1 to OPS 1.1015 Recurrent training	OR.OPS.CC.140
(a) An operator shall ensure that recurrent training is conducted by suitably qualified persons.	OR.OPS.CC.115(c)(2)
(b) An operator shall ensure that every 12 calendar months the programme of practical training includes the following:	OR.OPS.CC.140(c)
(1) Emergency procedures including pilot incapacitation;	(c)(1)(iv)
(2) Evacuation procedures including crowd control techniques;	(c)(1)(v) + AMC1 OR.OPS.CC.140 (paras 1&2 merged)
(3) Touch-drills by each cabin crew member for opening normal and emergency exits for passenger evacuation;	OR.OPS.CC.140 (b)(1)
(4) The location and handling of emergency equipment, including oxygen systems, and the donning by each cabin crew member of lifejackets, portable oxygen and protective breathing equipment (PBE);	(c)(1)(i)
(5) Medical aspects and first-aid, first-aid kits, emergency medical kits, their contents and emergency medical equipment;	AMC1 OR.OPS.CC.140 – point 1.a.
(6) Stowage of articles in the cabin;	OR.OPS.CC.140(c)(1)(viii)
(7) Security procedures;	(c)(1)(ii)
(8) Incident and accident review;	(c)(1)(ix)
(9) Awareness of the effects of surface contamination and the need to inform the flight crew of any observed surface	(c)(1)(vi)

EU-OPS Subpart O - Rule Text	CRD Rule Reference
contamination, and	
(10) Crew resource management. An operator shall ensure that CRM training satisfies the following: (i) The training elements in Appendix 2 to OPS 1.1005/1.1010/1/1.1015 Table 1, Column (a) shall be covered within a three year cycle to the level required by Column (e), Annual Recurrent CRM Training. (ii) The definition and implementation of this syllabus shall be managed by a cabin crew CRM instructor. (iii) When CRM training is provided by stand-alone modules, it shall be conducted by at least one cabin crew CRM instructor	(c)(1)(iii) (c)(1)(vii) + AMC1-OR.OPS.CC.140 point 1.c.+ AMC1-OR.OPS.CC.115(e)(3) AMC1-OR.OPS.CC.140 point 1.c .ii point 1.c .iii
(c) An operator shall ensure that, at intervals not exceeding 3 years, recurrent training also includes: (1) Each cabin crew member operating and actually opening each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device; (2) demonstration of the operation of all other exits including flight deck windows; (3) each cabin crew member being given realistic and practical training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft. This training must include: (i) each cabin crew member extinguishing a fire characteristic of an aeroplane interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used; and (ii) the donning and use of protective breathing equipment by each cabin crew member in an enclosed, simulated smoke-filled environment. (4) use of pyrotechnics (actual or representative devices); and (5) demonstration of the use of the life-raft, or slide-raft, where fitted. (6) An operator shall ensure that, unless the minimum flight crew is more than two, each cabin crew member is trained in the procedure for flight crew member incapacitation and shall operate the seat and harness mechanisms. Training in the use of flight crew members' oxygen system and use of the flight crew members' checklists, where required by the operator's SOP's, shall be conducted by a practical demonstration	OR.OPS.CC.140(b)(2) and (c)(2) (c)(2)(i)(1st para) + AMC1 OR.OPS.CC.140 – point 2.a. OR.OPS.CC.140(b)(2)(ii) OR.OPS.CC.140(c)(2)(iii) + AMC1-OR.OPS.CC.140 – point 2.b. OR.OPS.CC.140(c)(2)(iv) AMC1 OR.OPS.CC.140 – point 2.b. OR.OPS.CC.140(c)(2)(iv) (c)(2)(i) (b)(2)(iv) (b)(2)(ii) (c)(2)(ii)
(d) An operator shall ensure that all appropriate requirements of Annex III, OPS 1 are included in the training of cabin crew	This is covered by the general responsibilities of the operator

EU-OPS Subpart O - Rule Text	CRD Rule Reference
members.	in OR.GEN.
Appendix 1 to OPS 1.1020 Refresher training	OR.OPS.CC.145
An operator shall ensure that refresher training is conducted by suitable qualified persons and, for each cabin crew member, includes at least the following:	OR.OPS.CC.115(c) OR.OPS.CC.145(b)
(1) Emergency procedures including pilot incapacitation;	(b)(1)
(2) Evacuation procedures including crowd control techniques;	(b)(2) AMC1 OR.OPS.CC.145
(3) The operation and actual opening of each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device;	OR.OPS.CC.145 (b)(3) + AMC1 OR.OPS.CC.145 Point 2.
(4) Demonstration of the operation of all other exits including flight deck windows; and	(b)(4)
(5) The location and handling of emergency equipment, including oxygen systems, and the donning of lifejackets, portable oxygen and protective breathing equipment.	(b)(5)
Appendix 2 to OPS 1.1005/1.1010/1.1015 Training	
(1) The CRM training syllabi, together with CRM methodology and terminology, shall be included in the Operations Manual. (2) Table 1 indicates which elements of CRM shall be included in each type of training. Table 1 CRM Training *Note: Table not included for formatting reasons.*	OR.OPS.CC.115 (a) and (e) AMC1 OR.OPS.CC.115(e) GM1 OR.OPS.CC.115(e)
Appendix 3 to OPS 1.1005/1.1010/1.1015 Medical aspects and first aid training	
(a) Medical aspects and first aid training shall include the following subjects:	AMC1 CC.TRA.220(b)Point 5.
(1) Physiology of flight including oxygen requirements and hypoxia;	5.b.
(2) Medical emergencies in aviation including:	5.d.
i. Asthma;	5.d.i.
ii. Choking;	5.d.v.
iii. Heart attacks;	5.d.ix.
iv. Stress reactions and allergic reactions;	5.d.ii
v. Shock;	5.d.iii.

EU-OPS Subpart O - Rule Text	CRD Rule Reference
vi. Stroke;	5.d.viii.
vii. Epilepsy;	5.d.vi.
viii. Diabetes;	5.d.iv.
ix. Air sickness;	5.c.i.
x. Hyperventilation;	5.c.ii.
xi. Gastro-intestinal disturbances; and	5.c.i.
xii. Emergency childbirth;	5.d.vii
(3) Practical cardio-pulmonary resuscitation by each cabin crew member having regard to the aeroplane environment and using a specifically designed dummy;	5.f.
(4) Basic first aid and survival training including care of:	5.c.
i. The unconscious;	5.c.v.
ii. Burns;	5.c.iii.
iii. Wounds; and	5.c.iv.
iv. Fractures and soft tissue injuries;	5.c.vi.
(5) Travel health and hygiene including:	5.g.
i. The risk of contact with infectious diseases especially when operating into tropical and sub-tropical areas. Reporting of infectious diseases, protection from infection and avoidance of water-borne and food-borne illness. Training shall include the means to reduce such risks;	5.g.ii.
ii. Hygiene on board;	5.g.i.
iii. Death on board;	5.g.v.
iv. Handling of clinical waste;	5.g.iii.
v. Aircraft disinfection; and	5.g.iv.
vi. Alertness management, physiological effects of fatigue, sleep physiology, circadian rhythm and time zone changes;	5.g.vi.
(6) The use of appropriate aeroplane equipment including first aid kits, emergency medical kits, first aid oxygen and emergency medical equipment.	5.e.

EU-OPS SUBPART P

MANUALS, LOGS AND RECORDS

EU-OPS Subpart P - Rule Text		CRD Rule Reference
	OPS 1.1040 General Rules for Operations Manuals	
(a)	An operator shall ensure that the Operations Manual contains all instructions and information necessary for operations personnel to perform their duties.	OR.OPS.MLR.100(a): Reference to 8b BR instead of EU-OPS text
(b)	An operator shall ensure that the contents of the Operations Manual, including all amendments or revisions, do not contravene the conditions contained in the Air Operator Certificate (AOC) or any applicable regulations and are acceptable to, or, where applicable, approved by, the Authority.	OR.OPS.MLR.100(b)
(c)	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operations Manual in the English language. In addition, an operator may translate and use that manual, or parts thereof, into another language.	Not transferred as against Community principles giving all EU languages an equal status
(d)	Should it become necessary for an operator to produce new Operations Manuals or major parts/volumes thereof, he must comply with subparagraph (c) above.	Not transferred as against Community principles giving all EU languages an equal status
(e)	An operator may issue an Operations Manual in separate volumes.	OR.OPS.MLR.100(c)
(f)	An operator shall ensure that all operations personnel have easy access to a copy of each part of the Operations Manual which is relevant to their duties. In addition, the operator shall supply crew members with a personal copy of, or sections from, Parts A and B of the Operations Manual as are relevant for personal study.	OR.OPS.MLR.100(d) OR.OPS.MLR.100(f)
(g)	An operator shall ensure that the Operations Manual is amended or revised so that the instructions and information contained therein are kept up to date. The operator shall ensure that all operations personnel are made aware of such changes that are relevant to their duties.	OR.OPS.MLR.100(e)
(h)	Each holder of an Operations Manual, or appropriate parts of it, shall keep it up to date with the amendments or revisions supplied by the operator.	OR.OPS.MLR.100(f)
(i)	An operator shall supply the Authority with intended amendments and revisions in advance of the effective date. When the amendment concerns any part of the Operations Manual which must be approved in accordance with OPS, this approval shall be obtained before the amendment becomes effective. When immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has	OR.OPS.MLR.100(g) OR.OPS.MLR.100(h)

	EU-OPS Subpart P - Rule Text	CRD Rule Reference
	been applied for.	
(j)	An operator shall incorporate all amendments and revisions required by the Authority.	OR.OPS.MLR.100(i)
(k)	An operator must ensure that information taken from approved documents, and any amendment of such approved documentation, is correctly reflected in the Operations Manual and that the Operations Manual contains no information contrary to any approved documentation. However, this requirement does not prevent an operator from using more conservative data and procedures.	OR.OPS.MLR.100(j)
(l)	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.	OR.OPS.MLR.100(k)
(m)	An operator may be permitted by the Authority to present the Operations Manual or parts thereof in a form other than on printed paper. In such cases, an acceptable level of accessibility, usability and reliability must be assured.	AMC1-OR.OPS.MLR.100(2)
(n)	The use of an abridged form of the Operations Manual does not exempt the operator from the requirements of OPS 1.130.	n/a
	OPS 1.1045 Operations Manual – structure and contents (See Appendix 1 to OPS 1.1045)	
(a)	An operator shall ensure that the main structure of the Operations Manual is as follows: Part A: General/Basic This part shall comprise all non type- related operational policies, instructions and procedures needed for a safe operation. Part B: Aeroplane Operating Matters This part shall comprise all type-related instructions and procedures needed for a safe operation. It shall take account of any differences between types, variants or individual aeroplanes used by the operator. Part C: Route and Aerodrome Instructions and Information This part shall comprise all instructions and information needed for the area of operation. Part D: Training This part shall comprise all training instructions for personnel required for a safe operation.	OR.OPS.MLR.101
(b)	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation.	AMC3-OR.OPS.MLR.100
(c)	An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority.	n/a

EU-OPS Subpart P - Rule Text		CRD Rule Reference
OPS 1.1050 Aeroplane Flight Manual		
An operator shall keep a current approved Aeroplane Flight Manual or equivalent document for each aeroplane that it operates.		Covered by Part-CAT (Carriage of Documents)
OPS 1.1055 Journey log		
(a)	An operator shall retain the following information for each flight in the form of a Journey Log: (1) Aeroplane registration; (2) Date; (3) Name(s) of crew member(s); (4) Duty assignment of crew member(s); (5) Place of departure; (6) Place of arrival; (7) Time of departure (off-block time); (8) Time of arrival (on-block time); (9) Hours of flight; (10) Nature of flight; (11) Incidents, observations (if any); and (12) Commander's signature (or equivalent).	OR.OPS.MLR.110 Contents: AMC1-OR.OPS.MLR.110(1)
(b)	An operator may be permitted not to keep an aeroplane journey log, or parts thereof, by the Authority if the relevant information is available in other documentation.	AMC1-OR.OPS.MLR.110(3)
(c)	An operator shall ensure that all entries are made concurrently and that they are permanent in nature.	n/a
OPS 1.1060 Operational flight plan		
(a)	An operator must ensure that the operational flight plan used and the entries made during flight contain the following items: (1) Aeroplane registration; (2) Aeroplane type and variant; (3) Date of flight; (4) Flight identification; (5) Names of flight crew members; (6) Duty assignment of flight crew members; (7) Place of departure; (8) Time of departure (actual off-block time, take-off time); (9) Place of arrival (planned and actual); (10) Time of arrival (actual landing and on-block time); (11) Type of operation (ETOPS, VFR, Ferry flight, etc.) (12) Route and route segments with checkpoints/waypoints, distances, time and tracks;	Covered by Part-CAT

