



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"

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<p align="center">I DRAFT OPINION PART-AR ANNEX 1 TO IMPLEMENTING REGULATION PART AUTHORITY REQUIREMENTS (AR)</p>				
<p align="center">SUBPART GEN - GENERAL REQUIREMENTS</p>				
<p>SECTION I- GENERAL</p>	<p>MS:6 IND:1 IA:0 INDIV:0 A few commenters would like more definitions to be included. Three comments request the State Safety Programme to be mandated, possibly after amending Article 2 of the BR. One commenter expressed disagreement with the provisions in this section. Two argued that the legal basis was missing for it. One expressed its wish that new rules should decrease paper work.</p>	<p>The safety programme will be the subject of a new paragraph AR.GEN.110 (to be transferred to the cover regulation in the final version). In the future, AMCs/GMs will be added to provide more details.</p>		
<p>AR.GEN.101Scope</p>	<p>MS:20 IND:8 IA:7 INDIV:2 1. Commenters specified that competent authorities should include EASA. 2. Three Member States question the legal basis for Authority Requirements. Comments were made to point out the difficulty of knowing all local activities.</p>	<p>1. EASA is in fact already a competent authority. 2. AR derives from the Basic Regulation. As for the role and obligations included for the Agency, they find their legal basis on the powers attributed to the Agency to monitor the implementation of the rules by the competent authorities and to standardise their performance (cf. explanatory note and articles 10 and 24 of the Basic Regulation).</p>		
		<p>The Agency will propose to specify the scope in the cover regulation, with relevant reference to the BR, as proposed in the revised text. "and specifically" deleted, as otherwise it could be understood this regulation applies to all areas under the Basic Regulation.</p>		
	<p>Commenters wished to mention certificates instead of approvals. Comments requested to make clearer that the initial scope is limited to the FCL and OPS ar-</p>	<p>The text has been reviewed and clarified.</p>		

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	eas.			
	Commenters wished declared organisations to be explicitly mentioned in the scope.	Not accepted: the new paragraph addresses all air operations, thus including non-commercial operators of other than complex-motor powered aircraft.		
<p>This Regulation establishes administrative requirements to be followed by the Agency and Member States for the implementation and enforcement of Regulation (EC) No 216/2008 and its implementing rules, and specifically regarding:</p> <ol style="list-style-type: none"> 1. air operations; 2. personnel requirements; and 3. ramp inspections of aircraft of operators under the regulatory oversight of another State. 		New text provided – In the final version this text will be included in the cover regulation to Part-AR.		
<p>AR.GEN.105Definitions</p>		In the final version, this will be transferred to the cover regulation for Part-AR and will be completed with definitions for all subparts to Part-AR.		
<p>(a) <i>Acceptable Means of Compliance</i> are non-binding standards adopted by the Agency to illustrate means to establish compliance with the Basic Regulation and its implementing rules.</p> <p>(b) <i>Alternative means of compliance</i> are those that propose an alternative to an existing Acceptable Means of Compliance.</p> <p>(c) <i>Additional means of compliance</i> are those that propose new means to establish compliance with the Basic Regulation and its implementing rules for which no associated Acceptable Means of Compliance have been adopted by the Agency.</p> <p>(d) <i>Audit</i> means a systematic, independent and documented process for obtaining evidence and evaluating it objectively to determine the extent to which requirements are complied with.</p> <p>(e) <i>Guidance material</i> means non-binding material developed by the Agency that helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of regulations and Acceptable Means of Compliance.</p> <p>(f) <i>Inspection</i> means an independent documented conformity evaluation by observation and</p>		The definition of AMC has been added for consistency (based on M.B.103). Definitions for alternative and additional means of compliance added to complement AR.GEN.120. Definitions on audit and inspection added in response to comments requesting clarification of the meaning of audit and inspection; they are based on ISO 9000:2005 definitions.		

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judgement accompanied as appropriate by measurement, testing or gauging, in order to verify compliance with applicable requirements.		NB: A definition for CS was also requested, but this is already described in the BR.		
AR.GEN.110 Safety Programme		This paragraph was added following comments raised for various sections within Part-AR requesting that a reference to the safety programme be added. In the final version, this will be transferred to the cover regulation for Part-AR	(BR Article 2.2(d))	
(a) The Member States and the Agency shall establish as safety programme aimed at continuous safety improvement. This programme shall provide for a State safety plan, developed in conjunction with the safety plan of the Agency, identifying the safety priorities in terms of safety promotion and oversight.		AMCs/GMs providing more detail will be prepared in a future rulemaking task.		
AR.GEN.115 Oversight capabilities		Paragraphs (a) to (d), addressed to Member States, will be transferred to the cover regulation.		
(a) Member States shall designate one or more entities as the competent authority(ies) with allocated responsibilities for the issue, continuation, change, suspension, limitation or revocation of organisation certificates, and for the issue, revalidation, renewal, change limitation, suspension or revocation of a licence, certificate, rating, authorisation or attestation, as well as for the oversight of persons and organisations subject to Regulation (EC) No 216/2008 and its implementing rules.		This new paragraph is proposed to be added in order to complement changes introduced in Section 3. It should provide the competent authority with the necessary powers to monitor the activities they are responsible for. It is based on the Basic Regulation and is also in line with what exists in the SES regulation. The Review Group supported the new paragraph proposed by EASA and suggested that this new paragraph be added in AR.GEN.Section 1 and not Section.3 as initially planned. The Review Group further advised that all provisions addressed to Member States be singled out and grouped in one section. Text further amended for consistency with AR.CC.		
(b) If a Member State designates more than one entity as competent authority, the areas of competence of each competent authority shall be clearly defined in terms of responsibilities and geographic limitation. Coordination shall be established between those entities to ensure effective oversight of all organisations and persons subject to Regulation (EC) No 216/2008 and its implementing rules within their respective remits.		Text originally defined in AMC1 AR.GEN.015 (following peer review) and further amended to clarify area of competence (responsibilities and geographic limitations).		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(c) Member States shall ensure that the competent authority(ies) has(ve) the necessary capability to ensure the oversight of all persons and organisations covered by their oversight programme, including sufficient resources to fulfil the requirements of this Regulation.		Following advice of the Review Group, EASA further amended the text to clarify that these provisions apply to all organisations subject to oversight.		
<p>(d) Personnel authorised by the competent authority to carry out certification and/or oversight tasks shall be empowered to perform at least the following acts:</p> <ol style="list-style-type: none"> (1) examine the relevant records, data, procedures and any other material relevant to the execution of the required task; (2) take copies of or extracts from such records, data, procedures and other material; (3) ask for an oral explanation on site; (4) enter relevant premises, lands or means of transport; (5) perform audits, inspections, including ramp inspections and unannounced inspections; (6) take enforcement measures as appropriate. 		<p>As suggested by the Review Group, EASA checked these provisions against the amendment being drafted for Regulation (EC) No. 736, to ensure consistency. No overlap exists with the provisions as per proposed amendment to Regulations (EC) No. 736.</p> <p>AMCs/GMs providing more detail will be prepared in a future rulemaking task.</p>		Annex 6 – Part I – App. 5 § 3.2
Such acts shall be carried out in compliance with the legal provisions of the relevant Member State.				
AR.GEN.115 Oversight documentation				
All legislative acts, standards, rules, technical publications and related documents required by the competent authority to perform its tasks and to discharge its responsibilities shall be made available to relevant personnel.		This new provision complements the paragraphs on oversight capabilities (AR.GEN.115), it will remain in AR.GEN.Section 1, therefore the rule reference remains AR.GEN.115.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
AR.GEN.120 Means of compliance	<ol style="list-style-type: none"> 1. Some comments questioned the legal basis for these rules. 2. Some commenters wished the CSs to be dealt with by the same provisions. 3. A commenter suggested that EASA could publish the alternative MC without an NPA. 4. Some commenters argued that the alternative MC they may propose should not be published. 5. One commenter argued that fulfilling an AMC would make it hard law. 6. It was also considered that Article 14 of the Basic Regulation was sufficient. 7. A commenter suggested using a lighter procedure. 	<ol style="list-style-type: none"> 1. In accordance with the Basic Regulation, alternative MCs are mainly means used by applicants to establish compliance with the implementing rules. It is therefore necessary to establish a process for both applicants and authorities to deal with these alternative MCs. 2. CSs are different from AMCs, and are handled in a different way (cf. article 18 of the Basic Regulation, Part 21 and Agency procedures). 3. It is important to ensure consultation before the alternative MC becomes an EASA AMC and acquires the presumption of compliance with the rules. 4. The principle is to publish the AMCs. It should be possible to remove possible proprietary information when defining the MC. 5. The Agency cannot agree that fulfilling an AMC would make it hard law. 6. The use of Article 14 applies to exemptions / derogations from binding rules in certain specific cases, while AMCs are not binding and can be used without referring to Article 14, as they ensure compliance with the implementing rule. 7. While it seems difficult to have a lighter procedure in the IR, it may be possible that the NPA process for alternative AMCs is simplified. Title changed for consistency with the rule text. 	MS: BR Articles 5.5; 7.6 and 8.5 Agency: BR Articles 10 and 24	
(a) The Agency shall develop Acceptable Means of Compliance (AMC) that may be used to establish compliance with Regulation (EC) No 216/2008 and its implementing rules.	Some commenters argued that this duplicated the Basic Regulation.	Some elements of the Basic Regulation are indeed repeated. This is for the sake of clarity.		
When the Acceptable Means of Compliance are complied with, the related requirements of the implementing rules are met.	<ol style="list-style-type: none"> 1. A commenter suggested specifying that the applicant should demonstrate compliance. 2. Another commenter suggested specifying that the compliance is voluntary. 	<ol style="list-style-type: none"> 1. Demonstrating compliance is already specified by OR as a general requirement. 2. The addition of "voluntary" is not felt necessary as this is obvious. 		

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(b) Alternative Means of Compliance may be used to establish compliance with the implementing rules.	A commenter thought that this is not in line with Regulation (EC) No 216/2008.	The Agency does not agree with this statement (see above and explanatory note).		
An organisation may use alternative means of compliance only when compliance with the implementing rules has been established.				
(c) The competent authority shall evaluate all alternative means of compliance proposed by an organisation subject to certification, by analysing the documentation provided and, if considered necessary, conducting an inspection of the organisation.	1. Comments were made that "safety assessment" was not a good wording, especially as some AMCs are not necessarily subject to a safety assessment. Others argued that this would require further clarification. 2. The timeframe proposed was commented as being insufficient in some cases, or requiring some more precisions.	1. "Safety assessment" will be deleted for clarity. 2. The implementing rule will not specify a timeframe, as it is defined by the administrative rules of each competent authority. "Applicant" was changed into "organisation subject to certification" to make clear that the procedure applies to those only. Declared organisations do not need to wait for the notification of their competent authority to use an alternative means of compliance.		
When the competent authority finds that the alternative means of compliance are in accordance with the implementing rules, it shall without undue delay:	Some comments requested what happens in case the competent authority rejects the alternative MC.	In case an organisation disagrees with its competent authority, national appeal procedures apply. It can also make a rulemaking proposal to the Agency.		
(1) notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the approval or certificate of the applicant accordingly; and	Comments suggested waiting for EASA feedback before notifying the organisation, or even requiring an EASA approval to avoid legal problems with the approval.	Except in the case when it is the competent authority, the Agency can not approve the use of alternative AMCs. It is in any case the sole decision of the competent authority. It can not be prevented to do so, awaiting EASA's assessment. A possible negative assessment of EASA can not render the approval invalid.		
	Comments raised possible problems related to this publication by a single competent authority. It is suggested that the publication should be done by EASA only.	This requirement is deleted, the competent authority only needs to make information available that an alternative means of compliance is accepted, without revealing its content (see new item (c) (3)).		
(2) notify the Agency of their content, including copies of all relevant documentation; and	Some commenters wished this notification to be made on request.	Not accepted: It is essential that the Agency be aware of the alternative AMCs, hence this procedure.		
(3) make publicly available information that an alternative means of compliance was accepted.		New item on information to be provided on the existence of a new alternative means of compliance. GM is added to clarify what information is to be pro-		

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		vided.		
<p>(d) When the competent authority itself uses alternative or additional means of compliance to achieve compliance with Regulation (EC) No 216/2008 and its implementing rules it shall make publicly available information that an alternative or additional means of compliance is used. The competent authority shall without undue delay notify the Agency. The competent authority shall provide the Agency with a full description of the alternative or additional means of compliance, including any revisions to procedures that may be relevant, as well as an assessment demonstrating that the implementing rules are met.</p>	<p>1. Commenters wished "additional" to be explained. 2. Some commenters thought that this was a duplication of (c). 3. A commenter expressed that the rule should not refer to national procedures.</p>	<p>1. A definition is now included for additional means of compliance 2. No duplication is identified. (c) applies to the case when the organisation takes the initiative and (d) when it is the MS that takes the initiative. 3. The Agency agrees to be more general when referring to procedures. New item on information to be provided on the existence of a new alternative means of compliance. GM is added to clarify what information is to be provided.</p>		
	<p>1. Commenters argued that the Agency should justify its decision. 2. A commenter suggested using a network of specialists instead. 3. Another commenter argued that the Agency should only assess that the AMC may be applicable to all.</p>	<p>-3.3. The assessment by the Agency will take into Noted: The Agency will collect the information on alternative and additional means of compliance to support the rulemaking and standardisation processes. There will be no individual Agency review of each alternative or additional means of compliance. Following an annual, recurrent rulemaking task, means of compliance of general applicability or of particular relevance in terms of safety will be published as Agency AMCs for use by all stakeholders. Standardisation will use the information on alternative and additional means of compliance to determine areas that require specific attention.</p>		
<p>AR.GEN.125 Information to the Agency</p>	<p>MS:2 IND:3 IA:3 INDIV:3 Comments stated that this is already covered somewhere else, while others stated that there was no legal basis for it. Some comments favoured a provision which would only be a state safety programme.</p>	<p>Title changed to better match the intent of the paragraph.</p>	<p>BR Article 15</p>	
	<p>RG comments suggested deletion of (a), as AR.GEN.200 is considered sufficient.</p>	<p>(a) was deleted accordingly.</p>		
<p>(a) The competent authority shall without undue delay notify the Agency in case of any problems with the implementation of Regulation (EC) No 216/2008 and its implementing rules.</p>	<p>1. Some comments favoured giving a specific timeframe. 2. Comments also stated that</p>	<p>1. An AMC may give further guidance on the timeframe in the future.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(b) The competent authority shall provide the Agency with safety significant information stemming from the occurrence reports it has received.	this information should not be given to EASA only.	2. The requirement is to inform EASA, as EASA will need to improve the rules, if appropriate. This does not prevent from informing anybody else, as appropriate. This will be specified in a specific GM. Following the Review Group comment that "difficulty" was not clear enough, the word was changed.		
	Comments were made regarding coordination of safety promotion programmes, outlining the crucial role of EASA in this respect. Some comments considered that publication means should be specified. Some requested further details in a GM. A commenter argued that some documents should be restricted to applicants, on a need to know basis (security, e.g.).	Guidance Material is being developed at the moment, in relation to the European Aviation Safety Programme and will deal with this issue. As agreed with the Review Group this paragraph was removed, the issue being addressed in AR.GEN.110.		
	MS:24 IND:4 IA:2 INDIV:3			
		This paragraph is deleted as it overlaps with other paragraphs of AR.GEN.		
AR.GEN.135 Immediate reaction to a safety problem	MS:24 IND:12 IA:3 INDIV:4 Commenters asked the competent authority to be further identified. They asked EASA to refer to ESSI. The wording mandatory safety information seemed unclear to several commenters, some of them requesting a definition. Several commented that the paragraph should address "Immediate reaction to a safety problem." One comment	A title clearer than "mandatory safety information" was agreed. The provisions have been amended to make more explicit reference to the Basic Regulation and to provide better clarity. The implementing rule specifies the role of the competent authority.	BR Article 22.1	

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	<p>suggested the use of the phrase "safety directive" instead. An explicit reference to Article 14 was also suggested. Some commenters argued that this would be an additional requirement to Article 14 of the BR and that it may pose problems, for instance as far as the scope of those safety directives is concerned. They suggested not making it an obligation. Another comment questioned the legal status of mandatory safety information. A comment stated that referring to competent authorities instead of to the Member State could be confusing.</p>			
(a) The competent authority shall implement a system to appropriately collect, analyse and disseminate safety information.				
(a) The Agency shall implement a system to appropriately analyse any safety information received and without undue delay provide to Member States and the Commission any information, including recommendations or corrective actions to be taken, necessary for them to react in a timely manner to a safety problem involving products, parts, appliances, persons or organisations subject to Regulation (EC) No216/2008 and its implementing rules.	<p>Many comments suggest that this information could be restricted to interested persons only. It is also suggested that the publication should be made by EASA.</p>	<p>The amended text considers the notification to be done to all persons, entities and organisations which need to comply.</p>		
(c) Upon receiving the information referred to in (b), the competent authority shall take adequate measures to address the safety problem.				
(b) Measures taken under (c) shall immediately be notified to all persons or organisations which need to comply with them under Regulation (EC) No216/2008 and its implementing rules. The competent authority shall also notify those measures to the Agency and, when combined action is required, the other Member States concerned.	<p>1. Several commenters argued that the notification should be made to EASA and then that the Agency should notify the EC and other Member States. It was also suggested to restrict the notification to where other Member States are affected. 2. It is also suggested that the publication should be made by EASA.</p>	<p>1. The notification is actually already mandated by The Basic Regulation. 2. Notification is required instead. 3. An immediate reaction to a safety problem implies reacting immediately.</p>		

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	3. One comment suggested a timeline instead of immediately.			
	MS:19 IND:27 IA:10 INDIV:3	Accepted: The paragraph is deleted. A requirement to provide the Agency with safety significant information is added to AR.GEN.125.		
	Many commenters consider that this is covered by other EC regulations or directives dealing with occurrence reporting or with the European Central Repository. They argued that there is no need to have it in AR. If kept, then one commenter would like EASA role to be specified. Some comments raise concerns regarding the protection of information.			
	A reporting form is requested.			
	Commenters asked for clarification.			
	A timeline is requested by one commenter.			
	MS:9 IND:7 IA:1 INDIV:2		BR Article 14 (a) Article 14.1 (b) Article 14.4 (c) Article 14.6	
	Some comments asked whether the provision should address Member States or competent authorities. Two commenters expressed that this provision is not in line with Article 14 of the BR. Two others questioned the legal basis for it. One comment would like once issued long lasting privileges to be addressed. A few commenters requested better time indications. The data were not considered	To take the comments into account, the paragraph was reviewed to ensure more explicit reference to the provisions of the Basic Regulation as well as to ensure applicability to every regulated product, part, appliance, person or organisation.		
(a) When applying Article 14 (1) of Regulation(EC) No 216/2008, the notification sent by the Member State shall include at least :				
(1) a description of the safety problem;				
(2) the affected requirements of Regulation (EC) No 216/2008and its implementing rules				
(3) the identification of the product, part, appliance, person or organisation concerned;				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(4) the identification of the affected activity;	appropriate to all organisations (ANSPs, for instance). One comment requested "similar exemptions" to be explained. One commenter stated that the level of safety can not be measured.			
(5) the action required and its justification;				
(6) the time limit for compliance with the action required; and				
(7) its applicability date.				
(b) When applying article 14(4) of Regulation (EC) No 216/2008, the notification sent by the Member State shall include at least:				
(1) the requirement from which the exemption is granted;				
(2) the reason for granting the exemption;				
(3) the identification of the product, part, appliance, person or organisation concerned by the exemption;				
(4) the type of operation or the activity concerned;				
(5) the applicability date and the duration of the exemption;				
(6) a reference to previous similar exemptions, if any; and				
(7) evidence demonstrating that the level of safety is not adversely affected, including, if applicable, a description of the mitigation measures put in place to ensure this.				
(c) When applying article 14(6) of Regulation (EC) No 216/2008, the notification sent by the Member State shall include at least:				
(1) the requirements from which the Member State intends to derogate;				
(2) the reason for granting the derogation;				
(3) the identification of the product, part, appliance, person or organisation concerned by the derogation;				
(4) the conditions that the Member State has put in place to ensure that an equivalent level of protection is achieved; and				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(5) evidence demonstrating that an equivalent level of protection is ensured.				
	Comments were raised by several MS claiming that no legal basis existed for defining implementing rules and management system requirements for competent authorities.	The legal basis for the Commission to adopt Implementing rules for all the fields covered by Community competence are specified in each of the articles in Chapter II of the Basic Regulation where the substantive Community requirements applicable to civil aviation are defined. In the field of airworthiness, it is Article 5(5) that establishes that implementing rules shall be adopted by the Commission through the Comitology procedure. For pilot licensing this is defined in Article 7(6), for air operations in Article 8(5), for aircraft used by a third-country operator into, within or out of the Community, in Article 9(4), and for oversight and enforcement, in Article 10(5).		
		Part-AR is required to define the share of Member States in ensuring all tasks laid down in the Basic Regulation, namely paragraphs 5 and 6 of Basic Regulation Article 5, Articles 7 and 8, with reference to certification (issuing, maintaining, amending, limiting, suspending or revoking those certificates), as well as Article 10(5) with reference to oversight and enforcement. Part-AR is based on JAA Joint Implementation Procedures and Section B requirements in existing airworthiness regulations (Reg. 1702/2003 and		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
SECTION II- MANAGEMENT	MS:1 IND:0 IA:0 INDIV:0			
	Several comments were raised on the absence of reference to the State Safety Programme as per ICAO SARPS on SMS.	Noted: A reference to the State Safety Programme has been added in AR.GEN.110 and an AMC will be added at a later stage. When the European Aviation Safety Programme has been accepted, a new Rule-making task will be launched to amend Part-AR, as necessary.		
	Two commenters (IND) suggested that management systems of authorities should be formally certified (ISO).	Not accepted: There is no legal basis for mandating such management system certification.		
AR.GEN.200 Management system	MS:19 IND:6 IA:7 INDIV:5		Regulation (EC) No 216/2008 Articles 7.6(b) 8.5(b)(d)(e)(f)	
(a) The competent authority shall establish and maintain a management system, including as a minimum:	Other general comments were:	1. Noted: Numbering will be aligned for PART.AR GEN and PART.OR GEN as far as practicable.		
(1) documented policies and procedures to describe its organisation, means and methods to fulfil the requirements of this Part. The procedures shall be kept up-to-date and serve as the basic working documents within that competent authority for all related tasks;	1. Align numbering between Part AR and Part OR (IND) 2. Add specific requirements for EASA to establish its own management system when it is the competent authority (IND) and to create an independent body of experts.	2. Not accepted: All requirements do apply in the same way to EASA when it is the competent authority. Item (a)(2) also covers the determination of experts required for EASA when it is the competent authority.		Annex 6 – Part I – App. 5 §§ 3.1; 4.1; 4.2; 6.1; 7.1; 8.1 Annex 6 – PART III App. 1 § 4
(2) a sufficient number of personnel to perform its tasks and discharge its responsibilities. Such personnel shall be qualified to perform their allocated tasks and have the necessary knowledge, experience, initial and recurrent training to ensure continuing competence. A system shall be in place to plan the availability of personnel, in order to ensure the proper completion of all tasks;	1. Commenters (MS, IND) requested further clarification on the terms “sufficient”, “adequate”, “necessary”, claiming that rules should be	1. For clarity, a requirement for competent authorities for a system to plan the availability of personnel has been added. Regarding terms used, the com-		Annex 6 – Part I – App. 5 §§ 3.1, 5.1, 5.3, 5.4 Annex 6 – PART III App. 1 § 3.1

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	<p>drafted clearly, simply and precisely.</p> <p>2. One commenter (MS) requested changes in wording to point out the difference between qualification and competence.</p>	<p>mon dictionary definitions apply in all cases where no specific definition is provided in the implementing rules. Further clarification is provided in AMC 1 AR.GEN.200 (a) and GM 1 AR.GEN 200(a). The objective of training is added in line with comments raised on the corresponding AMC1 AR.GEN.200 (a)(2).</p> <p>2. Not accepted: qualification is the term used in all Implementing Rules. The term "competence" is subjective.</p> <p>Terminology: agreed to refer to recurrent training both for Parts AR, OR and OPS. "Adequately" removed following internal review (qualified implies already that it should be adequate).</p>		
(3) adequate facilities and office accommodation to perform the allocated tasks;	no comments related to this item			
(4) a function to monitor compliance of the management system with the relevant requirements and adequacy of the procedures, including the establishment of an internal audit process and a safety risk management process. Compliance monitoring shall include a feedback system of audit findings to the senior management of the competent authority to ensure implementation of corrective actions as necessary; and	<p>1. Some commenters (MS) suggested the inclusion of a requirement related to safety risk management and to Senior Management's commitment to the management of safety, in line with ICAO SARPS on SMS.</p> <p>2. One comment (MS) requested that audits be explicitly mentioned in relation to the compliance monitoring function.</p>	<p>1. Partially accepted: Safety risk management process has been added following advice of the Review Group. The requirement for Senior Management's commitment has not been retained.</p> <p>2. A reference to the internal audit process has been added for clarity.</p>		Annex 6 – Part I – App. 5 § 5.1 Annex 6 – PART III App. 1 § 5.1
(5) a person or group of persons, ultimately responsible to the senior management of the competent authority for the compliance monitoring function.		Following advice of the Review Group, the text has been amended to clarify this relates to the compliance monitoring function defined in (a)(4). The provision defined in (b) is related to the operational activities of the competent authority.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(b) The competent authority shall, for each field of activity, appoint one or more persons with the overall responsibility for the management of the relevant task(s).	<ol style="list-style-type: none"> Several commenters (2/3 MS, 1/3 IND) claimed that the term "field of activity" was too vague. Two commenters (MS) proposed to replace "person responsible" by "manager". 	<ol style="list-style-type: none"> Noted: The intent of this provision is to ensure the competent authority nominates sufficient management personnel so as to cover all tasks it has to perform in accordance with Part-AR. Depending on how the authority is organised, this may be e.g. per organisational department or per process. The use of a more specific term in lieu of "field of activity" would remove flexibility for competent authorities to nominate management personnel in line with the organisational pattern it has adopted. The term "manager" has not been used in PART.AR, in order to ensure flexibility. Different Competent Authorities may use different terms for this. Wording has been changed however for more clarity, and in line with existing implementing rules. The Review Group supported these changes. 		
	Several commenters (MS) claimed that oversight of MS by the Agency should be dealt with in the Standardisation Regulation (Reg. (EC) No 736) exclusively.	Not accepted: To ensure that PART.AR contains all relevant requirements applicable to competent authorities, it was preferred to include these in PART.AR and not in an amendment to regulation (EC) No 736. Due to the addition of new (c), this paragraph is now placed at the end of AR.GEN.200.		
(c) The competent authority shall establish procedures for participation in a mutual exchange of all necessary information and assistance of other competent authorities concerned, including on all findings raised and follow-up actions taken as a result of oversight of persons and organisations exercising activities in the territory of a Member State, but certified by or making declarations to the competent authority of another Member State.	The introduction of additional requirements related to mutual exchange of information as per Basic Regulation Article 15 was suggested (MS).	Accepted: New paragraph added in reference to BR Article 15. Following advice of the Review Group, the text has been further amended for better clarity. The last part is deleted, as this is an underlying principle for all actions to be taken by the authority.	Regulation (EC) No 216/2008 Article 15	---
(d) A copy of the procedures related to the management system and their amendments shall be made available to the Agency for the purpose of standardisation.	1. Several commenters (MS) claimed that this requirement was lacking a legal basis and should therefore	1. Not accepted: To ensure consistency and coherence throughout PART.AR, it was preferred to introduce this	Regulation (EC) No 216/2008 Article 24	---

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	<p>be deleted. Other comments suggested that AR.GEN.200,205 and 220 should be GM.</p> <p>2. Some commenters (MS) pointed out that electronic publishing of documents should be allowed.</p> <p>3. It was also requested (IND) to add a paragraph requiring CAs to make public their policies and procedures without costs.</p>	<p>provision in PART.AR at the level of the implementing rules.</p> <p>2. Noted: Electronic publishing: the current wording does not prevent it.</p> <p>3. Not accepted: The national legislation on public access to documents is not in the Community competence, but regulated only at national level. Within the Community, Regulation (EC) No 1049/2001 sets the rules concerning the access to documents that are held by institutions, including EASA. Availability of competent authorities' policies and procedures should therefore be dealt with under national law.</p> <p>3. The Review Group proposed to limit the provisions in subparagraph (d) to "for the purpose of standardisation inspections". The Agency, in the context of the revision of Regulation (EC) No 736 proposes to introduce continuing monitoring of MS, which would require inputs on changes on a continuous basis. Therefore, the provision should not be limited to the purpose of standardisation inspections</p>		
<p>AR.GEN.205 Use of qualified entities</p>			<p>Regulation (EC) No 216/2008 Article 13, Annex V</p>	<p>---</p>
<p>(a) Before making use of a qualified entity to perform its tasks and discharge its responsibilities, the competent authority shall assess the technical competence of that qualified entity for the performance of such tasks and its ability to meet the criteria defined in Annex V of Regulation (EC) No 216/2008. The result of this assessment shall be documented.</p> <p>(b) The competent authority shall define the level of management authorised to accept a qualified entity to perform its tasks and discharge its responsibilities based on the assessment as defined under (a). Such acceptance shall be documented.</p> <p>(c) Before making use of a qualified entity, the competent authority shall ensure that:</p> <p>(1) a contract is established between the competent authority and the qualified entity to clearly define the tasks to be performed and related liability coverage;</p> <p>(2) the qualified entity documents responsibilities and accountability with regards to such tasks;</p>	<p>Several comments (MS) requested the consideration of the possible use by the competent authority of qualified entities in line with Basic Regulation Article 13.</p>	<p>Accepted: Additional paragraph added.</p> <p>The Review Group first suggested that this paragraph be deleted, as in its initial version it overlapped with the provisions defined in Annex V to the Basic Regulation. The Agency considers that an implementing rule for Basic Regulation Annex V is required</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance	
<p>(3) the qualified entity documents the procedures for the performance of tasks on behalf of the competent authority, for the use and guidance of its personnel concerned in carrying out such tasks; and</p> <p>(4) the qualified entity provides the competent authority with a copy of these procedures and any future amendments thereto.</p> <p>(d) The competent authority shall ensure that the internal audit process and safety risk management process required by AR.GEN.200 (a)(4) cover all tasks performed by qualified entities. For this purpose, the qualified entity shall notify the competent authority of any changes affecting its capability to perform such tasks on behalf of the competent authority.</p>		<p>and amended the text accordingly, also taking into account the general principles laid down in management Board Decision 02-2007 "guidelines for the allocation of tasks to national aviation authorities or qualified entities".</p> <p>Text further amended based on feedback received from the OPS Review Group.</p>			
<p>AR.GEN.210 Changes in the management system</p>	<p>1. As for AR.GEN.200, several MS claimed that this requirement was lacking a legal basis and should therefore be deleted, together with the related AMCs. Other commenters (MS) claimed that this requirement should be part of Regulation (EC) No 736. Some commenters claimed that in the absence of initial approval of the Competent Authority's management system by the Agency, there could not be any obligation on Competent Authorities to notify changes. Others commented that the requirements in (b) (now (c)) and (c) (now incorporated in (a)) were overly prescriptive.</p> <p>2. Other commenters (MS) requested a clarification of the meaning of "significant change".</p> <p>3. One comment was raised (IND) to add further requirements on change management.</p>	<p>1. Not accepted: To ensure consistency and coherence throughout PART.AR, it was preferred to introduce this provision in PART.AR at the level of the implementing rules.</p> <p>2. Accepted: Significant changes are those that affect the competent authority's capability to perform its tasks and discharge its responsibilities as defined in the BR and its implementing rules. Following advice of the Review Group, the text has been amended accordingly.</p> <p>3. Partially accepted: A new paragraph (a) is added to address changes affecting the management system, previous paragraph (c) is incorporated as (b).</p> <p>The Review Group advised not to address change management as a separate requirement.</p>	<p>Regulation (EC) No 216/2008 Articles 7.6(b); 8.5(b)(d)(e)(f) Article 24</p>	<p>---</p>	
<p>(a) The competent authority shall have effective control over all changes that affect its management system.</p>			<p>(b) The competent authority shall update its management system relating to any change to Regulation (EC) No 216/2008 and its implementing rules in a timely manner to ensure effective implementation.</p>		
<p>(c) The competent authority shall notify the Agency of changes affecting its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EC) No 216/2008 and its implementing rules.</p>					
	<p>Several comments (MS) pointed to the lack of clarity in "clarification or changes".</p>	<p>Noted: Following advice of the Review Group, the Agency agreed to delete this subpara-</p>			

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		graph.		
		This item is incorporated into new (a) on changes.		
AR.GEN.220 Record-keeping	MS:14 IND:2 IA:5 INDIV:4 Several comments (MS) requested further clarification of the text and of the term "record".	Accepted: Related AMCs have been amended to provide further clarification.	Regulation (EC) No 216/2008	---
(a) The competent authority shall establish a system of record-keeping providing for adequate storage, accessibility and reliable traceability of:	One comment raised (MS) to indicate that throughout the NPA, competent authority was always used in singular.	Accepted: "Storage" added to ensure consistency with equivalent requirement in OR.GEN.220.	7.5(b) 8.5(b)(d)(e)(f) 54.1(a)(b)	
(1) the management system's documented policies and procedures;		This item is added to ensure exhaustiveness of record-keeping requirements with regards to AR.GEN.200 and to complement AR.GEN.200(c). The order of items listed in (a) is changed to match the order of related AMCs.		
(2) training, qualification and authorisation of personnel;		Following advice of the Review Group, this new item is added.		
(3) the use of qualified entities;		Added to ensure consistency with new AR.GEN.205		
(4) certification processes and continuing oversight of certified organisations;	no comments related to this item	Certification and oversight are no grouped, this is required by changes made in the identification of related AMCs.		
(5) declaration processes and continuing oversight of declared organisations;	One comment raised (MS) to indicate that declarations were not covered.	Accepted: Declarations added to cover AR.GEN.345.		
(6) processes for issuing personnel licences, ratings, certificates, and attestations and for the continuing oversight of the holders of those licences, ratings, certificates, and attestations;		Text added to ensure consistency with AR.FCL and AR.CC.		
(7) processes for issuing FSTD qualification certificates and for the continuing oversight of the FSTD and of the organisation operating it;		New item added for consistency with AR.ATO.		
(8) continuing oversight of persons and organisations exercising activities within the territory of the Member State, but certified by/ having declared their activity to the competent authority of another Member State, as agreed between these authorities;	One commenter (MS) claimed that monitoring of persons or organisations exercising activities on the territory of the Member State in line with AR.GEN.305 were not covered.	Accepted: new item added to cover the relevant areas.		
(9) continuing oversight of aircraft used by operators residing in the territory of the Member State other than those covered under items (4) and (5) above;	Some commenters (MS) claimed that ramp inspections should not be separately listed, as they are part of oversight.	Accepted: It is not necessary to list ramp inspections as a separate item. The new text is required to ensure consistency with changes made in AR.GEN.305 (cf. §(g))		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(10) findings, corrective actions and date of action closure;	no comments related to this item			
(11) enforcement measures taken;	no comments related to this item			
(12) safety information and follow-up measures ; and		AR.GEN.135 has been amended to refer to "safety information to react to a safety problem". Following advice of the Review Group, the Agency agreed to further amend the text as to cover all types of safety information, including directives.		
(13) the use of flexibility provisions in accordance with Article 14 of Regulation (EC) No 216/2008;	One commenter (MS) claimed that no legal basis existed to create obligations for keeping such records.	Not accepted: The use of BR Article 14 is subject to monitoring as part of Standardisation activities performed by the Agency. Therefore, it is mandatory to keep records regarding the use of BR Article 14.		
		Added to ensure consistency with new AR.GEN.205		
(b) The competent authority shall maintain a register of all organisation certificates, FSTD qualification certificates and personnel licences, certificates and attestations issued and declarations received.		New § added as a result of comment review for AR.OPS.020 and to ensure consistency with AR.ATO (FSTD qualification).		
(c) All records shall be kept for the minimum period specified in this Part. In the absence of such indication, records shall be kept for a minimum period of five years.	Several comments were raised (50% MS, 50% IND) regarding the indication of a 5 year minimum retention period, claiming it is not in line with several existing implementing rules. Several comments were raised regarding the missing indication on the start of the retention period.	Accepted: A reference to the requirement in the relevant Subpart is added, a five year retention period is maintained by default. The start of the retention period is now defined in AMC1-AR.GEN.220(a).		
	Comments provided (MS) requested to delete this paragraph, as the provisions are already covered in the Basic Regulation (Art. 10, 15, 16, 54 etc...).	Accepted: In agreement with the Review Group this subparagraph is deleted, as the issue is already sufficiently substantiated in the Basic Regulation. Note: Basic Regulation Articles 15 and 16 do not apply to competent authorities. The European Directive on data protection has been implemented in all Member States. Hence, the reference in AR.GEN.220(c) to data protec-		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		tion rules in the case of the Agency refers to BR Articles 16 and 58.4 and in the case of Member States to the applicable national rules for the protection of confidential and personal data.		
	One comment (IND) requested the inclusions of a new paragraph (d) on the protection of sensitive data.	Not accepted: Protection of confidential and personal data by Member States is subject to the applicable national rules implementing the European Directive on data protection. Protection of confidential and personal data by the Agency when it is the competent authority is subject to Basic Regulation Articles 16 and 58.4		
SECTION III- OVERSIGHT,CERTIFICATION AND ENFORCEMENT	MS:5 IND:1 IA:0 INDIV:2			

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	Several comments requested a reorganisation and amendment of the title and the section in order to match the content of the section and for the sequence of requirements to flow logically: Certification – monitoring – oversight	Partially accepted: The order of the items in the section title is changed to match the sequence of rule paragraphs: AR.GEN.300 contains the provisions applicable to oversight in general terms, followed by AR.GEN.305 Oversight Programme, then AR.GEN.310 and AR.GEN.315 where specific aspects of initial certification of organisations and persons respectively are addressed. The new order of the rule paragraphs better matches the principle of continuous monitoring. Note: At this stage the proposed provisions are only applicable to OPS and FCL. For other fields of aviation (e.g. airworthiness, aerodromes) separate rulemaking tasks will ensure that additional requirements will be considered for Part-AR.		
AR.GEN.300 Continuing oversight	MS:8 IND:2 IA:3 INDIV:1 Several comments (MS) requested a reorganisation of section 3.	Accepted: order changed for consistency and logical sequence. Following advice of the Review Group, the initial term “continuing oversight” was preferred to “monitoring of activities”.	Regulation (EC) 216/2008: OPS: Art.8.5 FCL: Art. 7.6 TCO: Art.9.4 General: Article 10.1	Annex 6 Part I 4.2.1.8 & Appendix 5 § 7 Annex 6 Part III 2.2.1.8 & Appendix 1 § 7
(a) The competent authority shall verify:	no comments related to this item			
(1) compliance with requirements applicable to persons, products or organisations prior to the issue of an organisation certificate, approval, FSTD qualification certificate or personnel licence, certificate, rating, or attestation, as applicable;	Some comments requested an explanation regarding the meaning of undertakings in this text.	Noted: In line with changes made to other sections and to Part-OR, the word “undertakings” has been deleted. Editorial corrections and further text amendments (for consistency with AR.ATO, AR.CC and AR.OPS (relative to Part-SPA/special approvals) have been made.		
(2) continued compliance of persons, products or organisations with the applicable requirements; and	Some comments highlighted an inconsistency in the scope as it is not clear whether the	Accepted. The text has been amended to clarify the intent. This provision refers not only to		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	provision applies only to certified organisations. Comments from one Member State requested the difference between the provisions in AR.GEN.300 and AR.GEN.305 to be explained. The title was also questioned and it was requested to check consistency between the provisions in AR.GEN.300 and the provisions in AR.GEN.305.	certified persons or organisation but to also to organisations subject to declaration.		
(3) implementation of appropriate measures in respect of safety information for immediate reaction to a safety problem.	A few comments highlighted the wording of Mandatory Safety Information and a few comments requested to replace it with the term Directive or Safety Directive.	Accepted. Text amended. Text further amended in line with changes made to AR.GEN.130.		Annex 6 Part I – Appendix 5 § 8 Annex 6 Part III – Appendix 1 § 8
(b) This verification shall:				
(1) be based on documented procedures;				
(2) be supported by documentation specifically intended to provide personnel responsible for safety oversight with guidance to perform their functions;				
(3) provide persons and organisations concerned with the results of safety oversight activity;	A few comments requested clarification on the term “indication” in this provision.	Accepted. The term “indication” has been deleted. Editorial corrections have been made.		
(4) be based on audits and inspections conducted; and	There was a comment requested to clarify the terms audits and inspections. The proposed provisions will be revised to check which will be the most appropriate term in each case but in this case the use of both terms seem to be appropriate.	Accepted: Definitions for audit and inspection will be included in the cover regulation. The reference to review is deleted, as this is not clearly defined and not used elsewhere in Section 3. It is understood that part of an audit can be done in form of a documentary review.		
(5) provide the competent authority with the evidence needed to support further action including the measures foreseen by AR.GEN.350 and AR.GEN.355.	There were some comments pointing out that the provisions were too specific and much oriented to SAFA inspections and that they should be generalised.	Accepted. The provisions may be transferred into a AMC/GM specific for the field of air operations.		
(c) The oversight shall focus on the key risk elements in relation to the implementation of the safety programme.	1. Some comments requested to highlight the difference between AR.GEN.300 and AR.GEN.305. 2. Some comments suggested making a link between the key risk elements of oversight and safety programmes.	Text amended to clarify the intent of paragraph AR.GEN.300 and AR.GEN.305 regarding the provisions for oversight and for the oversight programme respectively.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(d) The competent authority shall take the necessary measures to ensure that competent authority personnel will not perform an audit or inspection when it has evidence that this could result directly or indirectly in a conflict of interest, in particular family or financial interest.		New § added for consistency with AR.GEN.Section IV (cf. AR.GEN.435(a)).		An-
AR.GEN.305 Oversight programme	MS:30 IND:19 IA:11 INDIV:4 Several comments request clarification of the paragraphs and a clear distinction between AR.GEN.300 and AR.GEN.305.	Accepted: The title now refers to the oversight programme and the text has been amended for better clarity.	Regulation (EC) 216/2008: OPS: Art.8.5 FCL: Art. 7.6 TCO: Art.9.4	Annex 6 Part I 4.2.1.8 & Appendix 5 § .27 Annex 6 Part III 2.2.1.8 & Appendix 1 § 7
(a) The competent authority shall establish and maintain an oversight programme proportionate to the complexity of the activities concerned and based upon the assessment of associated risks, to monitor persons and organisations exercising activities in the territory of the Member State, and products operated in the territory of the Member State. This oversight programme shall include and take into account oversight activities conducted under Section IV of this Subpart.	1. Many comments requested to delete the provisions requiring an oversight programme for organisations not certified by the competent authority and exercising activities in the MS' territory. 2. One comment suggested the addition of a specific requirement for the competent authority to establish the oversight programme for the organisation for which it has received the declaration. 3. Some comments proposed to delete the reference to in-	1. Not accepted: In line with Basic Regulation Article 10, all activities exercised by persons and organisations within the territory of the Member State and subject to it must be considered for the oversight programme. 2. Not accepted because it is already included in the requirement for competent authorities to establish and maintain an oversight programme to monitor persons and organisation exercising activities in their territory. See also new AMC AR.GEN.305(b).		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>dustry standards.</p> <p>4. Some comments requested the clarification of the responsibilities between the competent authority overseeing the activities and persons within the territory of the Member State and the competent authority certifying the organisations.</p>	<p>3. Noted: Following advice of the Review Group, the Agency agreed to provide further Guidance Material for the possible use of Industry Standards.</p> <p>4. Accepted. The whole paragraph has been amended to clarify the intent. As suggested by the Review Group and following internal review, the text has been further restructured and amended: the oversight programme includes all organisations, persons and activities, even those that are not subject to certification or declaration. A reference to Section IV has been added to clarify that the tasks foreseen under Section IV need to be included in the general oversight programme.</p>		
<p>(b) For each FSTD certificate holder and each organisation certified by the competent authority, the oversight programme shall be developed taking into account the complexity of the organisation, local knowledge, use of industry standards, alternative means of compliance used by the organisation, and past certification and oversight activities; and within each oversight planning cycle include:</p> <p>(1) audits and inspections, including ramp and unannounced inspections, as appropriate; and</p> <p>(2) meetings convened between the accountable manager and the certifying competent authority to ensure both remain informed of significant issues.</p>		<p>To ensure consistency with OR.GEN.200, it is suggested to refer to complexity instead of size of the organisation. GM is added to make reference to AMC OR.GEN.200(b).</p> <p>The reference to alternative means of compliance has been added, as these are directly relevant for the determination of the oversight programme.</p> <p>The Review Group recommended that declared organisations be dealt with in a separate subparagraph. This would have resulted in duplicating the relevant provisions, which is not in line with legal drafting principles.</p> <p>Reference to FSTD certificate holder added to ensure consistency with AR.ATO.</p>		
<p>(c) For organisations declaring their activity to the competent authority, the oversight programme shall be developed taking into account the complexity of the organisation, local knowledge, use of industry standards, alternative means of compliance used by the organisation, specific approvals held by the organisation, and past certification and oversight activities; and include audits and inspections, including ramp and unannounced inspections, as appropriate;</p>				
<p>(d) For organisations exercising activities within the territory of the Member State, but certified by or making declarations to the competent authority of any other Member State or the Agency, the oversight programme shall include:</p> <p>(1) inspections, including ramp and unannounced inspections, as appropriate; and</p> <p>(2) audits as agreed with the competent authority of the other Member State or the Agency.</p>		<p>Following advice of the Review Group, a specific subparagraph is added to address organisations in the context of cooperative oversight.</p>	<p>Regulation (EC) 216/2008: Articles 10, 11, 15</p>	

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(e) For persons holding a licence, certificate, rating, or attestation issued by or persons declaring their activity to the competent authority, the oversight programme shall include inspections, including unannounced inspections, as appropriate.		Following advice of the Review Group, a specific subparagraph is added to address persons separately. "making declarations" added to cover General medical practitioners (GMPs), for consistency with AR.MED.145.		
(f) For persons exercising activities within the territory of the Member State, but holding a licence, certificate, rating, or attestation issued by or persons declaring their activity to the competent authority of any other Member State, the oversight programme shall include inspections, including unannounced inspections, as appropriate.		Following advice of the Review Group, a specific subparagraph is added to address persons in the context of cooperative oversight. "making declarations" added to cover General medical practitioners (GMPs), for consistency with AR.MED.145.	Regulation (EC) 216/2008: Articles 10, 11, 15	
(g) For aircraft operated in the territory of the Member State other than the ones referred to in (b),(c)and (d) above, the oversight programme shall include inspections, including ramp and unannounced inspections.		New subparagraph added to address aircraft used by operators residing within the territory of the Member State that are not subject to any certification or declaration.	Regulation (EC) 216/2008 Article 4.1(b) and 4.1(c).	
	It has been proposed to delete "unannounced inspections".	The comment is not accepted: unannounced inspections are a useful tool for oversight and shall be included in the law. The use of this provision will be determined by the information the competent authority receives. Following advice of the Review Group, the Agency agreed to provide definitions for audit and inspection. Definitions used in the implementing rules will be transferred to the cover regulation.		
	Some comments request clarification regarding the extent of the inspections by the Competent Authority every 24 months. Other comments have requested to make the 24 month auditing interval domain specific.	In agreement with the Review Group and in line with comments received, the reference to the 24-month oversight period is transferred to an AMC, as to cater for flexibility in line with the principle of risk based oversight.		
	<ol style="list-style-type: none"> 1. Comments suggest adding 'or head of AeMC'. 2. Some other comments requested clarification regarding which competent authority shall convene these meetings 	<ol style="list-style-type: none"> 1. Not accepted: Specific requirements for AeMC will be addressed in the relevant subpart AeMC. 2. The comments have been accepted and the text has been modified (cf. new bullet point (b)(2)). 		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	with the accountable manager	The text has been further amended and restructured following advice of the Review Group.		
		The need to focus on key risk elements is now addressed in new subparagraphs (b) to (g).		
(h) The number and intervals of audits and inspections to be performed by the competent authority shall be determined by the results of past certification and oversight activities and key risk elements. The oversight programme shall include records of the dates when audits, inspections and meetings are due and when such audits, inspections and meetings have been carried out.	Some commentators proposed to split this subparagraph in two.	The comment is not accepted as the paragraph is not dealing with two different ideas. It is all linked to the update of the oversight programme. Following advice of the Review Group, the text has been further amended by deleting the reference to approved organisations, which would exclude declared organisations and by using audits and inspections, to ensure consistency in terms used.		
(i) Without prejudice to the competencies of the Member States, for organisations established in more than one Member State, the concerned competent authorities shall assist each other in carrying out the necessary certification and oversight actions.		This subparagraph has been transferred from AR.GEN.030. The text is further amended as otherwise it would overlap with AR.GEN.305(d)(2).	AMC 145.B.25 (1) "Issue of approval"	
AR.GEN.310 Initial certification procedure – organisations	MS:12 IND:12 IA:8 INDIV:1 One comment highlighted that the general provisions with the certification procedure for persons and products were missing.	Partially accepted: New provisions are proposed for certification of persons with AR.GEN.315. Products' certification is not yet within the scope of Part-AR. "Initial" is added in the title and in § (a) for better clarity, following comments made on the OPS related AMCs to AR.GEN.310.	Regulation (EC) 216/2008: Article 7.6(b) Article 8.5(b)(d)(e) Article 9.4(c)	Annex 6 Part I 4.2.1.8 & Appendix 5 § 6.2 Annex 6 Part III 2.2.1.8 & Appendix 1 § 6
(a) Upon receiving an application for the initial issue of a certificate for an organisation, the competent authority shall verify the organisation's compliance with the applicable requirements.	1. Comments from two MS were not in favour of having one organisation certificate for all activities. One of those comments proposes it should be voluntary for the organisation to choose while other comments propose not to maintain the idea of a single certificate. 2. Some comments requested to differentiate between organisation which are subject to first organisation certificate and those which are subject to re-certification. 3. A few comments from MS	1. The text as proposed does not prevent an organisation from applying for different organisation certificates. 2. It has not been considered necessary to amend the text because it is proposed to have certificate of unlimited duration. 3. Noted: The Review Group recalled the need to clarify the terms "audit" and "inspection". Acceptable means with regards to compliance verification are transferred to		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>proposed to delete the words "where relevant" because it is considered always to be applicable to conduct an inspection before issuing an organisation certificate.</p> <p>4. A comment from IND proposed to add "within 90 days" after "the competent authority shall".</p> <p>5. A comment from IND recommended further developing this paragraph with FCL and OPS specific items.</p>	<p>the related AMC.</p> <p>4. Noted: Deadlines cannot be introduced in the general provisions, as they depend on the type of certificates. Subparts may contain more detailed provisions.</p> <p>5. Not accepted: The applicable subparts FCL and OPS should provide the additional items to be considered. Provisions in Subpart GEN are to be used in conjunction with the relevant provisions in the related subparts.</p>		
<p>(b) When satisfied that the organisation is in compliance with the applicable requirements, the competent authority shall issue the certificate/s, as established in the Appendix to this Part. The certificate shall be issued for an unlimited duration. The privileges and the scope of the activities that the organisation is approved to conduct shall be specified in the terms of approval attached to the certificate or certificates.</p>	<p>1. A comment proposes to delete the term approval and leave the term organisation certificate.</p> <p>2. A comment proposes to delete the term in OR.GEN.035 and to transfer it into this provision.</p> <p>3. A comment from an MS suggested requiring the CA to issue the certificate only when it is satisfied that the organisation is able to prove it complies with the applicable requirements.</p> <p>4. A comment from the IND proposed to add "without undue delay" after "shall issue the organisation approval certificate".</p>	<p>1. Accepted: New wording consistent with the BR definition.</p> <p>2. The comment has not been accepted because the organisation needs to know what to do to keep its certificate valid.</p> <p>3. Not accepted: No amendment is considered necessary because the proposal is already implicit. This provision applies together with the provision in AR.GEN.300.</p> <p>4. The proposal is not accepted because it is not "enforceable" (Part-AR does not regulate the competent authorities' administrative systems, it is to regulate safety).</p> <p>The statement on unlimited duration is added for consistency with OR.GEN.115.</p> <p>NOTE: Following the review of comments, the standard organisation certificate is deleted from Appendix I. Competent authorities may continue to use their own templates and related IT tools.</p>		
	<p>1. Many comments required to be more specific. Some of them would propose to make it domain-specific and to detail it in each specific domain. Few comments requested to clarify the meaning of 'shall agree'.</p> <p>2. There were two comments from IND that would agree with the wording as proposed.</p>	<p>1. + 2: Noted: Changes requiring prior approval are those defined in OR.GEN.130, plus those additional changes that may be defined in the applicable subparts. Therefore, there is no room for the competent authority to determine changes requiring prior approval. However, the competent authority may agree with the organisation the types</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		of changes not requiring prior approval that should be notified. The text is therefore deleted, as it would conflict with OR.GEN.130 and the		
(c) To enable an organisation to implement changes without prior competent authority approval in accordance with Part-OR, the competent authority shall approve the procedure submitted by the organisation defining the scope of such changes and describing how such changes will be managed and notified.		New paragraph added to ensure consistency with changes made in OR.GEN.130(c).		
	MS: IND:13 IA:7 INDIV:3 A significant number of comments requested a definition of indirect approval, as well as more precise rules. Others requested to add some AMC and GM to explain how this should work for each domain. Some comments asked to delete the provision, claiming the concept of indirect approval works against harmonisation. Some comments linked the provision to the fact that the whole operations manual shall be approved. These comments requested to align with EU-OPS and to delete the paragraph.	Accepted: Although the term of indirect approval is used in Regulation (EC) 2042/2004, the comments have been accepted and the requirement has been removed.		
AR.GEN.315 Procedure for issue, revalidation, renewal or change of licences, ratings, certificates or attestations - persons	Two comments (MS) request a clarification and recommend to modify the title to read: "Procedure for issue, revalidation and renewal of."	Accepted. Title changed and further amended for consistency with changes made to the text. "Change" and "attestations" added for consistency".	JAR-FCL 1.075 JAR-FCL 2.075	
(a) Upon receiving an application for the issue, revalidation, renewal or change of a personal licence, rating, certificate or attestation and any supporting documentation, the competent authority shall verify whether the applicant meets the applicable requirements.		This provision has been transferred from AR.FCL.200 in line with comments raised for AR.GEN.310. The text taken from AR.FCL.200 has been aligned with the one used in AR.GEN.310. The text has been further amended to ensure consistency with AR.CC.	Regulation (EC) 216/2008: Article 7(b)	---
(b) When satisfied that the applicant meets the requirements, the competent authority shall issue, revalidate, renew or change the licence, certificate, rating or attestation, as established in this Part, in the applicable Subparts or other applicable Parts.				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>AR.GEN.330 Changes – organisations</p>	<p>MS:6 IND:2 IA:4 INDIV:0</p> <p>1. Somme comments requested further guidance and explanation on the criteria for the determination of which changes required prior approval.</p> <p>2. There were five comments requesting the review of the provision when applying AR.GEN to the fields of aerodrome and ATM/ANS/ADR.</p> <p>3. One comment (IND) requested that this paragraph be further developed with OPS and FCL-specific items.</p>	<p>1. The provisions have been amended to better reflect the intent. The provisions should be read in conjunction with the relevant provisions in Part-OR; the criteria for the determination of changes that can be implemented without prior approval by the competent authority, as well as the procedure that the authority will use to review those changes will be domain specific.</p> <p>2. The scope of Part-AR will be defined in the cover regulation. It will not include ATM/ANS specific rules.</p> <p>3. Not accepted: The applicable subparts FCL and OPS should provide the additional items to be considered. Provisions in Subpart GEN are to be used in conjunction with the relevant provisions in the related subparts.</p>	<p>Regulation (EC) 216/2008: Article 7.6(b) (e) (f) Article 8</p>	<p>Annex 6 Part I 4.2.1.8 & Appendix 5 § 7 Annex 6 Part III 2.2.1.8 & Appendix 1 § 7</p>
<p>(a) Upon receiving an application for a change that requires prior approval, the competent authority shall verify the organisation's compliance with the applicable requirements before issuing the approval.:-</p>	<p>One comment requested to specify the time for replying of two weeks.</p>	<p>The time for replying to the change application will depend on the type of change and the field of activity. Therefore, a generic response time for all changes is not considered appropriate.</p> <p>Following advice of the Review Group, the text has been further amended to make it more generic.</p> <p>As a result of the peer review, the last part of the sentence is deleted. Acceptable means with regards to verification are added in the related AMC.</p>		
<p>The competent authority shall prescribe the conditions under which the organisation may operate during the change, unless the competent authority determines that the organisation approval needs to be suspended.</p>	<p>Comments to OR.GEN.030 proposed that this provision be transferred to PART.AR.</p>	<p>Accepted: The provision has been incorporated here. Following advice of the Review Group "may" has been replaced by "shall".</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
When satisfied that the organisation is in compliance with the applicable requirements, the competent authority shall approve the change.		New text added inline with changes made to (a).		
(b) For changes not requiring prior approval, the competent authority shall assess the documents provided to verify compliance with the applicable requirements. In case of any non-compliance, the competent authority shall: (1) notify the organisation about the non-compliance and request further changes.; and (2) in case of level 1 or level 2 findings, act in accordance with AR.GEN.350.	Two comments requested to clarify the text in this paragraph as it is dealing with changes that do not necessitate prior approval	Accepted: Text changed. Text further amended for consistency with AR.OPS.230 and AR.GEN.350.		
AR.GEN.345 Declaration organisations	MS:15 IND:2 IA:2 INDIV:2 Comments on OR.GEN.045 claimed that there should not be any reference to "person".	Accepted: The reference to "person" has been deleted. Provisions for declaration applicable to natural persons are defined in AR.MED.145 "GMP declaration to the competent authority".	Regulation (EC) 216/2008: Article 8.3, 8.4(e)	---
(a) Upon receiving a declaration from an organisation carrying out or intending to carry out activities for which a declaration is required, the competent authority shall verify that the declaration contains all the information required by Part-OR and shall acknowledge receipt of the declaration to the organisation.	1. There were many comments requesting clarification on the meaning of the declaration, when and by whom the declaration is required, the legal responsibilities for the competent authority in dealing with the declaration, as verification would be done without inspections, on the consequences for operators when a non-compliance is found. 2. There was one comment requesting a standard format of the acknowledge receipt. 3. Several comments were questioning the link with the declared GMPs questioning application of the provision for those. 4. The relationship between the declaration and the analysis of findings in AR.GEN.350 and AR.GEN.355 as well as the provisions in AR.GEN.350 seem to be only for organisations certified and the provisions in AR.GEN.355 seem to be only for per-	1. The text has been amended to better reflect the intent. Activities subject to declaration for organisations are defined in BR Article 8.3. In the future declaration will be applicable to additional areas (such as TCO, ATM etc...).		
(b) If the declaration does not contain the required information, or contains information that indicates non-compliance with applicable requirements, the competent authority shall notify the organisation about the non-compliance and request further information. If required, the competent authority shall carry out an inspection of the organisation. If the non-compliance is confirmed, the competent authority shall take action as defined in AR.GEN.350.		2. There is no need to propose a format for the acknowledge receipt because it is not a certificate, also, declared organisations can start their activities without it. 3. The word "person" has been deleted from the provisions and the organisation that can declare their activities are those specified in the Regulation (EC) 216/2008. For persons, the requirement for a declaration is currently applicable to GMPs only, the relevant authority requirement is defined in AR.MED.145 "GMP declaration to the competent authority" 4. The wording in AR.GEN.350 has been modified accordingly. The wording in paragraph (e) of AR.GEN.355 is appropriate for the case of		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>sons.</p> <p>5. There was one comment from IND requesting to specify the delay for the competent authority to submit the acknowledge receipt to the organisation.</p> <p>6. A comment from MS requested to explain the difference between application and declaration.</p> <p>7. A comment from MS highlighted that with the declaration there is no possibility to charge.</p>	<p>organisations declaring the activities.</p> <p>5. It is not necessary to specify any delay, as the organisation can start activities after having submitted the declaration to the competent authority.</p> <p>6. An application is for a certification process, whereas declaration is not a certification process. The meaning of "declaration" is the normal dictionary meaning.</p> <p>7. The draft regulation is about safety and not about charging schemes.</p> <p>(b) Further amended based on comments received from OPS Review Groups and following internal review.</p>		
<p>AR.GEN.350 Findings and corrective actions – organisations</p>	<p>MS:31 IND:6 IA:4 INDIV:5</p> <ol style="list-style-type: none"> There were some general comments proposing amendments to the text to increase the readability. Others commented that the proposed provisions were considered to be too heavy for IND and organisations. There were few comments requesting clarification on how the provisions apply in the case of declared organisations One comment pointed out that immediate action will have been taken to limit or prohibit activities as a result of a Level 1 finding. However, the organisation will need to put in place corrective action to ensure a permanent solu- 	<ol style="list-style-type: none"> The text has been amended to clarify the role of the competent authority certifying and the role of the competent authority overseeing the activities when different from the one certifying. Some of these proposals have been taken into considerations. The provisions have been amended to clarify their application also to declared organisations Based on the definition of level 1 finding, this case may not occur. If need would be then we could add in (d)(2) something like unless acceptable procedures for the duration of the non-compliance are implemented. The comment is partially 	<p>Regulation (EC) 216/2008: Article 7.6(b) (e) (f) Article 8.5(e) (f)</p>	<p>Annex 6 Part I 4.2.1.8 & Appendix 5 §§ 8.1 and 8.2 Annex 6 Part III 2.2.1.8 & Appendix 1 § 8.2</p>

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>tion. Proposed Text (if applicable): An option to implement acceptable procedures for the duration of the non-compliance should also be included.</p> <p>5. Comments requested clarification of the actions to be taken by the competent authority issuing the certificate and those to be taken by the authority overseeing. The comments suggest sending the reports only to the authority issuing the certificate.</p> <p>6. Comments suggested to delete the regulation about penalties. Depending on the national juridical system, some CAs may not issue penalties.</p> <p>7. Comments suggested that by limiting the possibility of raising findings to the CA having issued the certificate, legal uncertainty would be avoided for operators, while keeping the possibility for the other CA to react to urgent unforeseen safety problems as foreseen in Art. 14.</p>	<p>accepted as the text has been amended to clarify the different responsibilities. However, there is a difference between the proposal of the comment and the final proposal. The possibility for the competent authority not having issued the certificate to raise a finding to the organisation is already foreseen. However, it has been clarified that the competent authority not issuing the certificate does not have any action over the certificate.</p> <p>6. The comment is not accepted. The proposal only refers to the application of any penalty laid down by the Member State and not by the CA itself.</p> <p>7. The amendment to the text clarifies the roles of each authority and proposes a solution for effective local oversight and enforcement and a cooperation between the competent authorities</p> <p>New Guidance Material has been added to clarify responsibilities in relation to cooperative oversight.</p>		
(a) The competent authority shall have a system to analyse findings for their safety significance as part of the safety programme.	<p>1. Some comments highlighted that the term "safety significant" is too vague and needed to be defined.</p> <p>2. Two comments request that a reference be made to the safety programme (in line with ICAO implementation of the SSP)</p> <p>3. Two comments (MS) requested to transfer this provisions into AR.GEN.200.</p> <p>4. Some comments requested</p>	<p>1. Noted. Safety significance means the possible impact on safety.</p> <p>2. Accepted: A reference to the safety programme has been added.</p> <p>3. Not accepted: AR.GEN.200 deals with the competent authority's own management system, not with the safety programme.</p> <p>4. The provisions in PART.OR have been transferred to PART.AR as the</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	to have clarification of the meaning of level 1 and level 2 findings. Few comments proposes to move the definitions from the Part-OR to Part AR.	findings are issued by the competent authority.		
(b) A level 1 finding shall be issued when any significant non-compliance is detected with the applicable requirements of Regulation (EC) 216/2008 and its implementing rules, with the organisation's procedures and manuals, with the terms of an approval or certificate or with the content of a declaration which lowers safety or seriously hazards flight safety.	The definition of level 1 findings raised a significant number of comments (mainly from IND):	Several editorial corrections have been made.		
<p>The following in particular shall be considered level 1 findings:</p> <p>(1) failure to give the competent authority access to the organisation's facilities as defined in OR.GEN.140 during normal operating hours and after two written requests; and</p> <p>(2) the lack of an accountable manager.</p>	<ol style="list-style-type: none"> 1. the reference to "safety standards" should read "safety" only. 2. guidance required for definition of significant non compliance; 3. avoid use of the word "hazard"; has a specific meaning for SMS, should be replaced by: "decreases safety standards and adversely affects flight safety"; 4. "lack of accountable manager or nominated post holder" should be deleted or level 2 finding (too incisive, could also happen by accident or unannounced); lack of a nominated person itself does not necessary constitute a flight safety hazard; 5. use of "or" at the end of (2) misleading; 6. list of events constituting level 1 findings is misleading, there are other events that constitute a level 1 finding; 7. definition needs to be adjusted for ADR/ATM/ANS; 8. new condition should be added: refusal to accept unannounced ramp inspection (in line with ICAO SARPS). 9. An AMC was requested to: <ol style="list-style-type: none"> 9.1. provide indications on implementation periods for cor- 	<ol style="list-style-type: none"> 1. Accepted: the word "Standards" has been deleted; "and" has been replaced by "or" for better clarity. 2. Noted: further GM may be provided in the future if the need is confirmed. 3. Noted: The wording is aligned with existing rules under Part-M and Part-145 – no change at this stage. CS-25.1309 defines the term hazardous. 4. Partially accepted: "nominated persons" has been deleted. 5. Accepted: deleted. 6. Accepted: additional text has been added. 7. Not accepted, at this stage Part-AR will not apply to ADR/ATM/ANS. 8. Not accepted: This is covered under granting access, as this also includes access to aircraft (cf. new OR.GEN.140). 9. Partially accepted: <ol style="list-style-type: none"> 9.1.: implementation periods for corrective actions are now defined in subparagraph (d)(2)(i). 9.2.: the text has been amended for clarity and new GM has been added to clarify which authority may raise findings (cf. GM1-AR.GEN.350) <p>As agreed with the Review Group, "in particular" has been added to the items to be considered level 1 findings.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>rective actions (IND)</p> <p>9.2. provide clarification regarding which competent authorities may raise findings (MS).</p>			
<p>(c) A level 2 finding shall be issued when any non-compliance is detected with the applicable requirements of Regulation (EC) 216/2008 and its implementing rules, with the organisation's procedures and manuals, with the terms of an approval or certificate, or with the content of a declaration which could lower safety or possibly hazard flight safety.</p>	<ol style="list-style-type: none"> 1. The definition of level 2 findings was commented as being overly complex and not in line with Part.21 definitions. 2. Several comments requested that a third level of findings be introduced, as it is the case with Part.21: <ol style="list-style-type: none"> 2.1. reference to recommendations already made in AMC2 to AR.GEN.305 (3); 2.2. competent authorities should provide good safety advice to the regulated persons. 3. In general, comments claimed that terms used be consistent with OR.GEN.200 and related AMCs (discrepancies, non-compliance). 	<ol style="list-style-type: none"> 1. Not accepted: The wording is aligned with Part M and Part 145. More specific criteria may be defined in the relevant AMCs for the specific subparts. 2. Not accepted: A third level of findings is currently not foreseen in Part M or Part-145. Limiting the finding levels to 2 only does not prevent competent authorities from providing recommendations. 3. Noted: the text in Section 3 should only refer to non-compliance. <p>Several editorial corrections have been made.</p>		
<p>(d) When a finding is detected during an audit or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EC) 216/2008 and its implementing rules, communicate the finding to the organisation in writing. When the competent authority that raised the finding is the competent authority that issued the certificate or received the declaration, it shall additionally request corrective action to address the non-compliance(s) identified. When the competent authority that raised the finding is not the competent authority that issued the certificate or received the declaration, it shall inform the competent authority that issued the certificate or received the declaration.</p>	<p>One comment proposed to delete the words "corrective actions" from here because the corrective actions will be required only if the finding is determined</p>	<p>The comment is not accepted because the provision only applies if a finding is detected. Text amended to provide clarification in relation to AR.GEN.305 – cooperative oversight. "In writing" added for clarity.</p>		
		<p>Merged with new § (d) above.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>(1) In the case of level 1 findings the competent authority that raised the finding shall take immediate and appropriate action to prohibit or limit activities, and if appropriate, the competent authority certifying shall take action to revoke the certificate or to limit or suspend it in whole or in part, depending upon the extent of the level 1 finding, until successful corrective action has been taken by the organisation.</p>	<p>1. One comment proposed to replace the term operator by organisation. 2. One comment raised to explain that for those organisations having more than one activity a level 1 finding in a single activity could also have an impact in general and revoke all other items carried out by this organisation at the same time. 3. Some comments were concerned about the severity of the provision.</p>	<p>1. Accepted 2. It does not seem to be the case in the way the provisions is written because the certificate could only be suspended or limited in one part. 3. Noted: This is today already applicable in the field of Part-21, Part-M and Part-145. Text amended to provide further clarification on "cooperative oversight".</p>		
<p>(2) In the case of level 2 findings, the competent authority certifying or receiving the declaration shall:</p>		<p>Following advice of the Review Group, the structure has been changed to group all items relevant to level 2 findings.</p>		
<p>(i) grant the organisation a corrective action implementation period appropriate to the nature of the finding, that shall not be more than three months. At the end of this period, and subject to the nature of the finding, the competent authority certifying or receiving the declaration may extend the three-month period for up to a further three months, subject to a satisfactory corrective action plan; and</p>	<p>Some comments requested to be more specific on the "period appropriate to the nature of the finding".</p>	<p>Partially accepted: the wording has been aligned with the one used in 21.B.225 as last amended by Regulation (EC) No. 1194/2009 of 30/11/2009 to include as standard corrective action implementation period.</p>		
<p>(ii) assess the corrective action and implementation plan proposed by the organisation and, if the assessment concludes that they are sufficient to address the non-compliance(s), accept these.</p>	<p>no comments related to this item</p>	<p>Editorial change in line with changes made in the introductory part.</p>		
<p>(3) Where an organisation fails to submit an acceptable corrective action plan, or to perform the corrective action within the time period accepted or extended by the competent authority, the finding shall be raised to a level 1 finding, and action taken as laid down in (d)(1) above.</p>	<p>Some comments (MS) requested to amend the text as it seems to require the issuance of penalties in any case.</p>	<p>In agreement with the Review Group, any reference to penalties has been removed, as the application of penalties is subject to national rules to be laid down as foreseen in Basic Regulation Article 68. The text has been further amended to add a link to (d)(1) describing the actions to be taken in case of failure to perform the corrective action within the agreed time period.</p>		
	<p>1. One comment proposed to add a provisions for those circumstance in which the corrective action period could be extended. 2. Two comments (IND) suggested creating a legal framework allowing the</p>	<p>1. Accepted: "extended" has been added. 2. Noted: This decision will have to be taken by the European Commission and the Member States. 3. The legal basis for this provision is Basic Regulation Arti-</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	Agency to set a common penalties charging scheme for Europe, in order to have a level playing field 3. One comment suggested the legal basis for (c) (2)	cle 10.1. It is the same as in the current Section B requirements in Regulations (EC) No. 1702/2003 and 2042/2003.		
(e) The competent authority that raised the finding shall record all findings and, where applicable, the enforcement measures it has applied. The competent authority certifying or receiving the declaration shall additionally record all corrective actions and date of action closure for findings it has raised or that have been communicated to it.	1. Comment proposed to add and/or between measures taken and penalties. 2. A comment requested if other findings levels would require traceability	1. Not accepted because 'and/or' in logic term means 'or'. 2. Other finding levels do not require traceability. In agreement with the Review Group, references to penalties has been removed,		
(f) The competent authorities concerned shall cooperate when handling the corrective action(s) and, where necessary, facilitate the taking of appropriate enforcement measures.		This has been transferred from AR.GEN.355 (d); AR.GEN.355 as published in NPA now deleted. In agreement with the Review Group, any reference to penalties has been removed.		
(g) If applicable, the competent authority that raised the finding shall inform the State in which the aircraft is registered.		This has been transferred from AR.GEN.355 (b)(3); AR.GEN.355 as published in NPA now deleted.		
AR.GEN.355 Enforcement measures - persons	MS:18 IND:1 IA:5 INDIV:1 1. One comment requested to clarify the text to differentiate between the CA that issued the licensing and the CA that did not issue the license. 2. One comment requested to modify the text for the case that the certificate has been issued by an AeMC, AME of GMP or any other independent organisation that has the privileges 3. Comment highlighted that the provisions will lead to many different systems and not to a level playing field because there are very different national legal systems for penalties. What can be subject to a penalty in one MS may not be the case in another one. 4. Comment for (c)(1): Which of the three alternatives,	In agreement with the Review Group, any reference to penalties has been removed, 1. Accepted. The text has been amended to better reflect the intent 2. Accepted 3. Noted. The way Basic Regulation Article 68 is implemented is up to each Member State to decide. 4. The measure to be taken is dependant on the finding. Therefore there is no need to be more specific. 5. Noted. 6. Noted. The scope will be defined in the Cover Regulation. At this stage Part-AR will not be applicable to ADR. 7. Noted: The way Basic Regulation Article 68 is implemented is up to each Member State to decide. 8. Not accepted; AR.GEN.220 Record-keeping covers re-	Regulation (EC) 216/2008: Article 7.6(b) (e) (f) Article 8.5(e) (f)	Annex 6 Part I 4.2.1.8 & Appendix 5 § 8.1 Annex 6 Part III 2.2.1.8 & Appendix 1 § 8.1

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>limit, suspend or revoke, is to be chosen?</p> <p>5. One comment required a legal evaluation of this provision. There is no legal basis to mandate this.</p> <p>6. There were some comments claiming this is not applicable to aerodromes</p> <p>7. A comment requested to have more detailed procedures to overcome the different systems for the penalties and the fact that the fines in one Member State do not apply in another one.</p> <p>8. One comment suggests that issuing and recording a finding is a matter of procedures and should be in AR.GEN.200.</p> <p>9. One comment highlighted that the application of this provision for Non-EU may possibly be limited, depending on how this provision is incorporated into national regulatory frameworks.</p>	<p>ords related to findings and corrective actions.</p> <p>9. Noted.</p>		
(a) If during oversight or by any other means, evidence is found showing a non-compliance with the applicable requirements by a person holding a licence, certificate, rating or attestation issued in accordance with Regulation (EC) No. 216/2008 and its implementing rules, the competent authority conducting oversight shall raise a finding.	There was a comment requiring to have the maximum delays for the implementation of corrective actions in (b) and in (d).	Not accepted: The Agency does not consider that this is necessary in the implementing rule. It could be in Guidance Material; domain specific. The reference to "authorisation" is deleted, as there are currently no authorisations defined in Part-AR and Part-OR with regards to persons.		
(b) The competent authority that raised the finding shall record it and communicate it in writing to the licence, certificate, rating or attestation holder.		Text amended for better clarity on reference to competent authority.		
(c) When the competent authority that raised the finding is the competent authority responsible for the licence, certificate, rating, or attestation, it shall carry out an investigation. If the finding is confirmed, it shall:		Text amended for better clarity on reference to competent authority. Text further amended based on feedback from OPS RG: There should be an intermediate step before taking action on the licence.		
(1) limit, suspend or revoke the licence, certificate, rating or attestation as applicable, when a safety issue has been identified; and		"as applicable" added to ensure consistency with other changes made to AR.GEN. Editorial corrections have been made.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(2) take any further enforcement measures necessary to prevent the continuation of the non-compliance.		Following recommendations from the Review Group it was clarified that the definition and classification of findings in AR.GEN.350 only apply to organisations. In agreement with the Review Group, any reference to penalties has been removed.		
(d) In all other cases, the competent authority that raised the finding shall inform the competent authority that issued the licence, certificate, rating or attestation and, where applicable, the person or organisation that issued the medical certificate, or attestation. In this case, the competent authority that issued the licence, certificate, rating or attestation shall take action in accordance with paragraph (c) above and inform the competent authority that raised the finding.	<ol style="list-style-type: none"> 1. One comment requested clarification regarding who would notify the relevant AeMC, AME etc... in this case. 2. One comment requested to add a provision that would allow the CA that has issued the license to request assistance from the CA that has raised the finding. 	<ol style="list-style-type: none"> 1. Accepted, text amended. However, this applies only to medical certificates or cabin crew attestations, which are the only personnel certificates not issued by the competent authority directly. 2. Noted: This could be specified in an AMC, if the need is confirmed. Basic Regulation Article 10.1 provides for the need of Member States to cooperate. 		
(e) If, during oversight or by any other means, evidence is found showing a non-compliance with the applicable requirements by a person subject to the requirements laid down in Regulation (EC) 216/2008 and its implementing rules and not holding a licence, certificate, rating or attestation issued in accordance with Regulation (EC) 216/2008 and its implementing rules, the competent authority that identified the non-compliance shall take any enforcement measures necessary to prevent the continuation of that non-compliance.	<ol style="list-style-type: none"> 1. A question was raised on who are these persons not holding a license, certificate 2. It is not clear <ul style="list-style-type: none"> • why there are not similar provisions to the one specified in this paragraph but applicable to organisations declared or certified, • which are the persons and which are these enforcement measures to apply. 	<ol style="list-style-type: none"> 1. This applies to all persons that are subject to the Basic Regulation and its implementing rules, including GMPs that have to declare their activity (AR.MED.145). The text has been amended accordingly. 2. For the organisation the relevant provisions are already included in AR.GEN.350. All persons subject to the Basic Regulation and its implementing rules are concerned here. Enforcement measures are all those to ensure that the non-compliance identified does not endanger flight safety. In agreement with the Review Group, all references to penalties have been removed, in order to avoid conflicting requirements, considering that penalties are subject to national rules implementing Basic Regulation Article 68. 		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>MS:18 IND:16 IA:7 INDIV:3</p> <ol style="list-style-type: none"> 1. Many comments suggested to modify the text based on the following points: <ol style="list-style-type: none"> a. There is no legal basis. b. It is only applicable in the field of ATM/ANS c. Deleting the whole paragraph as it goes against mutual recognition of certificates d. The provisions should be limited to large air carriers that have many bases e. Clarify the responsibilities within the limits of art. 10 of BR f. Clarify the CA certifying is the one in charge of the oversight and of the oversight programme g. Clarify how the findings and corrective actions are coordinated. h. Clarify how does it affects organisations located outside the EU i. It is impossible to apply to examiners. j. Which legal system to be used for the penalties? k. Resources and clear responsibilities 2. There is a request for further details and definitions, for instance there is a need to specified further which are these persons and what it is covered under the terms activity and undertakings 3. One comment questioned if the Competent Authority in whose territory an activity is being performed had the authority to revoke or suspend an approval issued by another competent authority. The enforcement measures need to be defined 4. Comments: not applicable to ADR 5. Comment requiring guid- 	<ol style="list-style-type: none"> 1. Partially accepted. In line with changes made to AR.GEN.305, and following advice of the Review Group, AR.GEN.355 is deleted. 2. If need is confirmed, more guidance could be provided but this is not considered necessary at this stage. 3. Only the competent authority that has issued the certificate can take action on it. The procedures for this are generally described in AR.GEN.350 and AR.GEN.355 4. Noted: Part-AR is not intended to apply to aerodromes at this stage. 5. If need is confirmed, more guidance could be provided, but this would then be domain specific. 	<p>6.</p>	<p>7.</p>

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	ance on the practicality.			
	The use of qualified entities should be considered	Accepted: This is already provided for by the changes introduced in Section 2 (cf. new AR.GEN.205)		
	Some comments proposed deleting this provision or make it only applicable in case it is agreed between Member States.	Partially accepted: The competent authority overseeing the activity has to ensure its oversight responsibilities and apply the necessary enforcement measure as required by the Basic Regulation. This is now defined in AR.GEN.350 as amended.		
		Based on the changes introduced in AR.GEN.350, subparagraph (c) is now redundant.		
		This subparagraph is incorporated into AR.GEN.350 as subparagraph (f).		
	One commenter (IND) proposed adding provisions to clarify the responsibilities for exchanging information.	Not accepted: This is already addressed in Article 10.1. of the Basic Regulation.		
Section IV – Ramp inspections of aircraft of operators under the regulatory oversight of another State		Title changed to reflect change in scope of Section IV: This section does not apply to ramp inspections of national operators.		
	<p>1. [IND] Operators cannot accept the ramp inspections proposals on the basis of the 'collective oversight' concept (currently 27 Member States).</p> <p>2. [MS] The exact scope concerning "ramp inspection" should be specified. No justification for the application of Community methods to ramp inspections conducted by a Member State on aircrafts used by operators that it oversees. In addition, the proposed dispositions must not prevent a</p>	<p>1. The Basic Regulation, in particular article 10.2 provides a legal basis for a specific aspect of continuous oversight, the so called "cooperative oversight". Paragraph 2 of article 10 which states that: (...)in addition to their oversight of certificates that they have issued, conduct investigations, including ramp inspections (...)must be understood in such a way that Member States must conduct ramp inspections on aircraft of operators other than those they have</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>Member State from conducting, without following the SAFA program (and its methods), ramp inspections of foreign aircraft, as described in paragraph 2 of article 1 of directive 2004/36.</p> <p>3. [MS] The connections, between the NPA-2009 2d) on the ramp inspections and the NPA-TCO are crucial but NPA TCO has not been published yet. For some parts of the proposed text, it is totally ineffective to request comments while the NPA-TCO has not been published.</p>	<p>certified. Consequently, a competent authority must oversee the activities exercised by organisations or persons within its territory that are certified by or having declared their activity to the competent authority of another Member State.</p> <p>2. Partially accepted. The scope of this section is now limited to aircraft used by third country operators (SAFA) or used by operators under the regulatory oversight of any other Member State (SACA). The Agency considers that Article 1.2 of Directive 2004/36 caters for the inspection of aircraft not covered by the Directive. The scope of the Directive is limited to third country aircraft engaged in commercial operations and third country aircraft of a MTOW > 5.700 kg engaged in non-commercial operations. The scope of the Basic Regulation is wider and applies to all aircraft subject to the Basic Regulation used by community and third country operators for commercial or non-commercial purposes. Therefore the Agency considers that article 1.2 of the Directive has become redundant. Moreover, Article 10.2 of the Basic Regulation requires the Member States competent authorities to perform inspections, including ramp inspection, on aircraft used by operators that are certified by or having declared their activity to the competent authority of another MemberState. (Cooperative oversight). The regulatory framework proposed in the respective NPA's on Authority Requirements (AR), Organisations Requirements (OR) and OPS provide for a comprehensive and complete system which leaves no room for a provision such as Article 1.2 of Directive 2004/36/CE.</p>		
	<p>1. [MS] Comment: A Guidance Material called "SAFA ramp inspection procedures" has been published by the EASA in July</p>	<p>1. This Guidance Material will be included in this section The process will start as soon as the opinion on Part AR is issued.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>2009, after having receiving the agreement of the European Commission and all the Member States. Those dispositions should be reflected in the NPA. For European operators, a new programme, based on European regulations, could be defined to tackle the inspections of aircraft operated under the scope of the 216/2008 Article 4, 1(b) and (c).</p> <p>2. [MS] NPA is copy/paste of the dispositions of the Guidance Material of the EASA related to the qualification of SAFA ramp inspectors. Some criteria applicable to SANA inspections are absolutely not applicable to SAFA inspections. Enhance the consistency of the scope of application of this NPA to reflect that only aircraft subject to the dispositions of Article 4 of the 216/2008 §1.(b), (c) and (d), except those under the regulatory oversight of the Inspecting Member States, are included in the Scope (AR.GEN.405).</p>	<p>2. The scope of this section is now limited to aircraft used by third country operators (SAFA) or used by operators under the regulatory oversight of any other Member State (SACA).</p>		
<p>AR.GEN.405 Scope</p>				
<p>This section establishes the requirements to be followed by a competent authority or the Agency when exercising its tasks and responsibilities regarding the performance of ramp inspections of aircraft used by third country operators or used by operators under the regulatory oversight of an other Member State when landed at aerodromes located in the territory subject to the provision of the Treaty. i</p>	<p>1. [INDIV, MS] Proposal: to change the text because i.a.w. Art. 10/2 of BR ramp inspections are carried out by the MS only.</p> <p>2. [MS] Use of the term "inspecting authority" rather than the competent authority has not been explained or justified. To avoid complications the obligations under section Subpart GEN Section IV should be placed on the competent authority</p> <p>3. [MS] new text proposed: "(a) This subpart section establishes the requirements to be followed by a Member State inspecting authority or the Agency when exercising its task and responsibilities regarding the performance of ramp inspections of foreign aircraft subject to the Basic Regulation when landed in the territory under their jurisdiction</p>	<p>1. According to article 10.3 of the Basic Regulation the Agency shall for the purposes of the implementation of paragraph 1, conduct investigations in accordance with Article 24(2) and Article 55.</p> <p>Article 24.2 states that the Agency shall conduct investigations of undertakings to monitor the application of this Regulation and its implementing rules.</p> <p>Article 55 establishes the general principles, methodology and administrative requisites to be followed when conducting investigations of undertakings. According to this article the Agency may itself conduct or assign to national aviation authorities or qualified entities all necessary investigations of undertakings in accordance with Articles 7, 20 21, 22, 22a, 22b</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>and the grounding of such aircraft." (b) This section shall be without prejudice to the Member States' right to carry out inspections not covered by this section and to ground, ban, or impose conditions on any aircraft landing at their airports in accordance with Community and international law.</p>	<p>23. To that end, the persons authorized under this Regulation are empowered: "(...) to conduct inspections of aircraft in cooperation with Member States". In a Council discussion on Article 7.3., 16.2 and 46.1 (articles 10.3, 24.2 and 55.1 of the Basic Regulation) it was confirmed that the text of Article 7.3, 16,2 and 46.1 does not change the current role of Member States both as regards their primary oversight role over undertakings under their responsibility, and as regards ramp inspections including decisions on grounding of aircraft. Furthermore the European Commission stated that: "These provisions simply add the possibility for the Agency to carry out inspections of aircraft for the purpose of: a) Certification procedures carried out by the Agency within the realm of tasks assigned to it by this Regulation. b) Standardisation inspections as provided under 16.1 c) Inspections of any undertakings to check compliance with relevant Community law in potentially unsafe situations, in cooperation with Member States".</p> <p>Although the Agency's role is restricted to inform Member States concerned and the Commission of deficiencies with regard the aircraft inspected and the withdrawal/suspension of certificates or authorisations it has issued, the Basic Regulation provides clearly a legal basis for the Agency to conduct inspections on aircraft. The dimension of ramp inspections performed by the Agency is however limited. Only for the purposes as mentioned in AR.GEN.415 (e) the Agency will perform a ramp inspection when deemed necessary and in cooperation with the Member State concerned.</p> <p>2. Accepted. Inspecting authority will be changed into compe-</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		<p>tent authority. AR.GEN.015 - Member States may designate more than one entity as a competent authority.</p> <p>3. See previous response on the scope of the Basic Regulation with regard to ramp inspections and article 1.2 of Directive 2004/36</p>		
	<p>4. [MS] The comments in this respect can not be drawn in a consistent and efficient manner as the NPA-TCO has not been published yet. (Same as comment 508 from DGAC)</p> <p>5. [IA and IND] Per article 10.2 the ramp inspections of this Section IV are only applicable to a Competent Authority's own registry.</p> <p>6. [IA] The EASA "collective oversight" shall avoid repetition of the bad elements of the current SAFA inspections, causing a lot of operational disruption without any safety benefit. (SAFA inspectors have no common standards and are often inexperienced, incorrect findings)</p> <p>7. [IA] It should be clarified that the provisions in this part of the NPA on Air Operations are applied for Commercial Operations.</p>	<p>4. Noted</p> <p>5. Paragraph 2 of article 10 must be read in conjunction with paragraph 1 " The Member States, the Commission and the Agency shall cooperate with a view to ensuring compliance with this Regulations and its implementing rules". The sentence in paragraph 2 (...), in addition to their oversight of certificates that they have issued, conduct investigations, including ramp inspections (...) should be understood in such a way that Member States must conduct ramp inspections on aircraft of operators other than those they have certified. This is the so called concept of "cooperative oversight".</p> <p>6. This section addresses the qualification of inspectors. Once this section becomes applicable the level of implementation will be assessed through standardisation inspection performed by the Agency</p> <p>7. Section IV also applies to non-commercial operations.</p>		
AR.GEN.410 Definitions				
For the purpose of this section the following definitions apply:			Article 2 Directive 2004/36/CE	
- 'grounding' means the formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it;			Article 1(1) Regulation (EC) No 351/2008	
- 'prioritisation of ramp inspections' means the dedication of an appropriate portion of the total number of ramp inspections conducted by or on behalf of a competent authority on an annual basis;		After RG meeting "or on behalf" added		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>- 'Ramp inspection' means the inspection of aircraft, of flight and cabin crew qualifications, if applicable, and of flight documentation in order to verify the compliance with the applicable requirements.</p>	<p>1. [MS] Propose a new definition of "ramp inspection"; New proposed text: "ramp inspection' means the inspection of aircraft and handling of the aircraft during ground handling, taxi and take-off/landing where possible and applicable (based on information received from the respective organization), of flight and cabin crew qualifications and of flight documentation in order to verify the compliance with the applicable requirements." 2. [MS] Proposal: create a clear difference in the definitions of ramp inspection of European operators and TCO.</p>	<p>1. Not accepted. A ramp inspection cannot include a taxi, take-off and landing phase. Furthermore at the moment there are no standards for ground handling services to assess. 2. see changed text</p>		
	<p>[MS] Propose to use the term foreign only to refer to third country operators or aircraft.</p>	<p>The Agency considers that this definition is not necessary, since AR.GEN.405 is clear to which aircraft this section applies.</p>		
	<p>[MS] Proposed amendment: "third country operator" means an operator which is not under the regulatory oversight of a Member State. [MS] Add a definition of Third country aircraft and third country operators.</p>	<p>Partially accepted: third country operators (TCO) will be defined in Part-TCO (NPA not published yet). The need for a definition of third country aircraft in Part-TCO will be assessed.</p>		
<p>AR.GEN.415 General</p>				
<p>(a) Aircraft, as well as their crew shall be inspected against the applicable the requirements. (b) In addition to conducting ramp inspections included in its oversight programme established in accordance with AR.GEN.305 the competent authority shall perform a ramp inspection</p>	<p>1. [MS] Clarity and legal certainty is needed with regards to the meaning of "competent authority" to avoid any possible conflict or misinterpretation with the term inspecting authority. (see comment 418 and 181)</p>	<p>1. See previous response on inspecting authority</p>	<p>Article 4.1 and 4.2 Directive 2004/36/CE</p>	
<p>of an aircraft suspected of not being compliant with the applicable requirements;</p>	<p>2. [IND and MS] propose to delete "foreign". Any aircraft suspected of not being compliant shall be inspected, no matter if it is foreign or not. Level playing field. [IND] Proposal: remove for Community operators.</p>	<p>2. Accepted. Text modified.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>1. [IND] Typo error. Proposed: "... procedure. Such ..."</p> <p>2. [INDIV and MS] criteria for the risk assessment are missing.</p> <p>3. [IND] Proposal: "...such a procedure shall be based on a continuous risk assessment of previous ramp inspections conducted by the inspecting authority."</p>	<p>Paragraph (a) has been brought in line with AR.GEN.305 "Oversight programme". Therefore (2) has been deleted. AR.GEN.305 requires competent authorities to establish an oversight programme which shall be based on past oversight activities and key risk elements.</p>		
	<p>1. [MS] Comment 1: The paragraph requires a Member State to conduct ramp inspections on aircraft operated by companies holding certificates issued by that Member State. This will cover only one aspect of the operator. The result will be an over emphasis on one, fairly coarse, inspecting process. It will also reduce the level of flexibility available to Member States in their own internal inspecting regimes. Comment 2: the requirement incorrectly assumes that a Member State's "inspecting authority" is the same body as its "competent authority" for the oversight of operators In addition Member States must retain the responsibility for deciding whom to designate as the authority for carrying out various tasks for BR. Proposal: delete (b).</p> <p>2. [MS] Proposal : Delete (b) There is no legal hook in R216/2008 that entitles the Commission to define how Member States shall conduct ramp inspections on aircraft used by operators for which they ensure the safety oversight..</p> <p>3. [MS and INDIV] Ramp inspection reports from an aircraft from an EU operator shall not be added in the same data base than the reports from third country operators.</p>	<p>Paragraph (b) deleted, because aircraft used by operators for which a competent authority ensures oversight is excluded from the scope of this section.</p> <p>1 and 2. Accepted. See previous response on the scope of this section.</p> <p>1. See previous response on inspecting authority. 3. Not accepted. Ramp inspection reports on Community operators shall only be shared between Member State's competent authorities.</p>		
(c) Within the development of the oversight programme established in accordance with AR.GEN.305 the competent authority shall establish an annual programme for the conduct of ramp inspections of aircraft. This programme shall:				
(1) provide for a minimum annual quota of ramp inspections based on a calculation methodology taking into account historical information on the number of operators and their number of landings at its aerodromes; and				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(2) enable the competent authority to give priority to the inspections of aircraft on the basis of the list established pursuant to AR.GEN.420(a).	<p>1. [IA] Propose to make clear that those data will receive protection and confidential treatment by the Agency according to the applicable rules included in this regulation and related data protection rules.</p> <p>2. [INDIV and MS] Proposed new text: "enable the inspecting authority to give priority to their inspections of aircraft of operators identified by the Commission, the Agency or inspecting authorities of other Member States as presenting a potential risk, based on analysis of available data."</p> <p>3. [IND] Proposal: remove for Community operators.</p>	<p>1. The confidentiality of data is covered in article 15 of the Basic Regulation</p> <p>2. The Agency will have the prerogative to list potentially unsafe airlines. This list is based on information from the European Commission and Member States.</p> <p>3. See previous comment on cooperative oversight.</p>		
	<p>1. [MS and INDIV] Incorrect reference to paragraph "AR.GEN.455(b)(4)" should read "AR.GEN.460(b)(4)"</p> <p>2. [MS and INDIV]. Proposal: The list shall only be provided when a risk is identified and it is required to inspect the operator. Also take into account prioritisation Regulation 351/2008.</p> <p>3. [MS] Proposal: modify the sentence by "at least once after every air safety committee held in line with the dispositions of the EC regulation 2111/2005 or at least every 4 months, whatever is less".</p>	<p>All parts related to the prioritisation of ramp inspections are transferred to AR.GEN.420.</p> <p>1. reference changed</p> <p>2. see AR.GEN 420</p> <p>3. Accepted See changed text.</p>		
(d) When deemed necessary by the Agency, the Agency it shall conduct ramp inspections on aircraft to verify compliance with the applicable requirements for the purpose of:	<p>1. [MS] Alternative text proposal "When deemed necessary by the Agency, it shall conduct ramp inspections on aircraft to verify compliance with the applicable requirements for the purpose of: (1) certification procedures assigned to the Agency by Regulation 216/2008; (2) inspection of a Member State when it is suspected of not carrying out its inspections tasks in accordance with this regulation; (3) inspections of undertakings in case of a detected level 1 (audits) or cat 3 (ramp inspections) finding on its organisation or aircraft.</p> <p>2. [MS] Proposal: Replace 'it should conduct...' by 'a specific team named by the Agency'</p>	<p>1. Proposal accepted. Subparagraph (e) (3) modified.</p> <p>2. Not accepted. The verb "should" is not strong enough. The Agency doesn't consider it necessary to refer in the rule to a "specific team". When the Agency conducts a ramp inspection it will establish a team and will carry out the ramp inspection in cooperation with the Member State.</p> <p>3. "Whenever deems necessary"... and regulation 736 already provides for consultation between the Agency and a Member State or an organisation. Ramp inspection will always be conducted in coordination with the Member State con-</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>and create an AMC to describe more precisely the definition of this team and the tasks their members has to conduct.</p> <p>3. [MS] Proposed text: AR.GEN.415 (e) (1) certification procedures assigned to the Agency by Regulation 216/2008; (2) inspection of a Member State when it is suspected of not carrying out its inspections tasks in accordance with this regulations. Whenever the Agency has such a suspicion, it has to inform the relevant Member State and await his respond for at least 30 days, before conducting a ramp inspection; (3) inspections of undertakings in case of a detected level 1 finding on its organisation or aircraft. (f) In cases where the Agency conducts a ramp inspection on the territory of a Member State, it has to inform the relevant Member State of the planned action in advance and invite representatives of the relevant Member States to participate at the ramp inspection.</p>	<p>cerned. Article 55.1(e) of the Basic Regulation indicates that ramp inspections must be carried out in cooperation with Member States.</p>		
(1) certification tasks assigned to the Agency by Regulation (EC) No 216/2008;	<p>4. [MS and INDIV] (e) according to Art 10 (2) of the Basic Regulation the MS is responsible to carry out the ramp inspection while the Agency has to inspect only the undertakings. Proposal : (e)(1) deleted.</p>	<p>4. Not accepted. See previous response on legal basis ramp inspection.</p>		
(2) inspection of a Member State when it is suspected of not carrying out its inspections tasks in accordance with this Regulation; or	<p>5. [MS and INDIV] Proposal: (e)(2) deleted, inspection of MS shall be regulated in the CR 736/2006 and not here. 6. [IND] Proposal: A Member State's failure must not result in increased inspection activity for Community Operators. In this instance the Agency must address identified shortcomings with the competent authority concerned.</p>	<p>5. Not accepted. See previous response on legal basis. 6. Noted. It will not always be possible to limit the investigation to the competent authority only.</p>		
(3) inspections of an organisation in case of a level 1 finding as referred to in AR.GEN.350 on its organisation or a category 3 finding as referred to in AR.GEN.440 on an aircraft .	<p>7. [INDIV and MS] Proposal: (e)(3) reworded and added to the initial sentence. According Art 10 (3) the Agency may inspect undertakings when potential risk is identified by an operator (inspection of aircraft in cooperation with MS!) pro-</p>	<p>7. Not accepted. It is not limited to certification procedures assigned to the Agency by the Basic Regulation. "Undertaking" replaced by "organisation" for consistency.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	posal: the Agency shall inspections of the undertakings in case of a detected level 1 finding on its organisation or aircraft based on certification procedures assigned to the Agency by Regulation 216/2008			
AR.GEN.420 Prioritisation criteria				
(a) The Agency shall provide the competent authorities with a list for the prioritisation of ramp inspections of operators or aircrafts identified as presenting a potential risk.		All parts related to the prioritisation of ramp inspections are transferred to AR.GEN.420.	Article 2 and 3(1) Regulation (EC) No 351/2008	
(b) This list shall include:		(b)(1) and (2) are merged because the analyses referred to in (1) and (2) is the same as the analyses referred to in (a).		
(1) operators of aircraft identified on the basis of the analysis of available data in accordance with AR.GEN.460(b)(4)				
	[INDIV and MS] Proposal: add after Agency "or the inspection authority of the MS" or add a new (f).	Not accepted. This is already covered in AR.GEN.425 "Collection of information"		
(2) operators or aircraft communicated to the Agency by the Commission and identified on the basis of:				
(i) an opinion expressed by the Air Safety Committee (ASC) within the context of the implementation of Regulation (EC) No 2111/2005 that further verification of effective compliance with relevant safety standards through systematic ramp inspections s necessary;		The last sentence of (2)(i) is considered guidance for the competent authority and therefore downgraded to AMC 1-AR.GEN.420(b)(2)(i)		
(ii) information obtained by the Commission from the Member States pursuant to Article 4 (3) of Regulation (EC) No 2111/2005.				
(3) Aircraft operated into the Community by operators, included in Annex B of the list of operators subject to an operating ban pursuant to Regulation (EC) No 2111/2005.	1.[IA and IND.] Clarification required: how and by who can a banned aircraft be subject to a ground inspection? 2. [INDIV and MS] Comment: (c) Aircraft of operators, which aircraft are on Annex B of the list of air carriers subject to an operating ban pursuant to Regulation (EC) No 2111/2005. 3. [MS] Proposal: Replace the sentence by "Aircraft of operators, which aircraft have been subject to an operating ban pursuant to Regulation (EC) No 2111/2005"	1-3 Accepted. Text has been modified		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(4) aircraft operated by operators certified in a State exercising regulatory oversight over operators included in the list referred to in (3)	<p>1. [IND] It is not understood whether "certified" refers to aircraft or to operators. The text could lead to misunderstanding; a clarification would be needed.</p> <p>2. [INDIV] (d) Aircraft operated by other operators certified in the same State as any operator subject to an operating ban pursuant to Regulation (EC) No 2111/2005. Comment: It is required that RL 2004/36/EG to be revoked.</p>	<p>1. This paragraph is copied from Regulation 351/2008. the verb "certified" refers to the operator</p> <p>2. Directive 2004/36 will be automatically revoked once Part Authority Requirements (AR) enters into force (art 69.5 Basic Regulation). The implementing rules based on Directive 2004/36 will be revoked by the Cover Regulation Part AR.</p>		
(5) aircraft used by a third-country operator that operates into, within or out of the territory of the EU for the first time	<p>1. [IND] Typo: a comma should be added between words "into" and "within".</p> <p>2. [MS] Comment: there is no legal basis to include this criterion in the prioritisation criteria. If this criterion is left as it is though, a major modification is required: "Aircraft used by a third country operator that operates commercial transportation flight into within or out of the territory where the Treaty applies for the first time or has not been inspected for more than 6 months.</p> <p>[MS] What will be the tool used by the EASA to monitor this criterion and to inform the Member States that an operator is meeting this criteria When talking about the first venue of an operator ? questions about some of the information provided</p>	<p>The last part of the sentence "or has not been inspected for more than 6 months" has been transferred to AMC1-AR.GEN.305 (b)(1);(c)(1);(f) "Oversight programme" because the Agency considers that this should be part of the risk assessment carried out in accordance with AR.GEN.305</p> <p>1. Accepted</p> <p>2. This paragraph is included to address the oversight of third country operators that are authorised in accordance with the future Part TCO by the Agency or non-commercial operations operating with complex motor-powered aircraft which have made a declaration to the Agency. The Agency will inform the Member States in accordance with AR.GEN.420(a)</p>		
(c) The list shall be produced at least once every 4 months and after every update of the Community list of operators subject to an operating ban pursuant to Regulation (EC) No 2111/2005.	[INDIV] Proposal of new paragraph "(f) Aircraft operators or aircraft types or particular aircraft identified by the inspect-	Not accepted. Already covered following the route of AR.GEN.425, AR.GEN.460(b)(4)		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	ing authority based in information collected under AR.GEN.425 (a)."	and AR.GEN.420 (a).		
	[MS] Proposal: add new paragraph (f): "(f) Aircraft of Operators and Aircraft registered in a state or operated by and operator with a licence in a state that is listed in the priority list In accordance with the provisions laid down in Article 3(2) as provided under Article 2 of Commission Regulation 351/2008/EC implementing Directive 2004/36/EC of 16 April 2008 as regards the prioritisation of ramp inspections on aircraft using Community airports, Member States are to prioritise their ramp inspections on subjects landing at any of their airports open to international air traffic.	Not accepted. AR.GEN.420 does not exclude that all operators of a particular country will be included in the prioritisation list.		
AR.GEN.425 Collection of information	1. [MS] Comment: this information is not available. There is no legal possibility to collect such information from aircraft/operator to ramp inspections (e.g. 3rd Countries) Therefore it is suggested to delete the whole paragraph or at least review and reword it totally with the essential items. In either case it shall be reduced only to "conducting ramp inspections" and delete "continuing oversight".	1. Not accepted. Text is in line with Article 3 of Directive 2004/36/EC. Moreover, competent authorities should also collect information to fulfil their responsibilities under AR.GEN. Section 3.	Article 3 Directive 2004/36/CE	
(a) The competent authority shall collect and process any information deemed useful for continuing oversight or conducting ramp inspections	2. [IA] All collected and processed data must be de-identified and treated confidentially. (See also comment 16 above) 3. [MS] Proposed Text: "(a) The inspecting authority and the Agency shall collect and process any information deemed useful for conducting ramp inspections. Where the inspecting authority is not the same as the competent authority for continuing oversight of operators in the Member State, the inspecting authority shall pass on to the competent authority any information it collects about the operators overseen by the competent authority." 4. [INDIV] Comment: This	2. See previous response on confidentiality. 3. Covered in AR.GEN.015 (b). 4. The Agency will not have access to ECAIRS. Sources of information such as USOAP and FAA IASA results are taken into account when authorising a TCO in accordance with the future Part TCO. 5. Accepted. Text has been changed. A reference to the Agency has been deleted.		