EU-OPS Subpart P - Rule Text	CRD Rule Reference
(13) Planned cruising speed and flying times between check-points/waypoints. Estimated and actual times overhead; (14) Safe altitudes and minimum levels; (15) Planned altitudes and flight levels; (16) Fuel calculations (records of in-flight fuel checks); (17) Fuel on board when starting engines; (18) Alternate(s) for destination and, where applicable, take-off and en-route, including information required in subparagraphs (12), (13), (14), and (15) above; (19) Initial ATS Flight Plan clearance and subsequent re-clearance; (20) In-flight re-planning calculations; and (21) Relevant meteorological information.	
(b) Items which are readily available in other documentation or from another acceptable source or are irrelevant to the type of operation may be omitted from the operational flight plan	Covered by Part-CAT
(c) An operator must ensure that the operational flight plan and its use are described in the Operations Manual.	Covered by Part-CAT
(d) An operator shall ensure that all entries on the operational flight plan are made concurrently and that they are permanent in nature.	Covered by Part-CAT
OPS 1.1065 Document storage periods	
An operator shall ensure that all records and all relevant operational and technical information for each individual flight, are stored for the periods prescribed in Appendix 1 to OPS 1.1065.	n/a
OPS 1.1070 Operator's continuing airworthiness management exposition	
An operator shall keep a current approved continuing airworthiness management exposition as prescribed in Part M, paragraph M.A.704 Continuing airworthiness management exposition.	n/a
OPS 1.1071 Aeroplane Technical Log	
An operator shall keep an aeroplane technical log as prescribed in Part M, paragraph M.A.306 Operator's technical log system.	n/a
Appendix 1 to OPS 1.1045 **Operations Manual Contents**	AMC3-OR.OPS.MLR.100(1)
An operator shall ensure that the Operations Manual contains the following: A. GENERAL/BASIC 0. ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL 0.1. Introduction (a) A statement that the manual complies with all applicable regulations and with the terms and conditions of the	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
applicable Air Operator Certificate. (b) A statement that the manual contains operational instructions that are to be complied with by the relevant personnel. (c) A list and brief description of the various parts, their contents, applicability and use. (d) Explanations and definitions of terms and words needed for the use of the manual.	
0.2. System of amendment and revision (a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions. (b) A record of amendments and revisions with insertion dates and effective dates. (c) A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety. (d) A description of the system for the annotation of pages and their effective dates. (e) A list of effective pages. (f) Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). (g) Temporary revisions. (h) A description of the distribution system for the manuals, amendments and revisions.	AMC3-OR.OPS.MLR.100(1)
1. ORGANISATION AND RESPONSIBILITIES 1.1. Organisational structure. A description of the organisational structure including the general company organigram and operations department organigram. The organigram must depict the relationship between the Operations Department and the other Departments of the company. In particular, the subordination and reporting lines of all Divisions, Departments, etc., which pertain to the safety of flight operations, must be shown. 1.2. Nominated postholders. The name of each nominated postholder responsible for flight operations, the maintenance system, crew training and ground operations, as prescribed in OPS 1.175(i). A description of their function and responsibilities must be included. 1.3. Responsibilities and duties of operations management personnel. A description of the duties, responsibilities and authority of operations management personnel pertaining to the safety of flight operations and the compliance with the applicable regulations. 1.4. Authority, duties and responsibilities of the commander. A statement defining the authority, duties and responsibilities of the commander. 1.5. Duties and responsibilities of crew members other than the commander	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
2. OPERATIONAL CONTROL AND SUPERVISION 2.1. Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator (see OPS 1.175(g)). This must show how the safety of flight operations and the qualifications of personnel are supervised. In particular, the procedures related to the following items must be described: (a) Licence and qualification validity; (b) Competence of operations personnel; and (c) Control, analysis and storage of records, flight documents, additional information and data. 2.2. System of promulgation of additional operational instructions and information. A description of any system for promulgating information which may be of a non operational nature but is supplementary to that in the Operations Manual. The applicability of this information and the responsibilities for its promulgation must be included. 2.3. Accident prevention and flight safety programme. A description of the main aspects of the flight safety programme. 2.4. Operational control. A description of the procedures and responsibilities necessary to exercise operational control with respect to flight safety. 2.5. Powers of the Authority. A description of the powers of the Authority. and guidance to staff on how to facilitate inspections by Authority personnel.	AMC3-OR.OPS.MLR.100(1)
3. QUALITY SYSTEM A description of the quality system adopted including at least: (a) Quality policy; (b) A description of the organisation of the Quality System; and (c) Allocation of duties and responsibilities.	AMC3-OR.OPS.MLR.100(1)
4. CREW COMPOSITION 4.1. Crew Composition. An explanation of the method for determining crew compositions taking account of the following: (a) The type of aeroplane being used; (b) The area and type of operation being undertaken; (c) The phase of the flight; (d) The minimum crew requirement and flight duty period planned; (e) Experience (total and on type), recency and qualification of the crew members; and (f) The designation of the commander and, if necessitated by the duration of the flight, the procedures for the relief of the commander or other members of the flight crew (See Appendix 1 to OPS 1.940). (g) The designation of the senior cabin crew member and, if necessitated by the duration of the flight, the procedures	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
for the relief of the senior cabin crew member and any other member of the cabin crew. 4.2. Designation of the commander. The rules applicable to the designation of the commander. 4.3. Flight crew incapacitation. Instructions on the succession of command in the event of flight crew incapacitation. 4.4. Operation of more than one type. A statement indicating which aeroplanes are considered as one type for the purpose of: (a) Flight crew scheduling; and (b) Cabin crew scheduling.	
5. QUALIFICATION REQUIREMENTS 5.1. A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. 5.2. Flight crew (a) Commander. (b) Pilot relieving the commander. (c) Co-pilot. (d) Pilot under supervision. (e) System panel operator. (f) Operation on more than one type or variant. 5.3. Cabin crew. (a) Senior cabin crew member. (b) Cabin crew member. (i) Required cabin crew member. (ii) Additional cabin crew member and cabin crew member during familiarisation flights. (c) Operation on more than one type or variant. 5.4. Training, checking and supervision personnel. (a) For flight crew. (b) For cabin crew. 5.5. Other operations personnel	AMC3-OR.OPS.MLR.100(1)
6. CREW HEALTH PRECAUTIONS 6.1. Crew health precautions. The relevant regulations and guidance to crew members concerning health including: (a) Alcohol and other intoxicating liquor; (b) Narcotics; (c) Drugs; (d) Sleeping tablets;	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
(e) Pharmaceuti cal preparations; (f) Immuni sation; (g) D eep diving; (h) Bl ood donation; (i) Meal precautions prior to and during flight; (j) Sleep and rest; and (k) Surgi cal operations.	
7. FLIGHT TIME LIMITATIONS 7.1. Flight and Duty Ti me L imitations and Rest Re quirements. The scheme developed by the operator in accordance with applicable requirements. 7.2. Exceedances of fli ght and duty ti me limitations and/or reductions of rest peri ods. Condi tions under whi ch f light and duty time may be exceeded or rest periods may be reduced and the procedures used to report these modifications.	AMC3-OR.OPS.MLR.100(1)
8. OPERATING PROCEDURES 8.1. Flight Preparation Instructions. As applicable to the operation: 8.1.1. Minimum Flight Al titudes. A descri ption of the method o f determination and application of minimum altitudes including: (a) A procedure to establ ish the mi nimum al titudes/flight levels for VFR flights; and (b) A procedure to establ ish the mi nimum al titudes/flight levels for IFR flights. 8.1.2. Criteria and responsi bilities for the authori sation of the use of aerodromes taking into account the applicable requirements of Subparts D, E, F, G, H, I and J. 8.1.3. Methods for establ ishing of aerodrom e operati ng minima. The method for establishing aerodrome o perating mi nima for IFR flights in accordance wi th OPS 1 Subpart E. Refere nce must be made to procedures for the determination of the visibility and/or runway vi sual range and for the appl icability o f the actual visibility obs erved by the pi lots, the r eported vi sibility and the reported runway visual range. 8.1.4. En-route Operating Minima for V FR Flights or V FR portions of a flight and, where si ngle engined aeropl anes are us ed, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing. 8.1.5. Presentation and A pplication of A erodrome a nd En-route Operating Minima 8.1.6. Interpretation of meteorol ogical informati on. Expl anatory material on the decodi ng of MET forecasts and MET report s relevant to the area of o perations, i ncluding the interpretati on of conditional expressions. 8.1.7. Determination of the quanti ties of fue l, oil and wa ter methanol carried. The methods by whi ch the quantities of fuel , oil and water methanol to be car ried are determi ned and moni tored i n flight. T his section mu st a lso include in structions o n t he measurement and di stribution of the fl uid carri ed on boar d. Such i nstructions must take account o f all ci rcumstances l ikely	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text		CRD Rule Reference
	to be encountered on the flight, including the possibility of in-flight re-planning and of failure of one or more of the aeroplane's power plants. The system for maintaining fuel and oil records must also be described.	
8.1.8.	Mass and Centre of Gravity. The general principles of mass and centre of gravity including: (a) Definitions; (b) Methods, procedures and responsibilities for preparation and acceptance of mass and centre of gravity calculations; (c) The policy for using either standard and/or actual masses; (d) The method for determining the applicable passenger, baggage and cargo mass; (e) The applicable passenger and baggage masses for various types of operations and aeroplane type; (f) General instruction and information necessary for verification of the various types of mass and balance documentation in use; (g) Last Minute Changes procedures; (h) Specific gravity of fuel, oil and water methanol; and (i) Seating policy/procedures.	
8.1.9.	ATS Flight Plan. Procedures and responsibilities for the preparation and submission of the air traffic services flight plan. Factors to be considered include the means of submission for both individual and repetitive flight plans.	
8.1.10.	Operational Flight Plan. Procedures and responsibilities for the preparation and acceptance of the operational flight plan. The use of the operational flight plan must be described including samples of the operational flight plan formats in use.	
8.1.11.	Operator's Aeroplane Technical Log. The responsibilities and the use of the operator's Aeroplane Technical Log must be described, including samples of the format used.	
8.1.12.	List of documents, forms and additional information to be carried.	
8.2.	Ground Handling Instructions	AMC3-OR.OPS.MLR.100(1)
8.2.1.	Fuelling procedures. A description of fuelling procedures, including: (a) Safety precautions during refuelling and defuelling including when an APU is in operation or when a turbine engine is running and the prop-brakes are on; (b) Refuelling and defuelling when passengers are embarking, on board or disembarking; and (c) Precautions to be taken to avoid mixing fuels.	
8.2.2.	Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling	

EU-OPS Subpart P - Rule Text	CRD Rule Reference
procedures must include: (a) Children/infants, sick passengers and Persons with Reduced Mobility; (b) Transportation of inadmissible passengers, deportees or persons in custody; (c) Permissible size and weight of hand baggage; (d) Loading and securing of items in the aeroplane; (e) Special loads and classification of load compartments; (f) Positioning of ground equipment; (g) Operation of aeroplane doors; (h) Safety on the ramp, including fire prevention, blast and suction areas; (i) Start-up, ramp departure and arrival procedures including push-back and towing operations; (j) Servicing of aeroplanes; and (k) Documents and forms for aeroplane handling; (l) Multiple occupancy of aeroplane seats. 8.2.3. Procedures for the refusal of embarkation. Procedures to ensure that persons who appear to be intoxicated or who demonstrate by manner or physical indications that they are under the influence of drugs, except medical patients under proper care, are refused embarkation. This does not apply to medical patients under proper care. 8.2.4. De-icing and Anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: (a) Proprietary or commercial names; (b) Characteristics; (c) Effects on aeroplane performance; (d) Hold-over times; and (e) Precautions during usage.	
8.3. Flight Procedures 8.3.1. VFR/IFR Policy. A description of the policy for allowing flights to be made under VFR, or of requiring flights to be made under IFR, or of changing from one to the other. 8.3.2. Navigation Procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: (a) Standard navigational procedures including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the aeroplane; (b) MNPS and POLAR navigation and navigation in other	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text		CRD Rule Reference
	designated areas;	
	(c) RNAV;	
	(d) In-flight re-planning; and	
	(e) Procedures in the event of system degradation; and	
	(f) RVSM	
8.3.3.	Altimeter setting procedures including use, where appropriate, of	
	metric altimetry and conversion tables,	
	and	
	QFE operating procedures.	
8.3.4.	Altitude alerting system procedures	
8.3.5.	Ground Proximity Warning System /Terrain Avoidance Warning System. Procedures and instructions required for the avoidance of controlled flight into terrain, including limitations on high rate of descent near the surface (the related training requirements are covered in D.2.1).	
8.3.6.	Policy and procedures for the use of TCAS/ACAS	
8.3.7.	Policy and procedures for in-flight fuel management	
8.3.8.	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including:	
	(a) Thunderstorms;	
	(b) Icing conditions;	
	(c) Turbulence;	
	(d) Wind shear;	
	(e) Jet stream;	
	(f) Volcanic ash clouds;	
	(g) Heavy precipitation;	
	(h) Sand storms;	
	(i) Mountain waves; and	
	(j) Significant Temperature inversions.	
8.3.9.	Wake Turbulence. Wake turbulence separation criteria, taking into account aeroplane types, wind conditions and runway location.	
8.3.10.	Crew members at their stations. The requirements for crew members to occupy their assigned stations or seats during the different phases of flight or whenever deemed necessary in the interest of safety and also include procedures for controlled rest on the flight deck.	
8.3.11.	Use of safety belts for crew and passengers. The requirements for crew members and passengers to use safety belts and/or harnesses during the different phases of flight or whenever deemed necessary in the interest of safety.	
8.3.12.	Admission to Flight Deck. The conditions for the admission to the flight deck of persons other than the flight crew. The policy regarding the admission of Inspectors from the Authority must	

EU-OPS Subpart P - Rule Text	CRD Rule Reference
also be included. 8.3.13. Use of vacant crew seats. The conditions and procedures for the use of vacant crew seats. 8.3.14. Incapacitation of crew members. Procedures to be followed in the event of incapacitation of crew members in flight. Examples of the types of incapacitation and the means for recognising them must be included. 8.3.15. Cabin Safety Requirements. Procedures covering: (a) Cabin preparation for flight, in-flight requirements and preparation for landing including procedures for securing cabin and galleys; (b) Procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aeroplane; (c) Procedures to be followed during passenger embarkation and disembarkation; and (d) Procedures when refuelling/defuelling with passengers embarking, on board or disembarking. (e) Smoking on board. 8.3.16. Passenger briefing procedures. The contents, means and timing of passenger briefing in accordance with OPS 1.285. 8.3.17. Procedures for aeroplanes operated whenever required cosmic or solar radiation detection equipment is carried. Procedures for the use of cosmic or solar radiation detection equipment and for recording its readings including actions to be taken in the event that limit values specified in the Operations Manual are exceeded. In addition, the procedures, including ATS procedures, to be followed in the event that a decision to descend or re-route is taken. 8.3.18 Policy on the use of Autopilot and Auto throttle.	
8.4. All Weather Operations. A description of the operational procedures associated with All Weather operations (see also OPS Subpart D and E). 8.5. ETOPS. A description of the ETOPS operational procedures. 8.6. Use of the Minimum Equipment and Configuration Deviation List(s) 8.7. Non revenue flights. Procedures and limitations for: (a) Training flights; (b) Test flights; (c) Delivery flights; (d) Ferry flights; (e) Demonstration flights; and (f) Positioning flights, including the kind of persons who may be carried on such flights. 8.8. Oxygen Requirements 8.8.1. An explanation of the conditions under which oxygen must be	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text		CRD Rule Reference
	provided and used.	
8.8.2.	The oxygen requirements specified for: (a) Flight crew; (b) Cabin crew; and (c) Passengers.	
9.	DANGEROUS GOODS AND WEAPONS	AMC3-OR.OPS.MLR.100(1)
9.1.	Information, instructions and general guidance on the transport of dangerous goods including: (a) Operator's policy on the transport of dangerous goods; (b) Guidance on the requirements for acceptance, labelling, handling, stowage and segregation of dangerous goods; (c) Special notification requirements in the event of an accident or occurrence when dangerous goods are being carried; (d) Procedures for responding to emergency situations involving dangerous goods; (e) Duties of all personnel involved as per OPS 1.1215; and (f) Instructions on the carriage of the operator's employees.	
9.2.	The conditions under which weapons, munitions of war and sporting weapons may be carried.	
10.	SECURITY	AMC3-OR.OPS.MLR.100(1)
10.1.	Security instructions and guidance of a non-confidential nature which must include the authority and responsibilities of operations personnel. Policies and procedures for handling and reporting crime on board such as unlawful interference, sabotage, bomb threats, and hijacking must also be included.	
10.2.	A description of preventative security measures and training.	
Note:	Parts of the security instructions and guidance may be kept confidential.	
11.	HANDLING, NOTIFYING AND REPORTING OCCURENCES Procedures for the handling, notifying and reporting occurrences. This section must include: (a) Definitions occurrences and of the relevant responsibilities of all persons involved; (b) Illustrations of forms used for reporting all types of occurrences (or copies of the forms themselves), instructions on how they are to be completed, the addresses to which they should be sent and the time allowed for this to be done; (c) In the event of an accident, descriptions of which company departments, Authorities and other organisations that have to be notified, how this will be done and in what sequence; (d) Procedures for verbal notification to air traffic service units of incidents involving ACAS RAs, bird hazards and hazardous conditions;	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
(e) Procedures for submitting written reports on air traffic incidents, ACAS RAs, bird strikes, dangerous goods incidents or accidents, and unlawful interference; (f) Reporting procedures to ensure compliance with OPS 1.085(b) and 1.420. These procedures must include internal safety related reporting procedures to be followed by crew members, designed to ensure that the commander is informed immediately of any incident that has endangered, or may have endangered, safety during flight and that he/she is provided with all relevant information.	
12. RULES OF THE AIR Rules of the Air including: (a) Visual and instrument flight rules; (b) Territorial application of the Rules of the Air; (c) Communication procedures including COM-failure procedures; (d) Information and instructions relating to the interception of civil aeroplanes; (e) The circumstances in which a radio listening watch is to be maintained; (f) Signals; (g) Time system used in operation; (h) ATC clearances, adherence to flight plan and position reports; (i) Visual signals used to warn an unauthorised aeroplane flying in or about to enter a restricted, prohibited or danger area; (j) Procedures for pilots observing an accident or receiving a distress transmission; (k) The ground/air visual codes for use by survivors, description and use of signal aids; and (l) Distress and urgency signals.	AMC3-OR.OPS.MLR.100(1)
13. LEASING A description of the operational arrangements for leasing, associated procedures and management responsibilities.	AMC3-OR.OPS.MLR.100(1)
B. AEROPLANE OPERATING MATTERS – TYPE RELATED Taking account of the differences between types, and variants of types, under the following headings: 0. GENERAL INFORMATION AND UNITS OF MEASUREMENT 0.1. General Information (e.g. aeroplane dimensions), including a description of the units of measurement used for the operation of the aeroplane type concerned and conversion tables. 1. LIMITATIONS 1.1. A description of the certified limitations and the applicable operational limitations including:	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text		CRD Rule Reference
	(a) Certification status (e.g. CS–23, CS–25, ICAO Annex 16 (CS–36 and CS–34), etc.); (b) Passenger seating configuration for each aeroplane type including a pictorial presentation; (c) Types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP Type, flight in known icing conditions etc); (d) Crew composition; (e) Mass and centre of gravity; (f) Speed limitations; (g) Flight envelope(s); (h) Wind limits including operations on contaminated runways; (i) Performance limitations for applicable configurations; (j) Runway slope; (k) Limitations on wet or contaminated runways; (l) Airframe contamination; and (m) System limitations.	
2. 2.1.	NORMAL PROCEDURES The normal procedures and duties assigned to the crew, the appropriate check-lists, the system for use of the check-lists and a statement covering the necessary coordination procedures between flight and cabin crew. The following normal procedures and duties must be included: (a) Pre-flight; (b) Pre-departure; (c) Altimeter setting and checking; (d) Taxi, Take-Off and Climb; (e) Noise abatement; (f) Cruise and descent; (g) Approach, Landing preparation and briefing; (h) VFR Approach; (i) Instrument approach; (j) Visual Approach and circling; (k) Missed Approach; (l) Normal Landing; (m) Post Landing; and (n) Operation on wet and contaminated runways.	AMC3-OR.OPS.MLR.100(1)
3. 3.1.	ABNORMAL AND EMERGENCY PROCEDURES The abnormal and emergency procedures and duties assigned to the crew, the appropriate check-lists, the system for use of the check-lists and a statement covering the necessary coordination procedures between flight and cabin crew. The following abnormal and emergency procedures and duties must	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
be included: (a) Crew Incapacitation; (b) Fire and Smoke Drills; (c) Unpressurised and partially pressurised flight; (d) Exceeding structural limits such as overweight landing; (e) Exceeding cosmic radiation limits; (f) Li ghtning Strikes; (g) Distress Communi cations and alerting AT C to Emergencies; (h) Engi ne failure; (i) S ystem failures; (j) Guidance for Di version i n case of Seri ous Te chnical Failure; (k) Ground Proximity Warning; (l) T CAS Warning; (m) Wind shear; and (n) Emergency Landing/Ditching; and (o) Departure contingency procedures.	
4. PERFOR MANCE 4.0. Performance data must be provided in a form in which it can be used without difficulty. 4.1. Performance data. Perfo rmance materi al which provides the necessary data for compliance wi th the performan ce requirements prescribed in OPS 1 S ubparts F, G, H and I must be included to allow the determination of: (a) Take-off climb limits – Mass, Altitude, Temperature; (b) Take-off field length (dry, wet, contaminated); (c) Net flight path data for obstacle clearance calculation or, where applicable, take-off flight path; (d) The gradient losses for banked climb outs; (e) En -routeclimblimits; (f) Approach climb limits; (g) Landing climb limits; (h) Landing fie ld le ngth (dry, we t, c ontaminated) in cluding the effects of an in-flight failure of a system or device, if it affects the landing distance; (i) Brake energy limits; and (j) Speeds a pplicable fo r t he va rious fl ight s tages (also considering wet or contaminated runways).	AMC3-OR.OPS.MLR.100(1)
4.1.1. Supplementary d ata c overing fl ights in ic ing c onditions. An y certificated p erformance r elated t o a n a llowable c onfiguration, or confi guration devi ation, such as an ti-skid i noperative, must be included.	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
4.1.2. If performance Data, as required for the appropriate performance class, is not available in the approved AFM, then other data acceptable to the Authority must be included. Alternatively, the Operations Manual may contain cross-reference to the approved Data contained in the AFM where such Data is not likely to be used often or in an emergency. 4.2. Additional Performance Data. Additional performance data where applicable including: (a) All engine climb gradients; (b) Drift-down data; (c) Effect of de-icing/anti-icing fluids; (d) Flight with landing gear down; (e) For aeroplanes with 3 or more engines, one engine inoperative ferry flights; and (f) Flights conducted under the provisions of the CDL.	
5. FLIGHT PLANNING 5.1. Data and instructions necessary for pre-flight and in-flight planning including factors such as speed schedules and power settings. Where applicable, procedures for engine(s)-out operations, ETOPS (particularly the one-engine-inoperative cruise speed and maximum distance to an adequate aerodrome determined in accordance with OPS 1.245) and flights to isolated aerodromes must be included. 5.2. The method for calculating fuel needed for the various stages of flight, in accordance with OPS 1.255. 5.3 Performance Data for ETOPS Critical Fuel Reserve and Area of Operation including sufficient data to support the critical fuel reserve and area of operation calculation based on Approved Aeroplane Performance Data. The following data is required: (a) Detailed engine(s) inoperative performance data including fuel flow for standard and non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) Drift down (includes net performance) see OPS 1.505 where applicable; (ii) Cruise altitude coverage including 10 000 feet; (iii) Holding; (iv) Altitude capability (includes net performance); and (v) Missed approach. (b) Detailed all-engine-operating performance data, including nominal fuel flow data, for standard and non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) Cruise (altitude coverage including 10 000 feet); and (ii) Holding. (c) Details of any other conditions relevant to ETOPS operations which can cause significant deterioration of performance, such as ice accumulation on the	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
unprotected surfaces of the aeroplane, Ram Air Turbine (RAT) deployment, thrust-reverser deployment, etc. The altitudes, airspeeds, thrust settings, and fuel flow used in establishing the ETOPS area of operations for each airframe-engine combination must be used in showing the corresponding terrain and obstruction clearances in accordance with this regulation.	
6. MASS AND BALANCE Instructions and data for the calculation of the mass and balance including: (a) Calculation system (e.g. Index system); (b) Information and instructions for completion of mass and balance documentation, including manual and computer generated types; (c) Limiting masses and centre of gravity for the types, variants or individual aeroplanes used by the operator; and (d) Dry Operating mass and corresponding centre of gravity or index.	AMC3-OR.OPS.MLR.100(1)
7. LOADING Procedures and provisions for loading and securing the load in the aeroplane. 8. CONFIGURATION DEVIATION LIST The Configuration Deviation List(s) (CDL), if provided by the manufacturer, taking account of the aeroplane types and variants operated including procedures to be followed when an aeroplane is being despatched under the terms of its CDL 9. MINIMUM EQUIPMENT LIST The Minimum Equipment List (MEL) taking account of the aeroplane types and variants operated and the type(s)/area(s) of operation. The MEL must include the navigational equipment and take into account the required performance for the route and area of operation. 10. SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN 10.1. A list of the survival equipment to be carried for the routes to be flown and the procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the location, accessibility and use of survival and emergency equipment and its associated check list(s) must also be included. 10.2. The procedure for determining the amount of oxygen required and the quantity that is available. The flight profile, number of occupants and possible cabin decompression must be considered. The information provided must be in a form in which it can be used without difficulty.	AMC3-OR.OPS.MLR.100(1)
11. EMERGENCY EVACUATION PROCEDURES 11.1. Instructions for preparation for emergency evacuation including crew co-ordination and emergency station assignment. 11.2. Emergency evacuation procedures. A description of the duties of all members of the crew for the rapid evacuation of an aeroplane and the handling of the passengers in the event of a	AMC3-OR.OPS.MLR.100(1)