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	<p>point does not adequately define the data collection system. This article shall define the EU reporting system. A link to the ECAIRS system seems to be necessary. The information from AMC AR.GEN.425 shall be transferred to item (a). In addition information from ICAO USOAP and audit findings from third country authorities (FAA, TCCA, etc) shall be taken into consideration.</p> <p>5. [MS] Proposal: delete the new form created to include the information of this paragraph and the § (b) or amend it to fit its aim (which is to gather information, not to be a draft report of a ramp inspection). (See comment 553 ahead).</p>			
(b) The competent authority shall develop a report form to record this information on the basis of the form established in Appendix IIII	<p>1. [INDIV] Comment: This information shall only referenced in the standard report when basis to select the operator/aircraft for ramp inspections.</p> <p>2. [MS] Information received by the competent authorities of member states may take many forms. Transferring the information received onto a form in the format set in Appendix 1 would be a pointless bureaucratic exercise. If the information has to be entered into the database under AR.GEN.455 it can then can be retrieved automatically in the format set in Appendix 1. Proposed : delete paragraph (b)</p>	<p>1. See response under 1 in previous table.</p> <p>2.The requirement to use the form as established in Appendix 1 has been deleted. The competent authority can use the form it considers appropriate. However it is still required to collect the information as listed in the Appendix.</p>		
AR.GEN.430 Qualification of ramp inspectors	<p>1. [MS] Proposal: change title from "Qualification of inspectors" to "Qualifications of ramp inspectors"</p> <p>2. [IA and IND] Proposal: Add a requirement for SAFA inspectors to be subject to a mandatory examination by EASA.</p>	<p>1. Accepted. See changed text.</p> <p>2. Not accepted. There is not legal basis in the Basic Regulation to include such a requirement.</p>	2.3.1, 2.3.2 and 2.4 Annex II to Directive 2008/49/EC	
(a) The competent authority and the Agency shall have qualified inspectors to conduct ramp inspections.	[INDIV and MS] Proposal: Qualification requirements for Agency staff to inspect undertakings shall be added.	Not accepted. Already covered in paragraph (a).		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(b) Ramp inspectors shall:				
(1) possess the necessary aeronautical education or practical knowledge relevant to their area(s) of inspection.				
(2) have successfully completed:	[IND] Proposal: share a list of senior inspector between states. A check ride has to be performed by a senior inspector of another member state.	This proposal will be considered in a future modification of GM to AR.GEN.430.		
(i) appropriate specific theoretical and practical training, in one or more of the following areas of inspection:	[MS] Proposal: add another category to the list of categories (e) "Ground Operations"	Not accepted. Categories A to D are areas of inspection. Ground operations are not such an area.		
(A) flight deck;	[MS] Proposal: replace with "Operations".	Not accepted. The areas A to D of inspection are in accordance with the checklist (Appendix III).		
(B) cabin safety;	[MS] Proposal: replace with "Licensing".	Not accepted The areas A to D of inspection are in accordance with the checklist (Appendix III).		
(C) aircraft condition;	[MS] Proposal: replace with "Airworthiness".	Not accepted The areas A to D of inspection are in accordance with the checklist (Appendix III).		
(D) cargo;	[IND, MS and IA] Proposal: to add (D) Dangerous Goods.	Not accepted. The areas A to D of inspection are in accordance with the checklist (Appendix III).		
(ii) appropriate on-the-job training delivered by a senior ramp inspector appointed by the competent authority or the Agency.	[INDIV and MS] Proposal: Delete Agency because ramp inspections are only carried out by MS and not by the Agency.	See previous response on ramp inspections performed by the Agency		
(3) maintain the validity of their qualification by undergoing recurrent training and by performing a minimum of 12 inspections in every 12 month period.	[MS] The continued validity requirements should only apply for conducting ramp inspections on foreign aircraft.	See previous response concerning the change of the scope of this section.	2.3.3 Annex II to Directive 2008/49/EC	
(c) The training in (b)(2)(i) shall be delivered by the competent authority or by an appropriately qualified training organisation.				
(d) The Agency shall develop and maintain training syllabi and promote the organisation of training courses and workshops for inspectors to improve the understanding and uniform implementation of this section.	[MS] Comment: It seems incorrect for Regulations that affect the Agency to be published in the AR Section. Questions: Does this paragraph indicate that the Agency itself will be running training courses for ramp Inspectors? Will the Agency become an appropriately qualified training organisation proving the training defined in AR.GEN.430(b)(2)(i)? 2. [INDIV] The syllabus and not the full training programme shall be developed by the Agency.	1. Noted. Part AR also applies to the Agency. The Agency will not provide training courses, but only determine the training content. 2. Accepted. Text modified.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(e) The Agency shall facilitate and coordinate an inspector exchange programme aimed at allowing inspectors to obtain practical experience and contributing to the harmonisation of procedures.				
	1. [IND] Proposal: new (b)(2)(iii) checkride performed under the supervision of a senior inspector of another community member state or the Agency. Proposal: new (f) A senior inspector shall have his qualification current and an experience of at least two years in SAFA inspections.	1. See previous response. Proposal already covered in AMC1 to AR.GEN 430(b)(2)		
AR.GEN.435 Conduct of Ramp inspections	1. [IND] Comment: The Ramp inspection is a politically sensitive matter that has caused problems for operators in many EASA member states. It is not possible to combine a 'risk based system' with the notion of a national quota as described by EASA... (see content of the workshops provided by EASA on these NPA's). The current proposal will only make such problems more common. 2. [IND and INDIV] Proposal : there is no Justification for an authority 'not having oversight' to perform a ramp inspection on an aircraft subject to another EASA Authority which does have oversight. 3. [IA and IND] Proposal: Add a requirement to establish a formal notification process within 24h to the operator concerned.	1. The pre-condition for a risk based oversight is having data in order to quantify the risk. In that respect the ramp inspection are the means to collect data supporting the risk based oversight. Moreover, considering the collective nature of the ramp inspection programmes it is obvious that the participating States should have an equal contribution to those programmes. In addition the concept of minimum quota will enable the participating States to better identify the resources needed and better plan their activities. 2. See previous response to cooperative oversight. 3. The operators are immediately informed by the proof of inspection provided to the crew. (see AR.GEN.435(d).	Article 4.5 Directive 2004/36/CE	
	[MS] Only the MS will carry out ramp inspections.	Not accepted. See previous response on legal basis for ramp inspection performed by the Agency. This paragraph is transferred to AR.GEN – Section 3.		
A ramp inspection shall be performed in a standardised manner using a ramp inspection report form developed by the competent authority on the basis of the form established in Appendix III				
(a) When performing a ramp inspection, the inspector(s) shall make all possible efforts to avoid an unreasonable delay of the aircraft inspected.	1. [IA] Proposal: "(c) When performing a ramp inspection, the inspector(s) shall make all possible efforts to avoid an unreasonable delay of the aircraft inspected. This does not imply that the inspectors must not complete all the items of the inspection." 2. [IA and IND] Proposal: :	1. noted 2. not accepted. Delay for safety reasons is justified. 3. related GM is already clear enough	Article 4.5 Directive 2004/36/CE	

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	Replace "an unreasonable delay" with "any delay" 3. [MS] Proposal: Replace it or complete it by the following: "Departure delay of an aircraft should be avoided. However, when an inspector discovers an issue which may have a major effect on flight safety or requires further investigation to clarify the issue, a delay may be justified".			
(b) On completion of the ramp inspection, the pilot-in-command/commander or, in his/her absence, another member of the flight crew or a representative of the aircraft operator shall be informed of the ramp inspections results using the form established in Appendix II.	[IA and IND] Proposal On completion of the ramp inspection, the pilot-in-command shall be informed of the ramp inspections results.	Noted. In case no crew is available than it will be provided to another representative.	6.1 and 6.3 Annex II to Directive 2008/49/EC	
	[INDIV and MS] Proposal: Comment to (b) and (d): why using two separate forms (Appendix 2 and 3) with almost identical content. This is an unnecessary bureaucracy one form shall be deleted.	The requirement to use the form as established in Appendix 3 has been deleted. The competent authority can use the form or format it considers appropriate. However it is still required to use the inventory of items to be checked as listed in Appendix 3.		
AR.GEN.440 Categorisation of findings			Directive 2008/49/EC Annex II 5.1	
s		Text has been changed. Level 1 and 2 findings are replaced with Category 1, 2 and 3 findings. Moreover the provision has been brought in line with the findings defined in AR.GEN.350.		
(a). a category 3 finding when any significant non-compliance is detected with the applicable requirements or the terms of a certificate which has a major influence on safety .				
(b). a category 2 finding when any non-compliance is detected with the applicable requirements or the terms of a certificate which has a significant influence on safety				
(c). a category 1 finding when any non-compliance is detected with the applicable requirements or the terms a certificate which has a minor influence on safety.				
AR.GEN.445 Follow up actions on findings	[MS] Proposal: two templates for information leaflets for crews, operators and authorities to help them become more and more familiar with the SAFA programme, to inform them about the SAFA programme and to explain them what is expected from their side when an inspection has been performed.	AR.GEN.455 has been modified. Superfluous text has been deleted. Is already addressed in GM published in July and will be integrated in the current proposal (section IV)	6.4 and 6.5 Annex II to Directive 2008/49/EC	

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(a) For a category 2 or 3 finding the competent authority, or where relevant the Agency, shall:				
	<p>1. [IA, MS and INDIV] Comment: reference to AR.TCO.340 and AR.TCO.345. Cannot have an opinion on this text until reading of the referred provisions.</p> <p>2. [INDIV and MS] Proposal: (b): shall be deleted. According Art 10/2 only the MS shall carry out ramp inspections.</p> <p>3. [IA] clarification: The current wording seems to imply that any TCO shall be ramp inspected by the sole Agency.</p>	<p>1. Noted</p> <p>2. see previous response legal basis for the Agency conducting ramp inspections.</p> <p>3. Not accepted. In principle Member States will perform ramp inspections on TCO. However if the Agency carries out the ramp inspection than the findings will be handled in accordance with Subpart AR.TCO.</p>		
<p>(1) communicate the finding in writing to the operator, including a request for evidence of corrective actions taken; and;</p> <p>(2) inform the Agency, the competent authority of the State of the operator and, where relevant, the State in which the aircraft is registered or where the licence of the pilot-in-command/commander was issued. Where appropriate, the competent authority or Agency shall request for confirmation of their acceptance of the corrective actions taken by the operator in accordance with Part-AR.GEN.350, AR.GEN.355 or where relevant Subpart AR.TCO.(b) In addition to (a), in the case of a category 3 finding, the competent authority shall for a category 3 finding take immediate steps by:</p>	<p>1. [IND and IA] Proposal: Follow up actions to include the "Operator".</p> <p>2. [MS] (c) and (e): two communications of the ramp inspections results on TCO are made toward the competent authority of the operator. Proposal: to close the findings the inspecting authority should perform the communication with the operator. The communication with the competent authority could be left under the responsibility of the Agency.</p> <p>3. [MS] Proposal: the communication process of ramp inspections performed on TCO should follow the dispositions of the §6.1.2 of the Guidance Material published by the EASA on the SAFA ramp inspection procedures.</p>	<p>1. Accepted</p> <p>2. paragraph (e) is deleted;</p> <p>3. Noted. Will be taken into account when including the GM in the current proposal.</p>		
	<p>1. [MS] Proposal: new text "(d) 2. for category 3 findings and due to the significance of their potential influence on the safety of the aircraft and its occupants take immediate steps by: (i) imposing a restriction on the aircraft flight operation; or (ii) requiring immediate corrective actions;</p> <p>2. [MS] Proposal the communi-</p>	<p>1. Accepted. level 1 changed into category 3. AR.GEN.440 already implies that a category 3 finding has significant influence on the safety of the aircraft and its occupants.</p> <p>2. see modified paragraph (a).</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	cation process of the results of a ramp inspection on a TCO having raised significant or major finding should be triggered by the identification a category 2 or 3 finding.			
(i) imposing a restriction on the aircraft flight operation; or				
(ii) requesting immediate corrective actions; or				
(iii) grounding the aircraft in accordance with AR.GEN.450;	[96] [MS] Proposal: add new text "(d) 2 (iv) banning the aircraft and/or its operator."	Already covered in Article 6.1 of Regulation 2111/2005		
(c) When the Agency has raised a category 3 finding, it shall request the competent authority where the aircraft is landed to take the appropriate measures in accordance with (b).		(e) is added to address the follow up actions to be taken by the Agency in case it raised a cat 3 finding.		
AR.GEN. 450 Grounding of aircraft	<p>1. [MS] Proposal: In case of Level 2-Findings the inspecting authority should be allowed to make a decision whether and to which extend information shall be provided to the appropriate constitutions. Proposal: The wording in this paragraph should be changed from „grounding“ to „delaying“ and „aircraft is detained“, respectively. The term „grounding“ might cause irritations. Otherwise there should be a further description of what is meant by „grounding an aircraft“ in the paragraph’s context.</p> <p>2. [MS] Comment: In order to be consistent with the current SAFA procedures well implemented, the dispositions of this paragraph in regards of the ramp inspections of TCO should reflect the acted dispositions of the Guidance Material published by the EASA on the SAFA ramp inspection procedures, §6.1.3 and 6.2.2.</p> <p>3. [MS] Proposal: important potential problem laid down by this paragraph, a GM must be developed in addition of an AMC.</p>	<p>1. First part of the comment not clear.</p> <p>The term grounding is used in article 10(2) of the Basic Regulation. To avoid confusion implementing rules will use terms identical to the one used in the Basic Regulation.</p> <p>Definition of grounding in AR.GEN 410 is considered clear enough.</p> <p>2. The Content of the current SAFA GM will be incorporated in this section.</p> <p>3. Accepted. Actually an AMC was already “mapped” for this article, and it will be developed prior to the publication of the implementing rules.</p>	<p>Article 7 Directive 2004/36/CE</p> <p>6.5 Annex II to Directive 2008/49/EC</p>	

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(a) In case of a category 3 finding where it appears that the aircraft is intended or is likely to be flown without completion by the operator or owner of the appropriate corrective action the competent authority shall:	1. [MS] Proposed Text "In the case of a Level 1 finding where it appears that the aircraft is intended or is likely to be flown....etc" 2. [INDIV and MS] Proposal: According Art 10/2 only the MS shall carry out ramp inspections. (See comment 656,657,219,84,25,356 above).	1. accepted: see changed text 2. see previous response on legal basis for conducting ramp inspections by the Agency		
(1) notify the pilot-in-command /commander or the operator that the aircraft is not permitted to commence the flight until further notice; and	1. [IA] Proposal: The pilot in command is always in command of the aircraft according to the law. No one else can appear to be in command of the aircraft.. 2. [MS and IND] Proposal: Delete the words "or the person appearing to be in command"	1 + 2. Accepted Text modified		
(2) ground that aircraft.		After RG meeting: superfluous text deleted (covered by definition of "grounding")		
(b) The competent authority where the aircraft is grounded shall immediately inform the competent authority of the State of the operator of the grounded aircraft and, the State in which the aircraft is registered, if relevant and the Agency in the case of a grounded aircraft used by a third-country operator.	1. [IA] Proposal: (b): Extend scope of information - broadcast to all member states the operator goes operates from/to. 2. [MS] Proposal: it is urgently requested to develop AMC to this requirement (for guideline, time frame, forms etc) 3. [MS] Proposal: replace by "The authority where the aircraft is grounded shall as soon as possible..." 4. [MS] Comment: What is the benefit in terms of safety to inform immediately the Agency while the information will be contained in the report entered into the database. Proposal: remain consistent with the current SAFA procedures.	1. We don't consider it necessary to inform other states than the ones mentioned. 2. noted 3. ICAO Annex 8 also requires that the state must be informed immediately. 4. In the context of the responsibility of the Agency for the authorisation of TCO the Agency needs to be informed immediately on the grounding of an aircraft operated by a TCO.		
(c) The competent authority shall in coordination with the State of the operator or the State of registry prescribe the necessary conditions under which the aircraft can be allowed to take-off	1. [INDIV and MS] Proposal: Add the following to the end of the paragraph: "Subpart P and the inspecting authority is satisfied with the restrictions and conditions under which the PtF is issued." 2.[MS] Proposal : following text "(c) ... allowed to take-off. These measures should be acceptable by the Inspecting Member State. If the deficiency affects..." (Similar to above)	"deficiency" changed into non-compliance to align with the other parts and the categories of findings 1. A Part 21 Permit to Fly needs to be accepted on the basis of article 11 of the Basic Regulation 2. see changed text 3.see changed text 4. In case the problem is related		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>3.[MS] Proposal: The operator has to obtain permission from all States which will be overflown on the flight in question. Proposed text for the final sentence: "If the deficiency affects the validity of the certificate of airworthiness of the aircraft, the grounding shall only be lifted by the Member State authority when the operator shows evidence that it has obtained an operational authorisation from the Agency and permission from any non-EU states which will be overflown."</p> <p>4. [MS] Comment: this is not acceptable and not in compliance with ICAO standards, Annex 8, chapter 3.6 underlining that this procedure is only applicable following a damage affecting the airworthiness conditions of the aircraft.</p> <p>5. [MS] Comment: In this case, the ultimate responsible for the dispatch conditions remains the State of Registry of the aircraft, in direct compliance with the applicable ICAO standards (Annex 8, §3.6).</p> <p>6. [IND] Proposal: "The authority designated by the Member State where the operator has its principle place of business shall prescribe the necessary conditions under which the aircraft..."</p>	<p>to the operation than it is the certifying competent authority;</p> <p>5. Article 9(4) of the Basic Regulation mandates the Agency to develop rules for aircraft that do not hold a standard ICAO certificate of airworthiness. Once adopted the Agency will issue an authorisation to aircraft that are sub ICAO.</p> <p>6. Not accepted.</p>		
<p>(d) If the non-compliance affects the validity of the certificate of airworthiness of the aircraft, the grounding shall only be lifted by the competent authority when the operator shows evidence that it has obtained:</p> <ol style="list-style-type: none"> (1) permission from third countries which will be over flown, if applicable; and (2) a permit-to-fly in accordance with Part-21, Subpart P for aircraft registered in a Member State; (3) a permit-to-fly or equivalent document of the State of Registry or the State of the operator for aircraft registered in a third country and operated by an EU operator; or (4) an operational authorisation in accordance with Part-TCO and a permit-to-fly or equivalent document of the State of Registry or the State of the operator for aircraft registered in a third country and used by a third country operator; 	<p>7. [IA] Proposal: Delete paragraph. It is unacceptable to grant the possibility to take off to an aircraft recognized unsafe, without corrective action.</p> <p>8. [IA and MS] Comment: reference to TCO not available yet. (See comment33,277,358,529 above).</p> <p>9. [MS] Comment: (d) "the Agency, in coordination with the State of the operator or the State of registry," may authorise the aircraft to take off ... only be lifted by the Member State authority when the operator shows evidence that it has obtained an operational authorisation from the Agency". It is absolutely not</p>	<p>7. Not accepted. An operational authorisation issued by the Agency is in fact a permit to Fly plus flight conditions. Such a permit to fly cannot be considered the same as a certificate of airworthiness therefore the operator cannot operate the aircraft commercially. However the permit to fly will allow the operator to carry out a ferry flight.</p> <p>8. noted</p> <p>9. noted</p> <p>10. not accepted. The Agency will be responsible for the issuance of an so called "operational authorisation"</p> <p>11. noted</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>practical from a field point of view.</p> <p>10. [MS] Proposal : Replace by the following text "(d) When the aircraft ... with Subpart AR.TCO 210. These measures should be acceptable by the Inspecting Member State. If the deficiency ..."</p> <p>11. [MS] Proposal: important potential problem laid down by this paragraph, a GM must be developed in addition of an AMC.</p>			
AR.GEN. 455 Reporting	<p>1. [IND] Proposal: Operators must be provided with a copy of all ramp inspection reports even if there are no findings arising. The Agency must confirm that where an operator successfully appeals a ramp inspection finding databases will be updated accordingly</p>	<p>1. Noted. Covered in AR.GEN 435(d) It is evident that the inspecting authority must update the report after a successful appeal.</p>		
(a) information collected in accordance with AR.GEN.435 (a) shall be entered into the centralised database, referred to in AR.GEN.460(b)(2), within 21 calendar days after the inspection;	<p>2. [MS and INDIV] Comment: Wrong reference to AR.GEN.435(b).</p>	<p>After RG comments text has been changed 2. Accepted. Reference is changed</p>	<p>Article 5(2) and (3) Directive 2004/36/CE 4.4 Annex II to Directive 2008/49/EC</p>	
(b) The competent authority or the Agency shall enter into the centralised database any information useful for the application of Regulation (EC) No 216/2008 and its implementing rules and for the accomplishment by the Agency of the tasks assigned to it by this Part, including the information referred to in AR.GEN.425(a);	<p>3. [MS] Proposal: Delete Agency, according Art 10 (2) only the Ms shall carry out ramp inspections..</p> <p>4. [MS] Proposed text: "All relevant information relating to a ramp inspection shall be entered into the centralised Agency database within 21 calendar days after the inspection"</p> <p>5. [MS] Comment: It appears as mandatory to enter the data collected by ECCAIRS. It does not appear to be the case as the centralized database is designed to gather the information linked with ramp inspections activity. Therefore, the sentence is clearly misleading.</p> <p>6. [MS] Proposal: This principle of sharing the information regarding the ramp inspection outcome in a common database should be only mandatory for the ramp inspections conducted on foreign aircraft/operator.</p>	<p>A reference to the Agency has been deleted since the information referred to must be collected by competent authorities.</p> <p>3. see previous response on ramp inspections carried out by the Agency; 4 and 5. See changed text; 21 days not accepted because it does not concern only information related to ramp inspections. 6..See previous response on the change of scope of this section 7 and 8. Flagging of information concerning a potential hazardous safety threat is not done automatically and therefore need to be notified by the competent authorities.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(c) Whenever the information as referred to in AR.GEN 425 (b) shows the existence of a potential safety threat, such information shall also be communicated to the competent authority of the Member State and the Agency without delay	7. [MS and INDIV] Comment: Only when third country operators are affected, the Agency will be informed separately. In all other cases the information are available in the data base 8. [MS] Proposed text: Whenever information collected under AR.GEN.425 or a ramp inspection shows the existence of a potential hazardous threat to safety, all relevant information shall be entered into the centralised Agency database without delay.	A routine exchange of ramp inspection reports (including those containing cat. 3 findings) should be made through the database. The intent of this requirement (in the SAFA Directive) was to communicate those cases where the non-compliances amount to a "Safety threat". There is no point of receiving a notification for every cat.3 raised (last year there were 2.000 of them). Moreover the safety threat is clearly hazardous. The Agency considers that in case of a safety threat the competent authority should be informed as it is the one entitled to respond to such a threat and the Agency (in light of the monitoring duties entrusted by the Basic Regulation). To summarise: for TCO (SAFA): the Agency for EU (SACA): the competent authority and the Agency		
(d) Whenever information concerning aircraft deficiencies is given by a person to the competent authority , the information referred to in)AR.GEN.425(b) and AR.GEN. 435 (a)shall be de-identified regarding the source of such information.	9. [IA] Proposal: Remove reference to AR.GEN.435 (d). Non voluntary by essence.	9. Not accepted. Also during ramp inspections information can be given voluntary. "voluntary" has been deleted to protect and therefore encourage disclosure of safety relevant information.	Article 6(4) Directive 2004/36/CE	
	10. [IA] Proposal to add (e): "National Authorities must assure that any operation-related information provided voluntarily by the aeronautical personnel involved in the operation, could never be used against the personnel reporting this information in any administrative or labour process." (See comment 10 above)	10. Not accepted. This kind of information is adequately protected by national law on data protection and article 15 and 16 of the Basic Regulation		
AR.GEN. 460 Agency coordination tasks	[IND] Proposal: Operators must be provided with a copy of all ramp inspection reports even if there are no findings arising. The Agency must confirm that where an operator successfully appeals a ramp inspection finding databases will be updated accordingly.	Title changed after comments Review Group See previous response on appeals in AR.GEN.455	Article 2 Regulation (EC) No 768/2006	
(a) The Agency shall manage and operate the tools and procedures necessary for the storage and exchange of:				
(1) the information referred to in AR.GEN.425 and AR.GEN.435, using the forms as established in the Appendices 1 and 3;				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(2) the information provided by third countries or international organisations with whom appropriate agreements have been concluded by the EU, or organisations with whom the Agency has concluded appropriate arrangements in accordance with Article 27(2) of Regulation (EC) No 216/2008.	[INDIV and MS] Question: Is it intended to have a link with the ECAIRS data base?	There is no intention to link the database with ECAIRS.		
(b) The management shall include the following tasks:				
(1) store data from the Member States relevant to the safety information on aircraft landing at aerodromes located in the territory subject to the provisions of the Treaty applies;				
(2) develop, maintain and provide continuous updating of a centralised database containing				
all the information referred to in paragraph (a)(1) and (2)	1. [INDIV] Comment: MS are not required to report according AR.GEN.425 and 435. When it is required, than this shall be mentioned in the effected points. 2. [MS] Proposed text: "All the information which Member States are obliged to collect and make available on the basis of AR.GEN.425, AR.GEN.435 and AR.GEN.425."	1 and 2 See changed text		
	[MS and INDIV Proposed text: "...information which is required to be reported by the operator concerning the air safety of aircraft and of air operators operation".	Text redundant and therefore deleted		
(3) provide necessary changes and enhancements to the database application;				
(4) analyse the centralised database and other relevant information concerning the safety of aircraft and of air operators and, on that basis:				
(i) advise the Commission and the competent authorities on immediate actions or follow-up policy;				
(ii) report potential safety problems to the Commission and to the competent authorities;				
(iii) propose co-ordinated actions to the Commission and to the competent authorities when necessary on safety grounds and ensure co-ordination at the technical level of such actions;	[Ms and INDIV] Proposal: add a new (4) (iv) "the Agency shall issue without an undue delay a safety directive to correct a problem affecting the safety of air operation and inform also the MS adequately".	Covered in AR.GEN.030		
(5) liaise with other European institutions and bodies, international organisations and third country competent authorities on information exchange.		Review Group: third country added for clarification		

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AR.GEN.465 Annual Report	[MS] Proposal: title for the paragraph "Information to the Commission". [MS] title for the paragraph "Annual Report".	Title has been changed	Article 5 Regulation (EC) No 768/2006	
(a) The Agency shall prepare and submit to the commission an annual report on the ramp inspection system containing, at least, the following information:				
(1) status of the progress of the system		Review Group Reference to manual is obsolete.		
(2) status of the inspections performed in the year;				
(3) analysis of the inspection results with indication of the categories of findings;				
(4) actions taken during the year; and				
(5) Annexes containing lists of inspections sorted out by State of operation, aircraft type, operator and ratios per item.				
		Paragraph (b) and (c) is redundant because already covered in AR.GEN.470		
	[IND.] Typo error: replace "an advice..." with "An advice..."			
AR.GEN.470 Information to the public				
The Agency shall publish an aggregated information report annually that shall be available to the public and the stakeholders containing the analysis of the information received in accordance with AR.GEN.455. The report shall be simple and easy to understand, and the source of that information shall be de-identified.	[IA and IND] This should be avoided to present safety sensitive information to the public since this might give false impressions about the level of safety.	We consider that the information report doesn't contain sensitive safety information. Review Group: editorial changes proposed and accepted		
SUBPART OPS - SPECIFIC REQUIREMENTS RELATED TO AIR OPERATIONS				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>ECA - European Cockpit association Comment on AR.OPS.020: Transfer to AR.GEN.310, extend to all organisations. Justification: All organisations shall be subject to this register, and not only operators.</p> <p>Comment CAA-NL: The CAA-NL requests to clarify "declarations received" for reasons of clarity/ uniform interpretation.</p>	<p>AR.OPS.020 is deleted because this is already covered by AR.GEN.220</p>		
SECTION I - CERTIFICATION OF COMMERCIAL AIR OPERATORS				
AR.OPS.100 Issue of the air operator certificate				
<p>(a) The competent authority shall issue the air operator certificate, when satisfied that the operator has demonstrated compliance with the applicable requirements of:</p> <p>(1) Part-OR; and</p> <p>(2) Part-CAT, Part-SPO and Part-SPA, as applicable.</p> <p>(b) The certificate shall include the associated operations specifications.</p>	<p>1. (MS) into which detail the "operations specifications" should be included.</p> <p>2. (MS) Paragraph No: AR.OPS.210 Comment: This provides for the issue of an air operator's certificate to include "general conditions". There is no other reference to this term in the NPA so its meaning needs to be clarified.</p> <p>3.(MS) The operations specifications document does not include a dedicated part for the aircraft registration marks. If a specific system, as permitted in e) of Appendix 1 to OPS 1.175, has been approved by the registration authority, it should be noted in this part.</p>	<p>1 and 3 The operation specification details are defined in Appendix I to Annex 1 A section for Aircraft registration marks is included in the operation specification template. 2. The wording "and general conditions" is considered redundant and therefore has been deleted.</p> <p>Text modified after consulting RG.001: reference to Parts CAT, SPO and SPA</p>		
	<p>4. (MS) Comment: In AR.OPS.210 there is no requirement on rule level to do an initial inspection to organization, facilities, operational arrangements, training, records, aircraft or to do operational demonstration flights on operations or representative</p>	<p>4. Comments with regard to AR.GEN.310(a) have been transferred to the drafting team of Part-AR.</p> <p>Access to the operator's facilities, aircraft, etc is covered in OR.GEN.040 and related AMC.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>routes (new routes) of the AOC applicant (ref. corresponding requirements in AR.OPS.300(a), AR.GEN.310, AR.AeMC.010 and Reg. (EC) No 2042/2003). AMC to AR.GEN.310(a) (of NPA No 2008-22b or NPA 2009-2d) is at too low level and the requirement should be written at rule level. More exact guidelines on how to do the inspection can be given in AMC.</p> <p>Justification:</p> <p>The operational arrangements of a new operator must be inspected at the operating airport, in the facilities of the operator and on representative routes/areas to be flown before granting an AOC.</p> <p>The application and verifying the OM is not giving all the knowledge to satisfy the Authority. Even if the applicant for an AOC may have been earlier an approved organisation on another area (Part-145 or FTO/ATO), beginning as a new Commercial Air Operator especially with complex aircraft is so big a step that the operator must be inspected before approval.</p>			

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>1. (IA and IND) this obligation goes beyond the requirements of Subpart P of EU-OPS and will lead to additional bureaucracy and associated costs for no safety benefit. Furthermore they add there is no justification for EASA to alter EU-OPS which does not require an approval of all manual amendments. Proposal: (1) to delete this paragraph and the need to approve the whole Ops Manual; (2) to realign it with EU-OPS</p> <p>2. (MS) a) The Agency should make it more clear what is mean by 'minor amendments' It is also not clear if an approval is necessary for these changes b) The Agency should make it more clear what it means by this statement.</p>	<p>This provision has been deleted because it is considered to be covered sufficiently in AR.GEN.310(c) and (d) and AR.GEN 330.</p> <p>2. changes that need a prior approval are listed in GM to OR.GEN.030</p>		
	<p>3. (IA) Requires that personnel affected by minor changes, must be immediately informed by the operator of those changes although those changes have not been included in the Operation Manual. Therefore ECA proposes to add another item c) to Regulation AR.OPS.230 Changes</p> <p>4. (MS) Proposal: AR.OPS.230 (b) delete "such".</p>	<p>3. Proposal not accepted. The issue is not related to the publication of minor changes in the Operations Manual but the need to identify which of these changes require prior approval by the competent authority.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
AR.OPS.105Code-share agreement	<p>1. (IA and MS) Part-TCO is not available for comments.</p> <p>2. (IA and IND) Goes beyond EU-OPS and the Basic Regulation.</p> <p>3. (MS) no legal basis for code-shares. This requirement is also in breach of existing ASAs</p> <p>4. (MS) an arrangement under which an operator places its designator on a flight operated by a TCO cannot be interpreted as "used" by the community operator. Code-share falls within the scope of art.4.1(d).</p> <p>5. (INDIV) Art.4(1)(c) was agreed on the assumption that this covers "lease agreements". No mandate because it is not regulated in EU-OPS.</p> <p>6. (MS) Grandfathering of existing code-share arrangements?</p>	<p>1-5 Code-sharing is within the scope of Article 4.1(c) of the Basic Regulation and therefore implementing rules need to address code-sharing as well.</p> <p>From a safety perspective regulating code-share is fully justified. Passengers purchasing a ticket from a EU operator but flying with a third country code-share partner will expect that this operator is subject to the same standards as applicable to the EU operator selling the ticket. However, it is considered disproportionate to require third country code-share partners to comply with the full set of implementing rules. Therefore, a possibility is created for the non-EU operator never flying into a Member State to either apply for an authorisation in accordance with Part-TCO or to be subject to a code-share safety audit programme established by the EU operator ensuring that the third country operator complies with the essential requirements. When developing the code-share provision the approach for code-sharing established by the USA has been taken into account [see also response to comment 1-3 below on paragraph (1)].</p> <p>6. Transitional measures will be discussed in the context of the Cover Regulation to Part-OR.</p>		
(a) Before approving any code-share agreement involving a third-country operator, the competent authority shall:	(MS) propose to add"(...) the competent authority of the Member State issuing the AOC shall":	The competent authority responsible for approving the code-share arrangements is defined in OR.GEN.105. "For the purpose of this Part the competent authority shall be: in the case of organisations: for organisations having their principle place of business in a MS, the authority designated by that MS".		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(1) verify that the conditions specified in OR.OPS.AOC.115 are met;	<p>1. (MS) Disadvantage for European operators when they require a TCO authorisation for connection flights in third countries. Thus with TCOs which never enter Europe.</p> <p>2. (IA and IND) this requirement does not take into account that many code-share partners never enter Europe. One way code-share. What about the case where a Black-listed TCO puts a code on the flight of an EU airline?</p> <p>3. (MS) Disadvantage: when TCO only acts as a marketing partner but TCO authorisation is nevertheless required. Not required for TCO in code-share with another TCO.</p>	<p>1-3. A third country operator conducting commercial operations into, within or out of the EU will need to hold an authorisation issued by the Agency. So in case of code-share such an operator will need to apply for or hold a TCO authorisation. The oversight will be carried out by the Agency.</p> <p>If the code-share partner doesn't operate in the EU then it either applies for a TCO authorisation or the EU operator establish a code-share audit programme ensuring that the third country operator complies with the essential requirements. The oversight of the operator could also be ensured through IOSA audits provided that independency is ensured or an officially recognised standard is used certified by an independent standardisation authority e.g. CEN. However, the EU operator is ultimately responsible for the code-share partner. The competent authority in its turn will be responsible for the approval of the code-share audit program.</p> <p>The Federal Aviation Administration (FAA) and the Department of Transport (DOT) have established similar requirements for code-share. These can be found in "Code-share Safety Program Guidelines" from the DOT and FAA.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(2) if applicable review the audit report provided by the EU operator showing compliance of the third-country operator with Annex IV to Regulation (EC) No 216/2008; and	1. (MS) Frequency of audits not defined 2. (IA and IND) requiring code-share partners to comply with Annex IV goes beyond scope of the Basic Regulation (no legal basis). ICAO or equivalent should be sufficient (legal basis?) 3. No audits required when IOSA registered. 4. (MS) Instead of compliance with Annex IV, compliance with ICAO standards or equivalent should be considered. IOSA should be a recognised standard. 5. (MS) Proposal: (...) "and make additional inspections when it seems to be required after review of the audit report"	1. See AMC-OR.OPS.AOC.115 2. See previous comment on legal basis and IOSA standards 3-4 Compliance with Annex IV to Regulation (EC) No 216/2008 could be demonstrated by applying the IOSA program audits provided that independency is ensured or an officially recognised standard is used certified by an independent standardisation authority e.g. CEN. 5. Audits will be carried out under the responsibility of the operator, not the competent authority.		
	(MS) inconsistency with OR.OPS.035(a)(3)	Paragraph deleted since the content is already covered in paragraph (a)(1)		
(3) liaise with the competent authority of the State of the third-country operator as considered necessary.				
(b) The approval of a code-share agreement shall be suspended or revoked whenever:				
(1) the third country operator is subject to an operating ban pursuant to Regulation (EC) No 2111/2005; or	(MS) how inform SoO when authorisation is revoked	Proposed text in Subpart AR.TCO: AR.TCO.225: "The Agency shall inform the Commission and each Member State when it limits, suspends or revokes an authorisation it has issued" [Please note that the NPA on TCO is not published yet]		
(2) the authorisation of the third-country operator is suspended or revoked in accordance with Part-TCO; or				
(3) an audit as referred to in OR.OPS.AOC.115(d) reveals that the third-country operator was failing to maintain compliance with Annex IV of Regulation (EC) No 216/2008.	(MS) proposal: add "(3) the competent authority of the MS issuing the AOC identifies any problems that the operator maintains compliance with Annex (IV) of the Basic Regulation or its standards."	See previous response to comment 4 on point(a)(2).		
AR.OPS.110Lease agreements				
(a) The competent authority shall approve a lease agreement when satisfied that the operator certified in accordance with Part-OR complies with: (1) OR.OPS.AOC.100 (b)(2) and (c)(1) and(2)concerning the inclusion of dry leased aircraft	1. (IA and IND) No legal basis. Requirement for TCO approval is not in line with Reg. 1008/2008, which refers to NAA and not EASA. Also re-	1. Requirements for TCO authorisation have been deleted. 2. See changed text in OR.OPS.AOC.110		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>in its AOC; or</p> <p>(2) OR.OPS.AOC.110, for wet lease-in and dry lease-out of an aircraft.</p> <p>(b) The approval of a wet lease-in agreement shall be suspended or revoked whenever:</p> <p>(1) the AOC of the lessor or lessee is suspended or revoked;</p> <p>(2) the authorisation of the lessor is suspended or revoked in accordance with Part-TCO; or</p> <p>(3) the lessor is subject to an operating ban pursuant to Regulation (EC) No 2111/2005.</p> <p>(c) When asked for the prior approval of a dry-lease out agreement in accordance with OR.OPS.AOC.110 (d), the competent authority shall ensure:</p> <p>(1) proper coordination with the competent authority responsible for the continuing oversight of the aircraft in accordance with Commission Regulation (EC) No 2042/2003, if it is not the same authority;</p> <p>(2) that the aircraft is timely removed from the operator's AOC.</p>	<p>quirements imposed to the lessee will make wet lease-in impossible and not in line with Regulation 1008/2008. No safety justification.</p> <p>2. (IND) delete entire paragraph and use the exact wording of Regulation 1008/2008</p>	<p>Text has undergone modifications. A specific reference to OR.OPS.AOC.100 has been added to make it clear which conditions have to be met for dry lease-in of aircraft. Moreover, specific requirements are introduced for the suspension and revocation of the approval of wet lease-in agreements, including a reference to Regulation 2111/2005 (the Blacklist). For dry lease-out a reference to Regulation (EC) No 2042/2003 has been transferred from OR.OPS.AOC.110. Also the requirement to remove the aircraft from the AOC of the lessor has been transferred, because it is a competent authority's responsibility to ensure that the aircraft is timely removed from the operator's AOC.</p>		
<p>SECTION II - APPROVALS</p>				
<p>AR.OPS.200 Specific approval procedure</p>				
<p>(a) Upon receiving an application for the issue of a specific approval or changes thereof, the competent authority shall assess the application in accordance with the relevant requirements of Part-SPA. and conduct, where relevant, an appropriate inspection of the operator.</p> <p>(b) When satisfied that the operator has demonstrated compliance with the applicable requirements, the competent authority shall issue or amend. The approval shall contain:</p> <p>(1) the operation specifications, as established in Appendix I to this Part for commercial operations; or</p> <p>(2) the list of specific approvals, as established in Appendix II to this Part for non-commercial operations.</p>	<p>1. (IND) EASA has offered no credit to operators for relief on national oversight by use of third party quality systems; IATA's IOSA system or ISO 9000-series certification.</p> <p>2. (MS) AR.OPS.300 is a rather unclear statement. Proposal: The paragraph should be reviewed in accordance with AR.OPS.230 and OR.OPS.015.MLR (g), (h)</p> <p>3. (MS) This paragraph needs some clarification on which part of Appendix I to Part-AR is supposed to be used by the competent authority according to the type of operation when issuing a Specific operations approval? The operation specifications template should be amended to include a field where the registration of the aircraft authorised for each SPA must be mentioned</p>	<p>1. Its rationale could not be applied at the operator's first certification. During the further oversight activities, following the issue of the certificate, the competent authority might take into consideration, in preparing its oversight programme, IATA's IOSA audit results, if available.</p> <p>2. Comment shall be taken into consideration addressing, in a wider sense, the certification procedure as it is now stipulated in the Authority Requirements (AR).</p> <p>3. See previous response The rule title "Certification procedure" has been changed for clarity to "specific approval". Point(b)(2) is added to cater for a new operation specifications template for non-commercial operators.</p> <p>Paragraph (c) has been deleted to bring AR.OPS.200 in line with SPA.GEN.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
AR.OPS.205 Minimum equipment list approval				
<p>(a) When receiving an application for initial approval of a minimum equipment list (MEL) or an amendment thereof, from an operator, the competent authority shall assess each item affected, to verify compliance with the applicable requirements before issuing the approval.</p> <p>(b) The competent authority shall approve the operator's procedure,, for the extension of the applicable rectification intervals B, C and D, if the conditions specified in OR.OPS.MLR.105 are demonstrated by the operator and verified by the competent authority.</p>	<p>1. (IA) before obtaining an MEL approval, all operators without exception must be inspected by the Competent Authority to demonstrate their compliance with the necessary requirements to obtain that approval.</p> <p>2. (MS) what is the intent of the "inspection of the Organisation" as mentioned in paragraph (a).</p> <p>3. (IND) propose to delete point (b) from AR.OPS.305 and add a statement that rectification Intervals can be extended. The proposal is supported by the following considerations: "Although MMELs have been designed with the Rectification Interval Extension (RIE) in mind, not all MMEL have yet been updated to include a statement in the preamble. EU lawyers have given a legal interpretation to the EU-OPS legislation which only allows EU airlines to use the RIE based on such statement in the MMEL preamble."</p>	<p>1. The proposal is not acceptable because the audit activities before the MEL approval do not lead to any benefit. Instead, the inspection activities must be conducted following the approval phase, and focussing on the application made by the operator, of the approved MEL and related maintenance and operational procedures.</p> <p>2. The competent authority should audit the operator's conformance to MEL requirements on an on-going basis and as a part of any organisation audit programme. This is defined in OR.GEN and AR.GEN. The wording "...and conduct where relevant, an inspection of the organisation" is deleted because the MEL and related maintenance and operations procedures approval is a documentary process.</p> <p>3. Not accepted as the rectification intervals can be extended under certain conditions and not granted to the operator in advance outside any approved procedure establishing criteria and methods. B,C and D was added for clarity reasons</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>1. (IA) Reference to AR.GEN.045 (2) is not correct (the provision referred to doesn't exist!) The current Authority Requirements (AR) and some of the related OR are completely insufficient and therefore it is proposed to extensively redraft the AR related to individual FTL schemes. Recent experience with EU-OPS/ Subpart Q derogations has shown that many (if not most) NAAs will struggle to properly assess operators' individual schemes, mostly because they lack resources and expertise. It is therefore imperative to set clear prerequisites as to what they have to carry out when receiving an application.</p> <p>2. (IA) The requirement of paragraph b) is a complete overkill which is against regulation (EC) No 216/2008 (article 21.2.b). This proposal is therefore against EU law and illegal. The role of EASA is not to approve each and every individual FTL scheme (which is the role of the Competent Authority that certifies the operator) but only to approve those limited cases where there are individual FTL schemes which deviate from the applicable FTL requirements. Since the EU airlines have implemented Subpart Q of EU-OPS and since there are no safety justifications for EASA to alter Subpart Q, there will only be a limited amount of deviations which have already been assessed and approved in the context of EU-OPS. Proposal: Delete point (a)(2) of AR.OPS.310</p>	<p>Authority requirements for Certification Specifications and individual flight time specification schemes will be subject to RM task OPS.055. The comments to this provision will be addressed in OPS.055. AR.OPS.210 is therefore deleted.</p>		
<p>AR.OPS.210 Local area</p> <p>The competent authority shall determine the radius of a local area for the purpose of:</p> <ul style="list-style-type: none"> (a) carriage of documents; (b) operational flight plan; and (c) applicability of flight crew training requirements. 		<p>New rule to create the legal basis for the prior approval of local area, providing for certain alleviations.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
SUBPART FCL - SPECIFIC REQUIREMENTS RELATING TO FLIGHT CREW LICENSING				
SECTION 1 – GENERAL				
AR.FCL.120 Record-keeping	IA(1), MS(9), IND(1) One stakeholder (SH) requests that an exchange of information between competent authority, ATO, and operators that are involved in MPL training should be established. (mentioning the MPL advisory board)	It is already covered by Regulation (EC) No 216/2008 Article 15 (1) (information network) and AR.GEN.200.	JAR-FCL 1.535 and Appendices	
In addition to the records required in AR.GEN.220(a), the competent authority shall include in its system of record-keeping details of theoretical knowledge examinations and the assessments of pilot' skills.	a. Nine comments (NAA) requested clarification of the wording used: "theoretical knowledge examinations and examinations and assessment of pilot's skill". Some of them are proposing to change it into: "...a system of record-keeping details of theoretical knowledge and flight examinations." b. One of the comments mentioned above proposes to add AR.GEN.220 (a) in the title. c. One comment requests guidance for individual records.	a. Partially accepted. The Agency agrees with the proposals made mentioning that the term must be reworded. In order to address records of theoretical knowledge examinations and flight examinations the text was amended. b. Partially accepted. Title will not be amended as it is not seen as necessary. However, the reference mentioned in the text of the requirement will be amended. c. Partially accepted. Details of individual records (persons) will be expanded in AMC4AR.GEN.220(a). AR.FCL.020 and the related AMC are dealing with all the different records related to personal licences to be kept by the authorities.		
SECTION II - LICENCES, RATINGS AND CERTIFICATES				
AR.FCL.200 Procedure for issue, revalidation and renewal of a licence, rating or certificate	MS(17), IA(1) Two comments from competent authorities request a clarification and recommend modifying the title to read: "Procedure for issue, revalidation and renewal of. "	Accepted. Editorial clarification will be introduced. See also comments and responses in AR.GEN.310 and 315	JAR-FCL 1.075 JAR-FCL 2.075	
		Moved to new AR.GEN.315		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		Moved to new AR.GEN.315		
(a) <i>Issue of licences and ratings.</i> The competent authority shall issue a pilot licence and associated ratings, using the form as established in the Appendix to this Part.	One comment requires that it should be done within 72 hours.	Not accepted. The Agency carefully reviewed the comments on this segment and discussed the proposal to introduce a certain time limit with the experts. Based on this the Agency decided that the rule text should be kept unchanged. The first part of the sentence was deleted as it would be a repetition of AR.GEN.315.		
(b) <i>Issue of instructor and examiner certificates.</i> The competent authority shall issue an instructor or examiner certificate as:	<p>a. Clarification is requested by some comments (NAAs and IND) for the issuing and management of examiner certificates.</p> <p>b. Four MS also propose to delete the word "flight" based on the fact that all kinds of examiners should be included, not only the FE. Another competent authority proposes to add "flight and synthetic examiner certificate".</p>	<p>a. Part-FCL Paragraph FCL.015(d) and Subpart K has been redrafted. The issue mentioned with this comment is addressed. No need for further clarification in this Part.</p> <p>b. Accepted. The Agency agrees and will amend the text accordingly. Based on the fact that in Subpart FCL the only examiners mentioned are the examiners conducting skill tests, proficiency checks and theoretical knowledge examinations of pilots, the term "flight" is not needed. The aero-medical examiner is never called only "examiner". In order to address other categories of examiners the proposal will be accepted. The first part of the sentence was deleted as it would be a repetition of AR.GEN.315.</p>	Part-FCL FCL.015(d)	
(1) an endorsement of the relevant privileges in the pilot licence as established in the Appendix to this Part; or				
(2) a separate document, in a form and manner specified by the competent authority.	<p>a. Clarification is requested by two comments for those persons who do not hold a licence.</p> <p>b. Harmonisation of format has been requested by several NAAs.</p>	<p>a. Noted: Flexibility is left to the authority, either to endorse the licence, or to issue a separate certificate.</p> <p>b. Noted. All comments related to the harmonisation of the format will be reviewed by Rule-making Task FCL.002</p>		
(c) <i>Endorsement of licence by examiners.</i> Before specifically authorising certain examiners to revalidate or renew ratings or certificates the competent authority shall develop appropriate procedures.	a. 11 NAAs commented that the examiner privilege to endorse the revalidation and/or renewal of a rating was not clearly expressed and should be clarified.	a. Accepted. A new paragraph will be introduced putting emphasis on the new wording incorporated in the final version of Part-FCL (Subpart K).		
	b. One comment (NAA) is proposing the following: "In case of SEP or TMG class ratings the relevant instructor may also make the revalidation. The in-	b. Not accepted. The Agency carefully reviewed the additional option for the endorsement procedure provided with this comment. It can see the advantage		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	structor shall follow the requirement FCL.1030 and App 9 to FCL for the training flight.	of lowering the administrative burden for licence holders with such ratings and the authorities. However, during the discussion with the experts involved in the review it was made clear that such a procedure is already in place in some Member States and created already some problems as instructors are not briefed to fulfil this task. Based on this the Agency decided to keep the proposed system and only allow specifically authorised and briefed examiners to endorse a pilot licence.		
AR.FCL.205 Monitoring of examiners	<p>MS(18),IA(5), IND(1)</p> <p>a. Some comments challenge the word "examiner" and propose to add "flight". They state that it could lead to a misunderstanding if left like it is proposed. (see segment above)</p> <p>b. One comment (MS) requests the deletion of that paragraph because it would be covered by AR.GEN.300.</p> <p>c. One comment (MS) queries if this rule allows a "numerus clausus" of examiners.</p> <p>d. Two comments (MS) ask if the liability question is resolved by raising the question: "Is the examiner covered by the liability system of the state?"</p>	<p>a. Not accepted. The Agency is of the opinion that the term "examiner" should be used as this is the general term for all examiner categories. As this subpart is called subpart FCL there is no risk that the term "examiner" could be mixed up because there are no other examiners involved than the ones examining pilots.</p> <p>b. Not accepted. AR.GEN.300 describes the general principles of oversight programs. AR.FCL.205 deals in detail with the oversight of examiners.</p> <p>c. If the applicant fulfils the requirements, a certificate will be issued by the competent authority (see AR.FCL.200). The Agency does not see a need for a further clarification or change based on all the modifications and amendments already introduced in Part-FCL.</p> <p>d. This question is addressed in the required briefing for the examiner defined in Part-FCL. It is not an issue to be solved with these requirements in Part-AR.</p>		
(a) The competent authority shall develop an oversight programme to monitor the conduct and performance of examiners taking into account:				
(1) the number of examiners it has certified; and				
(2) the number of examiners certified by other competent authorities exercising their privileges within the territory where the competent authority exercises oversight.	a. Several comments (sent by many MS and one IA) challenge the fact that they are not in a position to conduct proper oversight over the examiners whom they are not aware of. Some of them propose to delete (2) whereas some others	a. Partially accepted. The privileges of examiners have been clarified by introducing a new wording of Part-FCL Subpart K. In addition to that only the authority of licence issue can issue an examiner certificate (see Part-FCL, FCL.015 (d)). The		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>are proposing to introduce some kind of an additional approval if a foreign examiner intends to conduct checks on another territory.</p> <p>b. One comment (IA) suggests establishing a European database for examiners.</p>	<p>Agency believes that this will solve the problem raised. FCL.1015 requires the examiner now to inform the competent authority of the intention to conduct a skill test if the applicant's authority is not the same one that issued the examiner certificate. Furthermore a specific briefing for the examiner is required.</p> <p>b. Partially accepted. For the near future a European-wide databank is not foreseen but an additional requirement will be introduced as item (c) of this paragraph requesting the competent authorities to keep an updated list of examiners they have approved.</p>		
(b) The competent authority shall have a sufficient number of inspectors to implement the oversight programme.	One comment (MS) strongly requests that the status and the privileges of inspectors and senior examiners (Part-FCL) should be clarified.	Noted. AMC1 FCL.1020 and 1025 have been further developed and now clarify how a senior examiner should be qualified in the role of inspector. Text at the end of the sentence deleted as this explanation is not needed.		
(c) The competent authority shall maintain a list of examiners it has certified, stating their privileges. The list shall be published and kept updated by the competent authority.	<p>a. Several comments (MS) propose to introduce a requirement, which will clarify that they will be informed in advance of the test/check dates for oversight and monitoring purposes.</p> <p>b. Some comments were addressed to the section above proposing a European database for examiners.</p>	<p>a. Not accepted. The Agency discussed this proposal with the experts involved in the review and came to the conclusion that such an additional requirement would increase the administrative burden on the ATOs, examiners and competent authorities to a high extent. It was pointed out that "spot checks" (also on the examiners and ATOs) by the competent authority can always be conducted. Mandatory prior information to be provided by the ATO seems not to be necessary to conduct a better oversight over the examiners as a lot of tests and checks (especially for LAPL/PPL/SPL/BPL and ratings) will be scheduled on short notice.</p> <p>b. An additional item (c) will be introduced in order to establish a list of examiners based on comments received in the section above.</p>	JAR.FCL.1.030	
	One comment (MS) mentions that the requirements should open up a possibility for the authority to substitute an ex-	Not accepted. After careful consideration the Agency is of the opinion that such an additional requirement should not be in-		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	aminers.	roduced in such a general way. It seems more important that the authority will have an opportunity to send an inspector or senior examiner to an examination (prior information for this is required) in order to address this kind of specific needs expressed in this comment.		
AR.FCL.210 Information for examiners				
The competent authority may provide examiners with safety criteria to be observed when skill tests and proficiency checks are conducted in an aircraft.	<p>MS(11), IA(2)</p> <p>a. Several comments (by one IA and some MS) request that the safety criteria mentioned should be harmonised between Member States. Two representatives of authorities are even proposing to change the text in order to read: "The Agency shall provide...". One stakeholder mentions that insurance problems have to be addressed also.</p> <p>b. Some other comments question the need of this requirement and propose to delete it in total.</p> <p>c. Several comments (MS) request to remove the word "flight".</p>	<p>a. & b. Noted. This is a legal aspect which has to be developed by each authority according to its national rules. See also in Part-FCL the requirement FCL.1015(b)(3) in which a briefing about insurance and liability issues is mentioned. In a future rulemaking task (FCL.002) general guidance regarding "safety criteria" on the basis of the JAA flight examiner manual will be developed. This material will be published by the Agency but the Member States should further be allowed and requested to provide additional "safety criteria" if needed. The wording was changed in order to make this clear.</p> <p>c. Accepted. However, it should be clarified that these safety criteria will apply to examiners when test/checks are conducted in an aircraft. Clarification of wording has been incorporated.</p>		1.
AR.FCL.215 Validity period	MS(17), IA(4), IND(4), INDIV(2)		JAR-FCL 1.025 JAR-FCL 2.025	
<p>(a) When issuing or renewing a rating or certificate, the competent authority or, in the case of renewal, an examiner specifically authorised by the competent authority, shall extend the validity period until the end of the month in which the proficiency check or assessment of competence was taken.</p> <p>(b) When revalidating a rating, an instructor or an examiner certificate, the competent authority, or an examiner specifically authorised by the competent authority, shall extend the validity period of the rating or certificate until the end of the month in which the validity would otherwise expire.</p>	<p>a. Some comments request to align this with Part FCL.740.</p> <p>b. One comment proposes to align this procedure with medical procedures.</p> <p>c. Some comments pointed out that this also applies to examiners.</p> <p>d. Two comments request to replace "shall" by "may/can".</p>	<p>a. Noted. The Agency decided to delete all the references and explanations in Part-FCL regarding the definition of validity periods. It will be a general rule in AR.FCL.215 and will not be repeated in Part-FCL or Part-MED. FCL.740 no longer contains an explanation about how to count the validity period.</p> <p>b. Not accepted. This wording is a copy of JAR-FCL text. The Agency decided to transfer this wording and to introduce the same procedure.</p> <p>c. Accepted. The wording will be changed accordingly.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	e. One comment (MS) mentions that the last sentence will not work in the case of a renewal.	d. Not accepted. The Agency does not agree based on the fact that the procedure introduced should be used by all the authorities to have a standardised approach. e. Accepted. The comment is right in general that this sentence could be misinterpreted. The Agency decided therefore to create a separate subparagraph for the case of a renewal in order to clarify the issue.		
(c) The competent authority, or an examiner specifically authorised for that purpose by the competent authority, shall enter the expiry date on the licence or the certificate.	a. One comment proposes to add "or examiner" in order to be consistent. Some others are proposing to use the JAR-FCL wording.	a. Agreed. The text will be amended.		
(d) The competent authority may develop procedures to allow privileges to be exercised by the licence or certificate holder for a maximum period of 8 weeks after successful completion of the applicable examination(s), pending the endorsement on the licence or certificate.	a. Three comments (MS) propose to introduce a longer time period. (one of them proposes the term "for a temporary period"). "90 days" and "8 weeks" are the proposed time periods. b. Some comments (MS) challenge the responsibility in case of an accident. c. One comment proposes to delete "may" and incorporate "must".	a. Accepted. The Agency agrees and will introduce a maximum time period of eight weeks. b. Noted. If the temporary endorsement is done according to procedures established by a competent Authority, it is a legal endorsement. c. Not accepted. As this depends on the time normally needed by the authority to enter an endorsement the authority should not be forced to introduce such a procedure. This is the reason why the term "may" will be kept.		
AR.FCL.220 Procedure for the re-issue of a pilot licence	MS (7)			
(a) The competent authority shall re-issue a licence whenever necessary for administrative reasons and:	One comment (MS) points out that there is an inconsistency with Appendix III to Annex 1 in this Part (mentioning a re-issue date on the licence).	Accepted. The Agency agrees and will also change this item in the licensing form. The comments on the former JAA based 5 years period was discussed and carefully reviewed but based on the fact that such a mandatory re-issue would create a huge administrative burden it was decided not to re-introduce such a requirement. Based on the fact that the authority will have to re-issue the licence whenever an additional rating has to be endorsed on a licence some kind of "control" is provided anyway.		
(1) after initial issue of a rating;	a. One comments (MS) points	a. Accepted. The wording of		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>out that there is an inconsistency regarding the privileges of examiners to enter a renewed date according to FCL.1030 (b)(2).</p> <p>b. Another comment (MS) highlights that the introduction of a requirement asking the Member State to re-issue a licence after renewal of a rating would be an undesirable administrative burden for the competent authority. The proposal is to delete "or its renewal".</p>	<p>AR.FCL.200 will be amended in order to reflect this. However, it should be highlighted that the examiner will only be allowed to do this in the case of revalidations and renewals but not in the case of the initial issue of a licence or rating.</p> <p>b. Accepted. The Agency agrees with this proposal and will delete the requirement to re-issue a licence after the renewal of a rating. Especially in the case of a renewal signed by an examiner specifically authorised to do so such a procedure makes no sense and would increase the administrative burden for the NAAs and the costs for the licence holders.</p>		
(2) when paragraph XII of the licence established in Appendix VII to this Part is completed and no further spaces remain.				
(b) Only valid ratings and certificates shall be transferred to the new licence document.	Several comments (MS) request the word "only" to be added to avoid misunderstandings.	Accepted. The text will be amended accordingly. Additionally the term "and certificates" will be added based on the changes in AR.FCL.215.		
AR.FCL.250 Limitation, suspension and revocation of licences, ratings and certificates	MS(21), IA(7)			
(a) The competent authority shall limit, suspend or revoke as applicable a pilot licence and associated ratings or certificates in accordance with AR.GEN.355 in, but not limited to, the following circumstances:	<p>a. Some comments point out that processing for revoking a licence should be subject to investigation, and should not be an automatically initialised process after an accident or incident, to protect individual rights. One IA further mentions that an investigation could last several years before the final conclusions will be published.</p> <p>b. Several comments (MS) challenge the fact that this requirement is not according to national law, and that it is too prescriptive.</p> <p>c. Some comments request that the list should be in AMC.</p> <p>d. Some comments request an exhaustive list and criteria to be extended to private life.</p> <p>e. One comment (MS) proposes to introduce a system where the pilot would be required to prove every 2 years that he/she has a "reliable personality" (criminal acts and</p>	<p>a. Accepted. The wording in (a) and (a) (3) will be amended accordingly in order to reflect this.</p> <p>b. AR.GEN.355 already establishes the ground for the authority to be active in this case. The Agency does not see any conflict with national laws at this stage and strongly believes that this important safety related requirement should stay.</p> <p>c. Not accepted. The Agency discussed this issue during the review and decided to keep the list in the Implementing Rule.</p> <p>d. & e. Not accepted. The issue raised was carefully reviewed and discussed with the experts involved in the review. No reason could be seen to add further criteria. It should be mentioned that such an official documenta-</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	traffic offences).	tion of criminal acts and offences is often not available in the Member States. Therefore the introduction of this kind of criteria would cause some problems.		
	f. One comment (MS) proposes to add: "including but not limited to the following" saying that this should not become a definite list. They propose to transfer the given list into AMC.	f. Not accepted. See the response provided above.		
(1) obtaining the pilot licence, rating or certificate by falsification of submitted documentary evidence;				
(2) falsification of the logbook and licence or certificate records;				
	a. One comments points out that the incident should be defined according to ICAO Annex 13. (Serious incident) b. One comment (MS) highlights that this requirement will be a "blanket requirement for enforcement action legally unsustainable". The proposal is to change the text in order to read: "...if there is a possibility that pilot competence may be a causal factor."	a. Accepted. The wording of paragraph (a) will be amended. b. Accepted. The text will be amended accordingly. It was decided to create an additional item (b). The amended text will be transferred to (b).		
(3) the licence holder no longer complies with the applicable requirements of Part FCL;				
(4) exercising the privileges of a licence, rating or certificate when adversely affected by alcohol or drugs;	One comment requires the deletion of item (5) because it would be covered under Part-Medical.	Not accepted. The Agency has done a careful review of this issue and would like to point out that Part-Medical deals with alcoholic dependency, and that this paragraph deals with the exercise of privileges under the influence of alcohol or drugs which is obviously forbidden under the ICAO rules of the air. As Part-Medical does not contain any requirement for revoking a pilot licence or certificate it has to be kept here.		
(5) non-compliance with the applicable operational requirements;	One comment (I) mentions that operators who have no data flight recorder do often establish their management system on voluntary information of errors and deviations. This kind of system should be protected.	According to Regulation (EC) No 216/2008 article 16 § 2 protection of the source of information covers the management system as developed in OR.GEN.200.		
		Text moved to a new subparagraph (c) for editorial reasons.		
(6) evidence of malpractice or fraudulent use of the certificate; or	One comment (MS) proposes to introduce an "in between" step instead of revoking the	Not accepted. The proposal to introduce such an "in between step" was discussed during the		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	licence immediately in this case. The comment suggests introducing some kind of a proficiency check with a senior examiner or inspector as a first step before revoking a licence.	review. As there are already several ways to act for the authority (a proficiency check with a senior examiner could be an intermediate solution) defined and mentioned in AR.GEN.355 the Agency does not see a need to add an additional step here. When limiting or suspending a licence, rating or certificate the competent authority might decide to require a proficiency check.		
(7) unacceptable performance in any phase of the flight examiner's duties or responsibilities.				
(b) if during the investigation following an accident or incident in which the licence holder was involved while exercising the privileges of his/her licence, rating or certificate if there is evidence that pilot competence may be a causal factor for the accident or incident, the competent authority may suspend the licence, rating or certificate pending the results of the investigation.				
(c) The competent authority may also limit, suspend or revoke a licence, rating or certificate upon the written request of the licence or certificate holder.				
(d) All skill tests, proficiency checks or assessments of competence conducted during suspension or after the revocation of an examiner's certificate will be invalid.	<p>a. Seven comments (MS) request clarification on how an applicant can know that the examiner has not been suspended. Two comments (MS) propose a central EASA database of examiners with a valid certificate.</p> <p>b. Two IAs are proposing to add: "Depending on the case the competent authority may approve the examination as valid".</p>	<p>a. AR.FCL.205(c) has been amended to introduce an updated list of examiners and their privileges to be published by each competent authority. If the examiner has been suspended, he/she will have no certificate and should be deleted immediately from that list.</p> <p>b. Not accepted. The Agency does not agree and will not accept tests or checks done with an examiner who has not the privilege to conduct that test (check).</p>		
	<p>a. Two comments (MS) propose to introduce as a new item c) a procedure defining how a person with a revoked licence, rating or certificate could receive his/her licence back.</p> <p>b. One comment (IA) proposes to introduce an additional paragraph AR.FCL.260 in order to clarify the review policy. The proposal is to install an independent committee composed of representatives from the authority, the airlines and professional crew IAs.</p>	<p>a. Not accepted. The Agency does not see a need for introducing a specific procedure.</p> <p>b. Not accepted. The Agency does not agree with this proposal as this task is clearly a task for the competent authority. Such a process would not be the right tool for this kind of oversight and enforcement action as it will further complicate the procedure.</p>		
SECTION III - THEORETICAL KNOWLEDGE EXAMINATIONS				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
AR.FCL.300 Examination procedures	<p>MS(24), IA(4), IND(3), INDIV(2)</p> <p>a. Some comments point out that the complexity of questions, the pass mark procedure, number of seatings and time frame for completing all seatings is not detailed.</p> <p>b. Some others comments are of the opinion that duration or distribution of questions is not appropriate</p>	<p>a. Noted. Pass mark rules and examination procedures for applicants are explained in detail in paragraph FCL.025 (Part-FCL). Regarding the complexity of questions, there are procedures to be found in the JAA-FCL JIPs which will be part of future AMCs as well as the Learning Objectives. However, this will be a future rulemaking task (FCL.002).</p> <p>b. Noted. In the past the JAA had developed certain procedures to address this issue. Specific expert teams discussed those points and developed procedures for the distribution of questions. This system is actually under investigation and will be changed. The Agency will establish a system which will take care of issues like this one. Furthermore a future task will deal with the Learning Objectives.</p>	<p>JAR-FCL 1.480 JAR-FCL 2.480</p>	
(a) The competent authority shall put in place the necessary arrangements and procedures to allow applicants to undergo theoretical knowledge examinations in accordance with the applicable requirements of Part-FCL.	<p>a. One comment challenges the fact that some Member States do not provide enough flexibility to offer a sufficient number of examination sessions.</p> <p>b. Three comments require that for examination purpose entities should be approved to conduct theoretical examinations.</p>	<p>a. & b. Noted. The Agency would like to highlight that the competent authorities might task or contract qualified entities with some of the certification tasks.</p>		
(b) In the case of the ATPL, MPL, CPL, and instrument ratings, those procedures shall comply with the following:	<p>a. Some comments request that the procedures should be also valid for the theoretical examination for non professional licences and examiners.</p> <p>b. One comment (MS) proposes to change the formatting of this section (move subparagraphs to the left).</p>	<p>a. Not accepted. As this would put a heavy burden on the non-complex small training organisations providing training only for the LAPL or the PPL. Standardisation visits will take place to harmonise those procedures.</p> <p>b. Noted. The Agency will do a final review at the end of the review period in order to check this kind of issues.</p>		
(1) Examinations shall be done in written or in a computer based form.	<p>a. Two comments on the related AMC suggest that this requirement should be moved to the level of an Implementing Rule.</p> <p>b. Three comments request that the wording should be consistent with Part-FCL where it refers to written examina-</p>	<p>a. Accepted. Moved from AMC to IR.</p> <p>b. A written examination in Part-FCL does not exclude computer based examination. Written examination means that it is not an oral examination.</p>		

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(2) Questions for an examination shall be selected from the European Central Question Bank by the competent authority according to a common method which allows coverage of the entire syllabus in each subject; and	<p>tions only.</p> <p>a. 10 comments (MS and IA) request that a common data-bank managed by the Agency should be used and should be mentioned here.</p> <p>b. One comment (I) proposes to introduce a "delegation option" in order to allow that TK examination questions are chosen by the ATO and approved by the authority.</p>	<p>a. Partially accepted. The text will be changed in order to reflect this. The future process for the Central Data Question Bank is actually under discussion.</p> <p>b. Not accepted. The Agency does not agree and decided to keep the theoretical examination as a sole task for the authorities.</p>		
(3) The examination in Communications may be provided separately from those in other subjects. An applicant who has previously passed one or both of the examinations in VFR and IFR Communications shall not be re-examined in the relevant sections.				
(c) The competent authority shall inform applicants of the languages available for examinations.				
(d) The competent authority shall establish appropriate procedures to ensure the integrity of the examinations.				
(e) If the competent authority finds that the applicant is not complying with the examination procedures during the examination, this shall be assessed with a view to failing the applicant, either in the examination of a single subject or in the examination as a whole.	<p>One comment (MS) highlight out that the wording used is unclear. Some other comments mention that there are some kind of duplication in (e) and (f).</p>	<p>Not accepted. The Agency does not agree and will keep the proposed wording as it was also used under JAR-FCL without creating any problems of understanding.</p>		
(f) The competent authority shall ban applicants, who are proven to be cheating, from taking any further examination for a period of at least 12 months from the date of the examination in which they were found cheating.	<p>a. Four comments (MS) propose some kind of central data information to be shared between Member States.</p> <p>b. 2 comments challenge the time period of the level of banishment and propose different time periods (from 3 to 60 months).</p>	<p>a. Noted. Article 10 (4) of Regulation (EC) No 216/2008 (Basic Regulation) deals with mutual exchange of information. Consequently authorities shall develop procedures for that purpose. The Agency has offered to host such a data bank but has not succeeded in having the necessary commitment of the authorities so far.</p> <p>b. Not accepted. After careful review the Agency considers that 12 months is a minimum, which does not prevent authorities to take a more restrictive decision. No change is required.</p>		
	<p>Three comments are pointing out that there is no time limit given between the training course and the initial examination. One comment proposes to add:</p> <p>"(g) The competent authority shall require refresher training before the applicant may take an exam if the training has been completed for more than 3 years ago".</p>	<p>Not accepted. The Agency carefully reviewed this issue and decided finally to keep the wording unchanged. Part-FCL provides further clarification in FCL.025 and defines that the recommendation by the ATO will be valid for 12 months. If a certain candidate for the TK exams is able to pass the examination within the 12 months no further restriction or limitation should be introduced.</p>		

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SUBPART CC - SPECIFIC REQUIREMENTS RELATED TO CABIN CREW	<u>IND:</u> delete the entire section <u>MS:</u> content of this Subpart not in line with Article 8/4 of BR; regulate CCA as required by EU-OPS - to be limited to initial training	These comments conflict with BR: Art.8 (4) cannot be seen in isolation but in conjunction with Art. 8 (5) (e) that requires conditions to be specified for the validity and use of the CCA This is why the CCA cannot be limited to initial training, as reflected in this Subpart.	BR 216/2008, Art. 8(4) and 8(5)(e) Annex IV (7) & (8) Above references are valid for the entire subpart	
SECTION I - ORGANISATIONS PROVIDING CABIN CREW TRAINING OR ISSUING CABIN CREW ATTESTATIONS	<u>IND:</u> amend txt "...cabin crew <i>initial safety training</i> "	See response in above box The title has been revised to reflect the content of the section		
AR.CC.100 Approval of organisations to provide cabin crew training or to issue cabin crew attestations	IA (comment confirmed by Individ. members): harmonize standard requirements applicable in MS and explain in AMC	The comment proposal conflicts with BR: Reg. 216/2008 provides the legal basis to specify conditions for certification of operators, and for the CCA process, but not for the approval of TO which remains the responsibility of the Members States The title has been revised in line with the section title.	BR 216/2008, Art. 8(4) and 8(5)(e) + Appendix 1 to OPS 1.175 Content and conditions for the AOC - point (h) Authorisations/approvals, last bullet point EU-OPS 1.1005(b) to (e)	
(a) Before issuing an approval to a training organisation or a commercial air transport operator to provide cabin crew training the competent authority shall verify that:	No comments	Editorial changes for clarity and consistency with Part-AR		
(1) the conduct, the syllabi and programmes of the training courses provided by the organisation comply with the relevant requirements of Part-CC, and of Part-OR where relevant.;	No comments	'Syllabi' has been added after consultation with the Review group and the text has been revised for clarity		
(2) the training devices used by the organisation realistically represent the aircraft cabin environment of the aircraft type(s) and the technical characteristics of the equipment to be operated by the cabin crew;	<u>MS + IA + IND:</u> develop criteria for training organisations / training devices / who will provide the approval <u>IA+IND:</u> re-phrase txt - to provide flexibility to small AOC Holders	<u>Noted as an issue for possible future Rulemaking tasks.</u> Reg. 216/2008 provides the legal basis to specify conditions for certification of operators, and for the CCA process, but not for the approval of TO for CC which remain the responsibility of the Members States (MS). As regards criteria for TO, this will be mentioned in the Explanatory Note to the Opinion as the Agency is not tasked by the BR to act in this field. The text is maintained as training devices are to be used in place of the aircraft and are a crucial element for training efficiency. Safety recommendations have identified lack of efficiency in operating doors/exist, one of the reasons being a possible insufficient representativity of training devices leading to the wrong assessment by the cabin crew of the status of the exit/equipment		

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(3) the trainers and instructors conducting the training sessions are suitably experienced and qualified in the training subject covered.	<p><u>MS + IND:</u> develop qualification standards for CC instructors</p> <p><u>MS + IND+IA (comment confirmed by indiv. members):</u>clarify / explain "suitably qualified and experienced" and/or remove or replace by "authorised CC instructors"</p>	Please refer to response 'Noted as an issue' in box on AR.CC.100 (a) (2) 'Suitably' is the wording transposed from EU-OPS. Development of further criteria falls under response in box on AR.CC.100 (title)		
<p>(b) Provided that procedures are established for this purpose, the competent authority may extend the privileges of organisations approved to provide cabin crew training to act on its behalf for:</p> <p>(1) conducting the examination and checking after completion of the initial training course and aircraft-type specific training required in Part-CC provided that the personnel conducting the examinations are qualified for this purpose and free of any pressure or incentive; and/or</p> <p>(2) issuing cabin crew attestations in accordance with AR.CC.200 and AR.CC.205;</p>	<p><u>MS + IND:</u> clarify criteria for a person allowed to conduct an examination</p> <p><u>MS + IA (comment confirmed by indiv. members):+ IND:</u> define "independent" in AMC/GM</p> <p><u>IND:</u> delete</p> <p><u>MS:</u> create new paragraph (e): "Training of CC by training organizations shall be limited to IST when the training organization cannot show that item (b) is satisfied by a contract with the operator where CC is intended to be employed."</p>	<p>The text on instructors versus examiners has been revised for clarity purposes as requested by comments; and to ensure consistency with BR, AR.GEN and Part-CC</p> <p>This comment conflicts with BR: please refer to response in the first line box under title 'Subpart CC'</p> <p>Even when subcontracting, the operator remains responsible. Conditions are specified in Part-OR</p>		
SECTION II - CABIN CREW ATTESTATIONS	<u>IND:</u> text not strong enough to secure CC certification	The proposals are complying with BR.		
AR.CC.200 Procedures for the issue of a cabin crew attestation	<u>MS+ IA (comment confirmed by indiv. members):</u> CCA limited to initial training	This comment conflicts with BR: please refer to response in the first line box under title 'Subpart CC'	BR 216/2008, Art. 8(4) and & (5)(e) Annex IV (7) & (8)	
<p>(a) The competent authority shall establish procedures for the issue of cabin crew attestations required in Part-CC.</p> <p>(b) Upon receipt of an application, and of any supporting documentation, for the issue of a cabin crew attestation, the competent authority, or the organisation approved to act on its behalf in accordance with AR.CC.100 (b), shall verify whether the applicant meets the applicable requirements specified in Part-CC and Part-MED and,</p>	<p><u>IA:</u> agree</p> <p><u>MS:</u> amend txt "...competent authority or an approved training organization shall.."</p>	<p>The text has been revised for clarity and consistency purposes after consultation of the Review group</p> <p>Comment accepted: the text has been amended accordingly</p>		
if the applicant meets those requirements, issue the cabin crew attestation.	<u>MS + IA:</u> clarify – does this paragraph imply the possibility of issuing a licence just fulfilling requirements? and/or remove/create alternatives	Question not understood: what else could be required in addition to fulfilling the applicable requirements?		
	<p><u>IA (comment confirmed by indiv. members):</u>delete "and subject to a specific approval" & re-phrase with "AOC holder or an ATO"</p> <p><u>IA + IND:</u> amend and strengthen the entire text</p>	Comments partially accepted: the text has been clarified and moved under AR.CC.100.	OPS 1.1005 (d)	
	<u>IA (comment confirmed by indiv. members):</u> amend txt "...by personnel that is independent from the personnel that con-	This element is covered under AR.CC.100 and new AMC1-AR.CC.100		

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	<i>ducted the training course"</i>			
	<u>IND</u> : CCA to be issued by NAA only	This comment conflicts with BR: Art. 8 (4) provides the flexibility to each MS to delegate the task to organisations approved to act on its behalf		
AR.CC.205 Format and specifications for cabin crew attestations			OPS 1.1005 (e)	
Cabin crew attestations shall be issued using the format and specifications established in Appendix VIII to this Part.	<p><u>IND</u>: realign with EU-OPS & remove CC signature requirement</p> <p><u>MS</u>: format to be upon operator's discretion</p> <p><u>IA (comment confirmed by indiv. members)</u>:format to carry a seal of competent authority</p> <p><u>MS + IA (comment confirmed by indiv. members)</u>:define format for list of a/c types; a/c types to be listed on CCA / list to be attached to CCA as an Annex</p>	<p>The comment conflicts with BR: please refer to response in the first line box under title 'Subpart CC'</p> <p>This would not allow standardisation/harmonisation required by BR. The content needs to be common, and the size needs to be standardised to facilitate recognition across EU</p> <p>This element is already covered in the proposed format</p> <p>Means to show compliance are revalidation / reissue of CCA OR by a list of a/c types provided by the operator and used as an annex, the latter is considered as easier. A format may be developed as AMC/GM in the future as considered needed for standardisation purposes.</p>		
AR.CC.215 Suspension or revocation of cabin crew attestations	<p><u>MS</u>: responsibility to remain with operator, not with local authority</p> <p><u>IND</u>: decide the status of CCA & respective handling procedures – either NAA' licence or operator's document</p>	<p>All points relating to limitations relating to fitness in this segment have been transferred to Part-MED, (as for Class 2)</p> <p>Suspension or revocation are an authority responsibility within the required oversight (see response in next box below)</p> <p>The status of CCA is defined by BR Article 8 points (4) + (5)(e) and cannot be changed by the Agency</p>		X
The competent authority shall take measures in accordance with AR-GEN.355, including the suspension or revocation of a cabin crew attestation, at least in the following cases:	<u>MS</u> : explain how can authority suspend/revoke a CCA if issuing is delegated	BR defines the division of competences: Art.8(4) provides the flexibility to MS only to delegate the task to issue the CCA, not that to suspend or revoke it. Also, these actions are linked to the oversight function of the authority. The issue of limitations has been considered possible because cases are limited to medical conditions.		X
	No comments	This element has been moved to point (b) below.		X
(a) non-compliance with Part-CC or with Subpart E of Part-MED, where a safety issue has	<u>IND+ MS</u> re-phrase text due to	This concern should be covered		X

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been identified;	: current txt too vague; needs clarification; it may lead to reporting any non-compliance and abuses from employers (redundancies)	by the revised text and by the condition <i>'where safety issue has been identified'</i> which should avoid redundancies or unjustified reports		
(b) obtaining the cabin crew attestation by falsification of submitted documentary evidence; (c) exercising the privileges of the cabin crew attestation when adversely affected by alcohol or drugs; and	<u>IND:</u> re-phrase txt due to: CCM may be on prescription drugs where adverse effects are not known/felt by CCM in advance or clearly notified by medical body who prescribed the medicines	This comment relates to the crew members responsibility of not consuming alcohol or drugs as in EU-OPS. Risks associated to medical prescriptions are a different issue covered in Part-MED Subpart E		X
(d) evidence of fraudulent use of the cabin crew attestation.	No comments			X
	No comments to point 5 <u>MS:</u> Create new paragraph"6": <i>"When appropriate medical certificate is not valid"</i>	After reconsideration, point 5 has been deleted as different in nature from the other cases and unnecessary in this segment. BR does not require the issuing of medical certificates. This comment should however be partly addressed by amended (a) (1) above in relation with Part-MED requirements for CC.		X
	<u>MS+ IND:</u> consider the use of a medical certificate (similar procedures applicable to pilots) for CC in CAT & Non. Com. ops as means of notification to CA of the outcome of medical examination <u>MS + IA (comment confirmed by indiv. members):</u> delete or transfer to OR due to : no safety justification / no legal basis to impose a detailed medical examination; proposal is against EU anti-discrimination law; EASA should stick to its safety role and medical fitness req. of EU-OPS; CC health is not a flying safety issue; examination via AME/AeMC impossible because of capacity <u>IND:</u> re-phrase AME/AeMC with <i>"practitioner with aviation expertise"</i>	Views are very different on this issue and a certificate is not required by BR. The CRD Part-MED proposes a medical paper/form/attestation to be provided by the medical practitioner. Comment conflicts with BR: please refer to response in the first line box under title 'Subpart CC' Partially accepted: please refer to the proposed flexibility to occupational health medical practitioner' in the revised requirements for CC in CRD on Part-MED Subpart E The text has been simplified after consultation of the Review group.		X
	No comments			X
	<u>MS:</u> expressions different comparing to the ones used in Part-MED	Partially accepted: Please refer to revised text in CRD on Part-MED Subpart E for CC		X
	No comments			X

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	<p>MS: explain further in AMC due to: current text gives no guidance on when to choose different alternatives, which may result in different legal actions for the same condition</p>	<p>BR defines the division of competences. Conversely to the issuing of CCA that can be delegated as foreseen by BR, suspension and revocation of CCA depend on the oversight function and responsibility of the competent authorities.</p>		X
	<p>IND: re-phrase AME/AeMC with "practitioner with aviation expertise"</p> <p>IA (comment confirmed by indiv. members): Create new paragraph "(c) or AR.CC.220 Complaint": <i>"For the decision of suspension or revocation of attestation NA should settle down a committee of defence of workers with equal representation of all sides (workers, employers and Authorities)"</i></p>	<p>Partially accepted: please refer to the proposed flexibility to occupational health medical practitioner' in the revised text in CRD in Part-MED Subpart E</p> <p>This proposal is outside the remit of the Agency. Appeal procedures are defined at national level iaw national administrative law</p>		X
<p>SUBPART ATO - SPECIFIC REQUIREMENTS RELATED TO APPROVED TRAINING ORGANISATIONS (ATOS)</p>	<p>IND(1), MS(1)</p> <p>a. The comment was posted as a general comment to Subpart ATO but it only relates to Section 2 - Flight Simulation Training Device (FSTD) Qualifications. The issue addressed is "data" to support simulator qualification and is requesting to add references to the set of data issued under the OSD "if this requirement is adopted".</p> <p>b. The comment relates to the necessity to include in this section a specific requirement with regard to the certification procedure of ATOs, i.e. the requirement for the competent authority to conduct an inspection of the ATO as part of the certification procedure.</p>	<p>a. Partially agreed. Depending on the adoption of this requirement an appropriate reference will be given included in AR.ATO. See the responses and the resulting text for the appropriate segment.</p> <p>b. Not Accepted. In AR Subpart GEN, Section 2, AR.GEN.310(a) it is stated: 'Upon receiving an application for the issue of an approval or certificate for an organisation, the competent authority shall verify the organisation's compliance with the applicable requirements and conduct, where relevant, an inspection of the organisation.' This will allow the competent authorities to conduct an inspection if this is seen as necessary. As a general drafting principle this kind of requirement is valid for all subparts. There is no need to repeat such a requirement in every subpart. It seems not to be always mandatory for the competent authority to do an inspection before issuing an approval (especially for non-complex</p>		

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		training organisations)		
SECTION I - GENERAL				
AR.ATO.105 Oversight Programme	IA(4), IND(3), INDIV(1), MS(2)	Due to changes in AR.GEN the title of this requirement had to be aligned. This is the reason why the former header of this requirement (Monitoring of activities - ATOs) had to be changed.		
The oversight programme of ATOs shall include the monitoring of course standards, including the sampling of training flights with students, if appropriate to the aircraft used.	<p>a. Two comments seek clarification with regard to the meaning of 'monitoring of activities', in particular 'monitoring of course standards'.</p> <p>b. Six comments propose to delete 'sampling of training flights with students' for gliding, ballooning and some power flying (non-complex ATOs).</p> <p>c. One comment proposes that clear terms of reference for all involved in the oversight process to be published.</p> <p>d. One comment suggests adding at the end of the paragraph: "and processes such as change management, change notification and Standardisation".</p>	<p>a. Noted. Please see AR.GEN.305 "Oversight Programme and the related AMCs for clarification.</p> <p>b. Accepted. The Agency agrees that for single or dual seater aircraft the requirement which was exactly the same under JAR-FCL could create interpretation problems. The Agency decided to add the term: "if appropriate to the aircraft used"</p> <p>c. Not accepted. The Agency does not see the need for adding any terms of reference or any AMC as the existing AMCs to AR.GEN.305 and AMC1 AR.ATO.105 Oversight Programme - ATO clarifies the issue.</p> <p>d. The same comment was addressed in other segments (in Part-OR). The Agency believes that the general requirements in AR.GEN.305 already address these kinds of issues. The tasks for the ATOs are clearly defined in Part-OR.</p>	Appendix 1a to JAR-FCL 1.055, Paragraph 5 Appendix 1a to JAR-FCL 2.055.	
AR.ATO.120 Record-keeping	IA(2), IND(4), MS(3)		Appendix 1a to JAR-FCL 1.055 paragraph 21-23	
(a) In addition to the records required in AR.GEN.220, the competent authority shall include in its system of record-keeping details of courses provided by the ATO, and if applicable, records relating to FSTD used for training.	<p>a. One comment refers to the numbering system of this paragraph and the apparent inconsistency between the numbers used for all requirements related to record-keeping across Part-AR.</p> <p>b. One comment proposes to replace the term 'courses' by</p>	<p>a. Noted. The Agency will do a final review in order to check the numbering system regarding its consistency in order to use, as far as possible, a consistent numbering system.</p> <p>b. Not accepted. The term "course" should be kept as the same wording is used in Part-</p>		

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	<p>'training programmes'.</p> <p>c. One comment seeks clarification with regard to the record-keeping of courses, asking if details of the courses shall be kept or only a list of approved courses.</p>	<p>FCL.</p> <p>c. Noted. The competent authority shall keep details of all approved training courses.</p>		
<p>(b) The competent authority shall keep and update a programme listing the qualified FSTDs under its supervision, the dates when evaluations are due and when such evaluations were carried out.</p>	<p>a. Three comments related to the terminology FFS, FTD and FNPT.</p> <p>b. Three comments seek clarification with regard to who will publish the listings - the Agency or each competent authority?</p>	<p>a. Accepted. The specific descriptions will be replaced by FSTD according to the proposal, but anyway the Agency decided that a new rulemaking process will be necessary to align the Implementing Rules, Certification Specifications and AMCs with the new ICAO document 9625, 3rd edition.</p> <p>b. Noted. Keeping and updating a programme listing the qualified FSTDs is an authority requirement. This requirement is not equivalent to a provision of listings for industry.</p>		

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SECTION II - FLIGHT SIMULATION TRAINING DEVICE (FSTD) QUALIFICATIONS	[MS:0; IND:8; INDIV:0] One commentator proposes the implementation of a mutual acceptance in the meaning of a Type Certification for lower level devices including FNPTs	<p>1. Not accepted A (qualification) certificate shall be required in respect of <u>each</u> flight simulation training device used for the training of pilots (see Regulation (EC) No 1108/2009). The experience over the years has clearly shown that - for the time being - there is a necessity to evaluate and qualify each single FFS, FTD or FNPT. A 'type qualification' only applies to BITDs (according to AMC1-AR.ATO.210). The qualification of an FSTD and its validity is also subject to the organisation, which has to comply with the applicable requirements. The evaluation and qualification of a device cannot be seen as an independent process. The CMS of an organisation is a fundamental requirement to assure that the devices remain in compliance with the technical standards of CS-FSTD(A) and CS-FSTD(H). This conjunction argues as well against a 'type qualification'.</p> <p>The comparison between aircraft certification and FSTD qualification is not directly valid because the "type certification" process for aircraft is based upon the aircraft manufacturer having design and production approval and monitoring thereof to assure design and build control. The FSTD manufacturers do not have that demonstrated level of infrastructure.</p>		
	2. The same commentator proposes that the FSTD qualification should be issued independently of any management system approval	2. Not accepted. The issuance of the qualification certificate for an FSTD (after finalising the evaluation) is not independent of the organisations's management system. It is not possible to operate a device without the CM function of the organisation which ensures that the device remains operating under the correct standard. A device will not be qualified without CM as a part of the management system of the organisation.		

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	3. The same commentator asks for a clear distinction between FFS and FNPT with regard to the requirements	3. Not accepted. There are already different requirements as defined in the Certification Specifications as well as for the FSTD operator's CMS.		
	4. The same commentator proposes to relax the requirements for Validation Data and number of objective Validation Tests	4. Not accepted. An (M)QTG, accepted by the competent authority, or Agency respectively, demonstrates (initially) that the class of aeroplane/type of helicopter to be simulated has been met. The QTG should represent the designated aeroplane/helicopter configuration by a <u>set of agreed validation data</u> which could consist of flight test data, data from AFM, data from other sources to be integrated into the aerodynamic model plus subjective tuning. Once the set of validation data (for FNPTs described in the 'Engineering Report' of the MQTG) is approved by the competent authority or Agency, the objective testing commences up to the accepted MQTG.		
	5. The same commentator asks for the creation of a supervisory authority with appeal procedure to address disagreements between an FSTD manufacturer or FSTD operator and the competent (national) authority	5. Not accepted. The appeal procedure of the NAA (competent authority) performing the evaluation and issuing the qualification certificate has to be followed. See AMC1-AR.GEN.310 Para 3. Appeals brought against decisions of the Agency will be processed according to Regulation (EC) No 216/2008, Article 40ff. The Agency's standardisation activity will support and monitor equal treatment to avoid appeal procedures caused by a deviating interpretation of rules.		
SECTION II - FLIGHT SIMULATION TRAINING DEVICE (FSTD) QUALIFICATIONS	[MS:1; IND:3; INDIV:1] 1. One commentator from the gliding club community suspects that operating a low-cost training device for recreational purposes becomes illegal after implementation of the new requirements according to NPA 2008-22.	1. Noted. FSTDs will be evaluated and qualified according to the required standards (CS-FSTD (A)/(H)). The Agency does not share the opinion that it is illegal to operate a non-qualified device as long as no credits will be claimed. In any case negative training should be avoided, especially when the device is not checked and qualified by a competent authority.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>AR.ATO.200 Initial evaluation procedure</p> <p>(a) Upon receiving an application for an FSTD qualification, the competent authority shall:</p> <ol style="list-style-type: none"> (1) evaluate the FSTD submitted for initial evaluation or for upgrading against the applicable qualification basis; (2) assess the FSTD in those areas that are essential to completing the flight crew member training and checking process, as applicable; (3) conduct objective, subjective and functions tests in accordance with the qualification basis and review the results of such tests to establish the Qualification Test Guide (QTG).; and (4) verify if the organisation operating the FSTD is in compliance with the applicable requirements, does not apply to the initial evaluation of BITD. 	<p>1. One commentator proposes to add the requirement that an initial evaluation shall use a flight test team (test pilots, flight test engineers) as part of the evaluation team if an FSTD is representing a new aircraft type for a simulator manufacturer or which has new motion or visual system technology that has not been previously evaluated, or any other technology which has not been previously modelled or assessed.</p>	<p>1. Not accepted. The Agency will not follow your recommendation to extend the requirements accordingly.</p> <p>We refer to :</p> <p>a) AMC No.1 to CS-FSTD(A).300 - Qualification basis - Section 3, 3.1.2 (page 2-C-63) :</p> <p><i>...., the subjective testing should cover those areas of the flight envelope which may reasonably be reached by a trainee, even though the FSTD has not been approved for training in that area. Thus it is prudent to examine, for example, the normal and abnormal FSTD performance to ensure that the simulation is representative even though it may not be a requirement for the level of qualification being sought.</i></p> <p>b) the Simulator Evaluation Team - SET (ToR: initial evaluation of an FSTD for a new aeroplane or helicopter, for new aircraft/engine/data package or new aircraft/STD manufacturer combinations) as a part of the OEB where aircraft certification flight test pilots are involved. See as well MoM of the OEB Chairman meeting, Oct 2009 (agenda item 4.4 ...evaluation team composition for initial simulator qualifications...). EASA is currently working on an update of OEB procedures.</p> <p>The best suitable evaluation team for an initial evaluation within a SET has to be provided. It is the responsibility of the competent authority to take care of this composition, if necessary by seeking assistance from other authorities or the aircraft manufacturer (the aircraft manufacturer's flight test pilot). The assignment of suitably qualified personnel will be checked via EASA FSTD Standardisation Visits.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>2. Two commentators suggest either eliminating the term "subjective" or providing clearer definition to avoid differences between Member States and to maintain a level playing field.</p>	<p>2. Not accepted. The term "subjective tests/ testing /assessment / flight profile" has been used for many years in the JAR documents applicable to the evaluation of FSTD. They describe that part of the evaluation which will be performed by the appointed pilot as described in AMC4-AR.ATO.200(a)(1). The term is well-known by FSTD manufacturers, FSTD operators and authorities. It is the part of the evaluation where, for instance, the handling qualities of the training device will be compared with those of the aeroplane/helicopter or with the class of aeroplane/type of helicopter to be simulated. This could neither be objective (no measureable data for comparison like using QTG tests) nor functional (which is more related to system tests). For a definition, see AMC to CS-FSTD(A).200 and AMC to CS-FSTD(H).200. For a table of subjective tests see AMC No. 1 to CS-FSTD(A).300 and AMC No. 1 to CS-FSTD(H).300.</p> <p>The same term ("subjective") is used in the new ICAO Doc. 9625, 3rd edition, which is considered as a basis for an international standard. The document has been developed by an International Working Group (IWG) whose membership comprised of representatives from the regulatory community, pilot representative bodies, airlines and the training and flight simulation industry.</p>		
(b) The competent authority shall only approve the QTG after completion of the initial evaluation of the FSTD and when all discrepancies in the QTG have been addressed to the satisfaction of the competent authority. The QTG resulting from the initial evaluation procedure shall be the Master QTG (MQTG), which shall be the basis for the FSTD qualification and subsequent recurrent FSTD evaluations.				
(c) Qualification basis and special conditions. (1) The competent authority may prescribe special conditions for the FSTD qualification basis when the requirements of OR.ATO.360(a) are met and when it is demonstrated that the special conditions ensure an equivalent level of safety to that established in the applicable certification specification.				
(2) When the competent authority, if other than the Agency, has established special conditions for the qualification basis of an FSTD, it shall without undue delay notify the Agency thereof. The notification shall be accompanied by a full description of the spe-				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
cial conditions prescribed, and a safety assessment demonstrating that an equivalent level of safety to that established in the applicable certification specification is met.				
<p>AR.ATO.210 Issue of an FSTD qualification certificate</p> <p>When satisfied that the FSTD and the organisation operating it, except for BITD, is in compliance with the applicable requirements, the competent authority shall issue the FSTD qualification certificate, using the form as established in Appendix II to this Part.</p>	[MS:0; IND:0; INDIV:0]	Reference to "organisation operating it" added for consistency with changes made Section 2.		
<p>AR.ATO.220 Continuation of an FSTD qualification</p> <p>(a) The competent authority shall conduct recurrent evaluations of the FSTD in accordance with the procedures detailed in AR.ATO.200. These evaluations shall take place:</p> <ol style="list-style-type: none"> (1) every year, in the case of an FFS, FTD or FNPT; (2) every three years, in the case of a BITD. 	[MS:3; IND:5; INDIV:0]			
<p>(b) The competent authority shall continuously monitor the organisation operating the FSTD to verify whether:</p> <ol style="list-style-type: none"> (1) the organisation remains in compliance with the applicable requirements of Part-OR; (2) the complete set of tests in the Master Qualification Test Guide (MQTG) is rerun progressively every year between each recurrent evaluation; (3) the results of that evaluation continue to comply with the qualification standards and are dated and retained; and (4) a configuration control system is in place to ensure the continued integrity of the hardware and software of the qualified FSTD. 	<ol style="list-style-type: none"> 1. A commentator proposes to delete the word "continuously" from (b) (2 comments) 2. It is proposed to replace specific descriptions of training devices by 'FSTD' (5 comments) 3. More guidance is expected for the meaning of "progressive" MQTG runs 	<ol style="list-style-type: none"> 1. Not accepted. The level of involvement will be determined on a case-by-case basis and can reach a high level of the competent authority's involvement, if necessary. 2. Not accepted because a clear definition of requirements for the different types of training devices regarding the sequence of evaluations and QTG reruns is necessary. 3. This is already addressed in AMC No. 1 to CS-FSTD(A).300, 1.9.2 and will be added to AMC No. 1 to CS-FSTD(H).300, 1.9.2 		
<p>AR.ATO.230 Changes</p> <p>(a) Upon receipt of an application for any changes to the FSTD qualification, the competent authority shall comply with the applicable elements of the initial evaluation procedure requirements as described in AR.ATO.200 (a) and (b).</p>	<p>[MS:0; IND:1; INDIV:0]</p> <p>It is considered necessary to clarify the EASA position concerning Full Flight Simulators already in service before JAR STD1A Amendment 3 became applicable, for which additional Flight Test data would in any case not necessarily be available, and thus the changes (which would use engineering validation source data) would bring limited added value.</p>	<p>Noted. Grandfather rights will be addressed in the Cover Regulation to Part-AR.</p> <p>New components shall comply with the current regulation, while the original qualification basis of the device would be maintained.</p> <p>QTG tests are an objective mean to monitor the certified status of an FSTD. Even if missing flight test data are replaced by engineering validation source data a deviation from the certified level can be detected. Thus there is an added value to the compliance monitoring.</p> <p>Updating and upgrading of exist-</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		ing FSTDs see: AMC1-OR. ATO.380(b)		
(b) The competent authority may complete a special evaluation following major changes or when an FSTD appears not to be performing at its initial qualification level.				
(c) The competent authority shall always conduct a special evaluation before granting a higher level of qualification to the FSTD.				
<p>AR.ATO.235 Findings and corrective actions - FSTD qualification certificate</p> <p>The competent authority shall limit, suspend or revoke, as applicable, an FSTD qualification certificate in accordance with AR.GEN.355 in, but not limited to, the following circumstances:</p> <ul style="list-style-type: none"> (a) Obtaining the FSTD certificate by falsification of submitted documentary evidence; (b) the organisation operating the FSTD can no longer demonstrate that the FSTD complies with its qualification basis; (c) the organisation operating the FSTD no longer complies with the applicable requirements of Part-OR; 	<p>[MS:0; IND:1; INDIV:0]</p> <p>The process for the re-instatement of the FSTD qualification should be addressed here also.</p>	<p>Noted. This process is addressed in AMC2-AR.ATO.235 para 5.-8. which belongs to the rule.</p>		
<p style="text-align: center;">SUBPART AeMC - SPECIFIC REQUIREMENTS RELATED TO AERO-MEDICAL CENTRES (AeMC).</p> <p>SECTION I - GENERAL</p>				
	5 Authorities and 1 Organisation recommended putting in line the periodicity of AeMC oversight and monitoring with other organisations by shortening it to 24 months.	The paragraph was deleted, because the issue is covered in AR.GEN.305 and corresponding AMC.	JAR-FCL 3.085	N/A
<p>AR.AeMC.110 Initial certification procedure</p>	NAAs supported the NPA proposal. No adverse comments.	Editorial change for consistency with AR.GEN	JAR-FCL 3.085	N/A
<p>The certification procedure for an AeMC shall follow the provisions laid down in AR.GEN.310, except that upon receiving an application for the issue of the approval for an AeMC, the competent authority shall conduct an audit of the organisation before issuing an approval certificate.</p>				
<p>AR.AeMC.150 Findings and corrective actions - AeMC</p>			N/A	N/A

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
Without prejudice of AR.GEN.350, level 1 findings include, but are not limited to, the following:				
(a) failure to nominate a head of the AeMC;				
(b) failure to ensure medical confidentiality of aero-medical records; and				
(c) failure to provide the licensing authority with the medical and statistical data for oversight purposes.				
SUBPART MED - SPECIFIC REQUIREMENTS RELATED TO AERO-MEDICAL CERTIFICATION				
SECTION I - GENERAL	One NAA requested that EASA establish a central database for the registration of the long-term unfit applicants.	No change. A database could be created at a central level but it would have to be managed by the MS as EASA does not issue or deny licences. Data protection laws would need to be evaluated because the information of unfitness would be sent outside the MS that denied the medical certificate. It is not impossible that this kind of database is created at some stage but it can only be done after careful evaluation of how to set it up, how to maintain it and how to comply with data protection laws.	n/a	n/a
AR.MED.120 Medical assessors	One AME and three Government Organisations recommended to exclude NAAs from medical decision-making.			
The competent authority shall have one or more medical assessors to undertake the tasks described in this Section. A medical assessor shall be licensed and qualified in medicine and have:				
(a) undergone postgraduate training in medicine of at least five years;				
(b) specific knowledge and experience in aviation medicine; and				
(c) specific training in medical certification.				


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AR.MED.125 Referral to the licensing authority	6 NAAs recommended changing "competent authority" to "licensing authority".	The text is changed in order to align AR.MED.125 with the corresponding text in Part-Medical MED.A.045 and AMC to MED.A.045. The proposal to exclude NAAs from the decision-making process is not accepted as it is based on ICAO and JAR-FCL 3 provisions and is international practice.	JAR-FCL 3 numerous paragraphs in Subparts A, B and C as well as Appendices.	Annex I 1.2.4.6 and 1.2.4.7
When an aero-medical centre (AeMC), or aero-medical examiner (AME) has referred the decision on the fitness of an applicant to the licensing authority, the medical assessor shall:				
(a) evaluate the relevant medical documentation and request further medical documentation where necessary;				
(b) request further examinations and tests, where necessary; and				
(c) determine the applicant's fitness for the issue of a medical certificate with one or more limitation(s) if required.				
AR.MED.130 Medical certificate format	One NAA advised moving the template/format of the medical certificate to an AMC.	The medical certificate format shall be harmonised with the format of the pilot licence and used by all Member States in the same way.	JAR-FCL 3.100	N/A
The format of the medical certificate shall be in accordance with Appendix XII to this Part.				
AR.MED.135 Aero-medical forms	After publication of NPA 2008-17c, NPA 2008-22b and NPA 2008-22c a number of comments requested retaining JAR-FCL 3 medical forms.	The comments were accepted. One additional form was developed for the AeMC certificate.	IEM FCL 3.095	N/A
The competent authority shall use forms for:				
(a) the application form for a medical certificate;				
(b) the examination report form for class 1 and class 2 applicants; and				
(c) the examination report form for LAPL applicants.				

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AR.MED.145 GMP declaration to the competent authority	[Several MS] The GMP declaration process to the competent authority needs to be clarified.	The process of declaration is in AR.GEN.345. Although this paragraph is for declared organisations it will also apply to the GMP.	N/A	N/A
The declaration process for general medical practitioners (GMPs) shall follow the declaration process for organisations in AR.GEN.345.				
AR.MED.150 Record-keeping	[Several MS] NAAs supported the proposed requirements but recommended to make the licensing authority responsible for record-keeping and to relate requirements to the expiry date of a medical certificate, not a licence. 1 AME and 1 individual opposed sending records to NAAs. 1 organisation and 2 NAAs requested adding a reference to data protection rules.	(a) "Competent authority" was changed to "licensing authority". (b) The validity of a licence is determined by the validity of the medical certificate. Therefore the period to keep medical records after expiry of the medical certificate has been linked to the licence. (c) Data protection: Text changes in subparagraph (c)	N/A	N/A
(a) In addition to the records required in AR.GEN.220, the licensing authority shall include in its system of record-keeping details of aero-medical examinations and assessments submitted by an aero-medical examiner (AME), an aero-medical centre (AeMC) or a general medical practitioner (GMP).				
(b) All aero-medical records of licence holders shall be kept for a minimum period of 10 years after the expiry of their licence.				
(c) Aero-medical records shall only be made available after written consent of the applicant/licence holder and only to:				
(1) an AeMC, AME or GMP for the purpose of completion of an aero-medical assessment;				
(2) the applicant/licence holder concerned upon their written request; and				
(3) after disidentification of the applicant/licence holder to:				
(i) the competent authority of another member state for the purpose of cooperative oversight;				
(ii) the Agency for standardisation purposes; or				
(iii) research institutes for the purpose of scientific research.				
SECTION II – AERO-MEDICAL EXAMINERS (AMES)				
AR.MED.200 Procedure for the issue of an AME certificate	The inspection of the AME practice was opposed in 1 AME, 1 individual and 1 NAA com-	Following the recommendation of the Review Group and some comments received from NAAs it	JAR-FCL 3.090	Annex I 1.2.4.4


A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	ment. All NAAs recommended deleting from the AME certificate the information on the postgraduate qualification and adding the information on the NAA issuing the certificate.	was accepted to change the wording to "AME practice", delete from the AME certificate the information on the postgraduate qualification, and add information on the issuing competent authority.		
(a) The certification procedure for an AME shall follow the provisions laid down in AR.GEN.315, except that upon receiving an application for the issue of an AME certificate the competent authority shall conduct an inspection of the AME's practice before issuing a certificate.				
(b) The competent authority shall establish the format of the AME certificate. It shall contain as a minimum:				
(1) first name, last name and title of the holder;				
(2) competent authority issuing the certificate				
(3) AME number;				
(4) privileges and scope of the activity;				
(5) address of the AME's practice;				
(6) date of the issue of the AME certificate; and				
(7) expiry date of the AME certificate.				
	No comments received	Deleted. Paragraph AR.GEN 330 deals only with changes that need prior approval. None of the changes mentioned in MED.C.025 need prior approval.	N/A	N/A
AR.MED.240 General medical practitioners (GMPs) acting as AMEs	2 NAAs and 1 MoT requested either rewriting or deleting the paragraph, especially subparagraph (c). 1 AME, 1 individual and 1 pilot organisation recommended deleting subparagraph (b) stating that the list of GMPs is not practical. 1 pilot organisation fully supported the proposed text. 1 AME or-	Subparagraph (c) was deleted as it does not provide additional clarity. The elements of the GMP declaration are in AR.GEN..	N/A	N/A

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	ganisation and 1 NAA recommended to include requirements for GMPs to declare their activity, accept oversight by the NAA and start their activities only after acceptance by the NAA.			
(a) The competent authority of a Member State shall notify the Agency and competent authorities of other Member States if aero-medical examinations for the light aircraft pilot licence (LAPL) can be carried out on its territory by GMPs.				
(b) The competent authority of such Member State shall maintain a list of all declared GMPs acting as AMEs on their territory. This list shall be disclosed to other Member States and the Agency upon request.				
AR.MED.245 Continuing oversight of AMEs and GMPs	All NAAs recommended to include a requirement that the oversight programme shall be independent of the number of AMEs/GMPs, and pointed out that the current legal situation in Member States does not allow the oversight of GMPs.	GMPs will have to accept the oversight by the competent authority when they sign a declaration form.	N/A	N/A
When developing the continuing oversight programme referred to in AR.GEN.135, the competent authority shall take into account the number of AMEs and GMPs exercising their privileges within the territory where the competent authority exercises oversight.				
AR.MED.250 Limitation, suspension and revocation of an aero-medical examiner's certificate	1 AME organisation and 1 NAA recommended applying this paragraph also to GMPs. All NAAs recommended deleting "AME office" in (a)(6).	The paragraph cannot be applied to GMPs because they do not have a certificate. The wording in (a)(6) is changed to "AME practice" to align with the text of AR.MED.200.	JAR-FCL 3.090(f)	N/A
(a) The competent authority shall limit, suspend or revoke an aero-medical examiner's certificate whenever a safety issue has been identified, including, but not limited to, the following:				
(1) the AME no longer complies with applicable requirements;				
(2) failure to meet the criteria for certification or continuing certification;				
(3) deficiency of aero-medical record-keeping or submission of incorrect data or information;				
(4) falsification of medical records, certificates or documentation;				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(5) concealment of facts appertaining to an application for, or holder of, a medical certificate or false or fraudulent statements or representations to the competent authority;				
(6) failure to correct findings from audit of the AME practice;				
(7) unprofessional behaviour or ill health incompatible with practice as an aero-medical examiner; and				
(8) at the request of the certified aero-medical examiner.				
(b) The certificate of an AME shall be automatically revoked in either of the following circumstances:				
(1) revocation of medical licence to practice; or				
(2) removal from the Medical Register.				
AR.MED.255 Enforcement measures	2 government offices and 1 NAA recommended to change "shall" to "may". 2 NAAs proposed the description of procedures in the case of non-compliance. 1 pilot organisation expressed their disagreement with the automatic invalidity of medical certificates.	During the discussion in the review group it was considered inappropriate to render invalid all medical certificates issued by these AeMCs/AMEs/GMPs on a routine basis. New amended to provide more flexibility.	JAR-FCL 3.090(f)	N/A
If, during oversight or by any other means, evidence is found showing a non-compliance of an AeMC, an AME or GMP, the licensing authority shall review the medical certificates issued by those AeMCs, AMEs or GMPs and may render them invalid where required to ensure flight safety.				
SECTION 3 - MEDICAL CERTIFICATION				
AR.MED.315 Review of examination reports	1 ind. AME and AME organisation, 5 NAAs and 1 pilot organisation recommended random review of the examination and assessment reports. 2 NAAs suggested changing wording to "licensing authority". 2 NAAs and 1 AME organisation recommended including GMPs in (a)(1).	Examination reports shall be sent to the licensing authority and it is responsible for the review of the reports. The argument that the workload is too high if all medical reports must be reviewed was not accepted. Otherwise the ext has been amended taking into account the comments received. Subparagraph (b) has been deleted, the issue is covered in AR.GEN.355.	JAR-FCL 3.095	Annex I 1.2.4.6
(a) The licensing authority shall:				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(1) review the examination and assessment reports received from the AeMCs, AMEs and GMPs and inform them of any inconsistencies, mistakes or errors made in the assessment process; and				
(2) assist AMEs and AeMCs on their request regarding their decision on aero-medical fitness in contentious cases.				
	2 NAAs recommended changing the wording to "licensing authority".	(a) and (b) deleted. The issue is sufficiently covered in MED.A.045. Subparagraph (c) moved to MED.A.045.	JAR-FCL 3.100(e) JAR-FCL 3.105(e)	Annex I 1.2.4.8
AR.MED.325 Secondary review procedure	2 government offices, 1. AME and 1 NAA recommended adding explanation of "independent medical specialists". 2 NAAs suggested a text change to "licensing authority". 1 pilot organisation requested including evaluation of the operating environment, skill and experience of the applicant.	Editorial text change to mirror JAR-FCL 3 wording.	JAR-FCL 3.125	Annex I 1.2.4.8
The competent authority shall establish a procedure for the review of borderline and contentious cases with independent medical advisors, experienced in the practice of aviation medicine, to consider and advise on an applicant's fitness for medical certification.				
APPENDICES				
<p>APPENDIX I - STANDARD REPORT FORM</p> <div style="text-align: center;">  <p>Competent Authority (Name) (State)</p> <p>Standard Report</p> <p>¹ No:</p> </div> <p>² Source: SR</p> <p>³ Date: ⁴ Place:</p> <p>⁵ (Unused)</p> <p>⁶ Operator: ⁷ AOC number:</p> <p>⁸ State:</p>	<p>(1) [MS] Comment: Appendix 1 to 3 have already been taken over by the (EC) Regulation 2008/49.</p> <p>(2) [MS] Comment: Appendix 1 is not in harmonisation with AR.GEN.425 and AMC.</p> <p>(3)[MS] Comment: amend this form to tailor it to its own objective or delete it.(See comment 524 above).</p>	<p>National Coordinators name and signature have been deleted because the information will be directly entered into the centralised database.</p> <p>1. Not accepted: Appendix 1 is not part of the Directive 2008/49 and is taken over from the Directive 2004/36/EC. Appendix 2 and 3 are indeed copies of the ones in the Directive 2008/49. Both 2004/36 and 2008/49 will be repealed.</p> <p>2+3. Accepted: AR.GEN 425 (b) has been changed to reflect that</p>	<p>Annex 1 to Directive 2004/36/CE</p>	

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<p>⁹ Route: from ¹⁰ Flight number: ¹¹ Route: to ¹² Flight number: ¹³ Chartered by operator*: ¹⁴ Charterer's State: * (where applicable)</p> <p>¹⁵ Aircraft Type ¹⁶ Registration mark: ¹⁷ Construction number:</p> <p>¹⁸ Flight crew: State of licensing: ¹⁹ Remarks:</p> <p>²⁰ Action taken:</p> <p>²¹ (Unused)</p>		<p>not the form but the elements have to be used.</p>																																																																																																																																																										
<p>APPENDIX II- PROOF OF RAMP INSPECTION FORM</p>	<p>(1) [INDIV and MS] Appendix 2 and 3 Comment: the content of Appendix II and III is identical. One form shall be deleted. (2) [MS] Comment: The form presented is only valid for the ramp inspection performed on the TCO and some items are missing for ramp inspection performed on European operators under the European regulations.</p>	<p>1. Not accepted. Appendix II does not contain information on the category of the finding. 2. Not accepted. The additional requirements for European operators (which have not been established yet) most likely can be inspected under the existing inspection items.</p>	<p>Appendix 2 to Directive 2008/49/EC</p>																																																																																																																																																									
<table border="1"> <thead> <tr> <th colspan="4">Proof of Ramp Inspection</th> </tr> </thead> <tbody> <tr> <td>Date:</td> <td>Time:</td> <td colspan="2">Place:</td> </tr> <tr> <td colspan="2">Operator:</td> <td>State:</td> <td>AOC no.:</td> </tr> <tr> <td>Route from:</td> <td>Flight no:</td> <td>Route to:</td> <td>Flight no:</td> </tr> <tr> <td>Flight type:</td> <td>Chartered by Operator:</td> <td>Aircraft type:</td> <td>Aircraft configuration:</td> </tr> <tr> <td colspan="2">Charterer's state:</td> <td>Registration mark:</td> <td>Construction no:</td> </tr> <tr> <td>Flight crew state(s) of licensing:</td> <td colspan="3">Acknowledgement of Receipt^(*)</td> </tr> <tr> <td></td> <td>Name:</td> <td colspan="2">Signature:</td> </tr> <tr> <td></td> <td>Function:</td> <td colspan="2"></td> </tr> <tr> <td></td> <td>Function:</td> <td colspan="2"></td> </tr> <tr> <td colspan="4" style="text-align: center;">Free format information of competent authority (logo, contact details tel/fax/email)</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="2">Check</th> <th colspan="2">Remark</th> <th colspan="2">Check</th> <th colspan="2">Remark</th> <th colspan="2">Check</th> <th colspan="2">Remark</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>Flight deck</td> <td></td> <td></td> <td></td> <td></td> <td>C</td> <td>Aircraft condition</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1</td> <td>General condition</td> <td></td> <td></td> <td>20</td> <td>Flight crew licence/composition</td> <td>1</td> <td>General external condition</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Emergency exit</td> <td></td> <td></td> <td></td> <td>Journey log book / Technical Log or equivalent</td> <td>2</td> <td>Doors and hatches</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td>Equipment</td> <td></td> <td></td> <td>21</td> <td>Journey log book or equivalent</td> <td>3</td> <td>Flight controls</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">Documentation</td> <td>22</td> <td>Maintenance release</td> <td>4</td> <td>Wheels, tyres and brakes</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>4</td> <td>Manuals</td> <td></td> <td></td> <td>23</td> <td>Defect notification and rectification (incl. 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<p>APPENDIX III- RAMP INSPECTION REPORT</p>	<p>14.[MS] Proposal: use the enclosed report form instead of the report form in Appendix 3 for usability and clarity</p>	<p>14. AR.GEN 435b has been reworded such not to use appendix 3 itself but a form based on it.</p>	<p>Appendix 1 to Directive 2008/49/EC</p>																											
<div style="text-align: center;">  <p>Competent Authority (name) (State) Ramp Inspection Report NR: _____</p> </div> <p>Source: RI Date: ____/____/____ Place: _____ Local time: ____:____</p> <p>Operator: _____ AOC Number: _____ State: _____ Type of Operation: _____</p> <p>Route from: _____ Flight Number: _____ Route to: ... _____ Flight Number: _____</p> <p>Chartered by Operator*: _____ Charterer's State*: _____ * (where applicable)</p> <p>Aircraft Type: Registration Marks: _____ Aircraft Configuration: _____ Construction Number: _____</p> <p>Flight crew: State of Licensing: _____ 2nd State of Licensing*: _____ * (where applicable)</p> <p>Findings:</p> <table border="1"> <thead> <tr> <th>Code / Std / Ref / Cat / Finding</th> <th>Detailed Description</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table> <p>Class of actions taken:</p> <table border="1"> <thead> <tr> <th>Class of actions taken</th> <th>Detailed Description</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> 3d) Immediate operating ban</td> <td> </td> </tr> <tr> <td><input type="checkbox"/> 3c) Aircraft grounded by inspecting competent authority</td> <td> </td> </tr> <tr> <td><input type="checkbox"/> 3b) Corrective actions before flight</td> <td> </td> </tr> <tr> <td><input type="checkbox"/> 3a) Restriction on aircraft flight operation</td> <td> </td> </tr> <tr> <td><input type="checkbox"/> 2) Information to the Authority and Operator</td> <td> </td> </tr> <tr> <td><input type="checkbox"/> 1) Information to pilot-in-command/commander</td> <td> </td> </tr> </tbody> </table> <p style="text-align: right;">Additional information (if any)</p> <p>Inspector's names or no: _____</p> <p>- This report represents an indication of what was found on this occasion and must not be construed as a determination that the aircraft is fit for the intended flight. - Data submitted in this report can be subject to changes for correct wording upon entering into the centralised database.</p>	Code / Std / Ref / Cat / Finding	Detailed Description											Class of actions taken	Detailed Description	<input type="checkbox"/> 3d) Immediate operating ban		<input type="checkbox"/> 3c) Aircraft grounded by inspecting competent authority		<input type="checkbox"/> 3b) Corrective actions before flight		<input type="checkbox"/> 3a) Restriction on aircraft flight operation		<input type="checkbox"/> 2) Information to the Authority and Operator		<input type="checkbox"/> 1) Information to pilot-in-command/commander		<p>(1)[MS] Proposal: delete item 3d "immediate operating ban) there is no hint of such a follow-up action as a ban. The Item has to comply with AR.GEN.440</p> <p>(2)[IND] At the bottom of the page, the first bullet reads: "- This report represents an indication of what was found on this occasion and must not be construed as a determination that the aircraft is fit for the intended flight." A typo error is to be corrected between word "determination" and "that".</p> <p>(3)[IND] : 'Action Taken ' box at the bottom left corner . Proposal: that the numbering should be reversed with (0) at the top and (3c) at the bottom. (Same comment for Appendix 2 above)</p> <p>(4)[INDIV] Appendix 2 and 3 Comment: the content of Appendix II and III is identical. One form shall be deleted. (Same as comment 364 above).</p> <p>(5) [MS] The comment for Appendix 2 above, are also presented for Appendix 3.</p> <p>(6)[MS] Proposal: Replace inspectors "sign or number " by "sign or code" which seems to be more appropriate as a title for this box. (Same comment for Appendix 2 above).</p> <p>(7) [MS] Comment: the scope of the ramp inspection of the NPA is wider and now includes ramp inspections on European operators. Proposal: Create a new specific form for European operators with a different list of inspected items to be consistent with the inspection of applicable European regulations.</p>	<p>1. Not accepted. This item is included in the rule.</p> <p>2. Accepted.</p> <p>3. Not accepted.</p> <p>4. Not accepted. Appendix 2 does not contain the category of the finding.</p> <p>5. Not accepted: 554: Not accepted. The additional requirements for European operators (which have not been established yet) most likely can be inspected under the existing inspection items. 555: Not accepted. 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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="3" style="text-align: center;">AIR OPERATOR CERTIFICATE (Approval schedule for air operators)</td> </tr> <tr> <td colspan="3">Types of operation: Commercial air transport(CAT) Passengers; Cargo; Other¹:.....</td> </tr> <tr> <td colspan="3">Commercial specialised operations (SPO) ².....</td> </tr> <tr> <td style="width: 15%; text-align: center;">5</td> <td style="width: 35%;">State of the Operator³</td> <td style="width: 50%; text-align: center;">5</td> </tr> <tr> <td></td> <td>Issuing Authority⁴</td> <td></td> </tr> <tr> <td>AOC #⁶:</td> <td>Operator Name⁷ Dba Trading Name⁸ Operator address¹⁰:</td> <td>Operational Points of Contact:⁹ Contact details, at which operational management can be contacted without undue delay, are listed in¹².</td> </tr> <tr> <td></td> <td>Telephone¹¹: Fax: E-mail:</td> <td></td> </tr> <tr> <td colspan="3">This certificate certifies that¹³ is authorised to perform commercial air operations, as defined in the attached operations specifications, in accordance with the operations manual, Annex IV to the Regulation (EC) No 216/2008 and its implementing rules .</td> </tr> <tr> <td>Date of issue¹⁴:</td> <td colspan="2">Name and Signature¹⁵: Title:</td> </tr> </table>	AIR OPERATOR CERTIFICATE (Approval schedule for air operators)			Types of operation: Commercial air transport(CAT) Passengers; Cargo; Other ¹ :.....			Commercial specialised operations (SPO) ²			5	State of the Operator ³	5		Issuing Authority ⁴		AOC # ⁶ :	Operator Name ⁷ Dba Trading Name ⁸ Operator address ¹⁰ :	Operational Points of Contact: ⁹ Contact details, at which operational management can be contacted without undue delay, are listed in ¹² .		Telephone ¹¹ : Fax: E-mail:		This certificate certifies that ¹³ is authorised to perform commercial air operations, as defined in the attached operations specifications, in accordance with the operations manual, Annex IV to the Regulation (EC) No 216/2008 and its implementing rules .			Date of issue ¹⁴ :	Name and Signature ¹⁵ : Title:		<p>1. The statement in the AOC that "is authorised to perform CAT" is wrong, because such an authorisation is contained in the operating license issued in accordance with Reg.1008/2008.</p> <p>-The "Operational Points of Contact" is not necessary, since it is not part of the approval</p> <p>-It is necessary to insert aircraft registration in the AOC.</p> <p>2. The AOC is too small to contain all details that have to be included in the AOC in the case of large airlines.</p> <p>3. (IA) Proposal: add contact details in the new AOC form. Justification: international minimum requirements for AOC.</p> <p>OR.GEN.035: AOC are issued for an unlimited duration. Therefore there is no need for an expiry date in the AOC. There is no requirement for listing aircraft registration in operation specifications. Does this mean that operators don't need to notify a fleet list to the competent authority?</p>	<p>1. This template is in line with the template developed by ICAO (Amendment 32)</p> <p>The registration marks are included in order to allow the inspector to verify which aircraft are used for which specific approval.</p> <p>2. The template provides for enough flexibility to include the relevant details of large operators.</p> <p>3. The proposed template already contains contact details. - Accepted. Expiry date is deleted.</p> <p>After consultation of RG.001 the reference to CAT and non-CAT has been transferred from the operations specifications format to the AOC format.</p>	<p>Annex 6 Part I 4.2.1.5 and 4.2.1.7 and Appendix 6</p> <p>Annex 6 Part III Section II 2.2.1.5, 2.2.1.6 and 2.2.1.7 + Appendix 3</p>	
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1	Other type of transportation to be specified.																														
2	Specify the type of operation, e.g., agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.																														
3	Replaced by the name of the State of the Operator.																														
4	Replaced by the identification of the issuing competent authority.																														
5	For use of the competent authority.																														
6	Approval reference, as issued by the competent authority.																														