EU-OPS Subpart P - Rule Text	CRD Rule Reference
forced landing, ditching or other emergency. 12. AER OPLANE SYSTEMS A descri ption of the aero plane systems, rel ated control s and indications and operating instructions.	
C. ROUTE AND AERODROME INSTRUCTIONS AND INFORMATION 1. Instructions and i nformation rel ating to communi cations, navigation and aerodromes including minimum flight levels and altitudes for each route to be fl own a nd operati ng mi nima for each aerodrome planned to be used, including: (a) Minimum flight level/altitude; (b) Operating minima for departure, destination and alternate aerodromes; (c) Communicat ion facilities and navigation aids; (d) Runway data and aerodrome facilities; (e) Approach, missed appr oach and departure pro cedures including noise abatement procedures; (f) COM-fail ure procedures; (g) Search a nd rescue fa cilities in t he a rea o ver wh ich t he aeroplane is to be flown; (h) A descri ption of the ae ronautical c harts that must be carried on board i n re lation to the type of fli ght a nd the route to be flown, including the met hod to chec k thei r validity; (i) Availability of aeronautical information and MET services; (j) En-route COM/NAV procedures; (k) Aerodrome categori sation for flight crew competenc e qualification (l) Special a erodrome lim itations (performance l imitations and operating procedures).	AMC3-OR.OPS.MLR.100(1)
D. TRAINING 1. Training syllabi and checki ng programmes for all operati ons personnel assigned to operational duties in connection with the preparation and/or conduct of a flight. 2. Training syllabi and checking programmes must include: 2.1. For flight crew. All relevant items prescribed in Subpart E and N; 2.2. For cabin crew. All relevant items prescribed in Subpart O; 2.3. For operations personnel concerned, including crew members: (a) All r elevant items p rescribed in Su bpart R (T ransport o f Dangerous Goods by Air); and (b) All relevant items prescribed in Subpart S (Security). 2.4. For operati ons personne l other than crew members (e. g. dispatcher, ha ndling p ersonnel, e tc.). Al l o ther r elevant it ems prescribed in OPS pertaining to their duties. 3. Procedur es	AMC3-OR.OPS.MLR.100(1)

<table>
<tr><th>EU-OPS Subpart P - Rule Text</th><th>CRD Rule Reference</th></tr>
<tr><td>3.1. Procedures for training and checking.
3.2. Procedures to be applied in the event that personnel do not achieve or maintain the required standards.
3.3. Procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures and simulation of IMC by artificial means are not simulated during commercial air transportation flights.
4. Description of documentation to be stored and storage periods (see Appendix 1 to OPS 1.1065).</td><td></td></tr>
<tr><td>Appendix 1 to OPS 1.1065 Document storage periods</td><td></td></tr>
<tr><td>An operator shall ensure that the following information/documentation is stored in an acceptable form, accessible to the Authority, for the periods shown in the Tables below.
Note: Additional information relating to maintenance records is prescribed in Part-M, paragraph M.A.306(c) Operator's technical log system.
Table 1
Information used for the preparation and execution of a flight
<table>
<tr><th colspan="2">Information used for the preparation and execution of the flight as described in OPS 1.135</th></tr>
<tr><td>Operational flight plan</td><td>3 months</td></tr>
<tr><td>Aeroplane Technical log</td><td>36 months after the date of the last entry, in accordance with Part M M.A.306(c)</td></tr>
<tr><td>Route specific NOTAM/AIS briefing documentation if edited by the operator</td><td>3 month</td></tr>
<tr><td>Mass and balance documentation</td><td>3 month</td></tr>
<tr><td>Notification of special loads including written information to the commander about dangerous goods</td><td>3 months</td></tr>
</table></td><td>OR.OPS.MLR.115(b)</td></tr>
<tr><td>Table 2
Reports
<table>
<tr><th colspan="2">Reports</th></tr>
<tr><td>Journey log</td><td>3 months</td></tr>
<tr><td>Flight report(s) for recording details of any occurrence, as prescribed in OPS 1.420, or any event which the commander deems necessary to report/record</td><td>3 months</td></tr>
</table></td><td>OR.OPS.MLR.115(b)</td></tr>
</table>

EU-OPS Subpart P - Rule Text	CRD Rule Reference

Reports on exceedances of duty and/or reducing rest periods	3 months

OR.OPS.MLR.115(c)

Table 3
Flight crew records

Flight Crew Records	
Flight, Duty and Rest time	15 months
Licence	As long as the flight crew member is exercising the privileges of the licence for the operator
Conversion training and checking	3 years
Command course (including checking)	3 years
Recurrent training and checking	3 years
Training and checking to operate in either pilot's seat	3 years
Recent experience (OPS 1.970 refers)	15 months
Route and aerodrome competence (OPS1.975 refers)	3 years
Training and qualification for specific operations when required by OPS (e.g. ETOPS CATII/III operations)	3 years
Dangerous Goods training as appropriate	3 years

OR.OPS.MLR.115(c)

Table 4
Cabin crew records

Cabin Crew Records	
Flight, Duty and Rest time	15 months
Initial training, conversion and differences training (including checking)	As long as the cabin crew member is employed by the operator
Recurrent training and refresher (including checking)	Until 12 months after the cabin crew member has left the employ of the operator

<table>
<tr><th>EU-OPS Subpart P - Rule Text</th><th>CRD Rule Reference</th></tr>
<tr><td>
<table>
<tr><td>Dangerous Goods training as appropriate</td><td>3 years</td></tr>
</table>
</td><td></td></tr>
<tr><td>
Table 5
Records for other operations personnel
<table>
<tr><td colspan="2">Records for other operations personnel</td></tr>
<tr><td>Training/qualification records of other personnel for whom an approved training programme is required by OPS</td><td>Last 2 training records</td></tr>
</table>
</td><td>OR.OPS.MLR.115(c)</td></tr>
<tr><td>
Table 6
Other records
<table>
<tr><td colspan="2">Other Records</td></tr>
<tr><td>Records on cosmic and solar radiation dosage</td><td>Until 12 months after the crew member has left the employ of the operator</td></tr>
<tr><td>Quality System records</td><td>5 years</td></tr>
<tr><td>Dangerous Goods Transport Document</td><td>3 months after completion of the flight</td></tr>
<tr><td>Dangerous Goods Acceptance Checklist</td><td>3 months after completion of the flight</td></tr>
</table>
</td><td>n/a

Quality System records: OR.OPS.MLR.115(a)

Covered by Part-SPA

Covered by Part-SPA</td></tr>
</table>

EU-OPSSUBPART S

SECURITY

EU-OPS Subpart S - Rule Text	CRD Rule Reference
OPS 1.1235 Security requirements	
An operator shall ensure that all appropriate personnel are familiar, and comply, with the relevant requirements of the national security programmes of the State of the operator.	This rule will be addressed by the Commission at a later stage
OPS 1.1240 Training programmes	
An operator shall establish, maintain and conduct approved training programs which enable the operator's crew members to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aeroplanes and to minimize the consequences of such events should they occur. The training programme shall be compatible with the National Aviation Security programme. Individual crew member shall have knowledge and competence of all relevant elements of the training programme.	This rule will be addressed by the Commission at a later stage
OPS 1.1245 Reporting acts of unlawful interference	
Following an act of unlawful interference on board an aeroplane the commander or, in his/her absence the operator, shall submit, without delay, a report of such an act to the designated local authority and the Authority in the State of the operator.	CAT.GEN.100
OPS1.1250 Aeroplane search procedure checklist	
An operator shall ensure that there is on board a checklist of the procedures to be followed in search of a bomb or Improvised Explosive Device (IED) in case of suspected sabotage and for inspecting aeroplanes for concealed weapons, explosives or other dangerous devices where a well founded suspicion exists that the aeroplane may be the object of an act of unlawful interference. The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane where provided by the Type Certificate holder.	This rule will be addressed by the Commission at a later stage
OPS 1.1255 Flight crew compartment security	
(a) In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means or procedures acceptable to the Authority shall be provided or established by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin.	OR.OPS.SEC.100.A(a)
(b) All passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a Maximum Approved Passenger Seating Configuration greater than 60 shall be equipped with an approved flight crew compartment door that is capable of being locked and	OR.OPS.SEC.100.A(b)

EU-OPS Subpart S - Rule Text		CRD Rule Reference
	unlocked from each pilot's station and designed to meet the applicable retroactive airworthiness operational requirements. The design of this door shall not hinder emergency operations, as required in applicable retroactive airworthiness operational requirements.	
(c)	In all aeroplanes which are equipped with a flight crew compartment door in accordance with subparagraph (b): (1) This door shall be closed prior to engine start for take-off and will be locked when required by security procedure or the Commander, until engine shut down after landing, except when deemed necessary for authorised persons to access or egress in compliance with National Aviation Security Programme; (2) means shall be provided for monitoring from either pilot's station the area outside the flight crew compartment to the extent necessary to identify persons requesting entry to the flight crew compartment and to detect suspicious behaviour or potential threat.	OR.OPS.SEC.100.A(c)

JAR-OPS 3 SUBPART C

OPERATOR CERTIFICATION AND SUPERVISION

JAR-OPS Subpart C - Rule Text	EASA Rule Reference
JAR-OPS 3.175 General rules for Air Operator Certification and Supervision	
Note 1: Appendix 1 to this paragraph specifies the contents and conditions of the AOC.	N/A
Note 2: Appendix 2 to this paragraph specifies the management and organisation requirements.	N/A
(a) An operator shall not operate a helicopter for the purpose of commercial air transportation otherwise than under, and in accordance with, the terms and conditions of an Air Operator Certificate (AOC).	OR.OPS.AOC.100(a)
(b) An applicant for an AOC, or variation of an AOC, shall allow the Authority to examine all safety aspects of the proposed operation	OR.GEN.115(b) OR.GEN.140
(c) An applicant for an AOC must:	
(1) Not hold an AOC issued by another Authority unless specifically approved by the Authorities concerned;	N/A
(2) Have his principal place of business and, if any, his registered office located in the State responsible for issuing the AOC (see IEM OPS 3.175(c)(2));	OR.GEN.105
(3) Have registered the helicopters which are to be operated under the AOC in the State responsible for issuing the AOC; and	N/A
(4) Satisfy the Authority that he is able to conduct safe operations.	OR.GEN.115(b)
(d) Notwithstanding sub-paragraph (c)(3) above, an operator may operate, with the mutual agreement of the Authority issuing the AOC and another Authority, helicopters registered on the national register of the second-named Authority.	N/A
(e) An operator shall grant the Authority access to his organisation and helicopters and shall ensure that, with respect to maintenance, access is granted to any associated JAR-145 maintenance organisation, to determine continued compliance with JAR-OPS.	OR.GEN.140
(f) An AOC will be varied, suspended or revoked if the Authority is no longer satisfied that the operator can maintain safe operations.	OR.GEN.135(a) and AR.GEN.350
(g) The operator must satisfy the Authority that: (1) Its organisation and management are suitable and properly matched to the scale and scope of the operation; and	OR.OPS.AOC.100(c)(3) OR.GEN.200(b)
(2) Procedures for the supervision of operations have been	OR.OPS.GEN.100(c)

JAR-OPS Subpart C - Rule Text		EASA Rule Reference
	defined.	
(h)	The operator must have nominated an accountable manager acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority.	OR.GEN.210(a)
(i)	The operator must have nominated post holders, acceptable to the Authority, who are responsible for the management and supervision of the following areas, (1) Flight operations; (2) The maintenance system; (3) Crew training; and (4) Ground operations. (see ACJ OPS 3.175(i)).	OR.OPS.AOC.135(a) (2) is covered in Regulation 2042/2003
(j)	A person may hold more than one of the nominated posts if acceptable to the Authority but, for operators who employ 21 or more full time staff, a minimum of two persons are required to cover the four areas of responsibility. (See ACJ OPS 3.175(j) &(k).)	AMC1-OR.OPS.AOC.135(1) No limit of 21 required
(k)	For operators who employ 20 or less full time staff, one or more of the nominated posts may be filled by the accountable manager if acceptable to the Authority. (See ACJ OPS 3.175(j) & (k).)	AMC1-OR.OPS.AOC.135(1) No limit of 20 required
(l)	The operator must ensure that every flight is conducted in accordance with the provisions of the Operations Manual.	OR.OPS.GEN.100(b)
(m)	The operator must arrange appropriate ground handling facilities to ensure the safe handling of its flights.	OR.OPS.AOC.140(a)
(n)	The operator must ensure that its helicopters are equipped and its crews are qualified, as required for the area and type of operation.	OR.OPS.GEN.100(d)
(o)	The operator must comply with the maintenance requirements, in accordance with [Part-M], for all helicopters operated under the terms of its AOC.	Regulation (EC) No 2042/2003
(p)	The operator must provide the Authority with a copy of the Operations Manual, as specified in Subpart P and all amendments or revisions to it.	OR.OPS.MLR.100(g)(1) - amts and revisions OR.OPS.AOC.100(b)(6)
(q)	The operator must maintain operational support facilities at the main operating base, appropriate for the area and type of operation.	OR.OPS.AOC.140(b)
JAR-OPS 3.180 Issue, variation and continued validity of an AOC		
(a)	An operator will not be granted an AOC, or a variation to an AOC, and that AOC will not remain valid unless:	
(1)	Helicopters operated have a standard Certificate of	OR.OPS.AOC.100(c)(2)