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7 Replaced by the operator registered name.				
8 Operator trading name, if different. Insert "Dba" (for "Doing business as") before the trading name.				
9 The contact details include the telephone and fax numbers, including the country code, and the e-mail address (if available) at which operational management can be contacted without undue delay for issues related to flight operations, airworthiness, flight and cabin crew competency, dangerous goods and other matters as appropriate.				
10 Operator principal place of business address.				
11 Operator's principal place of business telephone and fax details, including the country code. E-mail to be provided if available.				
12 Insertion of the controlled document, carried on board, in which the contact details are listed, with the appropriate paragraph or page reference. E.g.: "Contact details ... are listed in the operations manual, gen/basic, chapter 1, 1.1"; or "... are listed in the operations specifications, page 1"; or "... are listed in an attachment to this document".				
13 Operator's registered name.				
14 Issue date of the AOC (dd-mm-yyyy).				
15 Title, name and signature of the competent authority representative. In addition, an official stamp may be applied on the AOC.				
APPENDIX V - OPERATIONS SPECIFICATIONS				

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<p style="text-align: center;">OPERATIONS SPECIFICATIONS (subject to the approved conditions in the operations manual)</p> <p>Issuing Authority Contact Details Telephone¹: _____; Fax: _____; E-mail: _____</p> <p>AOC#²: _____ Operator Name³: _____ Date⁴: _____ Signature: _____ Db Trading Name</p> <p>Operations Specifications#:</p> <p>Aircraft Model⁵: _____ Registration Marks⁶: _____ Commercial operations:</p> <p>Area of operation⁷: _____</p> <p>Special Limitations⁸:</p> <table border="1" data-bbox="181 636 1481 1423"> <thead> <tr> <th>Specific Approvals:</th> <th>Yes</th> <th>No</th> <th>Specification⁹</th> <th>Re- marks</th> </tr> </thead> <tbody> <tr> <td>Dangerous Goods</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Low Visibility Operations Take-off Approach and Landing Take-off</td> <td></td> <td></td> <td>RVR¹¹: m CAT¹⁰.... RVR: m DH: ft</td> <td></td> </tr> <tr> <td>RVSM¹² N/A</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ETOPS¹³ N/A</td> <td></td> <td></td> <td>Maximum Diver- sion Time¹⁴: min.</td> <td></td> </tr> <tr> <td>Navigation Specifications for PBN Operations¹⁵</td> <td></td> <td></td> <td></td> <td>¹⁶</td> </tr> <tr> <td>Continuing Airworthiness</td> <td></td> <td></td> <td>⁸</td> <td></td> </tr> <tr> <td>Minimum Navigation Performance Specification</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helicopter operations with the aid of night vision imaging systems</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helicopter hoist operations</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helicopter emergency medical service operations</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Cabin crew training¹⁷</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Issue of CC attestation¹⁸</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Continuing airworthiness</td> <td></td> <td></td> <td>¹⁹</td> <td></td> </tr> <tr> <td>Others²⁰</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Specific Approvals:	Yes	No	Specification ⁹	Re- marks	Dangerous Goods					Low Visibility Operations Take-off Approach and Landing Take-off			RVR ¹¹ : m CAT ¹⁰ RVR: m DH: ft		RVSM ¹² N/A					ETOPS ¹³ N/A			Maximum Diver- sion Time ¹⁴ : min.		Navigation Specifications for PBN Operations ¹⁵				¹⁶	Continuing Airworthiness			⁸		Minimum Navigation Performance Specification					Helicopter operations with the aid of night vision imaging systems					Helicopter hoist operations					Helicopter emergency medical service operations					Cabin crew training ¹⁷					Issue of CC attestation ¹⁸					Continuing airworthiness			¹⁹		Others ²⁰					<p>1. (MS) the "types of operations" section should also include "mail"</p> <p>2. (MS) the LVO section should clarify that insertion of a RVR-value is only necessary if LVTO-Approval is given.</p> <p>3. (MS) The AOC-template does not provide ability to insert information concerning cabin crew training and corresponding approvals (as presently required by subpart O of EU-OPS 1).</p> <p>4. (MS) Air Operator Certificate: Management staff (ACM, postholder, quality manager) should be added, because the link to a document is not sufficient.</p> <p>5. (MS) Operation specifications. The following should be added: -ICAO areas of operation, registration marks, approval for dangerous goods, number of passenger seats, ETOPS: diversion distance, threshold distance.</p> <p>6. (MS) The special limitations "Night vision" and "Helicopter Hoist" are used very rarely. Therefore it is not necessary to reserve these areas in every AOC.</p> <p>7. (MS) There is no difference between "Navigation specifications for PBN operations" and "Minimum navigation performance spec."</p>	<p>The registration marks are included in order to allow the inspector to verify which aircraft are used for which specific approval.</p> <p>To facilitate the administration of operation specifications an operation specification number is included.</p> <p>Sections for CC training and the issuance of attestations are added.</p> <p>1. The template is inline with the ICAO template.</p> <p>2. Accepted: For LVTO an RVR specification is required. However, for LVO approvals for approach and landing the specification shall contain CAT, RVR and DH values.</p> <p>3. Accepted, the approval for CC training and the issuance of attestations is included as a section in the operation specifications template.</p> <p>4. Not accepted. This template is inline with the ICAO template. Moreover this information can be found in the operations manual.</p> <p>5. Most items are included and the proposed template is in line with the ICAO template.</p> <p>6. noted</p> <p>7. Not accepted. These are two distinct approvals.</p>		
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Insertion of ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232).				
5 Either the registration marks are listed on the operation specifications or in the operations manual. In the latter case the related operations specifications must make a reference to the related page in the operation manual.				
7 Listing of geographical area(s) of authorised operation (by geographical coordinates or specific routes, flight information region or national or regional boundaries).	(MS) footnote 8 also includes the possibility to define areas of operation by the use of ICAO-Area-Codes	Noted		
8 Listing of applicable special limitations (e.g. VFR only, Day only, etc.).				
9 List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).				
10 Insertion of applicable precision approach category: CAT I, II, IIIA, IIIB or IIIC. Insertion of minimum runway visual range (RVR) in meters and decision height (DH) in feet. One line is used per listed approach category.				
11 Insertion of approved minimum take-off RVR in meters. One line per approval may be used if different approvals are granted.				
12 Not Applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.				
13 Extended range operations (ETOPS) currently applies only to twin-engined aircraft. Therefore the Not Applicable (N/A) box may be checked if the aircraft model has more or less than two engines.				
14 The threshold distance may also be listed (in nm), as well as the engine type.				
15 Performance-based Navigation (PBN): one line is used for each PBN approval (e.g. area navigation (RNAV) 10, RNAV 1, required navigation performance (RNP) 4,...), with appropriate limitations or conditions listed in the "Specifications" and/or "Remarks" columns.				
16 Limitations, conditions and regulatory basis for operational approval associated with the PBN approval (e.g. global navigation satellite system (GNSS), distance measuring equipment/DME/inertial reference unit (DME/DME/IRU), ...).				
17 Approval to conduct the training courses, examination and checking to be completed by applicants for a cabin crew attestation as specified in Part-CC 18 Approval to issue cabin crew attestations on behalf of the competent authority as specified in Part-CC. 19 The name of the person/organisation, responsible for ensuring that the continuing airworthiness of the aircraft is maintained and the regulation which requires the work, i.e. Part-M, Subpart G. 20 Other approvals or data can be entered here, using one line (or one multi-line block) per authorisation (e.g. short landing operations, steep approach operations, helicopter operations to/from a public interest site, helicopter operations over a hostile environment located outside a congested area, helicopter operations without a safe forced landing capability, operations with increased bank angles, maximum distance from an adequate aerodrome for two engine aeroplanes without an ETOPS approval)	(MS) footnote 19 is missing	Footnote 19 was already part of NPA 2009-02d		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance																								
APPENDIX VI- LIST OF SPECIFIC APPROVALS																												
<p>List of specific approvals Non-commercial operations (subject to the conditions specified in the approval and contained in the operations manual)</p> <p>Issuing Authority¹:</p> <p>OPSPECS#²:</p> <p>Operator: Date³: Signature:</p> <p>Aircraft Model and Registration Marks³:</p> <p>Types of specialised operation (SPO), if applicable: ⁴</p> <table border="1" data-bbox="181 615 1151 842"> <thead> <tr> <th data-bbox="181 615 471 678">Specific als⁵:</th> <th data-bbox="477 615 854 678">Approv- als⁵:</th> <th data-bbox="860 615 1151 678">Specification⁶</th> <th data-bbox="1157 615 1481 678">Remarks</th> </tr> </thead> <tbody> <tr><td>...</td><td></td><td></td><td></td></tr> <tr><td>...</td><td></td><td></td><td></td></tr> <tr><td>...</td><td></td><td></td><td></td></tr> <tr><td>...</td><td></td><td></td><td></td></tr> <tr><td>...</td><td></td><td></td><td></td></tr> </tbody> </table>	Specific als ⁵ :	Approv- als ⁵ :	Specification ⁶	Remarks					Appendix II to Annex 1 Part Authority Requirements has been added in order to document specific approvals issued to non-commercial operators in a coherent manner.		
Specific als ⁵ :	Approv- als ⁵ :	Specification ⁶	Remarks																									
...																												
...																												
...																												
...																												
...																												
<p>1. Insertion of name and contact details.</p> <p>2. Insertion of the Associated operation specifications (OPSPECS) number.</p> <p>Insertion of the ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232).</p> <p>The registration marks should be either listed on the operation specifications or in the operations manual. In the latter case the operations specifications shall refer to the related page in the operation manual.</p> <p>4. Specify the type of operation, e.g., agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.</p> <p>5. List in this column any approved operations, e.g., Dangerous goods, low visibility operations (LVO), reduced vertical separation minima (RVSM), required navigation performance (RNP), minimum navigation performance specifications (MNPS), night vision imaging system (NVIS), helicopter hoist operation (HHO).6. List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).</p>																												

¹ Insertion of Name and contact details.

² Insertion of the associated OPSPECS number.

³ Insertion of the Commercial Aviation Safety Team (CAST)/ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>.

The registration marks should be either listed on the operation specifications or in the operations manual. In the latter case the operations specifications shall refer to the related page in the operation manual.

⁴ Specify the type of operation, e.g., agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.

⁵ List in this column any approved operations, e.g., Dangerous goods, LVO, RVSM, RNP, MNPS, NVIS, HHO.

⁶ List in this column the most permissive criteria for each approval.

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>APPENDIX III TO ANNEX 1 PART AUTHORITY REQUIREMENTS</p> <p>STANDARD EASA LICENCE FORMAT</p>	<p>IA(3), INDIV(2), MS(17)</p> <p>See comments addressed in the drafting document for Part-AR.</p> <p>Some general comments placed on the Explanatory Note point out that the licence format "does not suit the Implementing Rules" or "is not adapted to the aim of EASA to have all kinds of aircraft and different levels of licences on one document". Some others added that the layout and the abbreviations used should be standardised across all Member States. Some others propose to use a separate licence for each aircraft category.</p>	<p>See responses addressed in the drafting document for Part-AR.</p>		
<p>APPENDIX VII - STANDARD EASA FLIGHT CREW LICENCE FORMAT</p>			<p>Appendix III is based on Appendix 1 to JAR-FCL 1.075.</p>	
	<p>IA(1), INDIV(4), MS(28)</p>	<p>The comments received on FCL.015 in Part FCL and on the Explanatory Note were also reviewed and taken into account.</p>		
<p>The flight crew licence issued by an EASA MemberState in accordance with Part-FCL shall conform to the following specifications:</p>	<p>a. One comment proposes the use of an identical layout for the EASA licence by all Member States.</p> <p>b. One comment proposes to have an EASA Form XXX as the Standard EASA Licence Format (similar to the FSTD Qualification Certificate)</p> <p>c. One comment refers to Member States having more than one national language and proposes to revise the cover page of the licence accordingly.</p>	<p>a. Noted. This is the intention of this Appendix. However, there are likely to be some differences in the layout of the variable items of the licence (items XII, XIII and XIV)</p> <p>b. Accepted. The Agency agrees and will add an EASA Form number on the bottom of page 1.</p> <p>c. Accepted. The cover page of the licence will be amended to read: "English and any language(s) determined by the competent authority". See also the change in (c).</p> <p>d. Noted. The Agency agrees in general that in certain cases (li-</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	d. Five comments state that the proposed licence format does not allow for the various entries that may be required in case of only one licence per person (examples are given mentioning several different type ratings, FI certificates, other ratings.	cence holder with several type-ratings) it might be difficult to put all the various entries in only one licence. The licence format will be slightly adapted in order to address this. If the space provided will still not be sufficient in specific cases the competent authority may decide (following item (a)) to put some of the variable items on a separate part of the main form.		
(a) <i>Content.</i> The item number shown will always be printed in association with the item heading. Items I to XI are the 'permanent' items and items XII to XIV are the 'variable' items which may appear on a separate or detachable part of the main form. Any separate or detachable part shall be clearly identifiable as part of the licence.				
(1) Permanent items:				
(I) state of licence issue;				
(II) title of licence;				
(III) serial number of the licence commencing with the U.N. country code of the State of licence issue and followed by "FCL" and a code of numbers and/or letters in Arabic numerals and in latin script;	a. Seven comments propose to use the UN code of the issuing State b. One comment makes reference to the ED Decision 2006/10/R of 24/11/2006 - the country code shall be abbreviated in a manner specified by the Agency	a. Accepted. The text will be changed accordingly. The requirement to use the UN code of the issuing State was already used in Appendix 1 to JAR-FCL 1.075 and copied to page 2 of the format, but under (a)(1)(III) the term 'postal code' was used and will be amended to the UN country code. In order to make the text more clear the term "of the licence" will also be added. b. See response provided above.		
(IV) name of holder (in latin alphabet, if the script of the national language(s) is other than latin);				
(V) holder's address;				
(VI) nationality of holder;				
(VII) signature of holder;				
(VIII) competent authority and, where necessary, conditions under which the licence was issued;	One comment relates to the issuing competent authority. On page 34, licence page no. 2, under 'Issuing competent authority', the proposed exam-	Noted.The Agency will keep this example as the conversion of a third country licence should be documented here in order to be able to trace the original licence		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	ple of endorsement is: 'This CPL(A) has been issued on the basis of ATPL issued by (third country)	issue.		
(IX) certification of validity and authorisation for the privileges granted;	<p>a. One comment relates to the validity of PPL licences, which shall no longer be limited to five years, but remain valid for life.</p> <p>b. One comment refers to the requirement to have a photo ID document to support the licence which is to be found on page 35, licence page 3, under item IX 'Validity'. It was highlighted that this statement has nothing to do with the validity of the licence.</p> <p>c. One comment proposes to add in the column IX a new text: 'New licence replaces the older licence'</p>	<p>a. Noted. The issue was already discussed when reviewing the comments received on Part AR.FCL. The Agency decided not to require a mandatory re-issue after a certain time-period. As a consequence all the references regarding the mandatory re-issue of a licence will be deleted.</p> <p>b. Not accepted. A licence is valid only if such a photo ID document can be provided by the licence holder.</p> <p>c. Not accepted. The proposal is not clear and was not supported by a justification.</p>		
(X) signature of the officer issuing the licence and the date of issue; and				
(XI) seal or stamp of the competent authority.				
(2) Variable items				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>(XII) ratings and certificates– class, type, instructor certificates, etc., with dates of expiry. Radio telephony (R/T) privileges may appear on the licence form or on a separate certificate;</p>	<p>a. Two comments refer to page 35, licence page no. 2, item XII and proposes to delete the words "in English (other languages specified)".</p> <p>b. Another comment refers to categories of pilots (e.g. PPL pilots in certain circumstances) that do not need to hold R/T privileges in English and proposes also to make a distinction between the competence to operate R/T equipment on board aircraft in VFR or IFR.</p> <p>c. One comment refers to the different periods of validity of ratings and authorisations.</p> <p>d. One comment refers to the intention by EASA to have only one licence for all categories of aircraft. The commenter proposes to have also the possibility to insert in the same licence the "national Ratings" for "Annex II" aircraft such as microlights, foot-launched powered aircraft (FLPA) and gyroplanes, which EASA does not propose to regulate.</p> <p>e. One comment refers to the need to standardise the terminology for different IR ratings or instructor certificates and privileges.</p> <p>f. One comment proposes to add one more column titled "Date of test of IR" (under IFR), because without this cell it is not possible to enter the instrument rating renewal into a license according to Appendix 8 of Part-FCL.</p> <p>g. Three comments propose to add language proficiency as a rating subject to revalidation and another four comments proposes to add the level of proficiency and expiry date. Another two comments state that the space for language proficiency endorsements under Item XIII 'Remarks' is insufficient.</p>	<p>a. Accepted. On page 35 item XII the term 'in English (other languages specified)' will be deleted and the term 'in (specify the language(s))' will be inserted.</p> <p>b. Partially accepted (see comment 1) above).</p> <p>c. Noted. The Agency has transferred most of the validity time periods introduced with JAR-FCL. The comment is right that depending on the class- or type rating and the certificate three different intervals will be transferred (1 / 2 / 3 years).</p> <p>d. Not accepted. National ratings or licences (Annex II only) are not covered by these requirements and will be treated under national law. The Agency does not agree that national licences should be entered on the future licence.</p> <p>e. Noted. The Agency agrees and decided to develop an AMC containing a standardised terminology to be used for the entries to be included in the licence. As this will require some more coordination with the CAAs this will be transferred to a future rule-making task.</p> <p>f. Accepted. The Agency discussed the proposal with the experts involved in the drafting and decided to incorporate an additional column for the IR test.</p> <p>g. Partially accepted. The Agency carefully reviewed the comments received on the issue of the language proficiency. It was decided not to introduce a new specific field for the language proficiency as it seems to be no problem to keep it in XIII "Remarks". The Agency however</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
(XII) (continued)	<p>h. One comment recommends to amend the requirement on page 35, licence page no. 4 as follows: "Initial issues and renewal of ratings, instructor and examiner certificate privileges will always be entered by the competent authority, where applicable."</p> <p>i. Another comment concerning the same requirement highlights the contradiction with Part FCL.1030 (b) (2) allowing the endorsement of the licence for the purpose of renewal of ratings to be done by examiners.</p> <p>j. One comment proposes to limit the validity of ratings to the validity of the licence until a new licence is issued.</p> <p>k. Two comments refer to the EASA proposal with regard to authorisation of examiners.</p> <p>l. One comment highlights that, according to the ITU regulations, a specific radio operator certificate shall be issued.</p> <p>m. One comment questioned the meaning of the requirement concerning the pages 5, 6 and 7 of the licence (see page 36).</p>	<p>h. Not accepted. Based on the fact that certain examiners will be authorised to do it as well (not for initial issue) the text has to be reworded in order to reflect this.</p> <p>i. Partially accepted. See the response above. The Agency will change the wording in order to reflect the issue that examiners will also be allowed to enter an endorsement for the purpose of revalidation.</p> <p>j. Noted. As it was decided not to introduce a specific mandatory re-issue date for the licence this problem no longer exists. It is anyway the task of the pilot to verify and check the validity period of his/her licence.</p> <p>k. Noted. Based on the changes incorporated in Part-FCL, these kinds of issues should now be solved. The new term is examiner certification. Some examiners will be approved for revalidating a licence.</p> <p>l. Noted. The Agency agrees in general with the comment. As it has no direct relevance for the licence format the field for the R/T qualification will be kept unchanged.</p> <p>m. Noted. The text on the top of page 36 (remark on the licence form requiring the deletion of invalid ratings) will be removed based on the fact that the Agency decided to delete the mandatory re-issue of a licence every 5 years.</p>		
(XIII) remarks – i.e. special endorsements relating to limitations and endorsements for privileges, including endorsements of language proficiency;	a) Two comments refer to box XIII 'Remarks' in the licence format on page 35 of the NPA. The commentators are of the opinion that the example given in this box ("e.g. valid only on aeroplanes registered in the State of licence issue") is not	a) Accepted. The example given in the box 'Remarks' was an exact copy of the licence format in the JAR-FCL regulation in Appendix 1 to JAR-FCL 1.075, box XIII 'Remarks'. The comments are right when stating that the example given is not adequate		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance												
	<p>clear and should not be used in the future.</p> <p>b) One comment states that Language Proficiency can be a reference to the radio operator certificate which shall include the language, level and expiry date (if any).</p>	<p>any longer as there will be no rating or licence only valid in a certain Member State.</p> <p>b) Not accepted. Language proficiency requirements do not only include radio phraseology, but also an assessment of the use of plain language.</p>														
(XIV) any other details required by the competent authority.																
(b) <i>Material</i> . The paper or other material used will prevent or readily show any alterations or erasures. Any entries or deletions to the form will be clearly authorised by the competent authority.																
(c) <i>Language</i> . Licences shall be written in the national language(s) and in English and such other languages as the competent authority deems appropriate.																
<p>Cover page</p> <table border="1" data-bbox="195 821 1365 1556"> <tr> <td data-bbox="195 821 801 930"> Competent authority name and logo (English and any language(s) determined by the competent authority) </td> <td data-bbox="807 821 1365 930">Requirements</td> </tr> <tr> <td data-bbox="195 934 801 1043"> EUROPEAN UNION (English only) </td> <td data-bbox="807 934 1365 1043"> "European Union" to be deleted for non EU Member States </td> </tr> <tr> <td data-bbox="195 1047 801 1157"> FLIGHT CREW LICENCE (English and any language(s) determined by the competent authority) </td> <td data-bbox="807 1047 1365 1157"> Size of each page shall be one eighth A4 </td> </tr> <tr> <td data-bbox="195 1161 801 1270"> Issued in accordance with Part-FCL This licence complies with ICAO standards, except for the LAPL privileges (English and any language(s) determined by the competent authority) </td> <td data-bbox="807 1161 1365 1270"></td> </tr> <tr> <td data-bbox="195 1274 801 1383"> EASA Form 141 Issue 1 </td> <td data-bbox="807 1274 1365 1383"></td> </tr> </table>	Competent authority name and logo (English and any language(s) determined by the competent authority)	Requirements	EUROPEAN UNION (English only)	"European Union" to be deleted for non EU Member States	FLIGHT CREW LICENCE (English and any language(s) determined by the competent authority)	Size of each page shall be one eighth A4	Issued in accordance with Part-FCL This licence complies with ICAO standards, except for the LAPL privileges (English and any language(s) determined by the competent authority)		EASA Form 141 Issue 1		<p>a. One commenter requests an amendment of the licence cover page by raising the following question: "English and national language Quid in case of several languages?"</p> <p>b. One Member State pointed out that it believes "that all kinds of LPL should be deleted entirely" based on the fact that any difference with ICAO Annex 1 should be avoided.</p>	<p>a. Partially accepted. The licence cover page will be amended to address cases where more than one official language exists in a Member State. The term: "English and any language(s) determined by the competent authority" will be used.</p> <p>The Agency changed "European Aviation Safety Agency" to "EUROPEAN UNION" for the uniform format with the Part 66 licence. In order to address also the issue of non EU countries being an EASA Member State an additional sentence was included as explanation.</p> <p>b. Not accepted. It was decided with Part-FCL to introduce a Leisure Pilot Licence as foreseen in Regulation (EC) No 216/2008. This Licence will be called LAPL. The text will be amended in order to reflect this.</p>				
Competent authority name and logo (English and any language(s) determined by the competent authority)	Requirements															
EUROPEAN UNION (English only)	"European Union" to be deleted for non EU Member States															
FLIGHT CREW LICENCE (English and any language(s) determined by the competent authority)	Size of each page shall be one eighth A4															
Issued in accordance with Part-FCL This licence complies with ICAO standards, except for the LAPL privileges (English and any language(s) determined by the competent authority)																
EASA Form 141 Issue 1																
<p>Page 2</p> <table border="1" data-bbox="195 1730 1344 1948"> <tr> <td data-bbox="195 1730 276 1764">I</td> <td data-bbox="281 1730 795 1764">State of issue</td> <td data-bbox="801 1730 1344 1764">Requirements</td> </tr> <tr> <td data-bbox="195 1768 276 1801">III</td> <td data-bbox="281 1768 795 1801">Licence number</td> <td data-bbox="801 1768 1344 1801">Serial number of the licence will always commence with the U.N. country code of the State of licence issue followed by ".FCL."</td> </tr> <tr> <td data-bbox="195 1806 276 1839">IV</td> <td data-bbox="281 1806 795 1839">Last and first name of holder</td> <td data-bbox="801 1806 1344 1839"></td> </tr> <tr> <td data-bbox="195 1843 276 1877">XIV</td> <td data-bbox="281 1843 795 1877">Date (see instructions) and Place of birth</td> <td data-bbox="801 1843 1344 1877">Standard date format is to be used, i.e. day/month/year in full (e.g., 21/01/1995)</td> </tr> </table>	I	State of issue	Requirements	III	Licence number	Serial number of the licence will always commence with the U.N. country code of the State of licence issue followed by ".FCL."	IV	Last and first name of holder		XIV	Date (see instructions) and Place of birth	Standard date format is to be used, i.e. day/month/year in full (e.g., 21/01/1995)	<p>a. JAR-FCL 1 and 2 both state a postal code, but the appendix states UN country code. The form should probably have read UN country code as stated in the requirements.</p>	<p>a. Accepted. The text here will be changed slightly in order to reflect the agreed changes above in order to make the text more clear.</p> <p>The Agency added ".FCL." for the uniform format of number with the other Parts (e.g. Part 66, part 145...)</p>		
I	State of issue	Requirements														
III	Licence number	Serial number of the licence will always commence with the U.N. country code of the State of licence issue followed by ".FCL."														
IV	Last and first name of holder															
XIV	Date (see instructions) and Place of birth	Standard date format is to be used, i.e. day/month/year in full (e.g., 21/01/1995)														

A: Rule			B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
V	Address of holder: Street, town, area, postal code			The Agency added "of holder" for the uniform format with the Part 66 licence. b. One comment requests clarification for the example provided in VIII ("This CPL(A) has been issued.....").		
VI	Nationality					
VII	Signature of holder					
VIII	Issuing competent authority E.g. This CPL(A) has been issued on the basis of an ATPL issued by (third country)					
X	Signature of issuing officer and date					
XI	Seal or stamp of issuing competent authority					
				b. Noted. The Agency will keep this example as the conversion of a third country licence should be documented here in order to be able to trace the original licence issue.		

A: Rule			B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
Page 3						
II	Titles of licences, date of initial issue and country code	Abbreviations used will be as used in Part-FCL (e.g. PPL(H), ATPL(A), etc.) Standard date format is to be used, i.e. day/month/year in full (e.g., 21/01/1995)	a. Some comments pointed out that "there is no good reason for leisure pilot licences and PPL's to need renewal, at a non-trivial cost, every five years. They should be valid for life as long as a valid medical is held." Some other comments propose to change the given time period (e.g. to six years in order to align it with other re-validation intervals) b. Add new text in column IX: New licence replaces the older licence. c. One comment does not agree with the required document containing a photo which shall be carried for the purposes of identification of the licence holder. The comment states that "the above statement has nothing to do with validity" and points out that this requirement "is totally inappropriate for gliding, micro lighting and other forms of recreational flying." d. Two comments refer to item XII and propose to delete the words "in English (other languages specified)" . e. One comment mentions that "according to the ITU regulations a specific radio operator certificate shall be issued."	a. Accepted. The administrative exercise to check the licence every five years comes from JAR-FCL. The Agency followed closely Subpart A of JAR-FCL 1 and has taken over the text from Appendix 1 to JAR-FCL 1.075 and JAR-FCL 1.025(c)(1). Taking into account the comments received this issue was carefully reviewed. The Agency finally decided to delete this requirement as it would otherwise increase the administrative burden considerably. b. Not accepted. The Agency cannot see a need for adding such a term. c. Not accepted. This was a requirement in JAR-FCL already. It was taken over by the Agency for all licences. The Agency sees no reason why it wouldn't be adequate for all categories of pilots, and will not amend the requirement. d. Accepted. The term 'in English (other languages specified)' will be deleted and the term 'in (specify the language(s))' will be inserted. e. Noted. JAR-FCL and the future Part-FCL do not impose such a certificate. Part-FCL (FCL.055) requires an aeroplane, helicopter or airship pilot to have a language proficiency endorsement on their licence. Nothing else is required by the future licensing requirements. The endorsement shall indicate the language, the level and the validity date.		
IX	Validity: The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. This licence is to be re-issued not later than A document containing a photo shall be carried for the purposes of identification of the licence holder.	Re-issue take place every 5 years from the date of initial issue shown in item II. This document is not specified, but a passport would suffice when outside the State of licence issue.				
XII	Radiotelephony privileges: The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in (specify the language(s)).					
XIII	Remarks: Language Proficiency: (language(s)/level/validity date)	All additional licensing information required and privileges established by ICAO, EC Directive/ Regulations to be entered here. Language proficiency endorsement(s), level and validity date shall be included. In case of LAPL: LAPL not issued in accordance with ICAO standards				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>a. One stakeholder pointed out that he agrees with the general need for R/T to be in a reasonable standard of 'aviation' English but that there should "be some way of easily accrediting people who logically have fluency, rather than subjecting them to a test of their mother tongue".</p> <p>b. Regarding item XIII, one stakeholder mentions that the meaning of the phrase "valid only on aeroplanes registered in the State of licence issue" is not understood. The stakeholder further asks if this means that national licences could be issued by using the EASA form. Another comment pointed out that such a remark will not be necessary in the future system as the "EU licence will permit to fly in all aeroplanes registered in the EU community".</p> <p>c. One comment requests to have more space for the language proficiency endorsements as the actual version of the form would not allow for all the entries required and especially if it is necessary to endorse level in more than one language. Another comment asks who will be allowed to enter these endorsements into the licence.</p>	<p>a. Noted. Language proficiency for the operation of radiotelephony equipment goes beyond the advanced knowledge of a language, such as by native speakers. Effective communication, accuracy, clarity, use of appropriate communicative strategies in a work-related context, including in unexpected/complicated events, as well as knowledge of standard aviation radio communication and vocabulary and phraseology are part of the areas to be assessed (cf. Appendix 1 to JAR-FCL 1.010). For applicants having successfully passed the language proficiency assessment in level 6 (Expert), no periodic re-evaluation is required (cf. Appendix 2 to JAR-FCL 1.010). It can be assumed that for native speakers, level 6 is easier to achieve.</p> <p>b. Noted. The Part-FCL licence must never be used to endorse national privileges. Field XIII "remarks" allows addressing cases where the validity of the licence is otherwise limited. The given example will be deleted as there will be no licence or rating limited to be used only in one Member State.</p> <p>c. Noted. Items XII to XIV are the 'variable' items which may appear on a separate or detachable part of the main form as is stated in (a) <i>Content</i>.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>Cabin crew attestations issued in accordance with Part-CC in a Member State shall conform to the following specifications.</p>	<p><u>IA:</u> CCA to include IST only; any other required training included may prove to be discriminatory when seeking employment</p> <p><u>MS:</u> establish a centralized register of ATO (with ref. nos of the relevant approval by the competent authority) to be available to public – for the benefit of trainees / authorities / operators</p> <p><u>MS:</u> amend “CCA for initial safety training”</p> <p><u>IND:</u> format reflects current EU-OPS requirements (dates & duration of training); will attestations need to be re-issued? Is the operator still required to keep a copy in CC records?</p> <p><u>IND:</u> realign format with EU-OPS / remove requirement of CC signature</p>	<p>Comment conflicts with BR: please refer to response in the first line box under title ‘Subpart CC’</p> <p>BR does not provide the legal basis to do so: issue will be mentioned in the EN to the Opinion</p> <p>Comment conflicts with BR: please refer to response in the first line box under title ‘Subpart CC’</p> <p>IST attestation is different from CCA as foreseen by BR. Transition measure will be proposed in the Cover regulation to Personnel requirements for the issue</p> <p>Training records are in all cases required, whether a document (e.g. certificate or attestation) to show compliance is issued or not.</p> <p>Comment conflicts with BR: please refer to response in the first line box under title ‘Subpart CC’</p> <p>Please refer to the revised format, with same content, below that has been significantly simplified iaw comments and RG feedback</p>		
<p>1. CABIN CREW ATTESTATION Issued in accordance with Part-CC</p> <p>2. Reference number:</p> <p>3. State of issue:</p> <p>4. Full name of holder:</p> <p>5. Date and place of birth:</p> <p>6. Nationality:</p> <p>7. Signature of holder:</p> <p>8. Competent authority: <i>Stamp or Logo</i></p> <p>9. Issuing body: <i>Stamp or Logo</i></p> <p>10. Signature of issuing officer:</p> <p>11. Date of issue:</p> <p>12. The holder may only exercise the privileges to act as cabin crew on aircraft engaged in commercial air transport operations if he/she complies with the conditions specified in Part-CC.</p>				

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<u>EASA Form 142 Issue 1</u> <u>Instructions:</u>		Instructions below have been amended/simplified to reflect the revised format		
(a) The cabin crew attestation shall include all items specified in the form in accordance with the instructions hereunder.	No comments			X
(b) Size shall be one-eighth A4.	No comments	This size is proposed as the same as that already used within EU for other documents such as IDs and as considered needed to facilitate recognition and standardisation		X
(c) The document shall be printed in English and, as considered appropriate, in the official language(s) of the Member State..	No comments	English is required to facilitate recognition across all EU, the use of national languages are left to the discretion of each MS.		X
(d) The document shall be issued by the competent authority, or by an organisation approved to issue cabin crew attestations on its behalf. In all cases, reference of the competent authority of the Member State shall be stated.	No comments	Editorial change for clarity	OPS 1.1005(e)	X
(e) The cabin crew attestation is recognised in all Member States and it is not necessary to exchange the document when working in another Member State.	No comments			
	No comments			X
<u>Item 1:</u> The title "CABIN CREW ATTESTATION" and the reference to Part CC <u>Item 2:</u> Attestation reference number shall commence with the country code of the EASA Member State followed by at least the 2 last numbers of the year of issue and an individual reference/number according to a code established by the competent authority (e.g. BE-08-xxxx).	No comments	Same sentence as former block 1		X
<u>Item3:</u> The Member State where the cabin crew attestation was issued.	<u>IA (comment confirmed by indiv. members);delete (b); CCA to be issued by NA only; no delegation</u>	This proposal conflicts with BR: Art. 8 (4) provides the flexibility to each MS to delegate the task to organisations approved to act on its behalf The text has been revised in order to reflect the requirement of entering identification details of the competent authority of the MS only.		X
	No comments	Text deleted, block non-existent in the format.		X
<u>Item4:</u> The full name (surname and first name) stated in the official identity document of the holder.	No comments	Editorial changes		X
<u>Items5 and 6:</u> Date and place of birth as well as nationality as stated in the official identity document of the holder.	No comments	Text adjusted in order to reflect the sequence of the blocks 5 and 6.		X
<u>Item7:</u> The signature of the holder.	No comments	Text corrected - 'Date format' repetition of 'Block 12'; 'Block 8' refers to the signature of the holder		X

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<u>Item8:</u> Identification details of the competent authority of the Member State where the attestation was issued shall be entered and shall provide the full name of the competent authority, postal address, official seal, and logo if applicable.	<u>MS:</u> re-phrase 'shall' exercise with "can"	Partially accepted: 'shall' has been replaced by 'may'		X
<u>Item9:</u> If the competent authority is the issuing body 'Competent authority' shall be entered.In the case of an organisation acting on its behalf, identification details shall be entered and shall at least provide the full name of the organisation, postal address, official seal, and logo if applicable, and: (a) in the case of a commercial air transport operator, the AOC number and detailed reference to the approval(s) by the competent authority to provide cabin crew training and to issue attestations; or (b) in the case of an approved training organisation, the reference number of the relevant approval by the competent authority.	<u>IA:</u> CCA to be issued by NA only	The proposal conflicts with BR: Art. 8 (4) provides the flexibility to each MS to delegate the task to organisations approved to act on its behalf The text has been clarified in order to reflect the requirement of entering identification and approval details of the issuing body.		X
<u>Item10:</u> The signature of the officer acting on behalf of the issuing body.	No comments	Editorial changes		
<u>Item11:</u> Standard date format shall be used: i.e. day/month/year in full (e.g. 22/02/2008).	No comments	Editorial changes		
<u>Item12:</u> The same sentence in English and, as considered appropriate, its full and precise translation into the official language(s) of the Member State.	<u>MS:</u> amend txt "The privileges of the CCA shall be exercised only if the holder has been assessed fit and is proficient in accordance with .." <u>IA:</u> add new "Block 13 - The aircraft group that the attestation is issued for"	The text has been maintained as in line with BR Annex IV 7.b. (i) that specifies 'medical fitness' The proposal is to use a list of aircraft types as an annex to the CCA, which is considered as a easier whilst effective process to show its validity.		
APPENDIX IX - CERTIFICATE FOR APPROVED TRAINING ORGANISATIONS		New: This provides the template to be used for issuing certificates to approved training organisations. The form is based on the EASA Standard organisation approval certificate (Appendix I to Part AR in the NPA), which is not maintained. Comments made on the Standard organisation approval certificate that are generally applicable have been considered here.		
<p style="text-align: center;">European Union Competent Authority APPROVED TRAINING ORGANISATION CERTIFICATE</p> <p style="text-align: center;">[CERTIFICATE NUMBER/REFERENCE]</p> <p style="text-align: center;">Pursuant to the EU Regulations for the time being in force and subject to the conditions specified below, the [Competent Authority] hereby certifies</p> <p style="text-align: center;">[NAME OF THE TRAINING ORGANISATION] [ADDRESS OF THE TRAINING ORGANISATION]</p> <p>as a Part-OR certified training organisation with the privilege to provide Part-FCL training courses, including the use of FSTDs, as listed in the attached training course approval.</p> <p>CONDITIONS:</p> <p>1. This certificate is limited to the privileges and the scope of providing the training courses, including the use of FSTDs, as listed in the attached training course approval.</p>	<p>1. One comment raised (NAA) to claim that Organisation number or other reference number be added.</p> <p>2. One comment raised (NAA) to request identification of the certificate template with an EASA Form Number.</p> <p>3. One comment raised (NAA) to request that each component of Appendix I be identified.</p> <p>4. One comment (IND) sug-</p>	<p>1. 3. Accepted: The approval reference number, an EASA Form number and the individual reference of the Appendix have been added. 1</p> <p>4. Accepted: text changed accordingly</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance														
<p>2. This certificate is valid whilst the approved organisation remains in compliance with Part-OR, Part-FCL and other applicable regulations.</p> <p>3. Subject to compliance with the foregoing conditions, this certificate shall remain valid unless the certificate has been surrendered, superseded, limited, suspended or revoked.</p> <p>Date of issue:</p> <p>Signed:</p> <p>[Competent Authority]</p> <p>EASA FORM [143] issue 01</p>	<p>gesting deletion of the word "previously" as this makes no sense.</p>																	
<p align="center">TRAININGCOURSE APPROVAL</p> <p>Attachment to ATO Certificate Number:</p> <p>Organisation Name:</p> <p>has obtained the privilege to provide and conduct the following Part-FCL training courses and to use the following FSTDs:</p> <table border="1" data-bbox="195 1024 1317 1377"> <thead> <tr> <th>Training course</th> <th>Used FSTD(s)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table> <p>This training course approval is valid as long as:</p> <p>(a) the ATO certificate has not been surrendered, superseded, limited, suspended or revoked, and</p> <p>(b) all operations are conducted in compliance with Part-OR, Part-FCL, other applicable regulations, and, when relevant, with the procedures in the organisation's documentation as required by Part-OR.</p> <p>Date of issue:</p> <p>Signed:</p> <p>[Competent Authority]</p> <p align="center">EASA FORM [143] attachment issue 01</p>	Training course	Used FSTD(s)													<p>1 comment (NAA) Comment: There is no place in this format (Certificate or Schedule) to record whether an ATO is approved for operating FSTDs generally and which specific FSTDs. It was anticipated that the privilege to operate FSTD and the specific FSTDs concerned would be specified in the ATO schedule of approval. Justification: OR.ATO.300, which are requirements for the ATO, state in paragraph (c) that the FSTD specifications shall be detailed in the terms of the approval. This does not appear to be reflected in the current Part AR and in specific the approval certificate or terms of approval Proposed Text (if applicable): Amend format of Appendix 1 to add ATO privilege to operate FSTD and the FSTD specifications.</p>	<p>Partially accepted. The Agency decided to do a review of the form for the course schedule based on the other forms and schedules developed as Appendix for this part or as an approval schedule for organisations in other parts. The issue raised with this comment was taken into account and a specific reference to the use of FSTDs added. This form will be called the "Training Course Approval" and should be used as an attachment to the ATO certificate only.</p>		
Training course	Used FSTD(s)																	
<p>This training/course(s) approval is valid when working in accordance with Part OR approved training organisation manual:.....</p> <p>ate of issue:.....</p> <p>Signed:.....</p>																		

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For the Member State/EASA				
APPENDIX X - FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE	[MS:4; IND:1; INDIV:0]			
<p style="text-align: center;">Introduction</p> <p>EASA Form 145 shall be used for the FSTD qualification certificate. This document shall contain the FSTD Specification including any limitation(s) and special authorisation(s) or approval(s) as appropriate to the FSTD concerned. The qualification certificate shall be printed in English and in any other language(s) determined by the competent authority.</p> <p>Convertible FSTD will have a separate qualification certificate for each aircraft type. Different engine and equipment fit on one FSTD shall not require separate qualification certificates. All qualification certificates shall carry a serial number prefixed by a code in letters, which shall be specific to that FSTD. The letter code shall be specific to the competent authority of issue.</p>	<p>1. Clarification requested: - that a qualification certificate applicable to a given aircraft type (for example A320) can have more than one engine or equipment fit (e.g. FMS) on the qualification certificate (and does not require two separate configurations and Associated certificates). - that each aircraft configuration (e.g. A330 and A340) of a single FSTD requires a separate qualification certificate.</p> <p>The primary reference document (be it JAR STD , CAP 453 or even FAA AC 120-40) should be added as to the Qualification Certificate.</p> <p>2. A standard form for User Approval Certificates should be developed.</p> <p>3. The information of section 4 of the evaluation report should be attached to the specification of the FSTD certificate (2 comments)</p>	<p>1. Accepted. The text has been modified.</p> <p>2. Not accepted. It is not planned to have user approvals any more. The content of the former user approval will now become a part of the ATO certificate or the OM-D (the information about the used training device(s) is already contained there).</p> <p>3. Accepted. Section 4 of the FSTD evaluation report will be attached to the FSTD qualification certificate.</p>		
<p style="text-align: center;">European Union Competent Authority</p> <p style="text-align: center;">FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE</p> <p style="text-align: center;">REFERENCE:</p> <p>Pursuant to Commission Regulation (EU) No XXX/XXXX and subject to the conditions specified below, the [competent authority] hereby certifies</p> <p style="text-align: center;">FSTD [XYZ] located at [ADDRESS OF THE ORGANISATION]</p> <p>has satisfied the qualification requirements prescribed in Part-OR, subject to the conditions of the attached FSTD specification</p> <p>This qualification certificate shall remain valid subject to the FSTD and the holder of the qualification certificate remaining in compliance with the applicable requirements of Part-OR, unless it has been surrendered, superseded, suspended or revoked.</p> <p>Date of issue:..... Signed:.....</p>				

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<p style="text-align: center;">[competent authority]</p> <p style="text-align: center;">FSTD QUALIFICATION CERTIFICATE: [Reference]</p> <p style="text-align: center;">FSTD SPECIFICATIONS</p> <p>A. Type or Variant of Aircraft: B. FSTD Qualification Level: C. Primary Reference Document: D. Visual System: E. Motion System: F. Engine Fit: G. Instrument Fit: H. TCAS Fit: I. Windshear: J. Additional Capabilities: K. Restrictions or Limitations:</p>																																																																																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="text-align: left; padding: 2px;">L. Training, testing and checking considerations</th> </tr> </thead> <tbody> <tr> <td style="width: 15%; padding: 2px;">CAT I</td> <td style="width: 15%; padding: 2px;">RVR</td> <td style="width: 15%; padding: 2px;">DH</td> <td style="width: 55%; padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">CAT II</td> <td style="padding: 2px;">RVR</td> <td style="padding: 2px;">DH</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">CAT III (lowest minimum)</td> <td style="padding: 2px;">RVR</td> <td style="padding: 2px;">DH</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">LVTO</td> <td style="padding: 2px;">RVR</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> <tr> <td colspan="4" style="padding: 2px;">Recency</td> </tr> <tr> <td colspan="4" style="padding: 2px;">IFR-Training/Check</td> </tr> <tr> <td colspan="4" style="padding: 2px;">Type Rating</td> </tr> <tr> <td colspan="4" style="padding: 2px;">Proficiency Checks</td> </tr> <tr> <td colspan="4" style="padding: 2px;">Autocoupled Approach</td> </tr> <tr> <td colspan="4" style="padding: 2px;">Autoland/Roll Out Guidance</td> </tr> <tr> <td colspan="4" style="padding: 2px;">ACAS I / II</td> </tr> <tr> <td colspan="4" style="padding: 2px;">Windshear Warning System/Predictive Windshear</td> </tr> <tr> <td colspan="4" style="padding: 2px;">WX-Radar</td> </tr> <tr> <td colspan="4" style="padding: 2px;">HUD/HUGS</td> </tr> <tr> <td colspan="4" style="padding: 2px;">FANS</td> </tr> <tr> <td colspan="4" style="padding: 2px;">GPWS/EGPWS</td> </tr> <tr> <td colspan="4" style="padding: 2px;">ETOPS Capability</td> </tr> <tr> <td colspan="4" style="padding: 2px;">GPS</td> </tr> <tr> <td colspan="4" style="padding: 2px;">Other</td> </tr> </tbody> </table> <p>Date of issue:.....</p>	L. Training, testing and checking considerations				CAT I	RVR	DH		CAT II	RVR	DH		CAT III (lowest minimum)	RVR	DH		LVTO	RVR			Recency				IFR-Training/Check				Type Rating				Proficiency Checks				Autocoupled Approach				Autoland/Roll Out Guidance				ACAS I / II				Windshear Warning System/Predictive Windshear				WX-Radar				HUD/HUGS				FANS				GPWS/EGPWS				ETOPS Capability				GPS				Other							
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APPENDIX XI - CERTIFICATE FOR AERO-MEDICAL CENTRES (AeMCs)	One NAA requested to develop additional text describing the approval schedule.	The approval schedule format has been changed to the AeMC certificate format.	N/A	N/A
<p style="text-align: center;">European Union Competent Authority AERO-MEDICAL CENTRE APPROVAL CERTIFICATE REFERENCE:</p> <p>Pursuant to Commission Regulation xxx/xxxx and subject to the conditions specified below, the [competent authority] hereby certifies</p> <p style="text-align: center;">[NAME OF THE ORGANISATION] [ADDRESS OF THE ORGANISATION]</p> <p>as a Part-OR approved Aero-medical centre with the privileges and the scope of activities as listed in the attached approval schedule.</p> <p>CONDITIONS:</p> <ol style="list-style-type: none"> 1. This approval is limited to that specified in the scope of approval section of the approved organisation manual; 2. This approval requires compliance with the procedures specified in the approved organisation manual. 3. This approval shall remain valid subject to compliance with the requirements of Part-OR unless it has been surrendered, superseded, suspended or revoked. <p>Date of issue:..... Signed:.....</p>				
APPENDIX XII - STANDARD EASA MEDICAL CERTIFICATE FORMAT			IEM FCL 3.100(a)	N/A
<p>The medical certificate shall conform to the following specifications:</p> <p>(a) Content</p> <ol style="list-style-type: none"> (1) State where the medical certificate has been issued (I), (2) Class of medical certificate (II), (3) Certificate number commencing with the UN country code of the issuing State of the licensing authority and followed by a code of numbers and/or letters in Arabic numerals and latin script(III), (4) Name of holder (IV), (5) Nationality of holder (VI), (6) Date of birth of holder: (dd/mm/yyyy) (XIV), (7) Signature of holder (VII) (8) Limitation(s) (XIII) (9) Expiry date of the medical certificate (IX) for: <ul style="list-style-type: none"> • Class 1 single pilot commercial operations carrying passengers, • Class 1 other commercial operations, • Class 2, • LAPL (10) Date of medical examination 				

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(11) Date of last electrocardiogram (12) Date of last audiogram (13) Date of issue and signature of the AME, GMP or medical assessor that issued the certificate (X), (14) Seal or stamp (XI)												
(b) Material: The paper or other material used shall prevent or readily show any alterations or erasures. Any entries or deletions to the form shall be clearly authorised by the licensing authority. (c) Language: Licences shall be written in the national language(s) and in English and such other languages as the licensing authority deems appropriate. (d) All dates on the medical certificate shall be written in a dd/mm/yyyy format. (e) A standard EASA medical certificate format is shown in this Appendix.												
<table border="1" style="width: 100%; text-align: center;"> <tr> <td colspan="2" style="padding: 10px;">LOGO</td> </tr> <tr> <td colspan="2" style="padding: 5px;">NAME OF COMPETENT AUTHORITY</td> </tr> <tr> <td colspan="2" style="padding: 5px;">Class 1/2/LAPL NATIONAL LAN- GUAGE_(S)</td> </tr> <tr> <td colspan="2" style="padding: 5px;">MEDICAL CERTIFICATE PERTAINING TO A FLIGHT CREW LICENCE</td> </tr> </table>	LOGO		NAME OF COMPETENT AUTHORITY		Class 1/2/LAPL NATIONAL LAN- GUAGE_(S)		MEDICAL CERTIFICATE PERTAINING TO A FLIGHT CREW LICENCE					
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<p>I Nat. language(s)/<i>Licensing authority</i></p> <p>III Nat. language(s);/Certificate number commencing with theUN country code of the State of the licensing authority and followed by a code of numbers and/or letters in Arabic numerals and in latin script</p> <p>IV National language(s);/ <i>Last and first name of holder:</i></p> <p>XIV National language(s);/Date of birth: (dd/mm/yyyy)</p> <p>VI National language(s)/Nationality:</p> <p>VII National language(s)/ <i>Signature of holder:</i></p>				
<p>2</p>				

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<p>XIII National language(s)/Limitations: Code. Description :</p> <p>X Nat. language(s)/* Date of issue: (dd/mm/yyyy)</p> <p>Signature of issuing AME /GMP:</p> <p>XI National language(s)/Stamp:</p> <p style="text-align: center;">3</p>																																																						
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<p>* Date of issue is the date the certificate is issued and signed</p>																																																						

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
II DRAFT DECISION AMC AND GM FOR PART-AR	General comments were raised (MS) to request the addition of more specific provisions to the AMCs and GMs related to the obligations of Contracting States to implement a State Safety Programme.	When the European Aviation Safety Programme (EASP) has been agreed, a new Rulemaking task will be initiated to adapt Part Authority Requirements and related AMCs and GMs accordingly to implement relevant provisions of the EASP, taking into account ICAO SARPS related to the State Safety Programme.		
AMC and GM to Part - Authority Requirements (AR)				
SUBPART GEN –GENERAL REQUIREMENTS SECTION I - GENERAL				
	MS:2 IND:7 IA:2 INDIV:1	Transferred to OR.GEN.120 for consistency.		
GM1-AR.GEN.120 Means of compliance	MS:0 IND:0 IA:0 INDIV:0	New GM added to clarify what information to be made publicly available.		
GENERAL				
Information on alternative means of compliance to be made publicly available should contain a reference to the Acceptable Means of Compliance to which such means of compliance provides an alternative, as well as a reference to the corresponding implementing rule, indicating as applicable the subparagraph(s) covered by the alternative means of compliance.				
Information on additional means of compliance to be made publicly available should contain a reference to the corresponding implementing rule, indicating as applicable the subparagraph(s) covered by the additional means of compliance.				
	MS:3 IND:0 IA:0 INDIV:0	Deleted in line with deletion of AR.GEN.030.		
SECTION II - MANAGEMENT				
AMC1-AR.GEN.200(a) Management system	MS:0 IND:3 IA:1 INDIV:3			

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
GENERAL				
<p>1. The following should be considered when deciding upon the required organisational structure:</p> <ol style="list-style-type: none"> the number of certificates, attestations, authorisations and approvals to be issued; the number of declared organisations; the number of certified persons and organisations exercising an activity within that Member State, including persons or organisations certified by other competent authorities; the possible use of qualified entities and of resources of other competent authorities to fulfil the continuing oversight obligations; as well as the level of civil aviation activity; the number and complexity of aircraft; and the size of the Member State's aviation industry; and It should also take into account the potential growth of activities in the field of civil aviation. 	Stakeholders have expressed the need to amend this AMC to address cooperative oversight as one input to determining the required organisational structure.	<p>This AMC is amended to provide more clarity on cooperative oversight.</p> <p>The AMC has been structured in a numbered list for more clarity. Declared organisations added. Attestations and authorisations added for consistency with AR.CC</p>		
<p>2. The set-up of the organisational structure should ensure that carrying out the various tasks and obligations of the competent authority do not rely solely on individuals. That means that a continuous and undisturbed fulfilment of these tasks and obligations of the competent authority should also be guaranteed in case of illness, accident or leave of individual employees.</p>	<ol style="list-style-type: none"> One comment (MS) requested adding "usually" not relying on individuals to take into account the situation with small CAs. Other commenters suggested the definition of a minimum structure for smaller CAs. Specific guidance for determining the number of staff required was requested (MS). 	<ol style="list-style-type: none"> Not accepted. This is AMC, which implies that smaller CAs may suggest alternative AMCs in order to ensure an equivalent level of safety, in cases where such tasks and obligations do rely on individuals. Additional guidance material for smaller CAs could be provided through further rulemaking, if the need for that is confirmed. Accepted: A new GM is included to provide additional guidance on the determination of sufficient number of personnel (cf. GM2-AR.GEN.200 (a)(2)). <p>Editorial changes made following proofreading.</p>	AMC 145.B.10 (1)(3)	
GM1-AR.GEN.200(a) Management system	MS:5 IND:2 IA:1 INDIV:0			
GENERAL				
<p>1. The competent authority designated by each Member State should be organised in such a way that:</p>	no comments related to this item			
<ol style="list-style-type: none"> there is specific and effective management authority in the conduct of all relevant activities; 	no comments related to this item			
<ol style="list-style-type: none"> the functions and processes described in the applicable requirements of Regulation (EC) No 216/2008 and its implementing rules and AMCs, CS' and GM may be properly implemented; 	Two comments (indiv/MS) were raised to claim the inclusion of a reference to AMCs/GMs is misleading, be-	<p>Not accepted:</p> <ol style="list-style-type: none"> Functions and processes described may be contained in AMCs, GMs or 		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	cause it gives the impression that only when also AMC, CS and GM are used the rules are properly implemented. The comments further requested the inclusion of a new paragraph (a) explaining the purpose of AMCs.	CSs, including in alternative means of compliance. This is not contradictory to their generally non-binding nature. 2. This GM is not the right place to explain the purpose of AMCs.		
c. the competent authority's organisation and operating procedures for the implementation of the applicable requirements of Regulation (EC) No 216/2008 and its implementing rules are properly documented and applied;	One commenter (MS) pointed out the inconsistency between the 3 rd bullet point of item (1) and item (2) of GM AR.GEN.200(a)	Accepted: text amended.		
d. all competent authority personnel involved in the related activities are provided with training where necessary;	no comments related to this item			
e. specific and effective provision is made for the communication and interface as necessary with the Agency and the competent authorities of other Member States; and				
f. all functions related to implementing the applicable requirements are adequately described.	Commenters (MS) claimed that "and shown (standardisation)" should be clarified.	Accepted: This part of the text is deleted, in order to avoid misunderstandings.		
2. A general policy in respect of activities related to the applicable requirements of Regulation (EC) No 216/2008 and its implementing rules should be developed, promoted and implemented by the manager at the highest appropriate level; for example the manager at the top of the functional area of the competent authority that is responsible for such activities;		"sponsored" replaced by "promoted" following internal consultation.		
3. Appropriate steps should be taken to ensure that the policy is known and understood by all personnel involved, and all necessary steps should be taken to implement and maintain the policy.				
4. The general policy, whilst also satisfying additional national regulatory responsibilities, should in particular take into account:	1. Rewording requested (MS) for more clarity. 2. Two comments raised (IND) to request clarification of additional national regulatory responsibilities, claiming this would create differences between member states.	1. Text changed accordingly. 2. These responsibilities are for those areas where community competence has not yet been established or that have been taken out of community competence, such as Annex II aircraft.		
a. the provisions of Regulation (EC) No 216/2008;				
b. the provisions of the applicable implementing rules and their AMCs, CS' and GM;		The Review Group commented that the reference made to AMCs, CS' and GMs was not clear. As functions and processes relevant to the policy may be contained in AMCs, GMs or CSs, these need to be included here.		
c. the needs of industry; and				
d. the needs of the Agency and of the competent authority.				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
5. The policy should define specific objectives for key elements of the organisation and processes for implementing related activities, including the corresponding control procedures and the measurement of the achieved standard.	One commenter (MS) suggested using Safety Performance Indicators and Safety Performance Targets, to adapt to ICAO standard wording.	Noted: Following agreement of the European Aviation Safety Programme, a new RM task will be initiated in order to amend PART.AR accordingly.		
AMC1-AR.GEN.200(a)(1) Management system	MS:1 IND:0 IA:1 INDIV:0			
DOCUMENTED POLICIES AND PROCEDURES		Subtitle added.		
1. The various elements of the organisation involved with the activities related to Regulation (EC) No 216/2008 and its implementing rules should be documented in order to establish a reference source for the establishment and maintenance of this organisation.	One commenter (MS) requested that proper guidelines be included in the EU Safety Programme which shall be the umbrella for the State Safety Programme.	Noted – Following agreement of the EASP, a new RM task will be initiated in order to amend PART.AR accordingly.		
2. The documented procedures should be established in a way that facilitates their use. They should be clearly identified, kept up-to-date and made readily available to all personnel involved in the relevant activities.				
3. The documented procedures should cover, as a minimum, the following aspects:				
a. policy and objectives;				
b. organisation structure;				
c. responsibilities and associated authority;		Editorial change following proof-reading.		
d. procedures and processes;				
e. internal and external interfaces;				
f. internal control procedures;				
g. training of personnel;				
h. cross-references to associated documents; and				
i. assistance from other competent authorities or the Agency (where required).				
4. Except for smaller competent authorities, it is likely that the information is held in more than one document or series of documents, and suitable cross-referencing should be provided. For example, organisational structure and job descriptions are not usually in the same documentation as the detailed working procedures. In such cases it is recommended that the documented procedures include an index of cross-references to all such other related information, and the related documentation should be readily available when required.	One commenter (IND) requested clarification of what should be considered a small competent authority.	Noted: Determining what should be considered small in terms of competent authorities is a subsidiarity issue. Nevertheless, in the future, additional guidance material could be provided, if the need is confirmed.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
AMC1-AR.GEN.200(a)(2) Management System	MS:4 IND:0 IA:1 INDIV:0 One commenter (IND) claimed the description of qualification of flight inspectors is inadequate (ATPL + one or more Type Ratings).	Not accepted: Item 1.h covers relevant qualifications required for the type of inspections to be performed.		
QUALIFICATION AND TRAINING - INSPECTORS	One commenter (MS) requested the AMC to be expanded as to state that the aim of initial and recurrent training programmes is to ensure continuing competence.	Not accepted: The objective is defined at the level of the implementing rule, the AMC defines the means of compliance.		
1. Initial training programme: The initial training programme for inspectors should include, as appropriate to their role, current knowledge, experience and skills, at least the following:	One commenter (MS) claimed that initial training should take into account current knowledge and experience of the individual.	Partially accepted: Text changed. Editorial change as requested by CAA UK.		
a. aviation legislation organisation and structure;				
b. the Chicago Convention, relevant ICAO annexes and documents;				
c. the applicable requirements and procedures;				
d. management systems, including auditing, risk assessment and reporting techniques;	One commenter (MS) requested that Quality Management Systems be added.	Not accepted. There are no requirements in PART.AR / PART.OR to impose a quality management system. Therefore, the reference here is to management systems in general. Following advice of the Review Group, the text was further amended to make it more generic. Risk assessment added for consistency with changes made to AR.GEN.200.		
e. human factors principles;				
f. rights and obligations of inspecting personnel of the competent authority;		Following advice of the Review Group, the text was further amended.		
g. "on-the-job" training; and				
h. suitable technical training appropriate to the role and tasks of the inspector, in particular for those areas requiring approvals.				
2. Recurrent training programme: The recurrent training programme should reflect, at least, changes in aviation legislation and industry. The programme should also cover the specific needs of the inspectors and the competent authority.				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
GM1-AR.GEN.200(a)(2)Management system	MS:2 IND: IA:2 INDIV:1			
QUALIFICATION AND TRAINING - GENERAL				
1. The competent authority should ensure appropriate and adequate training of its personnel to meet the standard that is considered necessary to perform the work. To ensure personnel remain qualified, arrangements should be made for initial and recurrent training as required.	One comment raised to insist on the objective of training.	Accepted. Text amended accordingly.		
2. The basic capability of the competent authority's personnel is a matter of recruitment and normal management functions in selection of personnel for particular duties. Moreover, the competent authority should provide training in the basic skills as required for those duties. However, to avoid differences in understanding and interpretation, it is considered important that all personnel be provided with further training specifically related to Regulation (EC) No 216/2008, its implementing rules and related AMCs, CS' and GM, as well as related to the assessment of alternative means of compliance.	One comment raised (IND) to point to the need for training to cover also AMC as to ensure standardised interpretation of regulations.	Accepted. Text amended accordingly. Following advice from the Review Group, training on the evaluation of alternative means of compliance has been added.		
3. The competent authority may provide training through its own training organisation with qualified trainers or through another qualified training source (e.g., training provided by other competent authorities or the Agency .	Two comments raised (MS/IND) to indicate numbering error.	Numbering corrected. Text further changed to ensure consistency. The reference to qualified entities is deleted, as in line with Basic regulation Article 13, the term is used to mean entities performing certification and/or oversight tasks on behalf of the competent authority.		
4. When training is not provided through an internal training organisation, adequately experienced and qualified persons may act as trainers, provided their training skills have been assessed. If required, an individual training plan should be established covering specific training skills. Records should be kept of such training and of the assessment, as appropriate.	Several comments were raised (MS) requesting to introduce enough flexibility for allowing experts who are not qualified trainers to provide such training.	Accepted: New subparagraph added.		
GM2-AR.GEN.200(a)(2)Management System	MS:0 IND:0 IA:0 INDIV:0	Accepted: A new GM is included based on inputs from MS. It is further intended to provide guidance on the requirement for a system to plan the availability of personnel.		
SUFFICIENT PERSONNEL	Several commenters (MS) requested further guidance on how to determine a sufficient staffing level.	GM has been preferred to issuing an AMC, as to avoid imposing any specific elements that may have a significant impact on systems already in place in some competent authorities.		
1. This guidance material for the determination of the required personnel is limited to the performance of certification and oversight tasks, excluding personnel required to perform tasks subject to any national regulatory requirements.				
2. The elements to be considered when determining required personnel and planning their availability may be divided into quantitative and qualitative elements: a. Quantitative elements : i. the number of initial certificates to be issued; ii. the number of organisations certified by the competent authority; iii. the number of persons to whom the competent authority has issued a licence, certificate, rating, authorisation or attestation; iv. the number of persons and organisations exercising their activity within the territory of the Member State and certified by other competent authorities; and v. the number of organisations having declared their activity to the competent authority.				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>b. Qualitative elements:</p> <p>i. the size, nature and complexity of activities of certified and declared organisations (cf. AMC1 OR.GEN.200(b)):</p> <p>A. privileges of the organisation;</p> <p>B. type of approval, scope of approval, multiple certification;</p> <p>C. possible certification to industry standards;</p> <p>D. types of aircraft operated;</p> <p>E. number of personnel; and</p> <p>F. organisational structure, existence of subsidiaries, line stations.</p> <p>ii. results of past oversight activities, including audits, inspections and reviews, in terms of risks and regulatory compliance:</p> <p>A. number and level of findings;</p> <p>B. timeframe for implementation of corrective actions; and</p> <p>C. information provided by other competent authorities related to activities in the territory of the Member States concerned.</p> <p>iii. the size of the Member State's aviation industry and the potential growth of activities in the field of civil aviation, which may be an indication of the number of new applications and changes to existing certificates to be expected.</p>				
<p>3. Based on existing data from previous oversight planning cycles and taking into account the situation within the Member State's aviation industry, the competent authority may estimate:</p> <p>a. the standard working time required for processing applications for new certificates (persons and organisations);</p> <p>b. the standard working time required for processing declarations;</p> <p>c. the number of new declarations or changed declarations;</p> <p>d. the number of new certificates to be issued for each planning period; and</p> <p>e. the number of changes to existing certificates to be processed for each planning period.</p>				
<p>4. In line with the competent authority's oversight policy, the following planning data should be determined specifically for each type of organisation approval (for example: AOC holder, ATO, AeMC), as well as for declared organisations:</p> <p>a. standard number of audits to be performed per oversight planning cycle;</p> <p>b. standard duration of each audit;</p> <p>c. standard working time for audit preparation, on-site audit, reporting and follow-up, per inspector;</p> <p>d. standard number of unannounced inspections, including ramp inspections to be performed;</p> <p>e. standard duration of unannounced inspections, including preparation, reporting and follow-up, per inspector; and</p> <p>f. minimum number and required qualification of inspectors for each audit/inspection.</p>				
<p>5. Standard working time could be expressed either in working hours per inspector or in working days per inspector. All planning calculations should then be based on the same unit (hours or working days).</p>				
<p>6. It is recommended to use a spreadsheet application to process data defined under (3) and (4) above, to assist in determining the total number of working hours/ days per oversight planning cycle required for certification, oversight and enforcement activities. This application could also serve as a basis for implementing a system for planning the availability of personnel.</p>				
<p>7. For each type of organisation (for example AOC holder, ATO, AeMC) the number of working hours / days per planning period for each qualified inspector that may be allocated for certification, oversight and enforcement activities should be determined, taking into account:</p>				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<ul style="list-style-type: none"> a. purely administrative tasks not directly related to oversight and certification; b. training; c. participation in other projects; d. planned absence; and e. the need to include a reserve for unplanned tasks or unforeseeable events. 				
<p>8. The determination of working time available for certification, oversight and enforcement activities should also consider:</p> <ul style="list-style-type: none"> a. the possible use of qualified entities; and b. possible cooperation with other competent authorities for approvals involving more than one Member State. 				
<p>9. Based on the elements listed above, the competent authority should be able to:</p> <ul style="list-style-type: none"> a. monitor dates when audits and inspections are due and when they have been carried out; b. implement a system to plan the availability of personnel; and c. identify possible gaps between the number and qualification of personnel and the required volume of certification and oversight. <p>Care should be taken to keep planning data up-to-date in line with changes in the underlying planning assumptions, with particular focus on risk-based oversight principles.</p>				
<p>AMC1-AR.GEN.200(d)Management system</p> <p>PROCEDURES AVAILABLE TO THE AGENCY</p>	MS:0 IND:0 IA:0 INDIV:0	A subtitle is added for consistency: all AMCs and GMs should have such subtitle providing an indication of the applicability and scope.		
<p>1. Copies of the procedures in the competent authority's management system should be made available to the Agency for the purpose of standardisation. These should include any amendments to the procedures. The procedures should provide at least the following information:</p> <ul style="list-style-type: none"> a. Regarding continuing oversight functions undertaken by the competent authority, the competent authority's organisational structure with description of the main processes. This information should demonstrate the allocation of responsibilities within the competent authority, and that the competent authority is capable of carrying out the full range of tasks regarding the size and complexity of the Member State's aviation industry. It should also consider overall proficiency and authorisation scope of competent authority personnel; b. changes which significantly affect the competent authority's oversight capabilities; c. for personnel involved in oversight activities, the minimum professional qualification requirements and experience, and principles guiding appointment (e.g. assessment); d. how the following are carried out: assessing applications and evaluating compliance, issuance of certificates, performance of continuing oversight, follow-up of findings, enforcement measures and resolution of safety concerns; e. principles of managing exemptions, derogations and concessions; f. systems used to disseminate applicable safety information for timely reaction to a safety problem; g. criteria for planning continuing oversight (oversight programme), including adequate management of interfaces when conducting continuing oversight (air operations, flight crew licensing, continuing airworthiness management, for example); h. outline of the initial training of newly recruited oversight personnel (taking future activities into account), and the basic framework for continuation training of oversight personnel. <p>2. The requirements of particular domains defined within the copy of the procedures of the competent authority's management system (and amendments) should be considered. These could</p>		Following recommendations of the review Group, this new guidance material is added for clarification of documents to be made available to the Agency for the purpose of standardisation.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>include air operations and flight crew licensing.</p> <p>3. As part of the continuous monitoring of a competent authority, the Agency may request details of the working methods used, in addition to the copy of the procedures of the competent authority's management system (and amendments). These additional details are the procedures and related guidance material describing working methods for competent authority personnel conducting oversight.</p> <p>4. Information related to the competent authority's management system may be submitted in electronic format.</p>				
	MS:8 IND: IA: INDIV:2	Following advice of the Review Group and in line with changes made in AR.GEN.200 and AR.GEN.210, the Agency agreed that this AMC is no longer required: The intent is addressed in AR.GEN.200(d) and related AMC1-AR.GEN.200(d).		
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GM1-AR.GEN.205 Use of qualified entities				
CERTIFICATION TASKS				
The tasks that may be performed by a qualified entity on behalf of the competent authority include any tasks related to the initial certification and continuing oversight of persons and organisations as defined in this Regulation, with the exclusion of the issue of certificates, licences, ratings or approvals.		New GM added to clarify the scope of tasks that may be performed by qualified entities on behalf of the competent authority.		
	MS:2 IND:0 IA:0 INDIV:0	This has initially been published with NPA 2009-02.		
	<ol style="list-style-type: none"> One comment (MS) was raised to claim that this AMC is redundant with the remaining AMCs related to AR.GEN.220 Commenters (MS) claimed that no definition of "records" was provided. 	<ol style="list-style-type: none"> Accepted. AMC deleted, as it duplicates the detailed provisions in other AMCs related to AR.GEN.220. Accepted: A GM1 AR.GEN.220 is added with the explanation on why records are required, 		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	3. Other commenters (IND) claimed that any change in the record keeping requirements should be at no additional costs for operators/approved organisations.	this is based on the ISO 9000 definition. 3. Noted: The general record keeping requirements in PART.AR do not require significant changes in competent authorities' procedures.		
AMC1-AR.GEN.220(a) Record-keeping GENERAL	MS:2 IND:0 IA:1 INDIV:0			
The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organised in a consistent way throughout the competent authority (chronological, alphabetical order, for example).				
	One comment (IND) claimed that this provision on sensitive data protection should be transferred into IR, as to ensure high level of regulatory enforcement for data protection.	Following advice of the Agency's Data Protection Officer and in agreement with the Review Group, deletion of this item reflecting changes in AR.GEN.220 has been confirmed: Protection of personal and sensitive data must be ensured as per the applicable national regulations. Having this provision at the level of the IR would conflict with applicable national rules.		
1. Records should be kept in paper form or in electronic format or a combination of both media. Records stored on microfilm or optical disc form are also acceptable. The records should remain legible and accessible throughout the required retention period. The retention period starts when the record has been created or last amended.	Commenters claimed that the technical requirements for record keeping are different in PART.AR and PART.OR.	Accepted: Additional paragraphs have been copied from AMC to OR.GEN.220(b) to ensure consistency.		
2. Computer systems should have at least one backup system which should be updated within 24 hours of any new entry. Computer systems should include safeguards against unauthorised alteration of data.		"and accessible" added as advised by Review Group.		
34. All computer hardware used to ensure data backup should be stored in a different location from that containing the working data and in an environment that ensures they remain in good condition. When hardware- or software-changes take place, special care should be taken that all necessary data continue to be accessible at least through the full period specified in the relevant Subpart or by default in AR.GEN.220(c).		Reference to Subpart added in line with changes made to AR.GEN.220(c).		
AMC 1-AR.GEN.220(a)(1);(a)(2);(a)(3)Record-keeping		New AMC added to ensure consistency with changes made to AR.GEN.220		
COMPETENT AUTHORITY MANAGEMENT SYSTEM				
Records related to the competent authority's management system should include, as a minimum and as applicable:				
1. the documented policies and procedures;				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
2. the personnel files of competent authority personnel, with supporting documents related to training and qualifications;				
3. the results of the competent authority's own compliance monitoring and risk assessment, including audit findings and corrective actions; and				
4. the contract(s) established with qualified entities performing certification or oversight tasks on behalf of the competent authority.				
AMC1-AR.GEN.220(a)(4);(a)(5)Record-keeping	MS:1 IND:2 IA:0 INDIV:0			
ORGANISATIONS				
Records related to an organisation certified by or having declared its activity to the competent authority should include, as appropriate to the type of organisation:	One comment raised to indicate that not all records listed are applicable to all approved organisations (ATO).	Accepted: Text changed accordingly.		
1. the application for an organisation approval or declaration;		Text further amended to indicate that the AMC is applicable to the competent authority issuing the certificate. Following advice from the Review Group, declared organisations have been added. NB: The AMC will be adapted to the specific needs of ATM/ADR when the corresponding implementing rules will be in place.		
2. the documentation based on which the approval has been granted, approved data manuals or/and with amendments;	Comments raised to indicate that the information required may be available in a number of documents.	Accepted: The text has been amended to refer to documentation, which is more general. In agreement with the Review Group, a new GM is added to provide guidance on the type of manuals to be considered for record keeping. Following advice from the Review Group, item has been listed as item 2 (was item 8).		
3. the organisation approval certificate including any changes;				
4. a copy of the continuing oversight programme listing the dates when audits are due and when such audits were carried out;	One comment raised to indicate that the current wording is misleading as it may be understood as the operator's audit programme.	Text changed to ensure consistency with AR.GEN.305. The Review Group commented that an audit does not necessarily include an on-site visit.		
5.. continuing oversight records including all audit and inspection records;		Editorial changes for consistency.		
6. copies of all relevant correspondence;				
7.. details of any exemption and enforcement actions;				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
8. any report from other competent authorities relating to the oversight of the organisation; and				
9. a copy of any other document approved by the competent authority.		Following advice from the Review Group, "directly" has been deleted, in line with changes made to AR.GEN.310.		
AMC1-AR.GEN.220(a)(6)Record-keeping	MS:2 IND:0 IA:0 INDIV:0			
PERSONS				
Records related to personal licences, certificates, ratings, authorisations or attestations issued by the competent authority should include, as a minimum:		Text amended to ensure consistency with AR.CC.		
1. the application for a licence, certificate, rating, authorisation or attestation or change to a licence, certificate, rating, authorisation, attestation or instructor certificate;	One comment raised to add type of supporting documents requested.	Not accepted. Text should remain of general applicability. Text further amended to indicate that the AMC is applicable to the competent authority issuing the certificate and to ensure consistency with AR.CC.		
2. documentation in support of the application for a licence, certificate, rating, authorisation or attestation or change to a licence, certificate, rating, authorisation, attestation or instructor certificate, covering as applicable: <ul style="list-style-type: none"> a. theoretical examination(s); b. skill test(s); c. proficiency check(s); and d. certificates attesting required experience. 		New text added following comments' analysis related to AR.FCL.		
3. a copy of the licence or certificate including any changes;				
4. all relevant correspondence or copies thereof;				
5. details of any exemption;				
6. details of any enforcement actions; and				
7. any report from other competent authorities relating to the licence holder and certificate holder.				
AMC1-AR.GEN.220(a)(8)Record-keeping	MS:0 IND:0 IA:0 INDIV:0			

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
COOPERATIVE OVERSIGHT	Regarding cooperative oversight, a few comments were raised (IND) to claim full transparency on the type of information exchanged regarding a person or organisation by other than the certifying authority.	Not accepted: The right for information is subject to the relevant national rules.		
1. Records related to the oversight of persons and organisations exercising activities in more than one Member State and certified by or declared to the competent authority of another Member State should include, as a minimum:	One comment (MS) requested further guidance on records to be kept in relation to cooperative oversight.	Accepted. A new AMC is added to complement existing AMC on AR.GEN.220(c).		
a. oversight records including all audit and inspection records and related correspondence;		Following advice from the Review Group, AMC to AR.GEN.220(c) Record-keeping has been incorporated into this new AMC, as it is more relevant to cooperative oversight.		
b. copies of all relevant correspondence to exchange information with other competent authorities relating to the oversight of such persons/organisations;				
c. details of any enforcement measures and penalties; and				
d. any report from other competent authorities relating to the oversight of these persons/organisations, including any notification of findings.				
2. Records should be kept by the competent authority having performed the audit or inspection and should be made available to other competent authorities at least in the following cases:				
a. incidents or accidents;				
b. findings through the oversight programme where organisations certified by another competent authority are involved, to determine the root cause; and				
- aircraft mainly operated in another Member State;		Following advice from the Review Group, these items, coming from AMC M.B.104 (f) Record-keeping, have been deleted, as they are not directly relevant in the context of cooperative oversight.		
- an aircraft previously operated in another Member State; and				
c. an organisation being certified or having approvals in several Member States.				
3. When records are requested by another competent authority, the reason for the request should be clearly stated.				
4. The records can be made available by sending a copy or by allowing access to them for consultation.				
	MS:1 IND: IA:1 INDIV:1 Two comments were raised claiming that this AMC should be deleted or issued as GM, as BR Article 15 is regulating the information network sufficiently in detail.	Accepted: Following deletion of AR.GEN.220(c) and as agreed with the Review Group, this AMC is incorporated into AMC1 AR.GEN.220(a)(7) Record-keeping.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
GM1-AR.GEN.220 Record-keeping	MS:0 IND:0 IA:0 INDIV:0			
GENERAL		New GM added to address comments related to AMC1 AR.GEN.220 (from NPA 2009-02).		
Records are required to document results achieved or to provide evidence of activities performed. Records become factual when recorded. Therefore, they are not subject to version control. Even when a new record is produced covering the same issue, the previous record remains valid.				
GM1-AR.GEN.220(a) Record-keeping	MS:0 IND:0 IA:0 INDIV:0	New GM added to ensure consistency with AMC/GM to OR.GEN.220.		
MICROFILM AND OPTICAL STORAGE				
Microfilming or optical storage of records may be carried out at any time. The records should be as legible as the original record and remain so for the required retention period.				
GM2-AR.GEN.220(a) Record-keeping	MS:0 IND:0 IA:0 INDIV:0			
ORGANISATIONS - DOCUMENTATION				
Documentation to be kept as records in support of the approval include the management system documentation, including any technical manuals, such as the operations manual, and training manual, that have been submitted with the initial application, and any amendments to these documents.		Following advice from the Review Group, this GM has been included to provide guidance on documentation based on which the approval has been granted.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
SECTION III --- OVERSIGHT, CERTIFICATION AND ENFORCEMENT	MS:4 IND:0 IA:0 INDIV:2	Numbering changed in line with drafting guidelines.		
	A significant number of comments raised, mainly by MS, requested that OPS and ATO specific AMCs and GMs be relocated under AR.ATO and AR.OPS respectively, in line with the new rulemaking structure.	Not accepted: All AMCs and GMs complementing the oversight rules shall remain in AR.GEN Section 3, as there are no corresponding rule paragraphs in the relevant subparts.		
AMC1-AR.GEN.300-OPS Continuing oversight	MS:5 IND:5 IA:0 INDIV:1	"OPS" added to the AMC reference to specify applicability		
GENERAL	One comment (MS) requested that this OPS specific AMC be relocated under AR.OPS	Not accepted: There is no corresponding rule paragraph in subpart AR.OPS.		
1. The competent authority should assess the operator and monitor its continued competence to conduct safe operations in compliance with the applicable requirements. The competent authority should ensure that accountability for assessing operators is clearly defined. This accountability may be delegated or shared, in whole or in part. Where more than one competent authority is involved, a responsible person should be appointed under whose personal authority operators are assessed.	One comment (IND) claiming that the reference to competent authority must be changed to "competent authority designated by the Member State where the operator has its principle place of business".	Not accepted: the designation of the competent authority is defined in OR.GEN.105. The possibility for Member States to designate one or more competent authorities is defined in AR.GEN.115 (This paragraph will be transferred to the cover regulation). Editorial and consistency changes		
2. It is essential that the competent authority has the full capability to adequately assess the continued competence of an operator by ensuring that the whole range of activities is assessed by appropriately qualified personnel.		Moved from GM1-AR.GEN.300 below		
GM1-AR.GEN.300-OPS Continuing oversight	MS:1 IND:1 IA:0 INDIV:0	"OPS" added to the AMC reference to specify applicability, subtitle added for consistency.		
GENERAL	One comment (MS) requested that this OPS specific AMC be relocated under AR.OPS	Not accepted: There is no corresponding rule paragraph in subpart AR.OPS.		
1. Responsibility for the conduct of safe operations lies with the operator. Under these provisions a positive move is made towards devolving upon the operator a share of the responsibility for monitoring the safety of operations. The objective cannot be attained unless operators are prepared to accept the implications of this policy including that of committing the necessary resources to its implementation. Crucial to success of the policy is the content of Part-OR which requires the establishment of a management system by the operator.	One comment (IND) claiming that the reference to competent authority must be changed to "competent authority designated by the Member State where the operator has its principle place of business".	Not accepted: the designation of the competent authority is defined in OR.GEN.105. The possibility for Member States to designate one or more		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		competent authorities is defined in AR.GEN.115.		
2. The competent authority should continue to assess the operator's compliance with the applicable requirements, including the effectiveness of the management system. If the management system is judged to have failed in its effectiveness, then this in itself is a breach of the requirements which may, among others, call into question the validity of a certificate, if applicable.		Editorial change		
		Moved to AMC 1 AR.GEN.300 above		
3. The accountable manager is accountable to the competent authority as well as to those who may appoint him/her. It follows that the competent authority cannot accept a situation in which the accountable manager is denied sufficient funds, manpower or influence to rectify deficiencies identified by the management system.	One comment (MS) raised to state the fundamental importance of the role of the accountable manager, i.e. qualifications, competences, experience and training required of an accountable manager should be addressed and defined with the same details as for ramp inspectors.	Not accepted: The role of the accountable manager is different in nature, as it is to ensure that all activities can be financed and carried out in accordance with the applicable requirements. A different person or group of persons is to be nominated with the responsibility of ensuring that the organisation remains in compliance with requirements and shall report to the accountable manager (cf. OR.GEN.210). First sentence deleted for consistency reasons; duplication with AMC 1 OR.GEN.200(a)(6) paragraph 3.c		
AMC1-AR.GEN.300(a)(2)-OPS Continuing oversight		New AMC added to ensure the verification of operational approvals for operations in PBN, MNPS and RVSM airspace issued by a non-EU State of Registry.		
OPERATIONAL APPROVALS ISSUED BY NON-EU STATE OF REGISTRY				
When verifying continued compliance of non-commercial operators using an aircraft registered in a third country holding operational approvals for operations in PBN, MNPS and RVSM airspace issued by a non-EU State of Registry the competent authority should at least assess if: (a) the State of registry has established an equivalent level of safety, considering any differences notified to the ICAO Standards for RVSM, RNP, MNPS and MEL; or (b) there are reservations on the safety oversight capabilities and records of the State of registry; or (c) operators of the State of registry are subject to an operating ban pursuant Regulation (EC) No 2111/2005; or (d) relevant findings on the State of registry from audits carried out under international conventions exist; or (e) relevant findings on the State of registry from other safety assessment programmes of States exist.				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>AMC1-AR.GEN.305(b) Oversight programme</p> <p>OVERSIGHT PLANNING CYCLE</p>		<p>This new AMC has been added to define a standard oversight planning cycle for organisations, as the 24-month audit interval has been removed from AR.GEN.305.</p>		
<p>1. For each organisation certified by the competent authority all processes should be completely audited at periods not exceeding 24 months. The first 24-month oversight planning cycle is determined by the date of issue of the first certificate and should then determine the start and end dates of the recurrent 24-month oversight planning cycle.</p> <p>2. The interval between two audits for a particular process should not exceed 24 months.</p> <p>3. Audits should include at least one on-site audit for each 24-month planning cycle. For organisations exercising their regular activity at more than one site, the determination of the sites to be audited should consider the results of past oversight, the volume of activity at each site, as well as key risk elements.</p> <p>4. The period of the oversight planning cycle should be reduced from 24months if the results of past oversight or if any risks identified indicate that the level of safety has decreased.</p> <p>5. For organisations holding more than one certificate, in order to avoid duplication of audits, credit may be granted for specific item audits already completed during the current 24-month oversight planning cycle subject to four conditions:</p> <p>(a) the specific item audit should be the same for all Parts / Subparts under consideration;</p> <p>(b) there should be satisfactory evidence on record that such specific item audits were carried out and that all corrective actions have been taken; and</p> <p>(c) the competent authority should be satisfied that there is no reason to believe standards have deteriorated in respect of those specific item audits being granted a credit; and</p> <p>(d) the specific item audit being granted a credit should be audited not later than 24 months after the last audit of the item.</p>		<p>It incorporates the elements previously defined in AMC1 to AR.GEN.305 Monitoring of activities – ATO.</p>		
	MS:4 IND:0 IA:0 INDIV:1	Now incorporated into AMC1 AR.GEN.305 as item 5.		
	Two comments (MS) raised to indicate that wording was not appropriate (credit, reference to previous 23 months).	Accepted: Text in AMC1 AR.GEN.305 has been amended		
<p>AMC1-AR.GEN.305(b)(1);(c);(d)(2) Oversight programme</p> <p>AUDIT</p>	3 comments raised on this AMC (2 MS, 1 IND)	The text of this AMC is not specific to ATO, but to all organisations. It has been amended to make it generic; the reference to ATO is deleted. The term "Monitoring of activities" is not used any longer.		
<p>1. The oversight programme should indicate which aspects of the approval will be covered with each audit.</p>				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
2. Part of an audit should concentrate on the organisation's compliance monitoring reports produced by the compliance monitoring personnel to determine if the organisation is identifying and correcting its problems.	One comment (IND) raised in relation with "safety manager grating concessions" does not fit with the case where the operator and ATO are integrated – role of the safety manager is overly prescriptive.	Accepted: This part is deleted. Text further amended for better clarity.		
3. At the conclusion of the audit, an audit report should be completed by the auditing inspector, including all findings raised.	One comment (MS) raised to indicate that the reference to "recommendation" was not consistent with AR.GEN.350.	Accepted: Text amended accordingly. Text further amended to ensure consistency with Parts AR and OR (approval of manual is not foreseen in Part-AR).		
	One comment (MS) raised to add: Head of AeMC for consistency with Subpart AR.AeMC.	Noted: In the case of the AeMC. This refers to the Head of the AeMC. The need to arrange for a meeting with the accountable manager is already covered under AR.GEN.305(b)(2), the provision is therefore deleted		
AMC1-AR.GEN.305(b)(1);(c);(d)(1);(g) Oversight programme				
RAMP INSPECTIONS		New AMC added to create a link with Section IV and to transfer AMC1-AR.GEN.415(a)(2).		
1. When conducting ramp inspections of aircraft used by operators under its regulatory oversight the competent authority should, in as far as possible, comply with the requirements defined in AR.GEN.SectionIV.				
2. When conducting ramp inspections on other-than-suspected aircraft, the competent authority should take into account the following elements: (a) repeated inspections should be avoided on those operators, for whom previous inspections have not revealed safety deficiencies; (b) the oversight programme should enable the widest possible sampling rate of the operator population flying into their territory; (c) there should be no discrimination on the basis of the operator's nationality, the type of operation or type of aircraft, unless such criteria can be linked to an increased risk. 3. For aircraft other than those used by operators under its regulatory oversight, when conducting a risk assessment the competent authority should consider aircraft that have not been ramp inspected in the previous six months.		The 6-month criterion is aligned with the prioritisation requirements in AR.GEN.Sec.IV.		
AMC1-AR.GEN.305(b)-OPS Oversight programme	10 comments received (5 IA, 4 MS: 4, IA 5 IND).	Consistency change, "OPS" added to the AMC reference to specify applicability		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
OPERATIONS AUDITS, INSPECTIONS AND OVERSIGHT PROCEDURES		Monitoring replaced by oversight for consistency		
1. Each operator to which a certificate has been issued should have an inspector specifically assigned to it. Several inspectors should be required for the larger companies with widespread or varied types of operation. This does not prevent a single inspector being assigned to several companies. Where more than one inspector is assigned to an operator, one of them should be nominated as having overall responsibility for supervision of, and liaison with the operator's management, and be responsible for reporting on compliance with the requirements for its operations as a whole.	Comment (IA): suggesting - a rotatory system should be mandated to designate a different inspector to the operator at least every two years. - Justification: ensure the objectivity of inspections.	Not accepted. The requirement to ensure absence of conflict of interest is already defined in AR.GEN.300(f). Moreover, AR.GEN.200(a)(4) requires the competent authority to implement safety risk management.		
2. Inspection and oversight, on a scale and frequency appropriate to the operation, should include at least:	One comment (MS) claiming that the word "should" is used many times, although not necessary.	Noted: This is the way AMCs are drafted.		
a. infrastructure				
b. manuals				
c. training				
d. crew records				
e.		Consistency change; addressed by Part-M authority requirements		
f. equipment				
g. release of flight/dispatch		Editorial change		
h. dangerous goods				
i. operator's management system.	One comment (MS) claiming the list of items is outdated and suggesting new text: "Organisation and facilities, Documents and records,	Partially accepted: reference to maintenance is deleted. Specific items, such as MEL are covered under "ramp inspections" (see item 3 below). All other items proposed shall be covered under the inspection of the operator's management system, which includes compliance monitoring, safety management, operating procedures etc.....		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<p>Safety management system, Compliance monitoring system, Operational control and supervision system, Crew and operations personnel training system, Aircraft equipment and MEL-system (ramp inspections), Standard operating procedures (flight inspections).</p>			
<p>3. The following types of inspections should be envisaged, as part of the oversight programme:</p> <ul style="list-style-type: none"> - flight inspection, - ground inspection (documents and records), - ramp inspection. 	<p>One comment (Academy) claiming that:</p> <ol style="list-style-type: none"> 1. although elsewhere in Part-AR, detailed guidance is specified for ramp inspections incl. training and qualifications of inspectors, comparable guidance for the conduct of flight inspections has been omitted. 2. expectations of results to be delivered from ramp inspections are hugely overrated 3. Commenter further suggests that the term 'navigation (ground) inspection' be amended to 'ground (documents and records) inspection' to describe properly what such inspections will address. 4. One comment (MS) claiming that item 3 is a typical requirement and shall be transferred to AR.GEN.300. 	<ol style="list-style-type: none"> 1. Noted. Additional guidance will be included in the future by means of a separate rulemaking task. Such guidance will be based on JAA JIPS. 2. Noted: Ramp inspections are only one element of oversight. 3. Accepted: text changed accordingly. 4. Not accepted: AR.GEN.305 foresees already audits, inspections, including ramp inspections and unannounced inspections. The AMC provides further detail. To deviate from this AMC, the competent authority must submit an alternative means of compliance as defined in AR.GEN.120. 		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
4. The inspection should be a 'deep cut' through the items selected and all findings should be recorded. Inspectors should review the root cause(s) identified by the operator for each confirmed finding.	One comment (MS) requesting that only the operator should identify the root cause of each confirmed finding.	Accepted: Text changed to ensure consistency with OR.GEN.150.		
5. Inspectors should be satisfied that the root cause(s) identified and the corrective actions taken are adequate to correct the non-compliance and to prevent re-occurrence.	One comment (IA) suggesting to change root cause to root causes	Accepted: text changed (there could be more than one root cause). Editorial change, deficiency replaced by non-compliance		
6. Inspections may be conducted separately or in combination. Inspections may, at the discretion of the competent authority, be conducted with or without prior notice to the operator.	One comment (IA) suggesting the addition of: "Nevertheless, the Authority must grant that each operator is inspected at least once a year without prior notice.	Noted: The frequency of inspections should be determined based on past oversight activities and key risk elements. It should also be considered that operators are subject to Community ramp inspections.		
7. Where it is apparent to an inspector that an operator has permitted a breach of the applicable requirements, with the result that air safety has been, or might have been compromised, the inspector should ensure that the responsible person within the competent authority is informed without delay.	One comment (IA.) requesting to replace department manager by accountable manager	Not accepted: This refers to internal reporting within the competent authority. Text changed for clarity.		
8. In the first few months of a new operation, inspectors should be particularly alert to any irregular procedures, evidence of inadequate facilities or equipment, or indications that management control of the operation may be ineffective. They should also carefully examine any conditions that may indicate a significant deterioration in the operator's financial management. Examples of trends which may indicate problems in a new operator's financial management are:	One comment (IA.) proposing to change wording "financial condition" into "financial management".	Accepted: text changed.		
a) Significant lay-offs or turnover of personnel;		Editorial change		
b) Delays in meeting payroll;		Editorial change		
c) Reduction of safe operating standards;		Editorial change		
d) Decreasing standards of training;		Editorial change		
e) Withdrawal of credit by suppliers;		Editorial change		
f) Inadequate maintenance of aircraft;		Editorial change		
g) Shortage of supplies and spare parts;		Editorial change		
h) Curtailment or reduced frequency of revenue flights; and		Editorial change		
i) Sale or repossession of aircraft or other major equipment items.		Editorial change		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
When any financial difficulties are identified, inspectors should increase technical surveillance of the operation with particular emphasis on the upholding of safety standards.				
9. The number or the magnitude of the non-compliances identified by the competent authority will serve to support the competent authority's continuing confidence in the operator's competence or, alternatively, may lead to an erosion of that confidence. In the latter case the competent authority will need to review any identifiable shortcomings of the management system.		Editorial change		
AMC1-AR.GEN.305(b)(1)-OPS Oversight programme	MS:4 IND:2 IA:0 INDIV:1	Consistency change		
AUDITS AND INSPECTIONS	One comment (MS) requested that this OPS specific AMC be relocated under AR.OPS.	Not accepted: There is no corresponding rule paragraph in subpart AR.OPS.		
1. The competent authority should establish a schedule of audits and inspections appropriate to each operator's business. The planning of audits and inspections should take into account the results of the hazard identification and risk assessment conducted and maintained by the operator as part of the operator's management system. Inspectors should work in accordance with the schedule provided to them.	One comment (MS) claiming that the word "should" is used many times, although not necessary.	Noted: This is the way AMCs are drafted.		
2. The competent authority may, having regard to an operator's performance, vary the frequency of an audit or inspection while ensuring that all aspects of the operation are periodically audited and inspected in accordance with the schedule.	One comment (MS) claiming there should be a maximum time between inspections. One comment (IND) suggesting that in order to relieve competent authorities from being overburdened by the oversight of non-commercial operators of complex motor-powered aircraft, IS-BAO audits be made an acceptable method of authority oversight.	Accepted: This is defined in AMC1-AR.GEN.305(b)(c). Not accepted: Upgrading IS-BAO in a way as to substitute competent authority oversight can only be done through a new rulemaking task. However, GM1-AR.GEN.305 provides guidance on how competent authorities should consider the use of industry standards when defining the oversight programme. Editorial changes for consistency with AR.GEN.305.		
3. When defining the oversight programme, the competent authority should assess the risks related to the activity of each operator and adapt the oversight means to the level of risk identified.	Two comments (MS) stating that guidance on key risk elements would be useful.	Noted: Such guidance could be provided through a future rulemaking task (see also task M.027 on Aircraft Continuing Airworthiness Monitoring).		
3. In addition, the section(s) of the oversight programme dealing with ramp inspection should be developed based on geographical locations, taking into account aerodrome activity, and focusing on key issues that can be inspected in the time available without unnecessarily delaying the operations.				
4. Where the operations inspection can be linked to the continuing oversight programme of the operator, then credits can be taken in the oversight process of the certified operator.		Editorial change for consistency.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	One comment (IND) claiming that the reference to competent authority must be changed to "competent authority designated by the Member State where the operator has its principle place of business".	Not accepted: the designation of the competent authority is defined in OR.GEN.105. The possibility for Member States to designate one or more competent authorities is defined in AR.GEN.115.		
GM1-AR.GEN.305 Oversight programme INDUSTRY STANDARDS		New GM to address the use of industry standards in the context of determining the oversight programme.		
1. For organisations having demonstrated compliance with industry standards, the competent authority may adapt its oversight programme, in order to avoid duplication of audits. 2. Demonstrated compliance with industry standards should not be considered in isolation from the other elements to be considered for the competent authority's risk-based oversight. 3. In order to be able to credit any audits performed as part of certification in accordance with industry standards, the following should be considered: <ul style="list-style-type: none"> (a) the demonstration of compliance is based on certification auditing schemes providing for independent and systematic verification; (b) the existence of an accreditation scheme and accreditation body for certification in accordance with the industry standards has been verified; (c) certification audits are relevant to the requirements defined in Part-OR, other Parts or Subparts as applicable; (d) the scope of such certification audits can easily be mapped against the scope of oversight in accordance with Part-OR; (e) audit results are accessible to the competent authority and open to exchange of information i.a.w. Regulation (EC) No 216/2008 Article 15.1; and (f) the audit planning intervals are compatible with the oversight planning cycle. 				
GM2-AR.GEN.305 Oversight programme				
COMPLEXITY OF THE ORGANISATION For the purpose of assessing the complexity of an organisation, AMC1-OR.GEN.200(b) may be used.		New GM to introduce a link with AMC1 OR.GEN.200(b), in line with changes made in AR.GEN.305.		
		This is merged with the text of AMC to AR.GEN.300(a) ATO to form the new AMC1 AR.GEN.310.		
	1. Most comments (11 MS & 1 Individual) request relocat-	1. Partially accepted: The ATO specific elements have been		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	ing ATO specific AMCs and GMs under Subpart ATO.	deleted and the remainder of the AMC kept in AR.GEN.		
	2. One commenter (MS) requests that terms such as "inspection" and "audit" be used consistently	2. Accepted: The text has been reviewed to ensure consistency; definitions are added for audit and inspection in AR.GEN.Section 1 (cf. cover regulation).		
	3. One commenter (IND) requests that more emphasis be put on sufficient staff and change management.	3. Partially accepted: Sufficient personnel is addressed under 3(b). Change management is not relevant upon initial certification.		
	4. Five comments (3 Individuals, 2 Federations) claim the requirements are disproportionate for small ATOs working with volunteers and training for SLMG, TMGs, SEP and micro-lights	4. Noted: The AMC has been adapted to make it generic.		
AMC1-AR.GEN.310(a) Initial certification procedure – organisations VERIFICATION OF COMPLIANCE		New reference: AMC1 AR.GEN.310 Existing AMC AR.GEN.310 incorporated together with general elements of AMC to AR.GEN.300(a).		
1 In order to verify the organisation's compliance with the applicable requirements, the competent authority should conduct an audit of the organisation, including interviews of personnel and inspections carried out at the organisation's facilities.		New text added to reflect changes made to AR.GEN.310.		
2. The competent authority should only conduct such audit after being satisfied that the application shows compliance with the applicable requirements.				
		transferred to AMC1 AR.ATO.105 Oversight Programme – ATO.		
3. The audit should focus on the following areas:				
a. detailed management structure, including names and qualifications of personnel required by OR.GEN.210. Adequacy of the organisation and management structure;				
b. s Personnel – adequacy of number and qualifications				
c. safety management and compliance monitoring with applicable requirements;				
	One comment (IND) questioned whether competent authorities have the necessary knowledge on accounting & finance to make this assessment.	Noted. The provision is deleted in line with changes made in AR.ATO.		
		transferred to Subpart ATO; cf. AMC1 AR.ATO.105 Oversight Programme		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
d. facilities – adequacy with regard organisation’s scope of work;				
;				
e. ocumentation based on which the certificate shall be granted (organisation documenta- tion as required by Part-OR, including technical manuals, such as operations manual or training manual)	One comment (MS) claimed the organisation manual was missing.	Noted. To ensure flexibility with regard to the organisation’s documen- tation, and in line with the rele- vant AMCs to OR.GEN.200, the text has been adapted. (see also GM2 AR.GEN.220(a)). Documentation related to courses is now addressed in relevant to section transferred to Subpart ATO; cf. AMC1 AR.ATO.105 Oversight Pro- gramme –		
-		transferred to Subpart ATO, cf. AMC1 AR.ATO.105 Oversight Programme		
-	One comment (MS) made on the term “Flight Instructor”.	Noted: Similar comments have been made to AR.ATO and OR.ATO. They will be assessed together with other relevant ATO com- ments.transferred to Subpart ATO; cf. AMC1 AR.ATO105 Oversight Programme		
	Comment proposed to delete this provision because it is al- ready in the rule.	Accepted: text deleted.		
4. In case of non-compliance, the applicant should be informed in writing of the corrections which are required.	1. One comment raised (IND) to define a deadline for au- thorities to communicate the non-compliance. 2. One comment raised (MS) to propose replacing improve- ment by modification. 3. One comment was raised (MS) to indicate that Part 21 allows the granting of an or- ganisation approval with up to three level 2 findings open.	1. Following advice of the Re- view Group, the comment was not accepted: The time required for these tasks depends on the type of application; it is difficult to agree on time limits that would be appropriate in all cases. 2. Partially accepted: the term “correction” is preferred, as “im- provement” is generally used for potential non-conformities only. 3. Noted: When airworthiness implementing rules will be aligned with the new rule struc- ture, this will be considered.		
5. In cases where an application for an organisation certificate is refused, the applicant should be informed of the right of appeal as exist under national regulations.	One comment raised (IND) to claim that the reference to ‘na- tional’ regulations was redun- dant in the context of a Com- mon European Standard for Aviation.	Not accepted: As of today the appeal process still follows na- tional regulations. Appeals to the Agency are only valid in the case of an Agency Decision – when the Agency is the compe-		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		tent authority (mainly for third country certificates).		
	One comment raised regarding difficulty concerning the theoretical examination.	Comment misplaced.		
		Now as item 1.		
AMC1-AR.GEN.310(a)-OPS Initial certification procedure - organisations		From NPA 2008-22		
APPLICATION FOR AN AIR OPERATOR CERTIFICATE				
1. Upon receipt of an application for an air operator certificate, the competent authority should:	(MS): To review the Operations Manual and conduct an inspection at the operator's facilities seems to be inadequate for granting an air operator certificate. An assessment of safety management system, operational control system and management organisation should also be a part of the approval process.	Accepted. Text changed.		
a. assess the management system including operators' organisation and operational control system;				
b. review the operations manual and any other documentation provided by the operator; and		Editorial change		
c. for the purpose of verifying the operator's compliance with the applicable requirements conduct an audit at the operator's facilities and may require the conduct of one or more demonstration flights operated as if they were commercial flights.		Editorial and consistency change		
	MS:4 IND:1 IA:0 INDIV:0	This AMC from NPA 2009-02d is incorporated into AMC1 AR.GEN.310(a)-OPS (NPA 2008-22b).		
2. When verifying compliance with the applicable requirements, the competent authority should ensure that the following steps are taken:	1. One comment (MS) claiming that the description of the certification procedure shall be in compliance with ICAO recommendations and former JAA-JIPs. Pre application phase, Formal application phase, Documentation evaluation phase and Certification phase therefore should be regulated. 2. One comment (MS) suggest-	Noted: 1. Additional AMC and GM will be provided in the future, this will be the subject of a new rulemaking task. The material will be based on JIPs Chapter 4 "Procedures for the issue of an AOC" & JIPs Appendix 1 "Inspections: initial issue of an AOC" & ICAO Doc ICAO Doc 8335, Edition 5-2010 Part III Chapters 1-2-3-4-5. 2. Not accepted: This is an op-		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	ing a transfer of specific AMC for certification procedure – organisations with respect to OPS to subpart OPS. Text proposal: None	erator specific AMC to a general authority requirement. No additional OPS specific implementing rule was considered necessary. The AMC remains in the general part but applicability is made clearer by using the attribute "OPS" in the AMC reference.		
<p>a) An operator's written application for an air operator certificate should 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. The application form will be printed in language(s) of the competent authority's choosing.</p>	<p>(MS) It is not very obvious, to which approval/ person/organisation this AMC applies. Regulations which only apply to a certain type of person/organisation should only be included in the relevant Subpart but not in the Subpart "GEN" (please note our comment on AMC to AR.GEN.330). Regarding AMC to AR.GEN.310(a) No. 2, it is requested to reword the second sentence. The word 'shall' does not seem appropriate for an AMC. Furthermore, a demonstration flight during the certification process for an AOC is not necessary and not used / not known in Germany. With regard to approximately 180 AOC holders in Germany demonstration flights do not seem feasible, and the safety aspects of demonstration flights appear to be doubtful.</p> <p>(IND): Certification Procedure – Ops Comment: This AMC is excessively restrictive other than for the initial application for an Air Operator Certificate. The current wording could be interpreted as applying to AOC variations and renewals. Proposal: Upon receipt of the initial application for an air operator certificate the Competent Authority should.....</p>	<p>Partially accepted. This is an operator specific AMC to a general authority requirement. No additional OPS specific implementing rule was considered necessary. The AMC remains in the general part but applicability is made clearer (use of attribute "OPS" in the AMC reference). 'Shall' replaced by 'should'. The conduct of demonstration flights is not mandatory. It is left for the competent authority to decide.</p> <p>Accepted: title will be changed to INITIAL CERTIFICATIONS. The AMC applies for initial applications of an AOC. Changes are being addressed in AR.GEN.330.</p>		
<p>b) An individual should be nominated by the responsible person of the competent authority to oversee, to become the focal point for all aspects of the operator certification process and to coordinate all necessary activity. The nominated person should be responsible to the responsible person of the competent authority for confirming that all appropriate inspections have been carried out. He/she should also ensure that the necessary specific or prior approvals required by sub-paragraph (c) below are issued in due course. Of particular importance on initial application is a careful review of the qualifications of the operators' nominated persons. Account shall be taken of the relevance of the nominee's previous experience and known record.</p>	<p>(IND): change 'shall' by 'should'. This is an AMC not a rule</p>	<p>Accepted. Text changed. Editorial and consistency changes</p>		
<p>c) Submissions which require the competent authority's specific or prior approval should be referred to the appropriate department of the competent authority. Examples of such</p>	<p>(IA) Knowing that in the past the analysis of an application by the authority took several</p>	<p>Noted: This comment is specific to ATO and is considered for subpart ATO (ref. OR.ATO.105).</p>		

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submissions (which will be included in the Operations Specifications) are those for ETOPS, LVO, HEMS, PBN, MEL and the carriage of Dangerous Goods. Submissions should include, where relevant, the associated qualification requirements and training programmes.	years, we suggest to add: 3. the authority shall advise in writing an applicant for an ATO within a delay of maximum six months, whether his application is subject to improvements, approval or refusal.	Editorial and consistency changes		
d) The ability of the applicant to secure, in compliance with the applicable requirements and the safe operation of aircraft, all necessary training and, where required, licensing of personnel should be assessed; as well should be the areas of responsibility and the numbers of those allocated by the applicant to key management tasks.		Editorial and consistency changes		
e) The applicant's proposed management system should be scrutinised with particular regard to the allocated resources. Care should be taken to verify that the system is comprehensive and is likely to be effective.		Editorial and consistency changes		
f) The competent authority should inform the applicant of its decision concerning the application within 60 days of receipt of all supporting documentation.	One comment (MS) suggested deleting the last sentence, as documentation to be provided is already defined under 1(b).	Accepted: Last sentence deleted. Additional Editorial and consistency changes		
g) When the verification process is complete, the person with overall responsibility, nominated in accordance with sub-paragraph (b) above, should present the application to the person responsible for the issue of an operator certificate together with a written recommendation and evidence of the result of all investigations or assessments which are required before the operator certificate is issued. Approvals required shall be attached to the recommendation.		Editorial and consistency changes		
<p>AMC1-AR.GEN.315(a) Procedure for issue, revalidation, renewal or change of licences, ratings or certificates -persons</p> <p>VERIFICATION OF COMPLIANCE</p>		Following recommendations from the Review Group, and in line with changes made in Part-FCL, this new AMC has been added.		
<p>1. In order to verify that the applicant meets the requirements, the competent authority should review the application and any supporting documents submitted, for completeness and compliance with applicable requirements.</p> <p>2. As part of the verification that the applicant meets the requirements, the competent authority should check that he/she</p> <p>(a) was not holding any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;</p> <p>(b) has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and</p> <p>(c) has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.</p> <p>The competent authority should request the applicant to make a declaration covering the above items. Such declaration should include a statement that any incorrect information could disqualify the applicant from being granted a personal licence, certificate, rating, authorisation or attestation. In case of doubts, the competent authority should contact the competent authority of the Member State where the applicant may have previously held any personnel licence, certificate, rating, authorisation or attestation.</p>		A general paragraph is added for consistency with the corresponding AMC related to organisations.		
<p>AMC1-AR.GEN.330 Changes – organisations</p> <p>GENERAL</p>		Numbering changed in line with drafting guidelines.		
<p>1. Changes in nominated persons:</p> <p>The competent authority should be informed of any changes to personnel specified in Part-OR that may affect the certificate or terms of approval/approval schedule attached to it.</p>	<p>Commenters claimed that :</p> <p>1. prior approval of the manual would create</p>	<p>1. – 3. Accepted: Text reworded accordingly. The last line is</p>		

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	<p>undue burden for small organisations, due to the induced down-time.</p> <ol style="list-style-type: none"> 2. "will require" is not appropriate in an AMC. 3. "adequate control" suggests interference in the company's internal affairs 	<p>deleted.</p> <p>NB: A new AMC1-OR.GEN.130 Changes to the Organisation's certificate addresses unforeseen changes in personnel.</p>		
<p>2. A simple management system documentation status sheet should be maintained, which contains information on when an amendment was received by the competent authority and when it was approved.</p>	<p>no comments related to this item</p>	<p>Text changed in line with changes made to OR.GEN.200. Text further amended following internal review.</p>		
	<ol style="list-style-type: none"> 1. Commenters (MS and IND) claimed that the reference to ATO in point 3. Is misleading/ should be removed or the AMC be transferred to ATO. They further claimed that small ATOs should not be required to have an organisation manual. 2. One comment (MS) requested to define "indirect approval". 	<ol style="list-style-type: none"> 1. Accepted. The text is deleted, as it is already addressed in AR.GEN.310(c) and (d). 2. Accepted: the reference to indirect approval has been deleted, in line with changes made to OR.GEN.130. 		
<p>3. The organisation should provide each management system documentation amendment to the competent authority, including for the amendments that do not require prior approval of the competent authority. Where the amendment requires competent authority approval, the competent authority, when satisfied, should indicate its approval in writing. Where the amendment does not require prior approval, the competent authority should acknowledge receipt in writing within 10 working days.</p>	<ol style="list-style-type: none"> 1. 3 comments raised (individual, Federation) claiming that the AMC does not foresee the case of databases shared between the organisation and the authority (ATO). 2. Several comments (IND) raised proposing to replace "submit" by "provide", as the former suggests that there will be approval in all cases. 3. Several comments (IND) requested that time limits for competent authorities to specify approval / acknowledge receipt should be added. 4. One comment (MS) requested that a standard form be introduced to indicate acceptance, e.g. as an attachment page to the ATO approval. 	<ol style="list-style-type: none"> 1. Noted: The way the AMC is written is not incompatible with the use of shared databases, the "submission" in this case would be the "notification" of updates. It is assumed that such shared databases are specific information that may complement the organisation manual, but are not necessarily part of it in the sense of OR.GEN.200. 2. Accepted, although the word "submit" does not per se imply that an approval is necessary. 3. Partially accepted: The time required for these tasks depend on the types of changes and it is therefore difficult to agree on time limits that would be appropriate in all cases. For the case of changes not requiring prior approval, a time limit is proposed. 4. Noted: Will be considered for future AMCs. 		
<p>4. For changes requiring prior approval, in order to verify the organisation's compliance with the applicable requirements, the competent authority should conduct an audit of the organisation, limited to the extent of the changes. If required for verification, the audit should include interviews and inspections carried out at the organisation's facilities.</p>		<p>Added as a result of the peer review, to reflect changes made in AR.GEN.330.</p>		

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	MS:3 IND:0 IA:0 INDIV:0			
	One comment indicating this is not consistent with OR.OPS.015 MLR.	Accepted: AMC deleted due to change in OR.OPS.AOC and OR.OPS.MLR. List with items requiring prior approvals now contained in OR.OPS.AOC.		
AMC1-AR.GEN.330-OPS Changes-organisations	MS:2 IND:0 IA:1 INDIV:0	Editorial and consistency changes		
CHANGE IN NOMINATED PERSONS				
	One comment (MS) suggesting transferring this to Subpart OPS.	Not accepted. This is part of general oversight and complements the provisions defined in AR.GEN.Section 3.		
When an operator submits the name of a new nominee for any of the nominated persons listed in the operations manual, the competent authority should require the operator to produce a written résumé of the proposed person's qualifications. The competent authority should reserve the right to interview the nominee or call for additional evidence of his/her suitability before deciding upon his/her acceptability				
GM1-AR.GEN.330 Changes - organisations	Three comments raised on this GM (1 MS, 1 Individual, 1 Academy): One comment (Individual) claims that the GM is inappropriate to small organisations training for recreational licences and non-professional licences, based on assumptions about organisations that are false for small clubs.			
CHANGE OF NAME OF THE ORGANISATION				
1. Change of name of organisation: On receipt of the application and the relevant parts of the organisation's documentation as required by Part-OR, the competent authority should re-issue the certificate.		The first sentence is transferred to new GM1-OR.GEN.130(a).		
2. A name change alone does not require the competent authority to audit the organisation, unless there is evidence that other aspects of the organisation have changed.	One comment (MS) claims to replace evidence by reason (evidence may not always be available before the audit).	Not accepted. In this context, evidence does not mean documented evidence.		
		This is an OR-requirement, it is already covered under AMC1 OR.GEN.130 (unforeseen changes) and GM1 OR.GEN.130(b) Changes.		
		Already covered in OR.GEN.130 + GM1 OR.GEN.130(b) and AR.GEN.330.		
		Already covered in OR.GEN.130 + AR.GEN.330.		
		Already covered in OR.GEN.130 + GM1 OR.GEN.130(b) and AR.GEN.330.		
		This is already covered by AMC1-AR.GEN.330 § 4.		