JAR-OPS Subpart C - Rule Text				EASA Rule Reference
			Airworthiness issued in accordance with ICAO Annex 8 by a JAA Member State. Standard Certificates of Airworthiness issued by a JAA Member State other than the State responsible for issuing the AOC, will be accepted without further showing when issued in accordance with JAR-21;	
	(2)		The maintenance system has been approved by the Authority in accordance with **[**Part-M**]**; and	Regulation (EC) No 2042/2003 M.A.201(h)
	(3)		He has satisfied the Authority that he has the ability to:	
		(i)	Establish and maintain an adequate organisation;	OR.GEN.200
		(ii)	Establish and maintain a quality system in accordance with JAR-OPS 3.035;	OR.GEN.200(a)(6)
		(iii)	Comply with required training programmes;	OR.GEN.200(a)(4)
		(iv)	Comply with maintenance requirements, consistent with the nature and extent of the operations specified, including the relevant items prescribed in JAR-OPS 3.175(g) to (o); and	Regulation (EC) No 2042/2003 Annex I Part-M
		(v)	Comply with JAR-OPS 3.175.	OR.GEN.135 OR.OPS.AOC.100(c)(2)
(b)	Notwithstanding the provisions of JAR-OPS 3.185(f), the operator must notify the Authority as soon as practicable of any changes to the information submitted in accordance with sub-paragraph JAR-OPS 3.185(a) below.			OR.GEN.130
(c)	If the Authority is not satisfied that the requirements of sub-paragraph (a) above have been met, the Authority may require the conduct of one or more demonstration flights, operated as if they were commercial air transport flights.			AMC1-AR.OPS.100 and AMC2-AR.OPS.300 point 3 for RVSM approval
JAR-OPS 3.185			**Administrative requirements**	
(a)	An operator shall ensure that the following information is included in the initial application for an AOC and, when applicable, any variation or renewal applied for:			OR.OPS.AOC.100(b)
	(1)		The official name and business name, address and mailing address of the applicant;	
	(2)		A description of the proposed operation;	
	(3)		A description of the management organisation;	
	(4)		The name of the accountable manager;	
	(5)		The names of major post holders, including those responsible for flight operations, the maintenance system, crew training and ground operations together with their qualifications and experience; and	
	(6)		The Operations Manual.	
(b)	In respect of the operator's maintenance system only, the following information must be included in the initial application for an AOC and, when applicable, any variation or renewal applied for, and for each			Regulation (EC) No 2042/2003 Annex I Part-M

JAR-OPS Subpart C - Rule Text		EASA Rule Reference
	helicopter type to be operated (see IEM OPS 3.185(b)): (1) The maintenance management exposition; (2) The operator's helicopter maintenance programme(s); (3) The helicopter technical log; (4) Where appropriate, the technical specification(s) of the maintenance contract(s) between the operator and any JAR-145 approved maintenance organisation; (5) The number of helicopters;	
(c)	The application for an initial issue of an AOC must be submitted at least 90 days before the date of intended operation except that the Operations Manual may be submitted later but not less than 60 days before the date of intended operation.	AMC1-OR.OPS.AOC.100
(d)	The application for the variation of an AOC must be submitted at least 30 days, or as otherwise agreed, before the date of intended operation.	AMC1-OR.GEN.130
(e)	The application for the renewal of an AOC must be submitted at least 30 days, or as otherwise agreed, before the end of the existing period of validity.	N/A (unlimited validity)
(f)	Other than in exceptional circumstances, the Authority must be given at least 10 days prior notice of a proposed change of a nominated post holder.	AMC1-OR.GEN.130
JAR-OPS 3.190 Intentionally blank		
Appendix 1 to JAR-OPS 3.175 Contents and conditions of the Air Operator Certificate		Air Operator Certificate Appendix IV to Annex 1 Part –AR – EASA Form 138
An AOC specifies the:		
(a)	Name and location (main place of business) of the operator;	Air Operator Certificate Appendix IV to Annex 1 Part –AR – EASA Form 138
(b)	Date of issue and period of validity;	
(c)	Description of the type of operations authorised;	
(d)	Type(s) of helicopter(s) authorised for use;	Operations Specifications – Appendix V to Annex 1 Part-AR EASA Form 139
(e)	Registration markings of the authorized helicopter(s) except that operators may obtain approval for a system to inform the Authority about the registration markings for helicopters operated under its AOC;	
(f)	Authorised areas of operation;	
(g)	Special limitations (e.g. VFR only); and	
(h)	Special authorisations/approvals e.g.; CAT II/CAT III (including approved minima)	Covered by the Operations Specifications –

JAR-OPS Subpart C - Rule Text			EASA Rule Reference
		Offshore Operations HEMS (See Appendix 1 to JAR-OPS 3.005(d) Transportation of Dangerous Goods (See JAR-OPS 3.1155) Helicopter operations over a hostile environment located outside a congested area (See Appendix 1 to JAR-OPS 3.005(e)). Operations for small helicopters (VFR Day only) (See Appendix 1 to JAR-OPS 3.005(f)). Local Area Operations (VFR Day only) (See Appendix 1 to JAR-OPS 3.005(g)) Helicopter Hoist Operations (See Appendix 1 to JAR-OPS 3.005(h) Operations to Public Interest Sites (See Appendix 1 to JAR-OPS 3.005(i) Helicopter operations with an exposure time to a power unit failure during take- off or landing. (See JAR-OPS 3. 517 and JAR-OPS 3.540(a)(4).)	Appendix V to Annex 1 Part-AR EASA Form 139
Appendix 2 to JAR-OPS 3.175 The management and organisation of an AOC holder			
(a)		General [ ] An operator must have a sound and effective management structure in order to ensure the safe conduct of air operations. Nominated post holders must have [managerial] competency [together with appropriate technical/operational qualifications (see also ACJ OPS 3.175 (i))] in [ ] aviation.	AMC3-OR.OPS.AOC.135(a)
(b)		Nominated post holders	
	(1)	A description of the functions and the responsibilities of the nominated post holders, including their names, must be contained in the Operations Manual and the Authority must be given notice in writing of any intended or actual change in appointments or functions.	AMC1-OR.OPS.AOC.135(a)(2) AMC1-AR.GEN.330 Changes - organisations
	(2)	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holders.	AMC1-OR.OPS.AOC.135(a)(3)
	(**[**3**]**)	A person nominated as a post holder by the holder of an AOC must not be nominated as a post holder by the holder of any other AOC, unless acceptable to the **[**Authorities concerned**]**.	AMC1-OR.OPS.AOC.135(a)(4)
	[(4)	Persons nominated as post holders must be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.**]**	AMC1-OR.OPS.AOC.135(a)(5)
(c)		Adequacy and supervision of staff	
	(1)	Crew members. The operator must employ sufficient flight and cabin crew for the planned operation, trained and checked in accordance with Subpart N and Subpart O as appropriate.	OR.OPS.AOC.135(b)

JAR-OPS Subpart C - Rule Text	EASA Rule Reference
(2) Ground Staff	
(i) The number of ground staff is dependent upon the nature and the scale of operations. Operations and ground handling departments, in particular, must be staffed by trained personnel who have a thorough understanding of their responsibilities within the organisation.	OR.OPS.AOC.135(b)
(ii) An operator contracting other organisations to provide certain services, retains responsibility for the maintenance of proper standards. In such circumstances, a nominated post holder must be given the task of ensuring that any contractor employed meets the required standards.	OR.OPS.AOC.135(c) OR.GEN.205(a) OR.GEN.210(b)
(3) Supervision	
(i) The number of supervisors to be appointed is dependent upon the structure of the operator and the number of staff employed.	OR.OPS.AOC.135(c)(1)
(**[**ii**]**) The duties and responsibilities of these supervisors must be defined, and any **[**other**]** commitments arranged so that they can discharge their supervisory responsibilities.	OR.GEN.205(a) OR.GEN.210(b)
(**[**iii**]**) The supervision of **[ ]** crew members **[**and ground staff**]** must be exercised by individuals possessing experience and personal qualities sufficient to ensure the attainment of the standards specified in the operations manual.	OR.OPS.AOC.135(c)(3)
(d) Accommodation facilities (1) An operator must ensure that working space available at each operating base is sufficient for personnel pertaining to the safety of flight operations. Consideration must be given to the needs of ground staff, those concerned with operational control, the storage and display of essential records, and flight planning by crews.	OR.OPS.AOC.140(c)
(2) Office services must be capable, without delay, of distributing operational instructions and other information to all concerned.	OR.OPS.AOC.150(b)
(e) Documentation. The operator must make arrangements for the production of manuals, amendments and other documentation.	OR.OPS.AOC.150(a)

JAR-OPS 3 SUBPART N

FLIGHT CREW

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
Note 1: JAR-FCL is referred to in this Subpart. Where this is the case, it should be noted that, until JAR-FCL has been implemented, the equivalent national aviation regulations will apply. Note 2: Whenever the use of flight simulator or Synthetic Training Device is required by this Subpart, it shall be approved in accordance with the requirements of JAR-STD.	
JAR-OPS 3.940 Composition of Flight Crew	
(a) An operator shall ensure that:	
(1) The composition of the flight crew and the number of flight crew members at designated crew stations are both in compliance with, and no less than the minimum specified in, the Helicopter Flight Manual;	OR.OPS.FC.100(a)
(2) The flight crew includes additional flight crew members when required by the type of operation, and is not reduced below the number specified in the Operations Manual;	OR.OPS.FC.100(b)
(3) All flight crew members hold an applicable and valid licence acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them;	OR.OPS.FC.100(c), ER 8.a.2
(4) Procedures are established, acceptable to the Authority, to prevent the crewing together of inexperienced flight crew members; (See AMC OPS 3.940(a)(4)); and	OR.OPS.FC.200(a) AMC 1-OR.OPS.FC.200(a)
(5) One pilot amongst the flight crew is designated as the commander who may delegate the conduct of the flight to another suitably qualified pilot.	OR.OPS.FC.105(a) OR.OPS.FC.200(b)
[(6) When engaging the services of flight crew members who are self-employed and/or working on a freelance or part-time basis, the requirements of Subpart N are complied with.	OR.OPS.FC.100(e) OR.OPS.FC.215(a) AMC1-OR.OPS.FC.115 & .215, paragraph 2.d.
(7) For crew members serving the operator as a commander, initial operator's Crew Resource Management (CRM) training shall be completed before commencing unsupervised line flying.**]**	
(b) *Pilots*. An operator shall ensure that:	
(1) Commanders and co-pilots on an IFR flight hold a valid instrument rating, except that the holder of a pilot licence may fly in VMC at night, provided he is appropriately qualified for the circumstances, airspace and flight conditions in which the flight is conducted. This qualification requirement must be entered in the Operations Manual and be acceptable to the Authority. (See IEM to JAR-OPS 3.940(b)(1)).	Not transposed; redundant with Part-FCL and OR.OPS.FC.100(c)
(2) For IFR operations using helicopters with a maximum approved passenger seating configuration (MAPSC) of more	OR.OPS.FC.200(d)(1)

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
than 9: (i) The minimum flight crew is two qualified pilots; and (ii) The commander holds a valid Airline Transport Pilot's Licence (Helicopter) (ATPL(H)); (3) For operations using helicopters with a maximum approved passenger seating configuration (MAPSC) of more than 19: (i) The minimum flight crew is two qualified pilots; (ii) The commander holds a valid Airline Transport Pilot's Licence (Helicopter) (ATPL(H)).	OR.OPS.FC.200(d)(1)
(c) Helicopters not covered by sub-paragraph (b)(2) and (b)(3) above may be operated by a single pilot provided that the requirements of Appendix 1 to JAR-OPS 3.940(c) are satisfied.	OR.OPS.FC.200(d)(2)
[JAR-OPS 3.943 Initial Operator's Crew Resource Management (CRM) training (See ACJ No. 1 to JAR-OPS 3.943)(See ACJ No. 2 to JAR-OPS 3.943)	
(a) When a flight crew member has not previously completed initial Operator's Crew Resource Management (CRM) training (either new employees or existing staff), then the operator shall ensure that the flight crew member completes an initial CRM training course. New employees shall complete initial Operator's CRM Training within their first year of joining an operator.	Transition provision – not transposed
(b) Initial CRM training shall be conducted by suitably qualified personnel (See ACJ-1 OPS 3.943).	OR.OPS.FC.215(b)
(c) Initial CRM training is conducted in accordance with a detailed course syllabus included in the Operations Manual, and shall contain at least the following items: **]** **[** (1) Human error and reliability, error chain, error prevention and detection; (2) Company safety culture, Standard Operating Procedures (SOPs), organisational factors; (3) Stress, stress management, fatigue and vigilance; (4) Information acquisition and processing, situation awareness, workload management; (5) Decision making; (6) Communication and co-ordination inside and outside the cockpit; (7) Leadership and team behaviour, synergy; (8) Automation and philosophy of the use of Automation (if relevant to the type); (9) Specific type-related differences; (10) Case based studies; (11) Additional areas which warrant extra attention, as identified by the accident prevention and flight safety programme (see JAR-OPS 3.037).**]**	OR.OPS.FC.145(a)(1) AMC1-OR.OPS.FC.115 & .215, paragraph 6.a.

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
JAR-OPS 3.945 Conversion Training and checking (See AMC OPS 3.945)(See IEM OPS 3.945)**[**(See ACJ-No.1 to JAR-OPS 3.943)(See ACJ-No. 2 to JAR-OPS 3.943)**]**	
(a) An operator shall ensure that:	
(1) A flight crew member completes a Type Rating course which satisfies the applicable requirements of JAR-FCL when changing from one type of helicopter to another type for which a new type rating is required;	Redundant with Part-FCL and OR.OPS.FC.100(c) – not transposed
(2) A flight crew member completes an operator's conversion course before commencing unsupervised line flying;	OR.OPS.FC.120(a)(1)+(2)
(i) When changing to a helicopter for which a new type rating is required; or	
(ii) When changing operator;	OR.OPS.FC.145(a)
(3) Conversion training is conducted by suitably qualified person**[**nel**]** in accordance with a detailed course syllabus included in the Operations Manual **[ ]**.	
(4) The amount of training required by the operator's conversion course is determined after due note has been taken of the flight crew member's previous training as recorded in his training records prescribed in JAR-OPS 3.985;	OR.OPS.FC.220(c)
(5) The minimum standards of qualification and experience required of flight crew members before undertaking conversion training are specified in the Operations Manual;	OR.OPS.FC.220(c)
(6) Each flight crew member undergoes the checks required by JAR-OPS 3.965(b) and the training and checks required by JAR-OPS 3.965(d) before commencing line flying under supervision;	OR.OPS.FC.220(d)(1)
(7) Upon completion of line flying under supervision, the check required by JAR-OPS 3.965(c) is undertaken;	OR.OPS.FC.220(d)(2)
(8) Once an operator's conversion course has been commenced, a flight crew member does not undertake flying duties on another type until the course is completed or terminated unless otherwise approved by the Authority (See IEM OPS 3.945(a)(8)); and	OR.OPS.FC.220(b)
(9) **[**Elements of CRM**]** training **[**are integrated into**]** the conversion course. **[**(See ACJ-1 OPS 3.943 and ACJ-2 OPS 3.943 and ACJ OPS 3.945(a)(9) and IEM OPS 3.945(a)(9)).**]**	OR.OPS.FC.220(a)
(b) In the case of changing helicopter type, the check required by 3.965(b) may be combined with the type rating skill test required by JAR-FCL.	AMC1-OR.OPS.FC.230, paragraph 2.a.i.C.
(c) The operator's conversion course and the Type Rating course required by JAR-FCL may be combined.	AMC1-OR.OPS.FC.220, paragraph 1.d.
JAR-OPS 3.950 Differences Training and Familiarisation training	
(a) An operator shall ensure that a flight crew member completes:	OR.OPS.FC.125(a)