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		This is already covered in OR.GEN.130 (all changes affecting the certificate or terms of approval/approval schedule require prior approval; new courses require a new approval schedule).		
GM1-AR.GEN.345 Declaration– organisations VERIFICATION - DECLARATION		Numbering changed in line with drafting guidelines.		
The verification made by the competent authority upon receipt of a declaration does not imply an inspection. The aim is to check whether what is declared complies with applicable regulations.	<ol style="list-style-type: none"> 1. One comment raised (IND) to claim that it is not acceptable to curtail the authority's privileges of performing inspections, in any sector of its competence. 2. One comment raised (MS) to suggest that this GM be transferred to AR.GEN.340 to provide legal certainty for this type of verification. 	<ol style="list-style-type: none"> 1. + 2 . Not accepted. The declaration does not have the same value as a certificate and does not imply the same level of involvement and responsibilities of the competent authority. 		
-	MS:2 IND:1 IA:0 INDIV:0	As these items are already addressed in the implementing rule, the AMC is deleted.		
	1. One comment (MS) suggested transferring this to Subpart OPS.	1. + 2. See above		
	2. One comment (MS) indicated that this contradicts AR.GEN.345 (now AR.GEN.350).	3. Not accepted: the designation of the competent authority is defined in OR.GEN.105. The possibility for Member States to designate one or more competent authorities is defined in AR.GEN.115.		
	3. One comment (IND) claimed that references to the "competent authority" should be amended as follows: The competent authority designated by the Member State where the operator has its principle place of business".			
		Item covered by GM1 AR.GEN.350-OPS		
GM1-AR.GEN.350 Findings and corrective actions – organisations		New GM added to clarify responsibilities in relation to findings.		
COMPETENT AUTHORITY				
<ol style="list-style-type: none"> 1. When reference is made to the competent authority, this means either the competent authority responsible for the certificate or declaration or the competent authority ensuring oversight of activities in the territory of the Member State that has not issued the certificate or received the declaration. 2. Competent authority certifying or receiving the declaration means the competent authority that has issued the organisation or FSTD certificate or received the declaration in accordance with Part-AR. 				

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<p>3. Findings may be raised by the competent authority certifying or receiving declaration, or the competent authority performing oversight of activities in the territory of the Member State. In the case of level 1 findings, the competent authority certifying or receiving declaration or the competent authority performing oversight of activities in the territory of the Member State may take immediate appropriate action to prohibit or limit the activities.</p> <p>4. Only the competent authority certifying may take action on the certificate.</p>				
GM2-AR.GEN.350 Findings and corrective actions - organisations	MS:3 IND:1 IA:1 INDIV:0 One comment (MS) suggested transferring this to Subpart OPS.	Partially accepted: This GM is of general applicability and is amended to make it generic.		
TRAINING	One comment (IND) claimed that references to the "competent authority" should be amended as follows: The competent authority designated by the Member State where the operator has its principle place of business".	Not accepted: the designation of the competent authority is defined in OR.GEN.005. The possibility for Member States to designate one or more competent authorities is defined in AR.GEN.015.		
1. For a level 1 finding it may be necessary for the competent authority to ensure that further training by the organisation is carried out and audited by the competent authority before the activity is resumed, dependent upon the nature of the finding.	One comment (MS) claimed that the meaning of level 1 finding should be clarified.	Accepted: The description of level 1 and level 2 findings is now contained in AR.GEN.350.		
	One comment (IND) claimed that this paragraph should be deleted, as it is absolutely untrue that an isolated event is benign. A finding on a single aircraft may be the symptom for a major deficiency, at the size of the operator.	Accepted: Item 2 is deleted.		
	One comment (MS) claimed the findings levels are not harmonised with SAFA.	Noted: This comment is addressed for the review of AR.GEN.Section IV.		
SECTION IV – RAMP INSPECTIONS	[MS] Comment: the exact scope concerning "ramp inspection" should be specified. All references to inspections on all but foreign aircraft must be removed from the agency's proposition in terms of Ramp Inspections. In addition, the proposed dispositions must not prevent a Member State from conducting, without following the SAFA program (and its methods), ramp inspections of foreign aircraft, as described in paragraph 2 of article 1 of directive 2004/36.	See previous response to the new scope of this section and Article 1(2) of Directive 2004/36/CE		
AMC1- AR.GEN.415 General RAMP INSPECTIONS	[MS] Proposal to add: "and Annex 1, 6 and 8" These ICAO-Annexes should be added. [MS] Proposal: add "General" as a title for the paragraph.	Not accepted: The requirements are defined in the rule and detailed in the GM Accepted		

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<p>1. A ramp inspection should normally be performed during a turn-around.</p>	<p>[MS] Comment: the wording "A ramp inspection should normally be performed during a turn-around" should reflect with more accuracy the reality of the field. Ramp inspections can be performed on one single leg of flight only (inbound or outbound flight).</p>	<p>Not accepted: the vast majority of inspections are performed during turn-arounds, hence the word "normally". This does not exclude the possibility of inspections in the circumstances presented by the commenter. The point here is that a/c are to be inspected in an operational environment and not for example when undergoing maintenance.</p>		
<p>2. In addition to the applicable requirements, when inspecting the technical condition of the aircraft, it should be checked against the aircraft manufacturer's standard.</p>	<p>[MS] Comment:To check an aircraft to be in compliance with the manufacturer's standard during a turn-around inspection requires a deep knowledge about that standard, and the time available for such verification is not sufficient. Furthermore, this may leave the impression that the ramp inspection is a verification of airworthiness, which certainly not should be the case.</p>	<p>Not accepted: This AMC adds further precision as to what baseline is to be used when assessing the technical condition of the aircraft. This does not imply that all the standards must be verified but only those that are suited to be inspected during a ramp inspection. A ramp inspection is not the (re)certification of the a/c.</p>		
	<p>[IA] Proposal: After 2. : Add 3. to consider requirement to take into account operator's maintenance standards, including MEL.</p>	<p>Not accepted: Maintenance standards are included in the manufacturer standards (e.g. AMC, SRM). Checking against operator maintenance standards is highly impractical (taken into account access to operator specific maintenance programmes). MEL is already included in the RI checklist.</p>		
	<p>1.[IA] Proposal: transfer to AMC and include provision to include Operator's Manual. 2.[MS] Proposal: add "General" as a title for the paragraph.</p>	<p>GM has been upgraded to AR.GEN.415(b) 1. Partially accepted 2. Accepted RG Group comment: - This should be an IR.</p>		
<p>1.</p>	<p>[MS] Proposal: delete. The guidance, like the requirement to which it refers, incorrectly assumes that a Member State's "inspecting authority" is the same body as its "competent authority" (See UK CAA comment on AR.GEN.415(b).)</p>			
<p>2.</p>	<p>1. [Indiv] Annex 18 should be added , being the basis for D2 item inspection (dangerous goods) 2. [IND.] Proposal: For completeness and to avoid possible misunderstanding, reference to ICAO should be provided, to read: "Aircraft, [...] should be</p>	<p>1. Accepted (future Part-TCO) 2. Accepted 3. Partially accepted see</p>		

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	<p>inspected against the requirements in Part-TCO and the applicable ICAO Standards contained in Annex 1 [...]"</p> <p>3. [MS] Proposal: for accuracy complete by adding the following : "- Annex 18 and the Technical instructions 9284 for the transport of dangerous goods, - Annex 16 for the requirements linked with the Noise certificate, - Annex 7 for the requirements linked with the safety markings, - Annex 10 for the check of the ELT, - The ICAO regional supplementary procedures (DOC 7030)."</p> <p>4. [MS] The phraseology used in the Guidance Material for SAFA Ramp inspections procedures of the EASA § 3.4 Standards was more appropriate and relevant to the exercise of inspecting TCO. "... the compliance with international standards ... Furthermore, compliance with national standards that are declared applicable to all operators flying to that state may be checked."</p>	<p>amended text in AR.GEN.415(b)</p> <p>4. Not accepted. The Safety standards will be defined in respective Parts as mentioned in AR.GEN 415</p>		
<p>AMC1- AR.GEN.415(b) General</p> <p>SUSPECTED AIRCRAFT</p>	<p>1. [IND] Comment: There is an AMC AR.GEN.415 (a)(1)(ii) but there is no AR.GEN.415 (a)(1)(ii).</p> <p>2. [MS] Proposal: add "General" as a title for the paragraph.</p> <p>3. [MS] Comment: The AMC material should clearly define if the standards published in the AMC shall or should be complied with. It should be clearly defined whether the AMC material is binding or not.</p> <p>4. [IND] Comment: refer to in relation to AR.GEN.415. This level of subjective analysis cannot be permitted for Community operators and could be misinterpreted by inspectors.</p>	<p>1. Accepted: (ii) reference in the AMC to be deleted</p> <p>2. Accepted</p> <p>3. Not accepted: AMCs are by definition not binding</p> <p>4. Not accepted: Actually the AMC is intended to limit subjectivity by indicating potential risk factors.</p>	<p>Article 4(1) Directive 2004/36/CE</p>	

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In determining whether an aircraft is suspected of not being compliant with the applicable requirements the following should be taken into account:				
1. information regarding poor maintenance of, or obvious damage or defects to an aircraft;				
2. reports that an aircraft has performed abnormal manoeuvres which give rise to serious safety concerns in the airspace of a Member State;				
3. a previous ramp inspection which has revealed deficiencies indicating that the aircraft does not comply with the applicable requirements and where the competent authority suspects that these deficiencies have not been corrected;				
4. evidence that the State in which an aircraft is registered is not exercising proper safety oversight; or				
5. concerns about the operator of the aircraft which have arisen from occurrence reporting information and non-compliances recorded in a ramp inspection report on any other aircraft used by that operator.				
	[MS] Proposal: add "General" as a title for the paragraph.	Accepted		
		This AMC has been transferred to AMC1-AR.GEN.305(b)(1);(c)(1);(f) "Oversight programme", to bring it in line with AR.GEN.415(b)		
AMC1- AR.GEN.415 (c)(1)General MINIMUM ANNUAL QUOTA	1. [IA and IND] Comment: Specifying quota is prescriptive and not performance based rulemaking. 2. [IND and MS] Proposal: delete Minimum Annual quota. 3. [MS] Proposal: add "General" as a title for the paragraph.	The changes made to this AMC are explained in the explanatory note to this section. 1. Not Accepted: The introduction of the minimum quota is aiming at ensuring a level playing field among the EU Member States. By having clear targets Member States can better identify the resources needed and better plan their activities. 2. Not Accepted		

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		3. Accepted		
1. Inspection quota	[MS] Proposal: "Minimum annual quota" being a sub-title for "AMC AR.GEN.415 (c)(1)" it should be in capital letters.	Accepted		
<p>The quota is a minimum annual number of points to be acquired by the competent authority during a calendar year by performing ramp inspections. To this end:</p>				
<p>a. prioritised ramp inspections as well as the first inspection on a new operator conducted on an aerodrome located within a radius equal or less than 250 km from the competent authority's main office have a value of 1.5 points;</p> <p>b. prioritised ramp inspections as well as the first inspection on a new operator conducted on an aerodrome located within a radius greater than 250 km from the competent authority's main office have a value of 2.25 points;</p> <p>c. inspections conducted during night odd hours (between 20:00 – 06:00 local time), during weekends or national holidays) have a value of 1.25 points;</p> <p>d. inspections conducted on operators for which the previous inspection has not been inspected performed during the previous preceding eight weeks have a value of 1.25 points;</p> <p>e. any other inspections have a value of 1 point;</p> <p>f. for specific circumstances falling under two or more of the above situations, the above-mentioned factors may be combined by multiplication (e.g. prioritised inspection, performed at an airport located at 600 km from the main office, during the weekend on an operator which was not inspected over the last three months will have a value of: 2,25 * 1,25 * 1,25 = 3,52 points); and</p> <p>g. any other inspections have a value of 1 point.</p>	[MS] Comment: Change the value number for prioritized ramp inspections from 1.5 to a minimum of 3.0. Geographical distance in some MS and also a low number of prioritized ramp inspections in some MS motivate an increase of the value.	the formula has been be changed to better reflect the actual conditions for performance of ramp inspections (as discussed in the ESSG) –		
<p>2. Calculation methodology</p> <p>The competent authority should calculate the minimum annual quota of points for the following year before the end of each year using the following formula:</p> $Q = (\text{Opr}_{\geq 12}) + (0.2 * \text{Opr}_{< 12}) + (0.001 * \text{Lnd}),$ <p>whereby "Q" = annual quota;</p> <p>"Opr_{≥12}" is the number of operators whose aircraft have landed in the previous year at aerodromes located in the Member State at least 12 times;</p> <p>"Opr_{<12}" is the number of operators whose aircraft have landed in the previous year at aerodromes in the territory of the Member State less than 12 times;</p> <p>"Lnd" is the number of landings performed by those operators' aircraft at aerodromes located in the Member State in the previous year.</p>	<p>1. [MS] Proposal new text: "The inspecting authority should establish the minimum annual quota of points for the next year before the end of each year applying risk assessment and taking into account the number of foreign operators landing at the aerodromes of the Member State in the previous year."</p> <p>2. [MS] Proposal: delete "foreign": Justification: There is no reason to restrict quota, and thus corresponding resources, to the sole foreign aircrafts.</p> <p>3. [MS] Comments: The formula is not considering some important different factors. (see comment)</p> <p>4. [MS] Comment: the calculation requires use of the "number of foreign operators landing at the aerodromes of the Member State" and "the number of landings performed by those operators". What source has been decided upon</p>	<p>1. Not accepted: the principle mentioned by the commenter is further developed in the AMC in order to provide for a common approach in all the EU MS.</p> <p>2. Not accepted: The concept of national quotas has a particular value given the collective nature of Ramp inspection programmes. The aim of the AMC is to ensure a level playing field among EU MS and not to regulate the oversight of domestic operators.</p> <p>3. The formula has been revised to take into account various factors mentioned by several commenters.</p> <p>4. The most accurate information should be available in the MS and every state will calculate their own quotas. The veracity of the information used for that calculation will be verified during a standardisation inspection</p>		

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	for this data, given the requirement for a level playing field in Europe?			
3. Submission of data				
The competent authority should submit to the Agency not later than 1st of September of each year the calculated annual quota points for the following year.				
<p>GM1- AR.GEN.415 (c)(1) General</p> <p>MINIMUM ANNUAL QUOTA</p> <p>The quotation is a statistical assumption only and does not necessarily mean that operators in the group "Opr_{≥12}" always need to be inspected. As deemed necessary by the inspecting authorities, operators may be inspected more than once (taking into account AMC AR.GEN.305(b)(1);(c)(1);(f) whilst sticking to the calculated quota; as a result, some operators might not be inspected.</p>				
<p>GM1-AR.GEN.420 (B)(2)(I) PRIORITISATION CRITERIA OF OPERATORS LIST OF OPERATORS</p> <p>The list of operators may include aircraft of operators or aircraft that have been withdrawn from the list of air carriers subject to an operating ban within the Community, as established by Regulation (EC) No 2111/2005.</p>				
<p>AMC1-AR.GEN.425 (a) Collection of information</p>	[Indiv] Proposal: This information shall be transferred to the rule section.	Not accepted: while the principle is worth mentioning in the Rule the AMC allows for flexibility in reviewing and updating the sources of information.	Article 3 Directive 2004/36/CE	
COLLECTION OF INFORMATION	[MS] Proposal: title for paragraph. Therefore "Collection of information » should be in bold text and on the same line.	Accepted		
The information should include:				
1. important safety information available, in particular, through:	[MS] Question: it looks like that those information has to be linked or included in the ramp inspection program database. Is it the aim of the proposal ?	Answer: Yes The aim of this requirement and the associated AMC is to support a risk based approach towards ramp inspection programmes and this type of information could be regarded as "intelligence" needed to better quantify the risks.		
(a) pilot reports;				
(b) maintenance organisation report;				
(c) incident reports;				
(d) reports from other organisations, independent from the inspection authorities;				
(e) complaints.	[IND] Comment: Complaints, by their nature, may not be supported by fact. This must	Not accepted: Complaints may or may not be true. The information collected shall be used to		

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	be removed. Proposal Remove	better prepare inspection, which will confirm or not the veracity of the complaint.		
(2) information on action(s) taken subsequent to a ramp inspection, such as:				
(a) aircraft grounded;				
(b) aircraft or operator banned from a Member State pursuant to Article 6 of Regulation (EC) No 2111/2005 or banned from the European Community;				
(c) corrective action required;				
(d) contacts with the operator's competent authority;				
(e) restrictions on flight operations.				
(3) follow-up information concerning the operator, such as:				
(a) implementation of corrective action(s); and				
(b) recurrence of non compliance.				
	[MS] Proposal: add as further item: (c) information from the Safa-Database	Not accepted: The information collected through this system will be included in the centralised database. The results of previous inspections will also be used to better prepare an inspection.		
<p>AMC 1- AR.GEN 430 (a) Qualification of inspectors</p> <p>BACKGROUND KNOWLEDGE AND EXPERIENCE</p>	<p>1. [MS] Comment: The qualification of the inspectors considered in the NPA is a copy/paste of the dispositions of the Guidance Material of the EASA. While lots of the criteria hold are applicable and relevant to the ramp inspection of national aircraft, some are absolutely not applicable and should be updated to reflect the particularities of this task.</p> <p>2. [MS] Lots of the criteria hold are applicable and relevant to the ramp inspection of European aircraft, some are absolutely not applicable and should be updated to reflect the particularities of this task :</p> <ul style="list-style-type: none"> - the Checklists On-the-job training of Inspectors are only applicable to SAFA ramp 	<p>1. See previous response on the changes to scope of this section.</p> <p>2. Accepted: Two AMCs will be developed containing the syllabi for the training of ramp inspectors to perform ramp inspections on EU operators. Since the standards which form the baseline for those inspections are still in process those AMCs will be introduced at a later stage.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	inspectors and not for ramp inspectors intending to conduct ramp check of European operators. All the training materials presented in the AMC1 and AMC2 AR.GEN 430(b)(2)(i) are based on the ramp inspections on TCO only and should be tailored to the scope of the requirements (AR.GEN.405)			
(1) The background knowledge and/or working experience of the inspector determines the privileges of the inspector. The competent authority should determine what the inspector is entitled to inspect taking into account the following considerations:				
(a) background knowledge;				
(b) working experience; and				
(c) interrelation of the inspection item with other disciplines (e.g. a former cabin crew member may require additional training on minimum equipment list (MEL) issues before being considered eligible for inspection of safety items in the cabin).				
AMC 1-AR.GEN.430(b)(1) Qualification of inspectors	<p>1. [Indiv] Proposal: This information shall be transferred to the rule</p> <p>2. [MS] Comment: some additional guidance should be addressed to the training of ordinary operations inspectors. Systematic audit of an operator's management system requires a comprehensive knowledge of audit techniques and system performance criteria. This requires some basic qualification, training and assessment of the individual inspector, and such requirements should be subject to an additional AMC to AR.GEN.430. The qualification and training requirements for personnel carrying out in-flight inspections also should be described.</p>	<p>1. Not accepted: while the principle is worth mentioning in the Rule the AMC allows for flexibility in reviewing and updating the criteria for the qualification of inspectors.</p> <p>2. Not accepted: While the point made by the commenter is very valid it is outside the scope of the Section IV which deals exclusively with ramp inspections.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
ELIGIBILITY CRITERIA	1. [MS] Proposal: The points (a) and (b), but (b) without the under-points, shall be transferred to the rule for an uniform application. The under-points in (b) may stay in AMC. 2. [MS] "Eligibility Criteria" being a sub-title should be in capital letters (sub-title) for consistency in the lay-out.	1. Partially agreed: upgraded to AMC 2. Accepted		
1. A candidate should be considered eligible to become a ramp inspector provided he/she meets the following criteria:				
a. has good knowledge of the English language;	[MS] Proposal: Change to : "Has a good practice of English" .	Not accepted: Knowledge includes the "practical" application of it.		
b. education and the past five years' experience:				
i. has successfully completed post-secondary education with a duration of at least three years and after that at least two years aeronautical experience in the field of aircraft operations or maintenance, or personnel licensing;				
ii. has or has had a commercial/airline transport pilot licence and preferably carried out such duties for at least two years;				
iii. has or has had a flight engineer license and preferably carried out such duties for at least 2 years; or				
iv. has been a cabin crew member and preferably carried out such duties in commercial air transport for at least two years; or				
v. has been licensed as maintenance personnel and preferably exercised the privileges of such licence for at least two years; or				
vi. has successfully completed professional training in the field of air transport of dangerous goods and preferably after that at least two years experience in this field; or	[MS] Proposed Text: (if applicable): "vi. has successfully completed professional training in the field of dangerous goods and preferably after that at least 6 months experience in this field; or"	Accepted: the text will be changed to read: "... and preferably after that at least 6 months relevant experience in that field"		
vii. has successfully completed post-secondary aeronautical education with a duration of at least two years.				
AMC1-AR.GEN.430(b)(2)	[MS] Proposal: title for the paragraph "Qualification of inspectors" . "Senior inspectors" being a sub-title for "AMC 1 to AR.GEN.430(b)(2)" it should be in capital letters (sub-title) for consistency in the lay-out.	Accepted		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
SENIOR RAMP INSPECTORS			2.5 Annex II to Directive 2008/49/EC	
1. A competent authority should appoint senior ramp inspectors provided they meet the qualification criteria established by that competent authority which should contain at least the following requirements:				
a. the appointee has been a qualified ramp inspector over the three years prior to his/her appointment;				
b. the appointee has performed a minimum of 24ramp inspections per 12 months period during the 36 months prior to the appointment; and	[MS] Proposal text: "The appointee has performed a minimum of 36 ramp inspections a year for the last three years prior to the appointment."	The increase in experience of the Senior Inspectors would certainly be beneficial for the overall quality of the OJT. However, the proposed number (36) seems too large leading to a reduced number of Senior Inspectors.		
c. after appointment a enior ramp inspector will remain qualified only if performing a minimum number of 24ramp inspections during the previous 12 monhts .	[MS] Proposal: text: "After appointment a senior inspector will maintain this qualification only if performing a minimum number of 36 ramp inspections a year."	The increase in experience of the Senior Inspectors would certainly be beneficial for the overall quality of the OJT. However, the proposed number (36) seems too large leading to a reduced number of Senior Inspectors. EASA proposal: the number of inspections to be increased to 24 inspections per year After Review Group: Proposals for the modification of text are accepted		
2. If a competent authority does not have senior ramp inspectors to conduct on-the-job training, such training should be performed by a senior ramp inspector from another State, either in the competent authority of the trainee or in the competent authority of the senior ramp inspector.				
	[MS] Proposal: title for the paragraph "Qualification of inspectors" . "SENIOR INSPECTORS" adding a sub-title.	Accepted		
3. Additional factors to be considered when nominating senior ramp inspectors include knowledge of training techniques, professionalism, maturity, judgment, integrity, safety awareness, communication skills, personal standards of performance, and a commitment to quality.				
4. If a senior ramp inspector should lose his/her qualification as a result of failure to reach the minimum number of inspections mentioned in AR.GEN.430 (b)(3), he/she should be re-qualified by the Member State authority by performing at least four inspections under the supervision of a senior ramp inspector, within a maximum period of two months.	[MS] Proposed text: "2.) If an inspector lost his/her qualification as a result of not reaching the minimum number of inspections mentioned in (1), he/she may be re-qualified by the inspecting authority by performing at least 6 inspections under the supervision of a senior inspector".	The number of inspections is changed to 4 inspections.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
5. Senior ramp inspectors, like any other inspectors, should also receive recurrent training according to the frequency mentioned in GM11-AR.GEN.430(b)(3).				
AMC2-AR.GEN.430(b)(2) INITIAL TRAINING REQUIREMENTS	1. [MS and INDIV] Proposal: Minimum trainings content shall be transferred to the rule. 2. [MS] Proposal: review layout of this. Necessary editorial changes include (but are not restricted to) the following : ...	After RG: GM is upgraded to AMC Accepted: Editorial clean-up of the text		
SCOPE AND DURATION OF INITIAL TRAINING				
Initial training should encompass:				
initial theoretical training,				
practical training,				
and on-the-Job Training.				
1. Initial theoretical training				
a The scope of the initial theoretical training is to familiarise the inspectors with the framework and the European dimension of the Ramp Inspection Programme, and with the common inspection, finding categorisation, reporting and follow-up procedures. The primary scope of the theoretical training is not the transfer of technical (operational, airworthiness, etc.) knowledge. The trainees should possess such knowledge, either from previous work experience or through specialised training, prior to attending the theoretical course. The duration of the initial theoretical training should be no less than three training days.				
b In case an integrated course is delivered (consisting of both the transfer of technical knowledge and specific ramp inspection information), the duration of the course should be extended accordingly.				
c. The initial theoretical training shall be conducted in accordance with the Syllabus in AMC1-AR.GEN.430(b)(2)(i).				
2. Practical training				
a. Ramp inspections normally have to be performed during the turnaround time of an aircraft. In general, these turnaround times are too short to perform any kind of initial practical training without causing any delay or even without any increase of the load on the flight crew. The scope of practical training is to instruct on inspection techniques and specific areas of attention without any interference with the flight crew. Preferably, this should be done in a non-operational environment (e.g. on an aircraft in a maintenance hangar). Alternatively, aircraft with an adequate turnaround time may				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
be used. In the latter case the flight and/or ground crew should be informed about the training character of the inspection.				
b. The duration of the practical training should be no less than one training day. The inspecting authority may decide to lengthen the training based on the level of expertise of the attendees. Practical training may be split into several sessions provided an adequate training tracking system is in place.				
c.. The practical training should be conducted in accordance with the syllabus in AMC2-AR.GEN.430(b)(2)(i).				
ON-THE-JOB TRAINING				
3. SCOPE OF ON-THE-JOB TRAINING				
a. The objective of the on-the-job training is to familiarise the trainees with the particularities of performing a ramp inspection in a real, operational environment. The inspecting authority should ensure that on-the-job training is undertaken only by trainees that have successfully completed theoretical and practical training.				
b. The inspecting authority should ensure that the area of expertise of the trainee is compatible with the one of the senior ramp inspector delivering on-the-job training.				
c. When selecting the operators to be inspected during the on-the-job training programme, the senior ramp inspector should ensure:				
i. That the training can be performed on a sufficient level but without undue hindrance or delay of the inspected operator; and				
ii. that the ramp inspections are conducted on different operators (i.e., EU operators, third-country operators), different aircraft types and aircraft configurations (i.e., jet and propeller aircraft, single aisle and wide-body aeroplanes, passenger operations and cargo operations), different types of operations (i.e., commercial operations and general aviation, etc., long haul and short-haul operations).				
d. On-the-job training should comprise two phases:				
i. Observing inspector: during this phase the trainee should accompany and observe the senior ramp inspector when performing a series of ramp inspections (including the preparation of the inspection and post-inspection activities: reporting, follow-up); and				
ii. Inspector under supervision: during this phase the trainee should gradually start to perform ramp inspections under the supervision and guidance of the senior ramp inspector.				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
4. DURATION AND CONDUCT OF ON-THE-JOB TRAINING				
<p>a. The duration of the on-the-job training should be customised to the particular training needs of every trainee. As a minimum, the on-the-job training programme should contain at least six observed ramp inspections and six ramp inspections performed under the supervision of the senior ramp inspector, over a period of a maximum six months. In general, on-the-job training should start as soon as possible after the completion of the practical training and cover as much as possible the inspection items which the inspector will be privileged to inspect.</p>				
<p>The on-the-job training may be given by more than one senior ramp inspector. In such cases it becomes even more important that appropriate records will be maintained for each trainee documenting the training received (when the trainee is observing the inspection) and his/her ability to effectively perform ramp inspections (under supervision). For this purpose, the senior ramp inspector should use a checklist containing the applicable elements presented in GM7-AR.GEN.430(b)(2).</p>				
<p>b. Before starting on-the-job training the trainee should be briefed with regard to the general objectives and working methods of the training.</p>				
<p>c. Before every inspection the trainee should be briefed with regard to the particular objectives and lessons to be learned during this inspection.</p>				
<p>d. After every day of inspection the trainee should be debriefed with regard to his/her performance and progress and areas where improvement is needed.</p>				
5. ELEMENTS TO BE COVERED DURING THE ON-THE-JOB TRAINING				
<p>On-the-job training should address the elements listed hereunder. However, some of the situations described below do not happen very often (i.e. grounding of an aircraft) and should, therefore, be presented by the senior ramp inspector during one of the debriefings.</p>				
a. Preparation of an inspection:				
<p>i. use of the centralised database to prepare an inspection;</p>				
<p>ii. other sources of information (such as passenger complaints, maintenance organisation reports, air traffic control (ATC) reports;</p>				
<p>iii. areas of concern and/or open findings;</p>				
<p>iv. retrieval of updated reference materials: Notice to Airmen (NOTAMS), navigation and weather charts;</p>				
<p>v. selection of operator(s) to be inspected (oversight programme , priority list);</p>				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
vi. task allocation among members of a ramp inspection team; and				
vii. daily/weekly/monthly ramp inspection schedule.				
b. Administrative issues:				
i. ramp inspector's credentials, rights and obligations;				
ii. special urgency procedures (if any);				
iii. national (local) aerodrome access procedures;				
iv. safety and security airside procedures; and				
v. ramp inspector kit (electric torch, fluorescent vest, ear plugs, digital camera, checklists, etc.).				
c. Co-operation with airport and air navigation services to obtain actual flight information, parking position, time of departure, etc.				
d. Ramp inspection:	[INDIV] Proposal: Corrective action classification shall be transferred to the rule.	Not accepted: The finding classification is already in the rule		
i. introduction to the pilot-in-command/commander, flight crew, cabin crew, ground crew;				
ii. inspection items: according to the area of expertise of the trainee;				
iii. findings (identification, categorisation, reporting, evidencing);				
iv. corrective actions – class 2;				
v. corrective actions – class 3:				
<u>A. Class 3a) enforcement of restriction(s) on aircraft flight operations (co-operation with other services/authorities to enforce a restriction);</u>				
<u>B. Class 3b) request of an immediate corrective action(s), satisfactory completion of a immediate corrective action;</u>				
<u>C. Class 3c) grounding of an aircraft: notification of the grounding decision to the aircraft commander; national procedures to prevent the departure of a grounded aircraft; communication with the State of operator/registry;</u>				
vi. Proof of Inspection:				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
A. completion and delivery of the Proof of Inspection report				
B. request of acknowledgement of receipt (document or a refusal to sign)				
e. Human factors elements:				
i. cultural aspects;				
ii. resolution of disagreements and/or conflicts; and				
iii. crew stress.				
	[MS] Proposal: add a point (d): "Communication techniques and process for decision making".	Accepted		
6. ASSESSMENT OF TRAINEES				
The assessment of the trainee should be done by the senior ramp inspector while the trainee is performing ramp inspections under supervision. A trainee should be considered to have successfully completed the on-the-job training only after demonstrating to the senior ramp inspector that he/she possess the professional capacity, knowledge, judgment and ability to perform ramp inspections in accordance with the requirements of this Section.				
AMC3-AR.GEN.430(b)(2) Qualification of inspectors QUALIFICATION OF THE INSPECTOR AFTER SUCCESSFUL COMPLETION OF TRAINING				
Qualification of the inspector after successful completion of training	[MS] Proposal: "Qualification of the inspector after successful completion of training" should be in capital letters (title) for consistency in the layout.	Accepted After Review Group: GM is upgraded to AMC		
1. Successful completion of theoretical and practical training is demonstrated by passing an evaluation by the inspecting authority or by the approved training organisation. In case of integrated training courses the theoretical and practical examination may be integrated in a single examination.				
2. Successful completion of on-the-job training is assessed by the senior ramp inspector providing such training, through evaluation of the trainee's ability to effectively perform ramp inspections in an operational environment.				
3. The inspecting authority should issue a formal qualification statement for each qualified inspector listing the inspecting privileges.				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
4. The background knowledge and working experience of the inspector determines the privileges of the inspector (the scope of his/her inspection; what he/she is entitled to inspect). The numerous varieties in backgrounds of the candidate inspectors make it impossible to issue a full set of templates showing the background-privileges relation. It is, therefore, up to the inspecting authority to determine the eligibility and the related privileges for the inspector, whereby the following should be considered:				
a. background knowledge;				
b. working experience;				
c. interrelation of the inspection item with other disciplines (e.g. former cabin crew member may require additional training on MEL issues before being considered eligible for safety items in the cabin).				
5. The inspecting authority should issue the qualification statement only after the candidate has successfully completed the theoretical, practical and on-the-job-training.				
6. The inspecting authority should put in place a system that will ensure that their inspectors meet at all times the qualification criteria with regard to the eligibility, training and recent experience.				
GM1-AR.GEN.430(b)(2) Qualification of inspectors PRIVILEGES OF EXPERIENCED INSPECTORS	[Indiv] TEXT ???: "ka- jdöfionrejölvr"	Not accepted: Unclear comment		
1. The following example shows the typical privileges of an experienced commercial pilot licence/airline transport pilot licence (CPL/ATPL) holder and of an experienced aircraft maintenance engineer:				
Example:	[MS] Proposal: delete the example, because it is not adequate and not practical! Or recheck it by a group of experts.	Not accepted: The example is both adequate and practicable		
<i>Typical inspection privileges of a CPL/ATPL holder could include the following inspection checklist items in Appendix 3 of this section:</i>				
<i>A items</i>				
<i>B Items</i>				
<i>C items</i>				
<i>D1/D3 items</i>				
<i>Typical inspection privileges of an aircraft maintenance licence holder could include the following inspection checklist items:</i>				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<i>A items except for A3, A4, A5, A6, A13, A14, A20</i>				
<i>B items except for B11, B14</i>				
<i>C items</i>				
<i>D items</i>				
2. The inspecting authority may decide to enlarge the privileges of the inspector if the basic knowledge of the inspector has been satisfactory enlarged by additional theoretical trainings and/or practical trainings. This may require the subsequent following of the relevant module of the ramp inspection training in order to obtain the necessary knowledge to exercise that new privilege. As an example: if an AML holder has acquired knowledge on the operational items of the "A" section (flight crew compartment items) of the checklist (e.g. because he/she obtained his/her CPL), the privileges may be expanded. He/she should be required, however, to follow the theoretical, practical and on-the-job training module of the new items.				
AMC1-AR.GEN.430(c)	[MS] Proposal : create a section 3 – Ramp inspection training organisation to subpart ATO which will include AMC2, GM5 and GM6 of AR.GEN.430(b)(2).	Accepted: The approval of ramp inspections training organisations will be addressed in a separate rulemaking task.	2.4 Annex II to Directive 2008/49/EC	
CRITERIA FOR THE QUALIFICATION OF TRAINING ORGANISATIONS PROVIDING TRAINING TO RAMP INSPECTORS	[MS] Proposal : "Approval of training organisations providing training to ramp inspectors" in the title should be in capital letters (title) for consistency in the lay-out	See previous response. See previous response		
GENERAL				
1. The training organisation should be qualified by a competent authority of a Member State to provide training to inspectors if the evaluation shows that training will be provided in accordance with the relevant syllabi established and published by the Agency.				
2. The competent authority employing a third-party organisation for the purpose of ramp inspections related training should put in place a system to evaluate such an organisation. The system should be simple, transparent and proportionate. Such a system should take into account evaluations conducted by other Member State authorities.				
3. Such an evaluation may be performed by the Agency on behalf of an inspecting authority. The result of this evaluation should be used by any Member State as a basis for its own evaluation.				
4.		Point 3 has been downgraded to GM1-AR.GEN.430(c)		
5. For each qualified training organisation, an competent authority should communicate to the Agency the following details:				
a. full legal name;				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
b. address; and				
c. scope of training (i.e. theoretical training, practical training and a combination of these trainings).				
GM1-AR.GEN.430(c) The competent authority should ensure that their training programmes and/or their systems for the evaluation of third party training organisations are amended accordingly to reflect any recommendations arising from the standardisation audits conducted by the Agency in accordance with Regulation (EC) No 736/2006.				
AMC2-AR.GEN.430(c)	[MS] Proposal : create a section 3 – Ramp inspection training organisation to subpart ATO which will include AMC2, GM5 and GM6 of AR.GEN.430(b)(2).	See previous response on ramp inspections training organisations After Review Group: GM is upgraded to AMC		
CRITERIA FOR TRAINING ORGANISATIONS				
1 The training organisation should appoint a manager who is responsible for ensuring that training courses are managed and carried out in accordance with the following criteria:				
a. The Training Organisation should contract sufficient personnel to develop and deliver ramp inspection training courses in accordance with the technical criteria required by the Agency.				
b. The size and structure of training facilities should ensure protection from the prevailing weather elements and proper operation of all planned training and examination on any particular day.				
c. Fully enclosed appropriate accommodation, separate from other facilities, should be provided for the instruction. In case the training will be given in other facilities than its own training facility, such facility should meet the same criteria.				
d. Classrooms should have appropriate presentation equipment, of a standard that ensures students can easily read presentation text/drawings/diagrams and figures from any position in the classroom.				
e. The training organisation should establish appropriate procedures to ensure proper training standards and compliance with the applicable criteria, including a quality system to ensure adequate control of the training preparation and delivery process.				
f. The training should be conducted in the English language with the aim to train the trainee in the jargon to be used during the ramp inspection.				
g. The training organisation should demonstrate that compliance with the applicable criteria is maintained in time, and that the content of the training course is always kept in line with the applicable syllabi.				
h. The Training organisation should put in place a system to evaluate the effectiveness of training provided, based upon feedback collected from course participants after each training delivery. An annual review summarising the results of the feedback system together with the Training Organisation's corrective actions (if any) shall be sent to the Agency.				
i. Training organisations providing ramp inspection training courses should use only training instructors meeting the experience and qualifications criteria listed hereunder:				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
i. knowledge of the EU Ramp Inspection Programme;				
ii. knowledge of training delivery methods and techniques;				
iii. for instructors delivering training on inspection items and/or delivering practical training:				
A. meets the eligibility requirements for inspectors;				
B. knowledge of the ramp inspection methodology through participation, as an inspector or as an observer under the guidance of a senior ramp inspector, in at least 30 inspections in the previous five years before being nominated as an instructor.				
iv. for instructors delivering training on the regulatory framework and general ramp inspection process, at least 2 years of direct experience in the EU ramp inspection programme (previous SAFA Programme), e.g. either as an inspector or as a national coordinator or as an aviation safety regulations/legislation expert.				
j. Fulfilment of the criteria above should be attested by the training organisation based, as a minimum, on individual self-declaration.				
k. Training organisations should only employ training instructors that have maintained their proficiency by performing or observing a minimum of six ramp inspections per year.				
l. All instructors should attend a recurrent training workshop organised by the Agency, aiming at updating their knowledge with new developments of the EU Ramp Inspection Programme as well as standardisation and harmonisation issues. The Agency's workshop should be attended whenever it would be deemed necessary due to significant changes in the Ramp Inspection Programme's structure and procedures, with a minimum of at least once every three years.				

GM2-AR.GEN.430(c)

[MS] **Proposal** : create a section 3 – Ramp inspection training organisation to subpart ATO which will include AMC2, GM5 and GM6 of AR.GEN.430(b)(2).

The approval of ramp inspections training organisations will be addressed in a separate rulemaking task.

See previous response on EASA GM for SAFA

[MS] **Comment**: the present content is not in accordance with the latest procedures of the EASA GM for SAFA ramp inspection procedures of July 2009. Therefore there is no consistency between the dispositions of the GM6 AR.GEN.430(b)(2) and all the applicable AR.GEN.435, AR.GEN.440 and AR.GEN.445 regarding the inspection of TCO.

A: Rule					B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
CHECKLIST FOR THE EVALUATION OF A 3RD PARTY TRAINING ORGANISATION								
					[MS] Comment: The form is too detailed. Proposal: only list the items inspected.			
1 ORGANISATIONAL STRUCTURE								
No.	DESCRIPTION	YES	NO	REMARKS				
1	Has a manager with corporate authority been appointed?							
2	Has the training provider contracted enough personnel to develop and deliver EU ramp inspection training?							
3	Is the development and delivery of training in accordance with the tech-							
2 FACILITIES								
No.	DESCRIPTION	YES	NO	REMARKS				
1	Does the size and structure of the available training facilities ensure adequate protection against weather elements?							
2	Does the size and structure of the available training facilities provide							
3 INSTRUCTIONAL EQUIPMENT								
No.	DESCRIPTION	YES	NO	REMARKS				
1	Is the presentation equipment appropriate for the training to be delivered?							
2	Can the trainees easily read the presented material from any position in							

A: Rule					B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
4 TRAINING PROCEDURE								
No.	DESCRIPTION	YES	NO	REMARKS				
1	Has the training provider established appropriate procedures to ensure proper training standards?							
2	Has the training provider established a system to control the training preparation and delivery process?							
3	Is the course material written in the English language and will the course be given in the English language?							
4	Has the training provider demonstrated how compliance with technical criteria is maintained in time and kept in line with the training syllabi?							
5	Has the training provider developed a system to evaluate the effectiveness of training provided?							
6	Has the training provider devised a system to evaluate the effectiveness of the training based upon the feedback received?							
GM2-AR.GEN.430(c) Qualification of ramp inspectors								
CHECKLIST FOR THE EVALUATION OF A 3 RD PARTY TRAINING ORGANISATION								
Checklist for the Evaluation of Ramp Inspections Training Instructors								
1 Qualification Criteria								
No.	DESCRIPTION	YES	NO	REMARKS				
1	Do the instructors possess knowledge of the EU Ramp Inspection Programme?							
2	Do the instructors have the knowledge on training methods and techniques?							
3	Do the instructors delivering training on inspection items/practical training meet the eligibility and inspection experience requirements?							
4	Do the other instructors meet the							

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
1	General condition	<ul style="list-style-type: none"> inappropriately pulled circuit breakers reinforced flight crew compartment door, if required crew baggage flight crew seats emergency exits (serviceability) escape ropes (secured or not) 	<input type="checkbox"/>	<input type="checkbox"/>	<p>[210] IA] Proposal: 3 'Equipment', where 'TCAS/TCAS II' is shown, this should be 'ACAS/TCAS II' to be compliant with similar references elsewhere in Part-AR.</p> <p>inspection and all items grouped in single document, completed with a detailed description of the different inspection items.</p> <p>Agreed to adapt the form accordingly.</p> <p>After Review Group: Proposal for modification have been accepted.</p> <p>GM upgraded to AMC</p> <p>Accepted: text will be changed as proposed</p>		
		Note:					
2	Emergency exit	<ul style="list-style-type: none"> Are exits serviceable (if not, check MEL limitations) Possible obstacles 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
3	Equipment	ACAS/TCAS II: <ul style="list-style-type: none"> Presence System test/passed 8.33 kHz: (if required) Radio channel spacing RNAV: <ul style="list-style-type: none"> Authorisation to perform operations in RNAV airspace. GPWS/TAWS: <ul style="list-style-type: none"> presence TAWS/SRPBZ for forward looking terrain avoidance function System test (if possible) MNPS Special authorisation 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
Documentation							
4	Manuals	<ul style="list-style-type: none"> • Presence of the applicable parts of the operations manual • Up-to-date • Competent authority approval where applicable Content (complies with the requirements) • Presence of Flight manual/ performance data • Rukowodstwo 	<input type="checkbox"/>	<input type="checkbox"/>	<p>[IA and IND] Comment: bottom bullet point [RUKOWODSTWO] is meaningless for "4. Manuals and 7 MEL".</p> <p>[662,228] [IA and IND] Comment: in "5 Checklists delete: ""Tidiness/Cleaness" and replace with "Stowed and Legible!".</p> <p>[IA and IND] Comment: in "7 Minimum equipment list" 2nd bullet, add "" in accordance with NAA approval".</p>	<p>Not accepted: RUKOWODSTWO is based on different design philosophy and has a different structure to the ones mandated by ICAO, yet it still used by many operators (operating ex-Soviet a/c). Inspectors should be made familiar with the particularities of this manual.</p> <p>Accepted: 2nd bullet will be changed into: "Condition/legibility"</p> <p>After RG: Proposals for modifications have been accepted</p> <p>Not accepted: the NAA approval is not required by ICAO) to be carried on board.</p>	
		Note:					
5	Checklists	<ul style="list-style-type: none"> • Available/within reach • Tidiness/cleaness • Normal • Abnormal • Emergency • Up-to-date/not for training, etc. • Content (compliance with the operator procedures) • Appropriate for aircraft configuration being used 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
6	Radio navigation/ instrument charts	<ul style="list-style-type: none"> • Presence of instrument approach charts (available/within reach/up-to-date) • Presence of en-route charts (available/within reach/up-to-date) • Route covering 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
7	Minimum equipment list	<ul style="list-style-type: none"> • Availability/within reach • Up-to-date/less restrictive than MMEL • Does content reflect equipments of aircraft • Possible deferred defects/ accordance with instructions • Possible use of MMEL • Rukowodstwo (check when possible) 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
8	Certificate of registration	<ul style="list-style-type: none"> • On-board • Accuracy (Reg. mark, A/C type and S/N) • Format • English translation when needed 	<input type="checkbox"/>	<input type="checkbox"/>			

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		Note:					
9	Noise certificate	<ul style="list-style-type: none"> On-board Approval (state of registry) 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
10	AOC or equivalent	<ul style="list-style-type: none"> Accuracy Content (operator identification, validity, date of issue, A/C type, OPS SPECS) 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
11	Radio licence	<ul style="list-style-type: none"> On-board Accuracy with installed equipment 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
12	Certificate of airworthiness (C of A)	<ul style="list-style-type: none"> On-board (original or certif. true copy) Accuracy Validity 	<input type="checkbox"/>	<input type="checkbox"/>			
Flight data							
13	Flight preparation	<ul style="list-style-type: none"> Operational flight plan on board Proper filling Signed by pilot-in-command/commander (and where applicable, Dispatch) Fuel calculation Fuel monitoring NOTAMS Updated meteorological information Letter Y in flight plan 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
14	Mass and balance calculation	<ul style="list-style-type: none"> On-board Accuracy (calculations/ limits) Pilots acceptance Load and trim sheet/ actual load distribution 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
Safety equipment							
15	Hand fire extinguishers	<ul style="list-style-type: none"> On-board Condition/pressure indicator Mounting (secured) Expiry date (if any) Access Sufficient number 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
16	Life jets/flotation device	jack-	<ul style="list-style-type: none"> On-board Access/within reach Condition Expiry date (where applicable) Sufficient number 	<input type="checkbox"/>	<input type="checkbox"/>		
			Note:				
17	Harness		<ul style="list-style-type: none"> On-board (no seatbelt) Condition Sufficient number (one for all crewmembers) 	<input type="checkbox"/>	<input type="checkbox"/>		
			Note:				
18	Oxygen equipment		<ul style="list-style-type: none"> On-board Condition Cylinder pressure (minimum acc. to OPS manual) Ask crew to perform the operational function check of combined oxygen and communication system. Follow practice of the flight crew 	<input type="checkbox"/>	<input type="checkbox"/>		
			Note:				
19	Independent portable light	Port-	<ul style="list-style-type: none"> On-board Appropriate quantities Condition Serviceability Access/within reach The need of Independent Portable light (departure or arrival at night time) 	<input type="checkbox"/>	<input type="checkbox"/>		
			Note:				

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
Flight crew							
20	Flight crew licence/composition	<ul style="list-style-type: none"> On-board Form/content/English translation when needed Validity Ratings (appropriate type)(PIC/ATPL) Pilots age Possible difference with ICAO Annex 1 (concerning the age of pilots) In case of validation (all documents needed) Medical assessment/ check interval Spare eye glasses if applicable 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							
Journey log book / Technical log or equivalent							
21	Journey log book or equivalent	<ul style="list-style-type: none"> On-board Content Filling (carefully and properly) 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							
22	Maintenance release	<ul style="list-style-type: none"> Validity When need of maintenance, technical log has been complied with. When ETOPS, requirements are met. Signed off Verify that maintenance release has not expired Ex-Soviet built A/C 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							
23	Defect notification and rectification	<ul style="list-style-type: none"> Number of deferred defects All defects been notified Defect deferrals include time limits and comply with the stated time limits All the defects are notified Technical log markings (should be understandable by captain) Ex-Soviet built A/C 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							
24	Pre-flight inspection	<ul style="list-style-type: none"> Performed (inbound/ outbound flight) Signed off 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
B Cabin Safety							
1	General internal condition	<ul style="list-style-type: none"> • General condition • Possible loose carpets • Possible loose or damaged floor panels • Possible loose or damaged wall panels • Seats • Markings of unserviceable seats • Lavatories • Lavatory smoke detectors • Safety and survival equipments (shall be reliable, readily accessible and easily identified. Instructions of operation shall be clearly marked) • Possible obstacles to perform normal and abnormal duties 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							
2	Cabin crew stations and crew rest area	<ul style="list-style-type: none"> • Presence of cabin crew seats and compliance with the requirement • Sufficient number • Condition (seatbelt, harness) • Emergency equipments (Independent Portable light, fire extinguishers, portable breathing equipment ...) • Cabin preparation list 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							
3	First aid kit/emergency medical kit	<ul style="list-style-type: none"> • On-board • Condition • Expiry date • Location (as indicated) • Identification • Adequacy • Access • Operating instructions (clear) 	<input type="checkbox"/>	<input type="checkbox"/>			
Note:							
4	Hand fire extinguishers	<ul style="list-style-type: none"> • On-board • Condition (pressure indicator) • Expiry date (if available) • Mounting and access • Number 	<input type="checkbox"/>	<input type="checkbox"/>			

[IA and IND] **Proposal:** B Cabin Safety - 3 First Aid kit/emergency medical kit: bullet point 6. **Remove** "adequacy" and **replace** with "Approved by NAA".
 [MS] **Proposed Text:** Substitute 'adequacy' with: "Confirmation that contents match the relevant checklist".