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
(1) Differences trainingwhich requires additional knowledge and training on an appropriate training device: (i) When operating a variant of a helicopter currently operated; or (ii) When introducing a significant change of equipment and/or procedures on types or variants currently operated. (2) Familiarisation trainingwhich requires the acquisition of additional knowledge: (i) When operating another helicopter of the same type; or (ii) When introducing a significant change of equipment and/or procedures on types or variants currently operated.	AMC1-OR.OPS.FC.125, paragraph 1.
(b) The operator shall specify in the Operations Manual when such differences training or familiarisation training is required.	OR.OPS.FC.125(b)
JAR-OPS 3.955 Upgrade to commander (See Appendix 1 to JAR-OPS 3.955)	
(a) A pilot upgrading to commander shall complete an appropriate command course.	OR.OPS.FC.105(b)(3)
(b) The operator shall specify in the Operations Manual a minimum experience level for upgrade to commander from within the company and for those joining as direct entry commanders.	OR.OPS.FC.105(b)(1)
JAR-OPS 3.960 Commanders - Minimum Qualification Requirements	
(a) The minimum qualification requirements for a commander are either: (1) An Airline Transport Pilot Licence (Helicopter) (ATPL(H)); or (2) A Commercial Pilot's Licence (Helicopter) (CPL(H))provided that: (i) When conducting operations under instrument flight rules (IFR), the commander has a minimum of 700 hours total flight time on helicopters which includes 300 hours as pilot-in-command (in accordance with JAR-FCL) and 100 hours under IFR. The 300 hours as pilot-in-command may be substituted by co-pilot hours on a 2 for 1 basis provided those hours were gained within an established two pilot crew concept system described in the Operations Manual; (ii) When conducting operations under visual meteorological conditions (VMC) at night, a commander, without a valid instrument rating, has 300 hours total flight time on helicopters which includes 100 hours as pilot-in-command and 10 hours at night as pilot flying.	Redundant with Part-FCL and OR.OPS.FC.100(c) – not transposed OR.OPS.FC.250.H

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
JAR-OPS 3.965 Recurrent Training and Checking (See Appendix 1 to JAR-OPS 3.965)**[**(See ACJ-No. 1 to JAR-OPS 3.943) (See ACJ-No. 2 to JAR-OPS 3.943)**]** (See AMC OPS 3.965)(See IEM OPS 3.965)	
(a) *General*. An operator shall ensure that: (1) Each flight crew member undergoes recurrent training and checking and that all such training and checking is relevant to the type or variant of helicopter on which the flight crew member operates; (2) A recurrent training and checking programme is established in the Operations Manual and approved by the Authority;	OR.OPS.FC.130(a) OR.OPS.FC.230(a) OR.OPS.FC.145(a)(1)+(b)
(3) Recurrent training is conducted by the following personnel: (i) *Ground and refresher training* - by suitably qualified personnel; (ii) *Helicopter/flight simulator training* - by a Type Rating Instructor (TRI) or a Flight Instructor (FI) with the appropriate type rating, or, in the case of the flight simulator content, a Synthetic Flight Instructor (SFI), providing that the TRI or the SFI satisfies the operator's experience and knowledge requirements sufficient to instruct on the items specified in **[**paragraphs**]** (a)(1)(i)(A) and (B) **[**of**]** Appendix 1 to JAR-OPS 3.965; (iii) *Emergency and safety equipment training* - by suitably qualified personnel; and (iv) *Crew Resource Management (CRM) training* - by suitably qualified personnel.	OR.OPS.FC.145(a)(2) AMC1-OR.OPS.FC.230, paragraph 4.a. AMC1-OR.OPS.FC.230, paragraph 4.b. AMC1-OR.OPS.FC.230, paragraph 4.c. AMC1-OR.OPS.FC.230, paragraph 4.d.
(4) Recurrent checking is conducted by the following personnel: (i) *Operator proficiency checks* - by a Type Rating Examiner **[**(TRE)**]**, or a Flight Examiner **[**(FE)**]** with the appropriate type rating, **[**nominated by the operator and acceptable to the Authority or, a Synthetic Flight Examiner (SFE) if the check is conducted in a flight simulator approved for the purpose;**]** and (ii) Line checks – [by suitably qualified] commanders [trained in the assessment of CRM skills (see ACJ-2 OPS 3.943 paragraph 4)] nominated by the operator and acceptable to the Authority; (5) Each flight crew member undergoes operator proficiency checks as part of a normal flight crew complement.	AMC1-OR.OPS.FC.230, paragraph 4.e. + AMC1-OR.OPS.FC.230, paragraph 2.c.v. OR.OPS.FC.230(b)(1)
(b) Operator Proficiency Check (1) An operator shall ensure that: (i) Each flight crew member undergoes operator proficiency checks to demonstrate his competence in carrying out normal, abnormal and emergency procedures; and	OR.OPS.FC.230(b)(1) OR.OPS.FC.230(b)(2)

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
(ii) The check must be conducted without external visual references, as appropriate, when it is likely that the crew member will be required to operate under IFR.	
(2) The period of validity of an operator proficiency check shall be 6 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous operator proficiency check, the period of validity shall extend from the date of issue until 6 calendar months from the expiry date of that previous operator proficiency check. Before a flight crew member, without a valid instrument rating, may operate VMC at night he will be required to undergo a proficiency check at night. Thereafter, each second proficiency check shall then be conducted at night.	OR.OPS.FC.230(b)(3), (g), (h) AMC1-OR.OPS.FC.230, paragraph 2.a.ii.C.
(c) *Line Check*. An operator shall ensure that each flight crew member undergoes a line check on the helicopter to demonstrate his competence in carrying out normal line operations described in the Operations Manual. The period of validity of a line check shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous line check the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous line check.	OR.OPS.FC.230(c), (g), (h)
(d) *Emergency and Safety Equipment training and checking*. An operator shall ensure that each flight crew member undergoes training and checking on the location and use of all emergency and safety equipment carried. The period of validity of an emergency and safety equipment check shall be 12 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous emergency and safety check, the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous emergency and safety equipment check.	OR.OPS.FC.230(d), (g), (h)
(e) **[***CRM*. An operator shall ensure that: (1) Elements of CRM are integrated into all appropriate phases of the recurrent training, and; (2) Each flight crew member undergoes specific modular CRM training. All major topics of the initial CRM training shall be covered over a period not exceeding 3 years;**]**	OR.OPS.FC.230(e)
(f) *Ground and Refresher training*. An operator shall ensure that each flight crew member undergoes ground and refresher training at least every 12 calendar months. If the training is conducted within 3 calendar months prior to the expiry of the 12 calendar months period, the next ground and refresher training must be completed within 12 calendar months of the original expiry date of the previous ground and refresher training.	OR.OPS.FC.230(f), (g), (h)
(g) *Helicopter/flight simulator training.* An operator shall ensure that each flight crew member undergoes helicopter/flight simulator training at least every 12 calendar months. If the training is conducted within 3 calendar months prior to the expiry of the 12 calendar months period, the next helicopter/flight simulator training must be completed within 12 calendar months of the original expiry	OR.OPS.FC.230(f), (g), (h)

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
date of the previous ground and refresher training.	
JAR-OPS 3.968 Pilot qualification to operate in either pilot's seat (See Appendix 1 to JAR-OPS 3.968) (See AMC OPS 3.965)(See IEM OPS 3.965)	
(a) An operator shall ensure that: (1) A pilot who may be assigned to operate in either pilot's seat completes appropriate training and checking; and (2) The training and checking programme is specified in the Operations Manual and is acceptable to the Authority.	OR.OPS.FC.135 OR.OPS.FC.235
JAR-OPS 3.970 Recent experience	
(a) An operator shall ensure that, except as permitted in sub-paragraph (b) below:, (1) A pilot does not operate a helicopter unless he has carried out at least three take-offs, three circuits and three landings as pilot flying in a helicopter of the same type, or a Flight Simulator, of the helicopter type to be used, in the preceding 90 days. (2) For night VMC operations: (i) a pilot without a valid instrument rating has carried out at least three take-offs, three circuits and three landings at night in the preceding 90 days. This recency may be obtained in an STD. (ii) a pilot with a valid instrument rating satisfies the night recent experience requirement if he has carried out at least three instrument approaches in the preceding 90 days. This recency may be obtained in a STD.	FCL.060(b)(1) FCL.060(b)(2)
(b) The 90 day period prescribed in sub-paragraph (a) above may be extended up to a maximum of 120 days by line flying under the supervision of a nominated commander.	FCL.060(c)(1)
JAR-OPS 3.975 Route / Role / Area - Competence Qualification (See AMC OPS 3.975)	
(a) An operator shall ensure that, prior to being assigned as commander or as pilot to whom the conduct of flight may be delegated by the commander on a route, in a role or an area, the pilot has obtained adequate knowledge of the route to be flown and of the heliports (including alternates), facilities and procedures to be used.	OR.OPS.FC.105(b)(2)
(b) The period of validity of the route/role/area competence qualification shall be 12 calendar months in addition to the remainder of: (1) The month of qualification; or	OR.OPS.FC.105(c); AMC1-OR.OPS.FC.105(c), paragraph 1.

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
(2) The month of the latest operation on the route, in the role or area.	
(c) The route/role/area competence qualification shall be revalidated by operating on the route, in the role or area within the period of validity prescribed in sub-paragraph (b) above.	OR.OPS.FC.105(c); AMC1-OR.OPS.FC.105(c)
(d) If revalidated within the final 3 calendar months of validity of previous route/role/area competence qualification, the period of validity shall extend from the date of revalidation until 12 calendar months from the expiry date of that previous route/role/area competence qualification.	AMC1-OR.OPS.FC.105(c), paragraph 2.
JAR-OPS 3.978 Intentionally blank	
JAR-OPS 3.980 Operation on more than one type or variant (See AMC OPS 3.980)	
(a) An operator shall ensure that a flight crew member does not operate more than one type or a variant unless: (1) The flight crew member is competent to do so; and (2) Appropriate procedures, approved by the Authority are included in the Operations Manual.	OR.OPS.FC.140(a) OR.OPS.FC.240(a)
JAR-OPS 3.985 Training Records (See IEM OPS 3.985)	
(a) An operator shall: (1) Maintain records of all training, checking and qualification prescribed in JAR-OPS 3.945, 3.955, 3.965, 3.968 and 3.975 undertaken by a flight crew member; and (2) Make the records of all conversion courses and recurrent training and checking available, on request, to the flight crew member concerned.	(1)OR.OPS.MLR.115(d)(1) (2)OR.OPS.MLR.115(d)(2)
Appendix 1 to JAR-OPS 3.940(c)Single pilot operations under IFR or at night	
(a) Helicopters referred to in JAR-OPS 3.940(c) may be operated by a single pilot under IFR or at night when the following requirements are satisfied: (1) The operator shall include in the Operations Manual a pilot's conversion and recurrent training programme which includes the additional requirements for a single pilot operation;	OR.OPS.FC.200(d)(2) OR.OPS.FC.202(a)
(2) Training and Recency. Attention shall be given to cockpit procedures, especially in respect of: (i) Engine management and emergency handling; (ii) Use of normal, abnormal and emergency checklist;	OR.OPS.FC.202(a)

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
(iii) ATC communication; (iv) Cockpit procedures in respect of departure and approach; (v) Autopilot management, if applicable; and (vi) Simplified in-flight documentation;	
(3) The recurrent checks required by JAR-OPS 3.965 shall be performed in the single-pilot role on the particular helicopter type in an environment representative of the operation; (4) The pilot shall meet the Commanders minimum qualification requirements of JAR-OPS 3.960.	OR.OPS.FC.202(b) Redundant with OR.OPS.FC.100(c) + OR.OPS.FC.250.H – not transposed
(5) For IFR operations, the pilot shall have experience as follows: (i) 25 hours total IFR flight experience in the relevant operating environment. (ii) 25 hours flight experience on the specific type of helicopter, approved for single pilot IFR, of which 10 hours is as commander or commander under supervision, including 5 sectors of IFR line flying under supervision using the single pilot procedures. (iii) The minimum required recent experience for a pilot engaged in a single-pilot operation under IFR shall be 5 IFR flights, including 3 instrument approaches, carried out during the preceding 90 days on **[**a**]** helicopter **[**approved**]** in the single-pilot role. This requirement may be replaced by an IFR instrument approach check on the helicopter **[**or an STD**]**. Note: Additional equipment requirements for alleviating pilot workload are prescribed in JAR-OPS 3.655.	OR.OPS.FC.202(e)
Appendix 1 to JAR-OPS 3.955 Upgrading to Commander	
(a) Upgrade Training Course (1) The command course required by JAR-OPS 3.955(a) must be specified in the Operations Manual and include at least the following: (i) Training in a flight simulator (including Line Orientated Flying Training) and/or flying training including a proficiency check operating as commander; (ii) Operator command responsibilities; (iii) Line training in command under supervision. A minimum of 10 hours including at least 10 sectors is required for pilots already qualified on the helicopter type; (iv) Completion of a commander's line check and route/role/area competency qualification. (v) For initial upgrade to commander the course shall	OR.OPS.FC.145(a)(1) OR.OPS.FC.205(a)+(b) OR.OPS.FC.205(c) OR.OPS.FC.205(d)(2) OR.OPS.FC.205(e) OR.OPS.FC.205(f)

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
also include **[**CRM. (See ACJ-1 OPS 3.943).**]** (2) *Combined Upgrading and Conversion Course*. If a pilot is converting from one helicopter type or variant to another when upgrading to commander: (i) The Command Course shall also include a Conversion Course in accordance with JAR-OPS 3.945. (ii) Additional sectors shall be required for a pilot transitioning on to a new type of helicopter.	AMC1-OR.OPS.FC.205
Appendix 1 to JAR-OPS 3.965 Recurrent Training and Checking - Pilots (See IEM to Appendix 1 to JAR-OPS 3.965)(See ACJ-No. 1 to JAR-OPS 3.943) (See ACJ-No. 2 to JAR-OPS 3.943)	
(a) *Recurrent Training* - Recurrent training shall comprise: (1) Ground and refresher training (i) The ground and refresher training programme shall include: (A) Helicopter systems; (B) Operational procedures and requirements including ground de-/anti-icing and pilot incapacitation; and (C) Accident/Incident and occurrence review. (ii) Knowledge of the ground and refresher training shall be verified by a questionnaire or other suitable methods.	AMC1-OR.OPS.FC.230, paragraph 1.a.
(2) Helicopter/flight simulator training (i) The helicopter/flight simulator training programme shall be established such that all major failures of helicopter systems and associated procedures will be covered within a 3 year period. (ii) When engine malfunctions are simulated, if no synthetic training device is available, these emergencies may be covered in the helicopter using a safe airborne simulation. In the event that such training is conducted in the helicopter, due consideration must be given to the effect of any subsequent failure and the exercise must be preceded by a comprehensive briefing. (iii) Helicopter/flight simulator training may be combined with the operator proficiency check.	AMC1-OR.OPS.FC.230, paragraph 1.d.
(3) Emergency and Safety Equipment Training (i) The emergency and safety equipment training programme may be combined with emergency and safety equipment checking and shall be conducted in a helicopter or a suitable alternative training device. (ii) Every year the emergency and safety equipment	AMC1-OR.OPS.FC.230, paragraph 1.b.

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
training programme must include the following: (A) Actual donning of a lifejacket, where fitted; (B) Actual donning of protective breathing equipment, where fitted; (C) Actual handling of fire extinguishers, of the type used; (D) Instruction on the location and use of all emergency and safety equipment carried on the helicopter; (E) Instruction on the location and use of all types of exits; and (F) Security procedures. (iii) Every three years the programme of training must include the following: (A) Actual operation of all types of exits; (B) Actual fire-fighting using equipment representative of that carried in the helicopter on an actual or simulated fire except that, with Halon extinguishers, an alternative method acceptable to the Authority may be used; (C) The effects of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment, if applicable; (D) Demonstration in the use of the life-rafts where fitted, or, demonstration and use of the life-rafts where they are fitted for extended overwater operations (See AMC to Appendix 1 to JAR-OPS 3.965, sub-paragraph (a)(3)(iii)(D); and (E) First aid**[**; appropriate to the helicopter type, the kind of operation and crew complement (particularly in the case when crew members are not carried)**]**. (4) CRM.	AMC1-OR.OPS.FC.230, paragraph 1.c.
(b) *Recurrent checking*. Recurrent checking shall comprise: (1) Operator proficiency checks. (i) Where applicable, proficiency checks must include the following abnormal/emergency procedures: (A) Engine fire; (B) Fuselage fire; (C) Emergency operation of under carriage; (D) Fuel dumping;	AMC1-OR.OPS.FC.230, paragraph 2.a.ii.A.

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
(E) Engine Failure and relight; (F) Hyd raulic failure; (G) Ele ctrical failure; (H) Engi ne failure during take-off before decision point; (I) Engine failure during take-off after decision point; (J) Engine failure during landing before decision point; (K) Engine failure during landing after decision point; (L) Flight and engine control system malfunctions; (M) Recovery from unusual attitudes; (N) Landing with one or more engine(s) inoperative; (O) IMC auto-rotation techniques; (P) Auto-rotation to a designated area; (Q) Pi lot incapacitation; and (R) Directional control failures and malfunctions.	
(ii) For pilots required to engage in IFR operations proficiency checks include the following additional abnormal/emergency procedures: (A) Precision instrument approach to minima with, in the case of multi-engined helicopters, a simulated failure of one engine; (B) Go-around on instruments from minima with, in the case of multi-engined helicopters, a simulated failure of one engine; (C) Non precision approach to minima; (D) Landing with a simulated failure of one or more engines; and (E) Where appropriate to the helicopter type, approach with flight control system/flight director system malfunctions, flight instrument and navigation equipment failures.	AMC1-OR.OPS.FC.230, paragraph 2.a.ii.B.
(2) *Emergency and safety equipment checks*. The items to be checked shall be those for which training has been carried out in accordance with sub-paragraph (a)(3) above.	AMC1-OR.OPS.FC.230, paragraph 2.b.
(3) *Line checks*;	AMC1-OR.OPS.FC.230, paragraph 2.c.

JAR-OPS 3 Subpart N Rule Text	EASA Rule Reference
(i) Line checks must establish the ability to perform satisfactorily a complete line operation including pre-flight and post-flight procedures and use of the equipment provided, as specified in the Operations Manual. (ii) The flight crew must be assessed on their CRM skills for the purpose of: (A) Providing feedback to the crew collectively and individually; and (B) improving the CRM training system. (iii) When pilots are assigned duties as pilot flying and pilot non-flying they must be checked in both functions. (iv) Line checks must be completed in a helicopter. (v) The person conducting a line check, who is described in JAR-OPS 3.965(a)(4)(ii), shall occupy an observer's seat whenever practical.	+ OR.OPS.FC.230(c)
(4) Single pilot operations ; (i) The recurrent checks required by sub-paragraphs (1) to (3) above shall be performed in the single pilot role on a particular helicopter type in an environment representative of the operation.	AMC1-OR.OPS.FC.230, paragraph 2.e.
Appendix 1 to JAR-OPS 3.968 Pilot qualification to operate in either pilot's seat	
(a) Commanders whose duties also require them to carry out the duties of the co-pilot, or commanders required to conduct training or examining duties, **[**shall complete their proficiency checks respectively from left and right hand seats, on alternate proficiency checks, provided that when the type rating proficiency check is combined with the operator proficiency check the commander completes his training or checking from his normally occupied seat. All checks, from whatever seat, must be completed as prescribed in JAR-OPS 3.965(b).**]**	OR.OPS.FC.235(a)+(c)
(b) When engine-out manoeuvres are carried out in a helicopter, the engine failure must be simulated. **[**When carried out in a single engine helicopter, the engine failure must be simulated and the training captain must carry out the autorotative landing respectively from left and right hand seats on alternate proficiency checks.**]**	OR.OPS.FC.235(d) AMC1-OR.OPS.FC.235(d)
(c) When operating in the co-pilot's seat, the checks required by JAR-OPS 3.965 and JAR-OPS 3.968 for operating in the commander's seat must, in addition, be valid and current.	OR.OPS.FC.235(e)

JAR-OPS 3 Subpart N Rule Text		EASA Rule Reference
(d)	A pilot relieving the commander shall have demonstrated, concurrent with the operator proficiency checks prescribed in JAR-OPS 3.965(b), practice of drills and procedures which would not, normally, be the relieving pilot's responsibility. Where the differences between left and right seats are not significant (for example because of use of autopilot) then practice may be conducted in either seat.	OR.OPS.FC.235(f)
(e)	A pilot other than the commander occupying the commander's seat shall demonstrate practice of drills and procedures, concurrent with the operator proficiency checks prescribed in JAR-OPS 3.965(b), which would otherwise have been the commander's responsibility acting as pilot non-flying. Where the differences between right and left seats are not significant (for example because of use of autopilot) then practice may be conducted in either seat.	OR.OPS.FC.235(g)

JAR-OPS 3 SUBPART O

CREW MEMBERS OTHER THAN FLIGHT CREW

JAR-OPS 3 Subpart O Rule Text	EASA Rule Reference
JAR-OPS 3.988 Applicability (See Appendix 1 to JAR-OPS 3.988)	
An operator shall ensure that all crew members, other than flight crew members, assigned by the operator to duties in the helicopter, comply with the requirements of this Subpart except for cabin crew members who will comply only with the requirements in Appendix 1 to JAR-OPS 3.988.	OR.OPS.TC.100
JAR-OPS 3.990 *Intentionally blank*	
JAR-OPS 3.995 Minimum requirements	
(a) An operator shall ensure that each crew member: (1) Is at least 18 years of age; (2) Has passed an initial medical examination or assessment and is found medically fit to discharge the duties specified in the Operations Manual (see ACJ OPS 3.995(a)(2)); and (3) Remains medically fit to discharge the duties specified in the Operations Manual.	OR.OPS.TC.105(a)(1)+(2)
(b) An operator shall ensure that each crew member is competent to perform his duties in accordance with procedures specified in the Operations Manual.	OR.OPS.TC.105(a)(3)+(4)
JAR-OPS 3.1000 *Intentionally blank*	
JAR-OPS 3.1005 Initial training (See ACJ OPS 3.1005)	
An operator shall ensure that each crew member successfully completes initial training (which shall include appropriate elements of JAR-OPS 3.943), accepted by the Authority, and the checking prescribed in JAR-OPS 3.1025 before undertaking conversion training.	OR.OPS.TC.115
JAR-OPS 3.1010 Conversion and Differences Training (See ACJ OPS 3.1010)	
(a) An operator shall ensure that each crew member has completed appropriate training, as specified in the Operations Manual,	OR.OPS.TC.120(a)(1)+(2) OR.OPS.TC.125

JAR-OPS 3 Subpart O Rule Text	EASA Rule Reference
before undertaking assigned duties as follows: (1) *Conversion training*. A conversion course must be completed before being: (i) First assigned by the operator to operate as a crew member; or (ii) Assigned to operate another helicopter type; and (2) *Differences training*. Differences training must be completed before operating: (i) On a variant of a helicopter type currently operated; or (ii) With different safety equipment, safety equipment location, equipment relevant to the crew member's duties, or normal and emergency procedures on currently operated helicopter types or variants.	
(b) An operator shall determine the content of the conversion or differences training taking account of the crew member's previous training as recorded in the crew member's training records required by JAR - OPS 3.1035.	AMC2-OR.OPS.TC.120 1.
(c) An operator shall ensure that: (1) Conversion training is conducted in a structured and realistic manner; (2) Differences training is conducted in a structured manner; and (3) Conversion training, and if necessary differences training, includes the use of all relevant equipment (including safety equipment) and emergency procedures applicable to the type or variant of helicopter and involves training and practice on either a representative training device or on the actual helicopter. (4) Elements of CRM training are integrated into the conversion course.	OR.OPS.TC.120(b)(1)-(3) OR.OPS.TC.125(a) AMC2-OR.OPS.TC.120 and OR.OPS.TC.125 2.
JAR-OPS 3.1012 Familiarisation flights	
An operator shall ensure that, following completion of conversion training, each crew member undertakes familiarisation flight prior to operating as one of the crew members required by JAR-OPS 3.	OR.OPS.TC.130
JAR-OPS 3.1015 Recurrent training (See ACJ OPS 3.1015)	
(a) An operator shall ensure that each crew member undergoes recurrent training, covering the actions assigned to each crew member in normal and emergency procedures and drills relevant to the type(s) and/or variant(s) of helicopter on which they operate.	OR.OPS.TC.135(a) AMC1-OR.OPS.TC.135

JAR-OPS 3 Subpart O Rule Text	EASA Rule Reference
(b) An operator shall ensure that the recurrent training and checking programme accepted by the Authority includes theoretical and practical instruction, together with individual practice.	OR.OPS.TC.135(b)
(c) The period of validity of recurrent training and the associated checking required by JAR-OPS 3.1025 shall be 12 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous check, the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous check.	OR.OPS.TC.135(a) AMC1-OR.OPS.TC.135 1.
(d) An operator shall ensure that: (1) Elements of CRM are integrated into all appropriate phases of the recurrent training; and (2) Each crew member undergoes specific modular CRM training. All major topics of the initial CRM training shall be covered over a period not exceeding 3 years.	OR.OPS.TC.135(a) AMC1-OR.OPS.TC.135 2.i.
JAR-OPS 3.1020 Refresher Training (See ACJ OPS 3.1020)	
(a) An operator shall ensure that each crew member who has been absent from all flying duties for more than 6 months completes refresher training specified in the Operations Manual	OR.OPS.TC.140(a)
(b) An operator shall ensure that when a crew member has not been absent from all flying duties, but has not, during the preceding 6 months, undertaken duties on a type of helicopter as a crew member, before undertaking such duties on that type, the crew member either: (1) Completes refresher training on the type; or (2) Operates two re-familiarisation sectors.	OR.OPS.TC.140(b)
JAR-OPS 3.1025 Checking (See ACJ OPS 3.1025)	
(a) An operator shall ensure that during or following completion of the training required by JAR-OPS 3.1005, 3.1010 and 3.1015, each crew member undergoes a check covering the training received in order to verify his proficiency in carrying out normal and emergency safety duties. These checks must be performed by personnel acceptable to the Authority.	OR.OPS.TC.110(a)-(c)
(b) An operator shall ensure that each crew member undergoes checks as follows: (1) *Initial training*. (See ACJ OPS 3.1005); (2) *Conversion and Differences training*. (See ACJ OPS 3.1010); and (3) *Recurrent training*. (See ACJ OPS 3.1015).	OR.OPS.TC.110(a)-(c)

JAR-OPS 3 Subpart O Rule Text	EASA Rule Reference
JAR-OPS 3.1030 Operation on more than one type or variant	
(a) An operator shall ensure that each crew member does not operate on more than three helicopter types except that, with the approval of the Authority, the crew member may operate on four helicopter types, provided that safety equipment and emergency procedures for at least two of the types are similar.	n/a
(b) For the purposes of sub-paragraph (a) above, variants of a helicopter type are considered to be different types if they are not similar in all the following aspects: (1) Emergency exit operation; (2) Location and type of safety equipment; and (3) Emergency procedures.	OR.OPS.TC.120(a)+(b) AMC2-OR.OPS.TC.120 and OR.OPS.TC.125 3.
JAR-OPS 3.1035 Training records	
(a) An operator shall: (1) Maintain records of all training and checking required by JAR-OPS 3.1005, 3.1010, 3.1015, 3.1020 and 3.1025; and (2) Make the records of all initial, conversion and recurrent training and checking available, on request, to the crew member concerned.	(1) OR.OPS.MLR.115(d)(1) (2) OR.OPS.MLR.115(d)(2)
Appendix 1 to JAR-OPS 3.988 Cabin Crew members	
(a) *Applicability*. An operator shall ensure that all cabin crew members, assigned by the operator to duties in the passenger compartment of a helicopter comply with the requirements of JAR-OPS 1 Subpart O, except for the variations contained in this appendix.	OR.OPS.CC.005
(b) *Interpretation of terms*. When applying the text of JAR-OPS 1 Subpart O, the following text shall be interpreted, for the purpose of this appendix, as indicated: (1) In JAR-OPS 1.988, the use of the term crew members is not to be interpreted to mean crew members in the sense of JAR-OPS 3 Subpart O. (2) For aeroplane read helicopter. (3) The term airport(s) includes heliport(s). (4) Reference to any other subpart of JAR-OPS 1 means the appropriate subpart of JAR-OPS 3.	n/a the rules are harmonised
(c) *Alleviation.* The following rules do not apply to helicopter cabin crew members:	n/a the rules (and related AMC) referenced below make clear that training shall be covered only 'where fitted', for 'equipment carried on

JAR-OPS 3 Subpart O Rule Text	EASA Rule Reference
	board' and/or 'as relevant to the aircraft to be operated'
(1) Appendix 1 to JAR-OPS 1.1010 Conversion and Differences training:	OR.OPS.CC.125 +AMC1-OR.OPS.CC.125(b) +AMC1-OR.OPS.CC.125(c)
(i) paragraph (d); evacuation slide training;	125(b)(2)(vi) +AMC1-125(b)(5.)
(ii) paragraph (e)(2)(ii); severe air turbulence;	125(c)(3)(iii) +AMC1-125(c)(3)(b.)
(iii) paragraph (e)(2)(iii) sudden decompression;	125(c)(3)(iii) +AMC1-125(c)(3)(c.)
(iv) paragraph (h)(1); slides;	125(b)(2)(ii) +AMC1-125(b)(2.)(a.) 125(c)(3)(ii) +AMC1-125(c)(2)(g.)(i.)
(v) paragraph (h)(2); slide rafts;	125(b)(2)(ii) +AMC1-125(b)(2.)(b.) 125(c)(3)(ii) +AMC1-125(c)(2)(g.)(ii.)
(vi) paragraph (h)(4); dropout oxygen.	125(b)(2)(ii) +AMC1-125(b)(2.)(c.)

JAR-OPS 3 SUBPART P

MANUALS, LOGS AND RECORDS

JAR-OPS Subpart P - Rule Text		EASA Rule Reference
JAR-OPS 3.1040	**General Rules for Operations Manuals**	
(a)	An operator shall ensure that the Operations Manual contains all instructions and information necessary for operations personnel to perform their duties	OR.OPS.MLR.100(a): Reference to 8.b BR instead of EU-OPS text
(b)	An operator shall ensure that the contents of the Operations Manual, including all amendments or revisions, do not contravene the conditions contained in the Air Operator Certificate (AOC) or any applicable regulations and are acceptable to, or, where applicable, approved by, the Authority. (See IEM OPS 3.1040(b).)	OR.OPS.MLR.100(b)
(c)	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operations Manual in the English language. In addition, an operator may translate and use that manual, or parts thereof, into another language. (See IEM OPS 3.1040(c).)	Not transferred as against Community principles giving all EU languages an equal status
(d)	Should it become necessary for an operator to produce new Operations Manuals or major parts/volumes thereof, he must comply with sub-paragraph (c) above. In all other cases, an operator must comply with sub-paragraph (c) above as soon as possible and in no case later than 1 December 2000.	Not transferred as against Community principles giving all EU languages an equal status
(e)	An operator may issue an Operations Manual in separate volumes.	OR.OPS.MLR.100(c)
(f)	An operator shall ensure that all operations personnel have easy access to a copy of each part of the Operations Manual which is relevant to their duties. In addition, the operator shall supply crew members with a personal copy of, or sections from, Parts A and B of the Operations Manual as are relevant for personal study.	OR.OPS.MLR.100(d) OR.OPS.MLR.100(f)
(g)	An operator shall ensure that the Operations Manual is amended or revised so that the instructions and information contained therein are kept up to date. The operator shall ensure that all operations personnel are made aware of such changes that are relevant to their duties.	OR.OPS.MLR.100(e)
(h)	Each holder of an Operations Manual, or appropriate parts of it, shall keep it up to date with the amendments or revisions supplied by the operator.	OR.OPS.MLR.100(f)
(i)	An operator shall supply the Authority with intended amendments and revisions in advance of the effective date. When the amendment concerns any part of the Operations Manual which must be approved in accordance with JAR-OPS Part 3, this approval shall be obtained before the amendment becomes effective. When immediate amendments or revisions are required	OR.OPS.MLR.100(g) OR.OPS.MLR.100(h)

JAR-OPS Subpart P - Rule Text		EASA Rule Reference
	in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for.	
(j)	An operator shall incorporate all amendments and revisions required by the Authority.	OR.OPS.MLR.100(i)
(k)	An operator must ensure that information taken from approved documents, and any amendment of such approved documentation, is correctly reflected in the Operations Manual and that the Operations Manual contains no information contrary to any approved documentation. However, this requirement does not prevent an operator from using more conservative data and procedures.	OR.OPS.MLR.100(j)
(l)	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. **[**The design of the manual shall observe Human factors and CRM principles.**]**	OR.OPS.MLR.100(k)
(m)	An operator may be permitted by the Authority to present the Operations Manual or parts thereof in a form other than on printed paper. In such cases, an acceptable level of accessibility, usability and reliability must be assured	AMC1-OR.OPS.MLR.100(2)
(n)	The use of an abridged form of the Operations Manual does not exempt the operator from the requirements of JAR-OPS 3.130.	n/a
JAR-OPS 3.1045 Operations Manual - structure and contents (See Appendix 1 to JAR-OPS 3.1045)(See AMC OPS 3.1045)		
(a)	An operator shall ensure that the main structure of the Operations Manual is as follows: Part A. General/Basic This part shall comprise all non type-related operational policies, instructions and procedures needed for a safe operation. Part B. Helicopter Operating Matters This part shall comprise all type-related instructions and procedures needed for a safe operation. It shall take account of any differences between types, variants or individual helicopters used by the operator. Part C. Route/Role/Area and Heliport Instructions and Information This part shall comprise all instructions and information needed for the area of operation. Part D. Training This part shall comprise all training instructions for personnel required for a safe operation.	OR.OPS.MLR.101
(b)	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to JAR-OPS 1045 and relevant to the area(s) and type(s) of operation.	AMC3-OR.OPS.MLR.100
(c)	An operator shall ensure that the detailed structure of the Operations Manual is acceptable to the Authority. (See IEM OPS	n/a

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
3.1045(c).)	
JAR-OPS 3.1050 Helicopter Flight Manual	
An operator shall keep a current approved Helicopter Flight Manual or equivalent document for each helicopter that it operates.	Covered by Part-CAT (Carriage of Documents)
Journey Log: (1) Heli copter registration; (2) Date; (3) Name(s) of crew member(s); (4) Duty assignment of crew member(s); (5) Place of departure; (6) Place of arrival; (7) Time of departure; (8) Time of arrival; (9) Hours of flight; (10) Nature of flight; (11) Incidents, observations (if any); and (12) Commander's signature (or equivalent) (see IEM OPS 3.1055 (a)(12)). (a) An operator shall retain the following information for each flight in the form of a	OR.OPS.MLR.110 Contents: AMC1-OR.OPS.MLR.110(1)
(b) An operator may be permitted not to keep a helicopter journey log, or parts thereof, by the Authority if the relevant information is available in other documentation. (See IEM OPS 3.1055(b).)	AMC1-OR.OPS.MLR.110(3)
JAR-OPS 3.1060 Operational flight plan	
(a) An operator must ensure that the operational flight plan used and the entries made during flight contain the following items: (1) Heli copter registration; (2) Helicopter type and variant; (3) Date of flight; (4) F light identification; (5) Names of flight crew members; (6) Duty assignment of flight crew members; (7) Place of departure; (8) Time of departure; (9) Place of arrival (planned and actual);	Covered by Part-CAT

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
(10) Time of arrival; (11) Type of operation (VFR, HEMS, etc.); (12) Route and route segments with checkpoints/waypoints, distances, time and tracks; (13) Planned cruising speed and flying times between check-points/way-points. Estimated and actual times overhead; (14) Safe altitudes and minimum levels; (15) Planned altitudes and flight levels; (16) Fuel calculations (records of in-flight fuel checks); (17) Fuel on board when starting engines; (18) Alternate(s) for destination and, where applicable, take-off and en-route, including information required in sub-paragraphs (12), (13), (14), and (15) above; (19) Initial ATS Flight Plan clearance and subsequent re-clearance; (20) In-flight re-planning calculations; and (21) Relevant meteorological information.	
(b) Items which are readily available in other documentation or from an acceptable source or are irrelevant to the type of operation may be omitted from the operational flight plan.	Covered by Part-CAT
(c) An operator must ensure that the operational flight plan and its use is described in the Operations Manual.	Covered by Part-CAT
(d) An operator shall ensure that all entries on the operational flight plan are made concurrently and that they are permanent in nature.	Covered by Part-CAT
JAR-OPS 3.1065 Document storage periods	
An operator shall ensure that all records and all relevant operational and technical information for each individual flight, are stored for the periods prescribed in Appendix 1 to JAR-OPS 3.1065.	n/a
JAR-OPS 3.1070 Operator's maintenance management exposition	
An operator shall keep a current approved maintenance management exposition as prescribed in **[**Part-M – M.A.704 Continuing airworthiness management exposition**]**.	n/a
JAR-OPS 3.1071 Helicopter Technical log	
An operator shall keep a helicopter technical log as prescribed in **[**Part-M – M.A.306 Operator's technical log system**]**.	n/a

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
Appendix 1 to JAR-OPS 3.1045 Operations Manual Contents (See IEM to Appendix 1 to JAR-OPS 3.1045)	AMC3-OR.OPS.MLR.100(1) (EU-OPS order in OM-B instead of JAR-OPS 3 order) Note: AMC3-OR.OPS.MLR.100(1) gives grandfathering rights to JAR-OPS 3 Amt 5 OMs.
An operator shall ensure that the Operations Manual contains the following:	AMC3-OR.OPS.MLR.100(1)
A GENERAL/BASIC	AMC3-OR.OPS.MLR.100(1)
0 ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL 0.1 Introducti on (a) A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable Air Operator Certificate. (b) A statement that the manual contains operational instructions that are to be complied with by the relevant personnel. (c) A list and brief description of the various parts, their contents, applicability and use. (d) Explanations and definitions of terms and words needed for the use of the manual.	AMC3-OR.OPS.MLR.100(1)
0.2 System of amendment and revision (a) Who is responsible for the issuance and insertion of amendments and revisions. (b) A record of amendments and revisions with insertion dates and effective dates. (c) A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety. (d) A description of the system for the annotation of pages and their effective dates. (e) A list of effective pages. (f) Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). (g) Temporary revisions. (h) A description of the distribution system for the manuals, amendments and revisions.	AMC3-OR.OPS.MLR.100(1)
1 ORGANISATION AND RESPONSIBILITIES 1.1 *Organisational structure*. A description of the organisational structure including the general company organigram and	AMC3-OR.OPS.MLR.100(1)

	JAR-OPS Subpart P - Rule Text	EASA Rule Reference
	operations department organigram. The organigram must depict the relationship between the Operations Department and the other Departments of the company. In particular, the subordination and reporting lines of all Divisions, Departments etc., which pertain to the safety of flight operations, must be shown.	
1.2	*Nominated postholders*. The name of each nominated postholder responsible for flight operations, the maintenance system, crew training and ground operations, as prescribed in JAR-OPS 3 Subpart C. A description of their function and responsibilities must be included.	AMC3-OR.OPS.MLR.100(1)
1.3	*Responsibilities and duties of operations management personnel*. A description of the duties, responsibilities and authority of operations management personnel pertaining to the safety of flight operations and the compliance with the applicable regulations.	AMC3-OR.OPS.MLR.100(1)
1.4	*Authority, duties and responsibilities of the commander*. A statement defining the authority, duties and responsibilities of the commander.	AMC3-OR.OPS.MLR.100(1)
1.5.	*Duties and responsibilities of crew members other than the commander*	AMC3-OR.OPS.MLR.100(1)
2 2.1	OPERATIONAL CONTROL AND SUPERVISION *Supervision of the operation by the operator*. A description of the system for supervision of the operation by the operator (see JAR-OPS 3.175(g)). This must show how the safety of flight operations and the qualifications of personnel are supervised. In particular, the procedures related to the following items must be described: (a) Licence and qualification validity; (b) Competence of operations personnel; and (c) Control, analysis and storage of records, flight documents, additional information and data.	AMC3-OR.OPS.MLR.100(1)
2.2	*System of promulgation of additional operational instructions and information*. A description of any system for promulgating information which may be of an operational nature but is supplementary to that in the Operations Manual. The applicability of this information and the responsibilities for its promulgation must be included.	AMC3-OR.OPS.MLR.100(1)
2.3	*Accident prevention and flight safety programme*. A description of the main aspects of the flight safety programme.	AMC3-OR.OPS.MLR.100(1)
2.4	*Operational control*. A description of the procedures and responsibilities necessary to exercise operational control with respect to flight safety.	AMC3-OR.OPS.MLR.100(1)
2.5	*Powers of the Authority.* A description of the powers of the Authority **[**and guidance to staff on how to facilitate inspections by Authority personnel.**]**	AMC3-OR.OPS.MLR.100(1)
3	QUALITY SYSTEM	AMC3-

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
A description of the quality system adopted including at least: (a) Quality policy; (b) A description of the organisation of the Quality System; and (c) Allocation of duties and responsibilities.	OR.OPS.MLR.100(1)
4 CREW COMPOSITION 4.1 *Crew Composition*. An explanation of the method for determining crew compositions taking account of the following: (a) The type of helicopter being used; (b) The area and type of operation being undertaken; (c) The phase of the flight; (d) The minimum crew requirement and flight duty period planned; (e) Experience (total and on type), recency and qualification of the crew members; and (f) The designation of the commander. (g) The designation of the senior cabin crew member.	AMC3-OR.OPS.MLR.100(1)
4.2 Intenti onally blank 4.3 Flight crew incapacitation. Instructions on the succession of command in the event of flight crew incapacitation. 4.4 Operation on more than one type. A statement indicating which helicopters are considered as one type for the purpose of: (a) Flight crew scheduling; and (b) Cabin crew scheduling.	AMC3-OR.OPS.MLR.100(1)
5 QUALIFICATION REQUIREMENTS 5.1 A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the helicopter type, kind of operation and composition of the crew.	AMC3-OR.OPS.MLR.100(1)
5.2 *Flight crew* (a) Commander. (b) Pilot relieving the commander. (c) Co-pi lot. (d) Pilot under supervision. (e) System panel operator. (f) Operation on more than one type or variant.	AMC3-OR.OPS.MLR.100(1)
5.3 Cabi n crew (a) Senior cabin crew member. (b) Cabin crew member.	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
(i) Required cabin crew member. (ii) Additional cabin crew member and cabin crew member during familiarisation flights. (c) Operation on more than one type or variant.	
5.4 Training, checking and supervision personnel (a) For flight crew. (b) For cabin crew. 5.5 Other operations personnel	AMC3-OR.OPS.MLR.100(1)
6 CREW HEALTH PRECAUTIONS 6.1 *Crew health precautions*. The relevant regulations and guidance to crew members concerning health including: (a) [Psychoactive substances including but not limited to: (i) A nti depressants; (ii) Alcohol and other intoxicating liquids; (iii) N arcotics; (iv) Drugs; and **]** [(v) Sleeping tablets. (See also JAR-FCL Part 3 (medical) - 3.035 & 3.040)] ([b]) Pharmaceuti cal preparations; ([c]) Immuni sation; ([d]) [D]iving [involving underwater pressure breathing devices;] ([e]) Blood[/bone marrow] donation; ([f]) Meal precautions prior to and during flight; ([g]) Sleep and rest; and ([k]) Surgi cal operations.	AMC3-OR.OPS.MLR.100(1)
7 FLIGHT TIME LIMITATIONS 7.1 *Flight and Duty Time Limitations and Rest Requirements*. A description of the flight and duty time limitations and rest requirements prescribed in JAR-OPS Part 3 Subpart Q as applicable to the operation. 7.2 *Exceedances of flight and duty time limitations and/or reductions of rest periods*. Conditions under which flight and duty time may be exceeded or rest periods may be reduced and the procedures used to report these modifications.	AMC3-OR.OPS.MLR.100(1)
8 OPERATING PROCEDURES 8.1 *Flight Preparation Instructions*. As applicable to the operation: 8.1.1 Minimum Flight Altitudes. A description of the method of determination and application of minimum altitudes including: (a) A procedure to establish the minimum altitudes/flight levels for VFR flights; and (b) A procedure to establish the minimum	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
altitudes/flight levels for IFR flights.	
8.1.2 Criteria for determining the usability of aerodromes 8.1.3 Methods for the determination of aerodrome operating minima. The method for establishing aerodrome operating minima for IFR flights in accordance with JAR-OPS Part 3 Subpart E. Reference must be made to procedures for the determination of the visibility and/or runway visual range and for the applicability of the actual visibility observed by the pilots, the reported visibility and the reported runway visual range. 8.1.4 En-route Operating Minima for VFR Flights or VFR portions of a flight and, where single engined helicopters are used, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing.	AMC3-OR.OPS.MLR.100(1)
8.1.5 Presenta tion and Application of Aerodrome and En-route Operating Minima 8.1.6 Interpretation of meteorological information. Explanatory material on the decoding of MET forecasts and MET reports relevant to the area of operations, including the interpretation of conditional expressions. 8.1.7 Determination of the quantities of fuel, oil and water methanol carried. The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in flight. This section must also include instructions on the measurement and distribution of the fluid carried on board. Such instructions must take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight replanning and of failure of one or more of the helicopter's power plants. The system for maintaining fuel and oil records must also be described.	AMC3-OR.OPS.MLR.100(1)
8.1.8 Mass and Centre of Gravity. The general principles of mass and centre of gravity including: (a) Defi nitions; (b) Methods, procedures and responsibilities for preparation and acceptance of mass and centre of gravity calculations; (c) The policy for using either standard and/or actual masses; (d) The method for determining the applicable passenger, baggage and cargo mass; (e) The applicable passenger and baggage masses for various types of operations and helicopter type; (f) General instruction and information necessary for verification of the various types of mass and balance documentation in use; (g) Last Minute Changes procedures; (h) Specific gravity of fuel, oil and water methanol;	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
(i) Seating policy/procedures; and (j) Standard load plans.	
8.1.9 *ATS Flight Plan*. Procedures and responsibilities for the preparation and submission of the air traffic services flight plan. Factors to be considered include the means of submission for both individual and repetitive flight plans. 8.1.10 *Operational Flight Plan*. Procedures and responsibilities for the preparation and acceptance of the operational flight plan. The use of the operational flight plan must be described including samples of the operational flight plan formats in use. 8.1.11 *Operator's Helicopter Technical Log*. The responsibilities and the use of the operator's Helicopter Technical Log must be described, including samples of the format used. 8.1.12 *List of documents, forms and additional information to be carried*	AMC3-OR.OPS.MLR.100(1)
8.2 Ground Handling Instructions 8.2.1 *Fuelling procedures*. A description of fuelling procedures, including: (a) Safety precautions during refuelling and defuelling including rotors running, engine(s) running and when an APU is in operation; (b) Refuelling and defuelling when passengers are embarking, on board or disembarking; and (c) Precautions to be taken to avoid mixing fuels.	AMC3-OR.OPS.MLR.100(1)
8.2.2 *Helicopter, passengers and cargo handling procedures related to safety*. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the helicopter. Further procedures, aimed at achieving safety whilst the helicopter is on the ramp, must also be given. Handling procedures must include: (a) Children/infants, sick passengers and Persons with Reduced Mobility; (b) Transportation of inadmissible passengers, deportees or persons in custody; (c) Permissible size and weight of hand baggage; (d) Loading and securing of items in the helicopter; (e) Special loads and classification of load compartments; (f) Positioning of ground equipment; (g) Operation of helicopter doors; (h) Safety on the ramp, including fire prevention, blast and suction areas; (i) Start-up, ramp departure and arrival procedures; (j) Servicing of helicopters; and	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
(k) Documents and forms for helicopter handling; (l) Multiple occupancy of helicopter seats.	
8.2.3 *Procedures for the refusal of embarkation*. Procedures to ensure that persons who appear to be intoxicated or who demonstrate by manner or physical indications that they are under the influence of drugs, except medical patients under proper care, are refused embarkation.	AMC3-OR.OPS.MLR.100(1)
8.2.4 *De-icing and Anti-icing on the ground*. A description of the de-icing and anti-icing policy and procedures for helicopters on the ground. These shall include descriptions of the types and effects of icing and other contaminants on helicopters whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: (a) Proprietary or commercial names; (b) Characteri stics; (c) Effects on helicopter performance; (d) Hold-over times; and (e) Precautions during usage.	AMC3-OR.OPS.MLR.100(1)
8.3 Fl ight Procedures 8.3.1 *VFR/IFR Policy*. A description of the policy for allowing flights to be made under VFR, or of requiring flights to be made under IFR, or of changing from one to the other. 8.3.2 *Navigation Procedures*. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: (a) Standard navigational procedures including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the helicopter; (b) MNPS and POLAR navigation and navigation in other designated areas; (c) RNAV. A description of the relevant RNAV procedures specified in Part C; (d) In-flight replanning; and (e) Procedures in the event of system degradation.	AMC3-OR.OPS.MLR.100(1)
8.3.3 Altimeter setting procedures 8.3.4 Audio voice alerting device 8.3.5 Intenti onally blank 8.3.6 Intenti onally blank 8.3.7 Policy and procedures for in-flight fuel management	AMC3-OR.OPS.MLR.100(1)
8.3.8 Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, potentially hazardous atmospheric conditions including:	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
(a) Thunderstor ms; (b) I cing conditions; (c) Turbul ence; (d) Wi ndshear; (e) Jet stream; (f) Vol canic ash clouds; (g) He avy precipitation; (h) Sand storms; (i) Mountain waves; and (j) Significant Temperature inversions.	
8.3.9 *Wake Turbulence and Rotor Downwash*. Wake turbulence and rotor downwash separation, taking into account helicopter types, wind conditions and FATO location.	AMC3-OR.OPS.MLR.100(1)
8.3.10 *Crew members at their stations*. The requirements for crew members to occupy their assigned stations or seats during the different phases of flight or whenever deemed necessary in the interest of safety.	AMC3-OR.OPS.MLR.100(1)
8.3.11 *Use of safety belts for crew and passengers*. The requirements for crew members and passengers to use safety belts and/or harnesses during the different phases of flight or whenever deemed necessary in the interest of safety.	AMC3-OR.OPS.MLR.100(1)
8.3.12 *Admission to Cockpit*. The conditions for the admission to the cockpit of persons other than the flight crew. The policy regarding the admission of Inspectors from the Authority must also be included.	AMC3-OR.OPS.MLR.100(1)
8.3.13 *Use of vacant crew seats*. The conditions and procedures for the use of vacant crew seats.	AMC3-OR.OPS.MLR.100(1)
8.3.14 *Incapacitation of crew members*. Procedures to be followed in the event of incapacitation of crew members in flight. Examples of the types of incapacitation and the means for recognising them must be included.	AMC3-OR.OPS.MLR.100(1)
8.3.15 *Cabin Safety Requirements*. Procedures covering: (a) Cabin preparation for flight, in-flight requirements and preparation for landing including procedures for securing cabin and galleys; (b) Procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the helicopter; (c) Procedures to be followed during passenger embarkation and disembarkation; (d) Procedures in the event of fuelling with passengers on board or embarking and disembarking; and	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
(e) S moking on board.	
8.3.16 *Passenger briefing procedures*. The contents, means and timing of passenger briefing in accordance with JAR-OPS 3.285. 8.3.17 *Intentionally blank*	AMC3-OR.OPS.MLR.100(1)
8.4 *AWO.* A description of the operational procedures associated with All Weather Operations. (See JAR-OPS Part 3 Subparts D & E). 8.5 *Intentionally blank* 8.6 *Use of the Minimum Equipment and Configuration Deviation List(s)* 8.7 *Non revenue flights*. Procedures and limitations for: (a) Trai ning flights; (b) Test flights; (c) Deli very flights; (d) Ferry flights; (e) Demonstration flights; and (f) Positioning flights, including the kind of persons who may be carried on such flights.	AMC3-OR.OPS.MLR.100(1)
8.8 Oxygen Requirements 8.8.1 An explanation of the conditions under which oxygen must be provided and used. 8.8.2 The oxygen requirements specified for: (a) Fl ight crew; (b) Cabi n crew; and (c) Passen gers.	AMC3-OR.OPS.MLR.100(1)
9 DANGEROUS GOODS AND WEAPONS 9.1 Information, instructions and general guidance on the transport of dangerous goods including: (a) Operator's policy on the transport of dangerous goods; (b) Guidance on the requirements for acceptance, labelling, handling, stowage and segregation of dangerous goods; (c) Procedures for responding to emergency situations involving dangerous goods; (d) Duties of all personnel involved as per JAR-OPS 3.1215; and (e) Instructions on the carriage of the operator's employees. 9.2 The conditions under which weapons, munitions of war and sporting weapons may be carried.	AMC3-OR.OPS.MLR.100(1)
10 S ECURITY 10.1 Security instructions and guidance of a non-confidential nature which must include the authority and responsibilities of operations personnel. Policies and procedures for handling and	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
reporting crime on board such as unlawful interference, sabotage, bomb threats, and hijacking must also be included. 10.2 A description of preventative security measures and training. NOTE: Parts of the security instructions and guidance may be kept confidential.	
11 HANDLING[, NOTIFYING AND REPORTING] OCCURRENCES Procedures for the handling, notifying and reporting **[ ]** occurrences. This section must include: (a) Defi nitions of **[ ]** occurrences and **[**of**]** the relevant responsibilities of all persons involved;	AMC3-OR.OPS.MLR.100(1)
(b) **[**Illustrations of forms used for reporting all types of occurrences (or copies of the forms themselves), instructions on how they are to be completed, the addresses to which they should be sent and the time allowed for this to be done;**]**	AMC3-OR.OPS.MLR.100(1)
(c) **[**In the event of an accident, descriptions of which company departments, Authorities and other organizations that have to be notified, how this will be done and in what sequence;**]**	AMC3-OR.OPS.MLR.100(1)
(d) **[**Procedures for verbal notification to air traffic service units of incidents involving ACAS RAs, bird hazards, dangerous goods and hazardous conditions;**]**	AMC3-OR.OPS.MLR.100(1)
(e) **[**Procedures for submitting written reports on air traffic incidents, ACAS RAs, bird strikes, dangerous goods incidents or accidents, and unlawful interference;**]**	AMC3-OR.OPS.MLR.100(1)
(f) **[**Reporting procedures to ensure compliance with JAR-OPS 3.085(b) and 3.420. These procedures must include internal safety related reporting procedures to be followed by crew members, designed to ensure that the commander is informed immediately of any incident that has endangered, or may have endangered, safety during flight and that he is provided with all relevant information.**]**	AMC3-OR.OPS.MLR.100(1)
12 RULES OF THE AIR Rules of the Air including: (a) Visual and instrument flight rules; (b) Territorial application of the Rules of the Air; (c) Communication procedures including COM-failure procedures; (d) Information and instructions relating to the interception of civil helicopters; (e) The circumstances in which a radio listening watch is to be maintained; (f) Si gnals; (g) Time system used in operation; (h) ATC clearances, adherence to flight plan and position reports; (i) Visual signals used to warn an unauthorised helicopter flying in or about to enter a restricted, prohibited or danger area; (j) Procedures for pilots observing an accident or receiving a distress	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
transmission; (k) The ground/air visual codes for use by survivors, description and use of signal aids; and (l) Distress and urgency signals.	
[13 LEASING. A description of the operational arrangements for leasing, associated procedures and management responsibilities.]	AMC3-OR.OPS.MLR.100(1)
B HELICOPTER OPERATING MATTERS –TYPE RELATED Taking account of the differences between types, and variants of types, under the following headings:	AMC3-OR.OPS.MLR.100(1)
0 GENERAL INFORMATION AND UNITS OF MEASUREMENT 0.1 General Information (e.g. helicopter dimensions), including a description of the units of measurement used for the operation of the helicopter type concerned and conversion tables.	AMC3-OR.OPS.MLR.100(1)
1 LIMITATIONS 1.1 A description of the certified limitations and the applicable operational limitations including: (a) Certification status (e.g. JAR-27, JAR-29, ICAO Annex 16 (JAR-34 and JAR-36) etc.); (b) Passenger seating configuration for each helicopter type including a pictorial presentation; (c) Types of operation that are approved (e.g. IFR/VFR, CAT II/III, RNP Type, flights in known icing conditions etc.); (d) Cr ew composition; (e) Mass and centre of gravity; (f) Sp eed limitations; (g) Fl ight envelope(s); (h) Wi nd limits; (i) Performance limitations for applicable configurations; (j) Sl ope; (k) Ai rframe contamination; (l) S ystem limitations.	AMC3-OR.OPS.MLR.100(1)
2 EMERGENCY PROCEDURES 2.1 The emergency procedures and duties assigned to the crew, the appropriate checklists, the system for use of the checklists and a statement covering the necessary co-ordination procedures between flight and **[**other**]** crew **[**members (the design and utilisation of which shall observe Human factors and CRM principles)**]**. The following emergency procedures and duties must be included: (a) Crew Incapacitation; (b) Fire and Smoke Drills; (c) Li ghtning Strikes; (d) Distress Communications and alerting ATC to	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
Emergencies; (e) Engi ne failure; (f) System failures; (g) Guidance for Diversion in case of Serious Technical Failure; (h) AVAD warning; (i) Wi ndshear; (j) Emergency Landing/Ditching;	
3 NORMAL PROCEDURES 3.1 The normal procedures and duties assigned to the crew, the appropriate check-lists, the system for use of the check-lists and a statement covering the necessary coordination procedures between flight and cabin crew. The following normal procedures and duties must be included: (a) Pre-fl ight; (b) Pre-departure; (c) Altimeter setting and checking; (d) Taxy, Take-Off and Climb; (e) Noi se abatement; (f) Cruise and descent; (g) Approach, Landing preparation and briefing; (h) VFR Approach; (i) IFR approach; (j) Visual Approach and circling; (k) Mi ssed Approach; (l) Normal Landing; (m) Post Landing.	AMC3-OR.OPS.MLR.100(1)
4 PERFORMANCE 4.0 Performance data must be provided in a form in which it can be used without difficulty. 4.1 Performance data. Performance material which provides the necessary data for compliance with the performance requirements prescribed in Subparts F, G H and I. 4.2 If performance Data, as required for the appropriate performance class, is not available in the approved HFM, then other data acceptable to the Authority must be included. Alternatively, the Operations Manual may contain cross-reference to the approved data contained in the HFM where such data is not likely to be used often or in an emergency.	AMC3-OR.OPS.MLR.100(1)
5 MASS AND BALANCE Instructions and data for the calculation of the mass and balance including: (a) Calculation system (e.g. Index system); (b) Information and instructions for completion of mass and balance	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
documentation, including manual and computer generated types; (c) Limiting masses and centre of gravity for the types, variants or individual helicopters used by the operator; and (d) Dry Operating mass and corresponding centre of gravity or index.	
6 LOADING Procedures and provisions for loading and securing the load in the helicopter.	AMC3-OR.OPS.MLR.100(1)
7 FLIGHT PLANNING 7.1 Data and instructions necessary for pre-flight and in-flight planning. Where applicable, procedures for engine(s) out operations and flights to isolated heliports must be included. 7.2 The method for calculating fuel needed for the various stages of flight, in accordance with JAR-OPS 3.255.	AMC3-OR.OPS.MLR.100(1)
8 CONFIGURATION DEVIATION LIST The Configuration Deviation List(s) (CDL), if provided by the manufacturer, taking account of the helicopter types and variants operated including procedures to be followed when a helicopter is being despatched under the terms of its CDL.	AMC3-OR.OPS.MLR.100(1)
9 MINIMUM EQUIPMENT LIST The Minimum Equipment List (MEL) taking account of the helicopter types and variants operated and the type(s)/area(s) of operation. The MEL must include the navigational equipment and take into account the required navigation performance for the route and area of operation.	AMC3-OR.OPS.MLR.100(1)
10 SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN 10.1 A list of the survival equipment to be carried for the routes to be flown and the procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the location, accessibility and use of survival and emergency equipment and its associated check list(s) must also be included. 10.2 The procedure for determining the amount of oxygen required and the quantity that is available. The flight profile and number of occupants.	
11 EMERGENCY EVACUATION PROCEDURES 11.1 Instructions for preparation for emergency evacuation including crew co-ordination and emergency station assignment. 11.2 Emergency evacuation procedures. A description of the duties of all members of the crew for the rapid evacuation of a helicopter and the handling of the passengers in the event of a forced landing, ditching or other emergency.	AMC3-OR.OPS.MLR.100(1)

JAR-OPS Subpart P - Rule Text	EASA Rule Reference
12 HELICOPTER SYSTEMS A description of the helicopter systems, related controls and indications and operating instructions. (See IEM to Appendix 1 to JAR-OPS 3.1045.)	AMC3-OR.OPS.MLR.100(1)
C ROUTE AND HELIPORT INSTRUCTIONS AND INFORMATION 1 Instructions and information relating to communications, navigation and heliport including minimum flight levels and altitudes for each route to be flown and operating minima for each heliport planned to be used, including: (a) Minimum flight level/altitude; (b) Operating minima for departure, destination and alternate aerodromes; (c) Communicat ion facilities and navigation aids; (d) FATO/runway data and heliport facilities; (e) Approach, missed approach and departure procedures including noise abatement procedures; (f) COM-fail ure procedures; (g) Search and rescue facilities in the area over which the helicopter is to be flown; (h) A description of the aeronautical charts that must be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) Availability of aeronautical information and MET services; (j) En-route COM/NAV procedures. (k) *Intentionally blank* (l) Special heliport limitations (performance operating etc.).	AMC3-OR.OPS.MLR.100(1)
D TRAINING 1 Training syllabi and checking programmes for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight.	AMC3-OR.OPS.MLR.100(1)
2 Training syllabi and checking programmes must include: 2.1 *For flight crew*. All relevant items prescribed in JAR-OPS Part 3 Subparts E and N; 2.2 *For cabin crew*. All relevant items prescribed in Subpart O; 2.3 *For operations personnel concerned, including crew members:* (a) All relevant items prescribed in JAR-OPS Part 3 Subpart R (Transport of Dangerous Goods by Air); and (b) All relevant items prescribed in JAR-OPS Part 3, Subpart S (Security). 2.4 For operations personnel other than crew members (e.g. despatcher, handling personnel etc.). All other relevant items prescribed in JAR-OPS pertaining to their duties.	AMC3-OR.OPS.MLR.100(1)

<table>
<tr><th>JAR-OPS Subpart P - Rule Text</th><th>EASA Rule Reference</th></tr>
<tr><td>3 Procedur es
3.1 Procedures for training and checking.
3.2 Procedures to be applied in the event that personnel do not achieve or maintain the required standards.
3.3 Procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures and simulation of IMC by artificial means, are not simulated during commercial air transportation flights.
4 Description of documentation to be stored and storage periods. (See Appendix 1 to JAR-OPS 3.1065.)</td><td>AMC3-OR.OPS.MLR.100(1)</td></tr>
<tr><td>Appendix 1 to JAR-OPS 3.1065 Document storage periods
An operator shall ensure that the following information/documentation is stored in an acceptable form, accessible to the Authority, for the periods shown in the Tables below.
Note: Additional information relating to maintenance records is prescribed in [Part-M – M.A.306(c) Operator’s technical log system].</td><td>OR.OPS.MLR.115(b)</td></tr>
<tr><td>Table 1 – Information used for the preparation and execution of a flight
<table><tr><th>Information used for the preparation and execution of the flight as described in JAR-OPS 3.135</th><th></th></tr><tr><td>Operational flight plan</td><td>3 months</td></tr><tr><td>Helicopter Technical log</td><td>24 months after the date of the last entry</td></tr><tr><td>Route specific NOTAM/AIS briefing documentation if edited by the operator</td><td>3 months</td></tr><tr><td>Mass and balance documentation</td><td>3 months</td></tr><tr><td>Notification of special loads including written information to the commander about dangerous goods</td><td>3 months</td></tr></table></td><td>OR.OPS.MLR.115(b)</td></tr>
<tr><td>Table 2 – Reports
<table><tr><th>Reports</th><th></th></tr><tr><td>Journey log</td><td>3 months</td></tr><tr><td>Flight rep ort(s) fo r recording d etails o f any o ccurrence, as prescribed in JAR–OPS 3.420, or any ev ent</td><td>3 months</td></tr></table></td><td>OR.OPS.MLR.115(b)</td></tr>
</table>

JAR-OPS Subpart P - Rule Text		EASA Rule Reference
which t he comman der deems n ecessary to report/record		
Reports on exceedances of du ty and/or re ducing rest periods	3 months	

Table 3 – Flight crew records

OR.OPS.MLR.115(c)

Flight Crew Records	
Flight, Duty and Rest time	15 months
Licence	As long as the flight crew member is exercising the privileges of the licence for the operator
Conversion training and checking	3 years
Command course (including checking)	3 years
Recurrent training and checking	3 years
Training and checking to operate in either pilot's seat	3 years
Recent experience (JAR–OPS 3.970 refers)	15 months
Route and aerodrome competence (JAR–OPS 3.975 refers)	3 years
Training and qualification for specific operations when required by JAR–OPS (e.g. HEMS CATII/III operations)	3 years
Dangerous Go ods training as appropriate	3 years

Table 4 – Cabin crew records

OR.OPS.MLR.115(c)

Cabin Crew Records	
Flight, Duty and Rest time	15 months

<table>
<tr><th colspan="2">JAR-OPS Subpart P - Rule Text</th><th>EASA Rule Reference</th></tr>
<tr><td colspan="2"><table>
<tr><td>Initial training, conversion and differences training (including checking)</td><td>As long as the cabin crew member is employed by the operator</td></tr>
<tr><td>Recurrent training and refresher (including checking)</td><td>Until 12 months after the cabin crew member has left the employ of the operator</td></tr>
<tr><td>Dangerous Goods training as appropriate</td><td>3 years</td></tr>
</table></td><td></td></tr>
<tr><td colspan="2">Table 5 – Records for other operations personnel<table>
<tr><th colspan="2">Records for other operations personnel</th></tr>
<tr><td>Training /qua lification records o f other personnel for who m an approved trai ning programme is required by JAR–OPS</td><td>Last 2 traini ng records</td></tr>
</table></td><td>OR.OPS.MLR.115(c)</td></tr>
<tr><td colspan="2">Table 6 – Other records<table>
<tr><th colspan="2">Other records</th></tr>
<tr><td>Quality Sys tem records</td><td>5 years</td></tr>
<tr><td>Dangerous Go ods Transport Document</td><td>3 mo nths af ter completion o f the flight</td></tr>
<tr><td>Dangerous Good s Acceptance Checklist</td><td>3 mo nths af ter completion o f the flight</td></tr>
</table></td><td>Quality System records: OR.OPS.MLR.115(a)

Covered by Part-SPA

Covered by Part-SPA</td></tr>
</table>

JAR-OPS SUBPART S

SECURITY

JAR-OPS Subpart S - Rule Text	EASA Rule Reference
JAR-OPS 3.1235 Security requirements	
An operator shall ensure that all appropriate personnel are familiar, and comply, with the relevant requirements of the national security programmes of the State of the operator.	This rule will be addressed by the Commission at a later stage
JAR-OPS 3.1240 Training programmes	
An operator shall establish, maintain and conduct approved training programmes which enable the operator's personnel to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of helicopters and to minimise the consequences of such events should they occur.	This rule will be addressed by the Commission at a later stage
JAR-OPS 3.1245 Reporting acts of unlawful interference	
Following an act of unlawful interference on board a helicopter the commander or, in his absence the operator, shall submit, without delay, a report of such an act to the designated local authority and the Authority in the State of the operator.	CAT.GEN.100
JAR-OPS 3.1250 Helicopter search procedure checklist	
An operator shall ensure that all helicopters carry a checklist of the procedures to be followed for that type in searching for concealed weapons, explosives or other dangerous devices. **[**An operator shall also support the checklist with guidance on the course of action to be taken should a bomb or suspicious object be found.**]**	This rule will be addressed by the Commission at a later stage
JAR-OPS 3.1255 Flight crew compartment security	
If installed, the flight crew compartment door on all helicopters operated for the purpose of carrying passengers shall be capable of being locked from within the compartment in order to prevent unauthorised access.	OR.OPS.SEC.100.H