Accepted: the adequacy of the contents of the FAK cannot indeed be checked in the absence of an ICAO standard (the content is only given as Guidance)

Accepted: text will be changed as proposed

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		Note:					
5	Life jackets/ flotation devices	<ul style="list-style-type: none"> On-board Easy access Condition Expiry dates as applicable Sufficient number Infant vest 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
6	Sea belt and seat condition	<ul style="list-style-type: none"> On-board Sufficient number Condition Availability of extension belts Cabin seats (verify the condition) If unserviceable check U/S-tag. Restraint bars 	<input type="checkbox"/>	<input type="checkbox"/>	[IA and IND] Proposal: B Cabin Safety -7 Emergency Exit, Lightning Lighting and marking, electric torches: remove: "lightning" and replace with "lightning".	Accepted: text will be changed as proposed	
		Note:					
7	Emergency exit, lightning and marking, Independent Portable light	<ul style="list-style-type: none"> Emergency exits (condition) Emergency exit signs/ presence (condition) Operation instructions (markings and passenger emergency briefing cards) Floor path markings (ask to switch on). Possible malfunction/MEL Lighting Independent Portable light and batteries (condition) Sufficient number of Independent Portable light (night operations) Availability on each cabin attendant's station. 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
8	Slides/life-rafts (as required), ELT	<ul style="list-style-type: none"> Slides on-board Condition Expiry date Sufficient number Location and mounting Bottle pressure gauge ELT on board ELT (condition and date) 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
9	Oxygen supply (cabin crew and passengers)	<ul style="list-style-type: none"> • Presence • Sufficient quantity of masks (cabin crew and passengers) • Drop-out-panels are free to fall • Passenger instructions (passenger emergency briefing cards) • Portable cylinder supply and medical oxygen, check pressure and mounting 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
10	Safety instructions	<ul style="list-style-type: none"> • On-board • Tidiness • Accuracy/content (A/C type) • Sufficient numbers (passenger emergency briefing card for each passenger) • Cards for flight crew (check emergency equipment locations) 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
11	Cabin crew members	<ul style="list-style-type: none"> • General overview of cabin crew (conditions) • The sufficient number of cabin crew (appropriate) • How the duty stations are manned • Ask crew training document to prove type training (not required by ICAO) • Follow practice of the cabin crew • When refuelling with passengers on-board check procedures 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
12	Access to emergency exits	<ul style="list-style-type: none"> • Access areas • Possible obstacles for evacuation (foldable jump seat or seat backrest table) 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
13	Stowage of passenger baggage	<ul style="list-style-type: none"> • Hand baggage storages in cabin • Size of hand baggage • Quantity of hand baggage • Weight of hand baggage • Placed under seat (restraint bar) 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
14	Seat capacity	<ul style="list-style-type: none"> • Number of passengers/ permitted • Sufficient seat capacity 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
1	Aircraft condition General external condition	<ul style="list-style-type: none"> • Radom (latches/painting) • Windshields • Wipers • Static ports/areas • AoA probes • Pitot tubes • TAT probe • Crew oxygen discharge indicator (if exist) • Ground power connection (condition) • Wings (general condition, no ice or frost) • Fairings • Leading edge (dents) • Winglets • Trailing edge/static dischargers • Look for hydraulic leaks • Look for fuel leak • Fuselage • Tail section/static dischargers • APU cooling air inlet • APU exhaust air/surge • Look APU area for leaks • Tail bumper (contact markings) • Maintenance and service panels (water/waste/hydraulic maintenance panels/refuel panels/cargo door control panel/RAT door) • Cabin windows • Exterior lights • Painting (condition) • Cleanliness • Markings/operational instructions and registration • Obvious repairs • Obvious damages 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
2	Doors and hatches	<ul style="list-style-type: none"> • Passenger doors (condition) • Emergency exits (condition) • Cargo doors (condition) • Avionics compartment doors (con- 	<input type="checkbox"/>	<input type="checkbox"/>	[IA and IND] Comment: C Aircraft Condition 3 Flight controls: bullet point 4. Flaps/Track fairings (condi-	Noted	

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		<ul style="list-style-type: none"> dition) • Accessory compartment doors (condition) • Operation instructions of all doors • Lubrications of all doors • Door seals • Handles 			Accepted: text will be changed as proposed		
		Note:					
3	Flight controls	<ul style="list-style-type: none"> • Ailerons (condition) • Slats/Krueger flaps/Notch flap(condition) • Spoiler panels (condition) • Flaps/track fairings (condition) • Rudder (condition) • Elevators (condition) • Stabiliser (condition) <p><i>Note! Check for leaks, flap drooping, wearing, corrosion, disbonding, dents, loose fittings and obvious damages.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
4	Wheels, tyres and brakes	<ul style="list-style-type: none"> • Wheels (assy condition, bolts and paint markings) • Tires (condition and pressure). Check for cuts, groove cracks, worn out shoulders, blister, bulges, flat spots) • Worn tire areas (measure the tread depth) • If cuts measure depth • Brakes (condition, wearing pins) • Measure and familiarise length of the pin/check for the limits. 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
5	Undercarriage	<ul style="list-style-type: none"> • Landing gear/hinges (general condition/leaks) • Struts • Locking mechanisms • Hydraulic (or pneumatic) lines (condition) • Strut pressure (visual check/piston 	<input type="checkbox"/>	<input type="checkbox"/>	[IA and IND] Proposals: C aircraft condition 5 Undercarriage: bullet point 9. 'Cleanliness is a very subjective measure. Remove this item. Clarification: aircraft condition 5 Undercarriage: bullet point 13. What are the 'Plac-	Partially Accepted: Entry to be changed in "Ability to inspect impairment due to excessive contamination". various markings and placards are required by the type certifi-	

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		length) • Lubrication • Electric lines and plugs. • Bonding • Cleanliness • FOD (Foreign Object Damage) • Surface (plasma) and paintings • Check for corrosion • Placards and markings (nitrogen pressure table) • Dampers and bogie cylinders (check for leaks) • Landing gear strut doors Use Independent Portable light and mirror			ards and Markings' checked against? [IA and IND] Proposal: C Aircraft condition 6 Wheel well: bullet point 3. 'cleanliness is a very subjective measure. Remove this item.	cation standards. They are usually mentioned in the AMM (Chapter 11) Entry to be changed in "Ability to inspect impairment due to excessive contamination"	
		Note:					
6	Wheel well	• General condition (structures) • Possible corrosion • Cleanliness • Installations (wiring, piping, hoses, hydraulic containers and devices) • Check for leaks • Wheel well doors (hinges) • Check for maintenance safety pins	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
7	Powplant and pylon	• Air intake ring (general condition/inner skin and acoustic panels) • Engine cowlings (panels aligned, handles aligned, vortex generators/access doors) • Intake area fasteners • Sensors • Thrust reverses (ring and inner doors or thrust reverser doors) • Reverser duct inner skin and acoustic panels • Outlet guide vanes (from behind/reverser duct) • Exhaust barrel (inner and outer skin) • Drain mast/leaks • Pylons (sealants, panels, doors and blow-out-doors, possible leaks)	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
8	Fan blades, propellers, rotors (main tail)	<ul style="list-style-type: none"> Fan blades: general condition (check for foreign object damage, cracks, nicks, cuts, corrosion and erosion) Fan blade: <ul style="list-style-type: none"> Leading edge Mid-span shroud (no stacked) Tip Contour surface Root area platform <p><i>Note! Wait until rotation stop! Use Independent Portable light and mirror for the backside of the blades.</i></p> <ul style="list-style-type: none"> Spinner (damages/bolts) Fan outlet vanes (thorough the fan) FOD (Foreign Object Damage) Split fairing Blades (general condition) Tip and mid area (75% from root) (Check for nicks, dents, cracks, leakages and ...) Hub/spinner Looseness of blades in hub 	<input type="checkbox"/>	<input type="checkbox"/>	<p>[IA and IND] Clarification: C Aircraft condition 10 Obvious repairs: what is the definition of 'badly performed repair?</p> <p>Accepted: Entry to be changed in "repairs obviously not carried out in accordance with the applicable AMM/SRM"</p>		
		Note:					
9		•	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
9	Obvious repairs	<ul style="list-style-type: none"> During the inspection of C-items notify unusual design and repairs obviously not carried out in accordance with the applicable AMM/SRM 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
10	Obvious unrepaired damages	<ul style="list-style-type: none"> During the inspection of C-items notify unassessed and unrecorded damages and corrosion (lightning strike, bird strikes, FODs, etc...) Check damage charts 	<input type="checkbox"/>	<input type="checkbox"/>			
		Note:					
	Leakage	<ul style="list-style-type: none"> During the inspection of C-items notify all the leaks: Fuel leaks Hydraulic leaks Toilet liquid leaks 	<input type="checkbox"/>	<input type="checkbox"/>	<p>[MS] Comment: 2 Dangerous</p>	<p>1. Comment not accepted. Annex 18 ,mentions in Chapter 8.1b that an operator shall not accept DG for transport by air</p>	

A: Rule		B: Summary of comments		C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
	<ul style="list-style-type: none"> When leak: measure the leak rate and check the leak rates from AMM etc. if it is allowable and within normal operation limits or not. Wear eye protection and use proper inspection gears for inspection <p>Note:</p>			<p>goods It is inappropriate for "labelling". Proposed Text (if applicable): Delete "Labelling" from paragraph 2. 2. Comment 2 regarding: OPS manual/information required by ICAO Annex 18" is inappropriate. Justification: Annex 18 does not specify what should be in an operations manual. [MS] Comment: 2. Comment 2 regarding: OPS manual/information required by ICAO Annex 18" is inappropriate. Justification: Annex 18 does not specify what should be in an operations manual. Proposed Text (if applicable): Delete "OPS manual/information required by ICAO Annex 18" from para 2." [MS] Comment: A check for presence of a copy of the ICAO Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods. Proposed Text (if applicable): Add the following bullet point to para 2 after the heading "If dangerous goods on-board": "Check for presence of a copy of the ICAO Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (or similar)".</p>	<p>"until (...) the DG has been inspected in accordance with the acceptance procedures contained in the technical instructions". These procedures mention in Part 7.1.1, Article 1.1.2 that "The operator must also not accept the package (...) unless the operator has inspected it, found it to be properly marked and labelled (...)".</p> <p>2. Annex 18 mentions in chapter 9.2:</p> <p>9.2 Information and instructions to flight crew members The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.</p> <p>3. Accepted</p>	
Cargo						
condition of cargo compartment	<ul style="list-style-type: none"> Cleanliness Lightning Fire protection/detection/ extinguishing systems and smoke detectors Floor panels Wall panels/markings Blow-out-panels Ceilings Wall and ceiling panel sealants Cargo nets/door nets Fire extinguishers Cargo roller and driving system and control panel 					
	Note:					
Dangerous goods	<ul style="list-style-type: none"> OPS manual/information required by ICAO Annex 18 Technical instructions (ICAO Doc. 9284) are applied <p>If dangerous goods on-board:</p> <ul style="list-style-type: none"> Pilots notification Stowing of dangerous goods cargo Packaging (condition, leaks, damage) Labelling <p>If leak or damage of dangerous goods cargo:</p> <ul style="list-style-type: none"> Condition of other cargo Follow removal Follow cleaning of contamination. 					
	Note:					
Secure stowage of cargo	<ul style="list-style-type: none"> Load distribution (floor limits, pallets and containers/maximum gross weight) Flight kit/spare wheel/ ladders (secured) Cargo (secured) Condition and presence of: Lockers Restraints Pallets Nets Straps Containers Container locks on the floor Heavy items securing inside containers 					

A: Rule				B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		Note:	<input type="checkbox"/>				
General							
		Note:	<input type="checkbox"/>				
				[MS Comment: Paragraph No: "D2 Dangerous Goods" Ramp inspection items do not reflect items to be checked on page 53 of NPA. Justification: Items should align and should also include the ICAO Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods Proposed Text (if applicable): Align items with those specified on page 53 of NPA.			
Additional elements (O) observed/performed (P) during OJT							
<i>(Please List)</i>							
Assessment							
- Was the inspection carried out in a satisfactory manner regarding:							
- preparation of the inspection	<input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*)						
- ramp inspection	<input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*)						
- proof of inspection	<input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*)						
- human factors elements	<input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*)						
- Further training needed:							
Additional Remarks:*							
Signature of the trainee:		Signature of the senior ramp inspector:					
AMC1- AR.GEN.430(b)(2)(i) Qualification of ramp inspectors				(1)[MS] Comment: The form is too detailed. Proposal: only list the items inspected. (2) [MS] Comment: All the training materials presented in the AMC1 and AMC2 AR.GEN 430(b)(2)(i) are based on the ramp inspections on TCO only and should be tailored to the scope of the requirements (AR.GEN.405).	1. Not accepted. Since the legal basis for a European SAFA training standardisation programme is missing, standardisation has to be achieved via detailed syllabi. 2. Noted. AMC's and GM for the European Operators will start to be developed as soon as the opinion on the relevant parts have been issued.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
SYLLABUS OF THEORETICAL KNOWLEDGE FOR RAMP INSPECTORS				
INITIAL (THEORETICAL) TRAINING COURSE				
- Module (GEN): GENERAL OVERVIEW (legal)	(3)[MS] Proposal: add to general overview (legal) the common rules "basic national legal requirements"; inspector should know the basic rules (administrative requirements) of his authority (e.g. grounding and banning, etc).	3. Not accepted. The syllabi need to be used also by 3 rd party training organisations. These training courses might serve trainees of many different nationalities. The course cannot be developed to train on all national specific administrative requirements. For that reason national specifics are dealt with in GM 2 AR.GEN.430(b)(2) paragraph 10 & 12		
- Module (A): Flight deck inspection items				
- Module (B): Cabin safety inspection items				
- Module (C): Aircraft condition inspection items				
- Module (D): Cargo inspection items				
1. MODULE (GEN) a. OVERVIEW OF THE SAFETY ASSESSMENT OF AIRCRAFT	(1) [INDIV] Proposal: Annex 18 in ICAO basis. (2)[MS] Proposal: add as part of the international standards taken into account while performing a ramp inspection on a TCO: Annex 18, Technical instruction 9284, ICAO Regional Supplementary Procedures (Doc 7030). (3) [MS] Proposal: this should be updated or completed of the type of ramp inspections performed (European operators inspected under the European requirements).	1.& 2. Not accepted. The list of ICAO references in this chapter is not exhaustive but is dealing only with the main references. Annex 18 is discussed in the chapter "ICAO Framework". 3. Noted. AMC's for the European operators will be developed as soon as the related regulations have been published.		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>i. Introduction</p> <ul style="list-style-type: none"> • The Ramp inspection Programme Overview • Role and responsibilities of the Agency - Overview <p>ii. The EU ramp Inspection programme - ICAO basic references</p> <ul style="list-style-type: none"> • ICAO convention • Annex 1 – Personnel Licensing • Annex 6 – Operations of Aircraft • Annex 8 – Airworthiness of Aircraft - Main features • Application by all participating States • Dissemination of inspection results • Bottom-up approach • Focused attention • Compliance with ICAO standards <p>iii. Principles of the EURamp Inspection programme</p> <ul style="list-style-type: none"> • EU Member State Role • States on SAFA working arrangements with the Agency • Common procedures and common reporting format • The centralised data base –introduction • The legal obligation to inspect <p>iv. The European Commission</p> <ul style="list-style-type: none"> • Role and responsibility • Legislative power <p>v. The European Aviation Safety Agency</p> <ul style="list-style-type: none"> • Role and responsibilities • The executive tasks • collection of inspection reports • maintenance of the centralised database • analysis of relevant information • reporting to European Commission and Member States • advising the European Commission and Member States on follow-up actions • developing training programmes and foster the organisation and implementation of training courses and workshops 	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should know the background of the EU ramp inspection programme Programme 2. Trainees should be able to identify the main elements of the Programme 3. Trainees should understand the role of ramp inspections in the general safety oversight context 			
<p>vi. EU and non-EU Member States</p> <ul style="list-style-type: none"> • Role and responsibilities • EU Member States • Non-EU States that have signed the Working Arrangement <p>vii. Eurocontrol</p> <ul style="list-style-type: none"> • Role and responsibilities <p>viii. The Air Safety Committee – (ASC)</p>				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance			
<ul style="list-style-type: none"> • <u>Role and responsibilities</u> • <u>Representation of EU Member States</u> • <u>Legislative advisory role</u> <p>ix. The European SAFA Steering Expert Group – (ESSG)</p> <ul style="list-style-type: none"> • <u>Role and responsibilities</u> • <u>Representation of EU Member States and non-EU Member States</u> Technical advisory role 							
<p>b. THE EU ramp inspection programme legal framework</p> <table border="1" data-bbox="201 556 1418 1224"> <tr> <td data-bbox="201 556 994 1060"> <p>i. Regulation (EC) No 2111/2005 <i>Scope and relevance</i></p> <p>ii. List of banned air carriers 474/2006 and subsequent amendments <i>Scope and relevance</i></p> <ul style="list-style-type: none"> • Regulation (EC) No 216/2008 –General overview • Article 10 – oversight and enforcement </td> <td data-bbox="1000 556 1418 1060"> <p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should fully understand the legal instruments of the Programme 2. Trainees should be able to identify the stakeholders and their responsibilities 3. Trainees should be capable to define the relationship between the Ramp Inspection Programme and the Community List of Banned Airlines </td> </tr> <tr> <td data-bbox="201 1064 994 1224"></td> <td data-bbox="1000 1064 1418 1224"></td> </tr> </table>	<p>i. Regulation (EC) No 2111/2005 <i>Scope and relevance</i></p> <p>ii. List of banned air carriers 474/2006 and subsequent amendments <i>Scope and relevance</i></p> <ul style="list-style-type: none"> • Regulation (EC) No 216/2008 –General overview • Article 10 – oversight and enforcement 	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should fully understand the legal instruments of the Programme 2. Trainees should be able to identify the stakeholders and their responsibilities 3. Trainees should be capable to define the relationship between the Ramp Inspection Programme and the Community List of Banned Airlines 					
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<p>c. The ICAO framework</p> <table border="1" data-bbox="201 1318 1418 1591"> <tr> <td data-bbox="201 1318 964 1591"> <p>i. International Requirements</p> <ul style="list-style-type: none"> • The Chicago Convention – general overview • The ICAO general overview • The Convention – key ramp inspection -related Articles • Article 11 – Applicability of air regulations • Article 12 – Rules of the air • Article 16 – Search of aircraft </td> <td data-bbox="970 1318 1418 1591"> <p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should be able to outline ICAO's role and responsibilities within the international civil aviation context. 2. Trainees should understand the obligations of the signatory States. 3. Trainees should understand the direct relationship between ICAO standards and ramp inspection. </td> </tr> </table>	<p>i. International Requirements</p> <ul style="list-style-type: none"> • The Chicago Convention – general overview • The ICAO general overview • The Convention – key ramp inspection -related Articles • Article 11 – Applicability of air regulations • Article 12 – Rules of the air • Article 16 – Search of aircraft 	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should be able to outline ICAO's role and responsibilities within the international civil aviation context. 2. Trainees should understand the obligations of the signatory States. 3. Trainees should understand the direct relationship between ICAO standards and ramp inspection. 	<p>(4)[Ms and INDIV] Proposal: "The ICAO framework – RI AND ICAO DOC 7030" : the NAT region must be considered also as many flights from Europe are going through the NAT airspace, as it stands for the only regulation mentioning the basis for MNPS requirements.</p> <p>(5)[MS] Proposal: Amend the</p>	<p>4. Indeed, the training should aim at informing trainees where to find certain specifications in DOC 7030 although the high level requirement (the standard) might be elsewhere (like for MNPS in Annex 6 7.2.3); However, the extension should not</p>			
<p>i. International Requirements</p> <ul style="list-style-type: none"> • The Chicago Convention – general overview • The ICAO general overview • The Convention – key ramp inspection -related Articles • Article 11 – Applicability of air regulations • Article 12 – Rules of the air • Article 16 – Search of aircraft 	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should be able to outline ICAO's role and responsibilities within the international civil aviation context. 2. Trainees should understand the obligations of the signatory States. 3. Trainees should understand the direct relationship between ICAO standards and ramp inspection. 						

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<p>Registration Marks) – Overview</p> <ul style="list-style-type: none"> The Certificate of Registration Example of Certificate of Registration The identification plate <p>iii. RI and ICAO - Annex 8 (Airworthiness of Aircraft) – Overview</p> <ul style="list-style-type: none"> Validity of the Certificate of Airworthiness Standard form of Certificate of Airworthiness Emergency exits, markings and lights Safety and survival equipment <p>iv. RI and ICAO - Annex 1 (Personnel Licensing) – Overview</p> <ul style="list-style-type: none"> General Rules concerning licenses <p>v. RI and ICAO - Annex 6 (Operation of Aircraft) - Overview</p> <ul style="list-style-type: none"> Part I, International commercial air transport aeroplanes Part II, International general aviation aeroplanes Part III, International operations helicopter 	<p>second bullet point under the heading "RI and ICAO – Annex 18 (The Safe Transport of Dangerous Goods by Air)" as follows: "Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)"</p>	<p>be limited to NAT but training should be on DOC 7030 in general. Deleted: EUR region only.</p> <p>5. Accepted.</p>		
<p>vi. RI and ICAO - Annex 16 (Environmental Protection) – Overview</p> <ul style="list-style-type: none"> Noise Certificate (applicability to SAFA programme) <p>RI and ICAO - Annex 18 (The Safe Transport of Dangerous Goods by Air)</p> <ul style="list-style-type: none"> Overview Dangerous goods Technical Instructions for the safe transport of dangerous goods by air (Doc 9284) <p>RI and ICAO Doc 7030 (Regional Supplementary procedures)</p> <ul style="list-style-type: none"> Overview Applicability 				
<p>d. Safety Assessment technical aspects overview</p> <p>i. Preparation of the inspection</p> <p>ii. Subjects of the inspection:</p> <ul style="list-style-type: none"> Aircraft used by third country operators or used by operators under the regulatory oversight of an other Member State. Technical considerations Experience/feedbacks from previous checks "Intelligence" (centralised database, ATC, passenger complaints, etc.) Prioritisation <p>iii. Elements to be inspected:</p>	<p>(6)[MS] Comment: finding levels not harmonised with SAFA (3 levels) Regulations.</p>	<p>6. Accepted. Levels of findings have been changed into the current system of finding categories.</p>		

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<ul style="list-style-type: none"> • In principle, all RI checklist items; but: • other considerations for a limited inspection: • Time available (stop duration, slot, no unreasonable delay) • Inspector privileges • Areas of concern (based upon previous checks and/or centralised database) • Context (recent/old aircraft, new airline, new type of aircraft) • Intelligence information <p>iv Planning the inspection:</p> <ul style="list-style-type: none"> • Efficient use of the time available • Considerations for inspections on arrival or departure • Any day in a week, any time in a day <p>v. Short transit times:</p> <ul style="list-style-type: none"> • Walk around check during off boarding • Segmented inspections <p>vi. Toolkit for the RI inspector:</p> <ul style="list-style-type: none"> • Inspector's documentation (RI procedures, regulations, updated reference material, etc.) • Inspector's tools (vest, Independent Portable light, camera, telephone, protective personal equipment, etc.) • Inspector's Identification (authority ID, airport badge) • Airline documentation available 				
<p>Vii. Teamwork:</p> <ul style="list-style-type: none"> • Preferably two Inspectors covering all fields of expertise • Briefing on task allocation <p>viii. The ramp inspection checklist:</p> <ul style="list-style-type: none"> • Aspects to be covered by the ramp inspection • The ramp inspection checklist (format/structure and overview of contents) • <p>ix. Starting the Inspection:</p> <ul style="list-style-type: none"> • Introduction to the crew (flight crew/technical staff/airline representative/translator) • Determination of available inspection time • Explain that any operator is subject to inspections (Ramp Inspection principle) <p>x. Code of conduct:</p> <ul style="list-style-type: none"> • Human factor principle (inspection = intrusion) • Cooperation with the crew • Time efficiency • Collection of evidence • <p>xi. Categorisation of findings:</p>				

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<ul style="list-style-type: none"> • Definition of finding: Deviation from the standards • Level 1 finding with major influence on safety • Level 2 finding with significant influence on safety • <p>xii. Follow up actions:</p> <ul style="list-style-type: none"> • Relationship between finding and action • Class 1 action • Class 2 action • Class 3 actions • <p>xiii. Concluding the Inspection:</p> <ul style="list-style-type: none"> • Debriefing of inspection results • Delivery of proof of inspection to the pilot-in-command/commander/Airline representative/sub-contractors 						
<p>e. Ramp inspection centralised database – Hands-on training</p> <table border="1" data-bbox="201 953 1439 1409"> <tr> <td data-bbox="201 953 1032 1409"> <ul style="list-style-type: none"> • Purpose of the database • The database as inspectors’ tool • RI database – input • RI database – output • RI database – search • Focused inspection module • Follow-up actions: Operator logging • Database analytical tools and reports </td> <td data-bbox="1038 953 1439 1409"> <p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should have the relevant knowledge to input and retrieve data from the RI centralised database. 2. Trainees should know the analysis process and its deliverables. 3. Trainees should understand the analysis dependability on the accuracy of the inspection reports. </td> </tr> </table>	<ul style="list-style-type: none"> • Purpose of the database • The database as inspectors’ tool • RI database – input • RI database – output • RI database – search • Focused inspection module • Follow-up actions: Operator logging • Database analytical tools and reports 	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should have the relevant knowledge to input and retrieve data from the RI centralised database. 2. Trainees should know the analysis process and its deliverables. 3. Trainees should understand the analysis dependability on the accuracy of the inspection reports. 				
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<p>2. MODULE (A)</p> <p>a. RAMP INSPECTION ITEMS (A)</p> <table border="1" data-bbox="201 1675 1439 1808"> <tr> <td data-bbox="201 1675 1032 1808"> <p>A1 general condition (flight crew compartment)</p> <ul style="list-style-type: none"> • Circuit breakers (C/B) (inappropriately pulled/popped) • Secure stowage of interior equipment (incl baggage) • Crew seats (manual or electrical ones) • Security/reinforced flight crew compartment door </td> <td data-bbox="1038 1675 1439 1808"> <p>Objectives:</p> <p>Trainees should possess the relevant knowledge enabling them to inspect each item.</p> </td> </tr> </table>	<p>A1 general condition (flight crew compartment)</p> <ul style="list-style-type: none"> • Circuit breakers (C/B) (inappropriately pulled/popped) • Secure stowage of interior equipment (incl baggage) • Crew seats (manual or electrical ones) • Security/reinforced flight crew compartment door 	<p>Objectives:</p> <p>Trainees should possess the relevant knowledge enabling them to inspect each item.</p>	<p>(1)[MS] Proposal: replace “stowage of baggage ” by “securisation of interior equipment” as there is no standard in ICAO regarding the securisation of luggage items in the cockpit.</p> <p>(2)[MS] Proposal: move “minimum crew to A20 ” as the minimum crew composition is linked with crew ratings and licences and could only be checked by the ramp inspector when inspecting the licences (in connection with the requirements enacted by the OPS Manual).</p>	<p>1. Indeed, it is better to use the wording of the finding but since it is a training syllabus, a reference to luggage should be kept)</p> <p>2. Accepted. The POI and checklist were already amended for this.</p> <p>3. Accepted.</p> <p>4. Not accepted. The trainee should be made aware that the Russian equivalent of the OM is normally not meeting the ICAO requirements. Without knowledge of the Russian language this could be verified by asking: “pls show me the...”</p> <p>5. Accepted.</p>		
<p>A1 general condition (flight crew compartment)</p> <ul style="list-style-type: none"> • Circuit breakers (C/B) (inappropriately pulled/popped) • Secure stowage of interior equipment (incl baggage) • Crew seats (manual or electrical ones) • Security/reinforced flight crew compartment door 	<p>Objectives:</p> <p>Trainees should possess the relevant knowledge enabling them to inspect each item.</p>					

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<ul style="list-style-type: none"> Emergency exits (flight crew compartment) <p>A3 Equipment</p> <ul style="list-style-type: none"> Awareness of different design philosophies of A/C systems (BITE, message displays/status) Proper functioning (system test) <p>GPWS - TAWS</p> <ul style="list-style-type: none"> General (basic principles) Forward looking terrain avoidance function (7-channel SRPBZ ICAO compliant) Presence of the equipment Validity of GPWS database System test - passed CIS built A/C systems (SSOS, SPPZ and SRPBZ) <p>ACAS/TCAS II</p> <ul style="list-style-type: none"> General (applicability and principles) Mode S transponder and ACAS II (general) System test <p>8.33 kHz radio channel spacing</p> <ul style="list-style-type: none"> Selection of an 8.33 kHz channel Presence of 6 or 5 digits (132.055 or 32.055) Letter Y in field 10 of the flight plan <p>RNAV - BRNAV - PRNAV</p> <ul style="list-style-type: none"> General (applicability and principles) Special authorisation Required equipment Flight planning and completion of the flight 	<p>(3)[MS]: A4 MANUALS : Operations manual. Proposal- Add : "content in relation with flight preparation".</p> <p>(4)[MS] A4 MANUALS : Operations manual. Proposal- delete "Rokowodstwo" which is not an operations manual and in general in Russian so impossible to check for standard inspector, or other particularities should also be addressed : manuals in Chinese , Arabic etc</p> <p>(5)[MS] A4 MANUALS : Operations manual. Proposal: Electronic Flight Bag : delete (build in.....) replace by ("class 1 to 3"), as it stands for the technical specification name of an Electronic Flight bag.</p> <p>(6)[MS] A6 RADIO NAVIGATION CHARTS Proposal The dispositions of the ICAO, Annex 15 have to be taken into account when training is delivered. Proposal: add "AIRAC cycle "</p> <p>(7)[MS] A7 MEL. Proposal: delete "ExSovietbuilt aircraft: Rokowodstwo content".</p> <p>(8)[MS] A7 MEL. Proposal: Add : "critical chapters (OPS requirements)"</p>	<p>6. Accepted</p> <p>7. Not accepted (see response 4)</p> <p>8. Not accepted. Too detailed, inspector should already have this knowledge.</p>		
<p>RVSM</p> <ul style="list-style-type: none"> General (applicability and principles) Special authorisation Required equipment Flight planning and completion of the flight <p>MNPS</p> <ul style="list-style-type: none"> General (applicability and principles) Special authorisation Required equipment Flight planning and completion of the flight <p>A4 Manuals</p> <ul style="list-style-type: none"> Operation manual (structure) Aircraft flight manual (structure) Competent Authority approval Update status Ex-Soviet-built aircraft "Rokowodstwo" or RLE Electronic flight Bag (EFB class 1, 2 and 3) Content in relation to flight preparation <p>A5 Checklists</p> <ul style="list-style-type: none"> Availability: within reach and update status Compliance with operator procedures (normal, abnormal and emergency) 	<p>(9)[MS] A10 AOC or equivalent. Proposal: to be fully compliant with the new provisions of Annex 6 : - change to "AOC and operational specifications", - add : "content of specifications".</p> <p>(10)[MS] A14 Mass and Balance Sheet Proposal: add : "Data available for crew check", to check the compliance of the operations of the airline with the Annex 6, §4.3.1(d).</p> <p>(11)[MS] A19 : Electric Torches. Proposal: change to "Number and position of required electric torches."</p> <p>(12)[MS] A20 : Flight Crew Licenses. Proposal: add: "age limitations", to check the compliance with ICAO, Annex 1, §2.1.10.1.</p>	<p>9. Name will not be changes since the ops specs are always associated with the AOC. Changed the bullet into "Content of operations specifications".</p> <p>10. Accepted. Also changed the name into "Mass and Balance calculation".</p> <p>11. Not accepted. Covered by "access".</p> <p>12. Changed "Curtailment of..." by "Age limitations". "/composition" should be added to the name, as well as a bullet with: "Composition of the crew vs. the minimum required".</p>		

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<ul style="list-style-type: none"> • Appropriateness of checklist used (aircraft checklists) • A/C system integrated checklists • Ex Soviet-built aircraft issues (pilot's checklist and flight engineer's checklist) <p>A6 Radio navigation/instrument charts</p> <ul style="list-style-type: none"> • Required charts (departure, en-route, destination and alternate): within reach and update status • Validity of FMS database • Electronic maps and charts • The AIRAC Cycle <p>A7 Minimum equipment list (MEL)</p> <ul style="list-style-type: none"> • Availability: approval and update status • Content: MEL reflects installed equipments • Ex-Soviet-built aircraft: "Rukowodstwo" content • Relationship MEL/MASTER MEL • CDL (configuration deviation list) <p>A8 Certificate of Registration</p> <ul style="list-style-type: none"> • Availability and accuracy • Original documents and certified copies acceptability • Presence of mandatory information on the certificate: • Identification plate (type – location) <p>A9 Noise certificate</p> <ul style="list-style-type: none"> • Availability (if applicable) • Multiple noise certification • Approval status 				
<p>A10 AOC or equivalent</p> <ul style="list-style-type: none"> • Availability (original or certified copy) and accuracy • Content in compliance with requirements/format <p>Content of operational specifications</p> <p>A11 Radio (station) license</p> <ul style="list-style-type: none"> • Availability and accuracy • Original documents and certified copies acceptability <p>A12 Certificate of Airworthiness (C of A)</p> <ul style="list-style-type: none"> • Format of Certificate of Airworthiness • Original documents and certified copies acceptability • Presence, accuracy and validity <p>A13 Flight preparation</p> <ul style="list-style-type: none"> • Presence and accuracy of operational flight plan • Performance calculations • Proper fuel calculation and monitoring • Special considerations for ETOPS operations • Availability and update of meteorological information • Availability and update of NOTAMS <p>A14 Mass and balance calculation</p> <ul style="list-style-type: none"> • Availability and accuracy • Data available for a verification by crew <p>A15 Hand fire extinguishers</p> <ul style="list-style-type: none"> • Validity, access and locations • Mounting • Types 				

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<p>A16 Life jackets/flotation devices</p> <ul style="list-style-type: none"> Validity, access and locations Applicability <p>A17 Harness</p> <ul style="list-style-type: none"> Presence (and usage) Availability for all flight crew members Requirements for different crew positions Conditions (wearing) <p>A18 Oxygen equipment</p> <ul style="list-style-type: none"> Presence, access and condition Oxygen cylinder pressure Minimum required according to the OPS manual. (In case of low pressure) Operational functional check of the combined oxygen and communication system (crew) <p>A19 Independent Portable light</p> <ul style="list-style-type: none"> Number of required Independent Portable light (day/night) Condition, serviceability and access 								
<p>A20 Flight crew licences</p> <ul style="list-style-type: none"> Validity of crew licences and appropriate ratings Validation of foreign licences Validity of Medical Certificate Special medical conditions (spare glasses, etc.) Age limitations Minimum crew requirements <p>A21 Journey Logbook</p> <ul style="list-style-type: none"> Content of journey logbook (recommendation/roman numerals) Examples of journey logbooks <p>A22 Maintenance Release</p> <ul style="list-style-type: none"> Applicable requirements and duties of the PIC/ commander <p>A23 Defect notification and rectification(incl. Tech Log)</p> <ul style="list-style-type: none"> Defects notification Cross check with MEL History of defects/notification (incl. hold item list) <p>A24 Pre-flight Inspection Applicable requirements and duties of the PIC</p>								
<table border="1"> <tr> <td colspan="2" data-bbox="181 1575 1481 1711"> <p>MODULE (B)</p> <p>a. Ramp inspection items (b)</p> </td> </tr> <tr> <td data-bbox="181 1715 1012 1850"> <p>B1 General internal condition</p> <ul style="list-style-type: none"> General condition Safety and survival equipment </td> <td data-bbox="1018 1715 1481 1850"> <p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p> </td> </tr> </table>	<p>MODULE (B)</p> <p>a. Ramp inspection items (b)</p>		<p>B1 General internal condition</p> <ul style="list-style-type: none"> General condition Safety and survival equipment 	<p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p>	<p>(1)[IND] Comment: typo error in the first bullet of item B2 "Cabin Crew Stations and Crew Rest Area", close bracket after word "hazard".</p>	<p>1. Accepted</p>		
<p>MODULE (B)</p> <p>a. Ramp inspection items (b)</p>								
<p>B1 General internal condition</p> <ul style="list-style-type: none"> General condition Safety and survival equipment 	<p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p>							

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<ul style="list-style-type: none"> • Design and construction <p>B2 Cabin Crew Stations and Crew Rest Area</p> <ul style="list-style-type: none"> • Cabin crew seats (number, material/fire resistant and condition, up-right position/safety hazard) • Equipment <p>B3 First aid kit/emergency medical kit</p> <ul style="list-style-type: none"> • Recommendation on contents (validity) • Locations of kits • Adequacy • Readily/access • Identifications/markings/seals <p>B4 Hand Fire Extinguishers</p> <ul style="list-style-type: none"> • Validity, access and locations • Mounting • Types <p>B5 Life jackets/flotation devices</p> <ul style="list-style-type: none"> • Validity, access and locations • Applicability • Different models of jackets and/or flotation devices on-board • Instructions for passengers (written and demonstration) <p>B6 Seat belt and seat condition</p> <ul style="list-style-type: none"> • Seats and belts (material/condition/installation) • Portable light (cabin crew) • Instructions for passengers (written and demonstration) • Opening assistance systems 				
<p>B7 Emergency exit, lighting and marking, Independent Portable light</p> <ul style="list-style-type: none"> • Evacuation signs • Lighting and marking (passenger compartment) Independent <p>B8 Slides/Life-rafts/ELT's</p> <ul style="list-style-type: none"> • Slides/rafts general (locations, types) • Serviceability - pressure gauge/green band • Instructions for passengers (written and demonstration) • ELT (general/types/location) <p>B9 Oxygen Supply (Cabin Crew and Passengers)</p> <ul style="list-style-type: none"> • Oxygen supply: cylinders and generators • Serviceability - pressure gauge/green band • Models/A/C types • Dropout panels/storage of masks <p>B10 Safety instructions</p> <ul style="list-style-type: none"> • Availability and accuracy 				

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<p>B11 Cabin crew members</p> <ul style="list-style-type: none"> • Appropriate number of cabin crew (A/C type) • Refuelling with passengers on-board (crew positions) <p>B12 Access to emergency exits</p> <ul style="list-style-type: none"> • Number and location of exits • Different models and sizes (A/C type) • Obstructions • Instructions for passengers (written and demonstration) <p>B13 Stowage of passenger baggage's (cabin luggage)</p> <ul style="list-style-type: none"> • Proper storage (size, weight and number) • Safety risks <p>B14 Seat capacity</p> <ul style="list-style-type: none"> • Numbers of seats (A/C type) • Max number of passengers (A/C type) 										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" data-bbox="201 720 1439 772" style="background-color: #e0e0e0;">MODULE (C)</td> </tr> <tr> <td colspan="2" data-bbox="201 777 1439 850" style="background-color: #e0e0e0;">RAMP INSPECTION ITEMS (C)</td> </tr> <tr> <td data-bbox="201 854 1101 1014"> <p>C1 General External Condition</p> <ul style="list-style-type: none"> • Corrosion (different corrosion types) • Cleanliness and contamination (fuselage and wings) </td> <td data-bbox="1107 854 1439 1014"> <p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p> </td> </tr> </table>	MODULE (C)		RAMP INSPECTION ITEMS (C)		<p>C1 General External Condition</p> <ul style="list-style-type: none"> • Corrosion (different corrosion types) • Cleanliness and contamination (fuselage and wings) 	<p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p>	<p>(1)[MS] concerned C2 Doors and hatches. Proposal: add : "opening assistance systems".</p>	<p>1. This is added to B07 Emergency exits.</p>		
MODULE (C)										
RAMP INSPECTION ITEMS (C)										
<p>C1 General External Condition</p> <ul style="list-style-type: none"> • Corrosion (different corrosion types) • Cleanliness and contamination (fuselage and wings) 	<p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p>									

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<ul style="list-style-type: none"> Condition and possible damages, corrosion and loose parts Strut (and tilt cylinder) pressure <p>C6 Wheel well</p> <ul style="list-style-type: none"> Condition and possible damages, corrosion, leaks and loose parts 				
<p>C7 Powerplant and pylon</p> <ul style="list-style-type: none"> Cowlings, cowling doors and blow-out doors Condition and possible damages, corrosion, leaks and loose parts Pylon, pylon doors ,blow-out panels and missing rivets Condition and possible damages, corrosion, leaks and loose parts Reversers' condition <p>C8 Fan blades, propellers, rotors</p> <ul style="list-style-type: none"> Types of fan blades/propellers/rotors Foreign object damages (FOD), (dents, nicks, blade bending) De-icing (boots and heating elements) <p>C9 Obvious repairs</p> <ul style="list-style-type: none"> Obvious repairs/maintenance release, Technical log, <p>C1.0 Obvious unprepared damage</p> <ul style="list-style-type: none"> Damages/missing maintenance release, technical log, Assessment of damage <p>C11 Leakage</p> <ul style="list-style-type: none"> Obvious leakage, Technical log, Types and assessment of leakage Toilet leaks/blue ice etc. 				
<p>MODULE (D)</p> <p>Ramp inspections items (D)</p> <p>D1 General condition of cargo compartment</p> <ul style="list-style-type: none"> Structures, wall panels, wall sealing 	<p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p>	<p>(1) [IND.] Proposed: typo error in the second bullet of item D1, replace "sys" with "systems". (2) [MS] D2 fifth bullet point. Comment: It is not clear what "Limitations/Restrictions (Cargo only aircraft)" means. Proposed Text: Delete "Limitations/Restrictions (Cargo only aircraft)". (3)[MS] D2 „Dangerous Goods" the 5th point must be re-named. The correct wording is</p>	<p>1. Accepted 2. and 3. The trainee should be reminded to check if any CAO DG is on board. Wording changed. 4. Accepted. Deleted "special authorisation" since this is part of A10 (AOC).</p>	

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<ul style="list-style-type: none"> • Fire detection & extinguishing systems • Blow-out panels • 9G-net • Containers • Loading instructions/door instructions • Damages <p>D2 Dangerous goods</p> <ul style="list-style-type: none"> • Notification to the pilot-in-command/commander • Segregation and accessibility • Packaging and labelling • Limitations/restrictions (cargo aircraft) goods) <p>D3 Cargo stowage</p> <ul style="list-style-type: none"> • Loading instructions (placards, wall markings) • Flight kit (secured) • Pallets, nets, straps, containers (secured) • Loading limitations (weight, size and height) <p>E1 General</p> <ul style="list-style-type: none"> • All the general items which may have a direct • relation with the safety of the aircraft or its occupants 	<p>"Cargo Aircraft Only!". (4)[MS] Comment: Ramp inspection items do not reflect items to be checked on page 53 of NPA. Proposed Text: Align items with those specified on page 53 of NPA.</p>			
AMC2-AR.GEN.430(b)(2)(i)				
SYLLABUS OF PRACTICAL TRAINING FOR RAMP INSPECTORS				
INITIAL (PRACTICAL) TRAINING COURSE				
- Module (A): Flight deck inspection items				
- Module (B): Cabin safety inspection items				
- Module (C): Aircraft condition inspection items				
- Module (D): Cargo inspection items				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>MODULE A (Flight deck)</p> <p>A1 General condition (of flight crew compartment)</p> <ul style="list-style-type: none"> Security/reinforced door (how to recognise) Reinforced flight crew compartmentdoor installations/locking functions (with a real example) C/Bs/circuit breakers (recognise pulled/popped)/ Crew seats/serviceability (functions of seats/manual – electrical) Examples of storage of flight cases and crew luggage (possible safety hazards) Check cleanness of flight crew compartment <p>A2 Emergency exit (Flight crew compartment)</p> <ul style="list-style-type: none"> Recognise easy access (no blockings) Escape ropes (check if secured) <p>A3 Equipment</p> <p>GPWS-TAWS:</p> <ul style="list-style-type: none"> GPWS, locate instruments in cockpit Aural warning test demonstrating: Sounds/display patterns Recognise CIS-built A/C systems (if possible): SSOS – SPPZ – SRPBZ <p>ACAS/TCAS II</p> <ul style="list-style-type: none"> Locate instruments in cockpit Mode S transponder and ACAS II (locate and check the model) System warning test/indications <p>8.33 kHz radio channel spacing</p> <ul style="list-style-type: none"> Indication in the flight plan (examples) How to check real channel spacing during the inspection (performed with real radios or approved training devices) <p>A4Manuals (flight manuals only)</p> <ul style="list-style-type: none"> Operations manual: (content/handling exercise) Aircraft flight manual (examples) Electronic manuals (lap-tops)/integrated systems. . 	<p>Objectives: Trainees should be able to use their technical knowledge and ramp inspection techniques in a satisfactory manner during the subsequent on-the-job training</p>	<p>(1)[IND] Third bullet of item A1, reads: "C/Bs/different locations (recognise pulled/popped)". Proposal: to revise text, since it is not clear.</p> <p>(2)[MS] Module A - Ramp Inspection items (A)" : A1 GENERAL CONDITION COCKPIT Proposal: replace " stowage of baggage " by "securisation of interior equipment" as there is no standard in ICAO regarding the securisation of luggage items in the cockpit.</p> <p>(3) [MS] A2 Emergency Exit (cockpit).Proposal: delete "escape through avionic bay", which is not an emergency exit.</p> <p>(4)[MS] A4 Manuals AFM, Proposal: delete "recognise accuracy".</p> <p>(5)[MS] A4 Manuals. Comment: It should be underlined that most of the time, the AFM does not need to be used as the airline has, in compliance with ICAO standards, to have a Operations Manual that encompasses more data and procedures than the AFM.</p> <p>(6) [MS] A7 MEL. Proposal: Delete "Rukowodstwo".</p> <p>(7) [MS] A20 : Flight Crew Licenses. Proposal: add: "change last line to more general: age limitations". Dispositions of ICAO, Annex 1.</p>	<p>1. Accepted. 2. Not accepted. Comment not applicable. 3. Accepted. 4. Accepted. 5. Noted. 6. Not accepted. The trainee should be made aware that the Russian equivalent of the OM is normally not meeting the ICAO requirements. Without knowledge of the Russian language this could be verified by asking: "pls show me the..." 7. Accepted.</p>	
<p>A5Checklists</p> <ul style="list-style-type: none"> Check validity normal-, abnormal-, emergency checklists and "Quick reference handbook" Meaning of "available"/within reach (case study/ examples) A/C sys integrated checklists (demonstration of system) Ex-Soviet-built A/C checklists (recognise/examples) <p>A6Radio navigation/instrumentcharts</p> <ul style="list-style-type: none"> Check the covering of charts 				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<ul style="list-style-type: none"> • En-route and instruments approach charts (view examples) • Locations in the flight crew compartment • Electronic maps and charts (examples) • Check updating markings of the charts and folders. • FMS navigation data-base (check the "INIT" page for validity) <p>A7Minimum equipment list (MEL)</p> <ul style="list-style-type: none"> • Check the deferred defects are in accordance with the MEL instructions • Inspect MEL according the current MMEL • Approval (check) • "Rukowodstwo" (examples) <p>A8Certificate of Registration (CoR)</p> <ul style="list-style-type: none"> • Content and accuracy of the Certificate of Registration (various examples/check) • Requirements of certified true copy (examples of copies) • Common location in the A/C • Identification plate/show various locations in A/C <p>A9Noise certificate</p> <ul style="list-style-type: none"> • Format of the noise certificate • Content of noise certificate/approval/(check) <p>A10Air Operator Certificate (AOC) or equivalent</p> <ul style="list-style-type: none"> • Format of the air operator certificate • Content and accuracy of AOC/approval (check compliance with the requirement) • Show location (A/C documents or door) <p>A11Radio (station) licence</p> <ul style="list-style-type: none"> • Format of the radio station licence (examples) • Show location (a/c documents or door) <p>A12Certificate of Airworthiness (C of A)</p> <ul style="list-style-type: none"> • Check certificate and content (recognise standard form) • Accuracy and validity (check) • Show location (A/C documents or door) 				
<p>A13Flight preparation</p> <ul style="list-style-type: none"> • Check operational flight plan, proper filling and relevant documents • Proper fuel calculation and monitoring (demonstration of various examples) • NOTAMS/check validity (examples) • Weather information/available and within reach (demonstrate updated reports/examples) <p>A14Mass and balance calculation</p> <ul style="list-style-type: none"> • Check examples of different type weight and balance sheets/A/C types (manual and computerised) <p>A15 Hand fire extinguishers</p> <ul style="list-style-type: none"> • Locations/access (flight crew compartment visit) • Condition and pressure gauge • Familiarise with different date markings (inspection date or expiry date) • Mountings (review examples) • Types (review examples) 				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>A16Life Jackets/flotation devices</p> <ul style="list-style-type: none"> • Locations • Familiarise with date markings • Extra raft location in flight crew compartment(installation, pressure gauge) <p>A17Harness</p> <ul style="list-style-type: none"> • Worn out (examples) • Locks (common problems) <p>A18Oxygen equipment</p> <ul style="list-style-type: none"> • Storage of masks (Quick Donning/Balloon) • Pressure gauge (check green band) • Radio boom – mask check <p>A19Independent Portable light</p> <ul style="list-style-type: none"> • Locations • Operational check <p>A20Flight crew licences</p> <ul style="list-style-type: none"> • Licenses of personnel: <ul style="list-style-type: none"> - Endorsement of certificates and licenses - Validity of endorsed certificates and licenses - Language proficiency - Medical Certificate (Spare glasses etc.) - Validity of licenses • Aeroplane flight crew: <ul style="list-style-type: none"> - Composition of the flight crew - Age limitations 				
<p>A21Journey logbook</p> <ul style="list-style-type: none"> • Content of journey log book (check markings and comply with the requirement) • Responsibility of signing log book (example) <p>A22 Maintenance release</p> <ul style="list-style-type: none"> • Aeroplane maintenance (maintenance record) • Maintenance release, general (checkmark or sign) • Relevant release for service (examples) <p>A23Defect notification and rectification (incl. Tech Log)</p> <ul style="list-style-type: none"> • Open defects • History of defects (incl. Hold item list) <p>A24Pre-flight inspection</p> <ul style="list-style-type: none"> • Pre-flight inspection sheet and journey logbook (presence and signed off) 				
<p>MODULE B (Cabin Safety)</p> <p>B1 General internal condition (cabin)</p> <ul style="list-style-type: none"> • Safety and survival equipment (cabin visit for the locations) • Design and construction (familiarise with different type cabins) • Recognise loose carpet and damaged floor panel • System design features: 	<p>(1)[IND] Comment: the objectives should be included in a box, for consistency. Proposal: add a line to define a 'Objectives'.</p> <p>Objectives: Trainees should be able to use their technical knowledge and ramp inspection techniques in a satisfactory manner during the subsequent on-the-job training</p>	<p>1. Accepted. (change still to be done) 2. Accepted.</p>		
	(2)[MS] Module B3 First Aid Kit			

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<ul style="list-style-type: none"> - Recognise right materials (<i>Cabin visit</i>) - Lavatory smoke detection system/<i>Cabin visit for the locations</i> - Built-in fire extinguisher system for each receptacle intended for disposal of towels, paper or waste (how to check extinguishers)/<i>Cabin visit for the locations</i> • Check that normal and abnormal duties by cabin crew may be performed without hindrance (<i>Guided tour in cabin for demonstration of duties</i>) <p>B2 Cabin crew stations and crew rest area</p> <ul style="list-style-type: none"> • Cabin crew seats (cabin visit for number, material and condition) • Cabin crew seats upright position (case study/ recognise safety hazard) • Familiarise with problems with belt wearing and fast locks • Familiarise with seat attachment to the floor or wall • Easy access to emergency equipments (cabin visit for locations and condition) <p>B3 First aid kit/emergency medical kit</p> <ul style="list-style-type: none"> • Cabin visit for locations (readily/access) • Adequacy (how to determine) • Confirmation that contents match the relevant checklist • Identifications/markings/seals (examples) <p>B4 Hand fire extinguishers</p> <ul style="list-style-type: none"> • Cabin visit for locations (readily/access) • Checking serviceability 	<p>/ Emergency Medical Kit</p> <p>Comment: The term "adequacy" needs to be clarified.</p> <p>Proposed Text: Substitute 'adequacy (how to determine)' with 'Confirmation that contents match the relevant checklist'.</p>			
<p>B5 Life jackets/flotation devices</p> <ul style="list-style-type: none"> • Different models of life- jackets and flotation devices • Instructions for passengers • Condition and serviceability <p>B6 Seat belt and seat condition</p> <ul style="list-style-type: none"> • Seat belt material/condition (examples) • Recognise common problems with fast locks • Recognise common problems with seat belt wearing • Installation of seat belts (hazard to block evacuation) • Extra belts (locations) • Passenger seats (number and condition) • Passenger seat materials/fire resistant (recognise right materials) • Seat attach to the cabin floor (how to check) <p>B7 Emergency Exit, Lighting and Marking, Independent Portable light</p> <ul style="list-style-type: none"> • Lighting and marking (cabin visit for locations and condition) • Condition and serviceability of exits • Instructions for passengers • Availability, serviceability and easy access of Independent Portable light 				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>B8 Slides/Life-rafts/ELT's</p> <ul style="list-style-type: none"> • Slides/rafts general (cabin visit for locations and condition) • Check pressure gauge and recognise green band • Recognise condition of slides and rafts and familiarise with expiry date markings • Emergency locator transmitter (ELT) (cabin visit for locations and condition) • Automatic fixed ELT (examples/how to recognise) • Automatic portable ELT (examples/how to recognise) • Automatic deployable ELT (examples/how to recognise) <p>B9 Oxygen supply (cabin crew and passengers)</p> <ul style="list-style-type: none"> • Check oxygen supply (cylinders and generators) (cabin visit for locations and condition) • Check the cylinder pressure gauge and recognise green band • Dropout panels (cabin visit for locations and condition) • Storage of masks/serviceability <p>B10 Safety instructions</p> <ul style="list-style-type: none"> • The meaning of available (within reach) • The meaning of accuracy/A/C types (recognise difference in instructions) • Content of instructions 				
<p>B11 Cabin crew members</p> <ul style="list-style-type: none"> • Appropriate number of cabin crew (how to check) • Refuelling with passengers on-board (check cabin crew positions) • Cabin crew member's type training document (familiarise with different types) <p>B12 Access to emergency exits</p> <ul style="list-style-type: none"> • Number and location of exits • Different models and sizes (A/C type) • Instructions for passengers (written and demonstration) • Obstructions (requirement on the projected opening) <p>B13 Stowage of passenger baggage (cabin luggage)</p> <ul style="list-style-type: none"> • Recognise proper storage (size, weight and number) • Familiarise and recognise safety risks (case study) <p>B14 Seat capacity</p> <ul style="list-style-type: none"> • Max number of passengers according to the cabin configuration • Compare the numbers of passenger and the number of serviceable seats <p>Interrelation with other inspection items: maximum number of passengers influenced by: B6 (inoperative seat) and/or B7 (inoperative exit)</p>				
<p>3.MODULE C (aircraft condition)</p>	<p>(1)[M\$] C4 Wheels, tyres and brakes. Proposal: - add : familiarize with Maintenance manual limits.</p>	<p>1. Accepted</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>C1 General external condition</p> <ul style="list-style-type: none"> Recognise presence of ice, snow and frost Condition of paint (familiarise when loose of painting is problem) Recognise legibility of aircraft's markings (registration) Corrosion (familiarise and recognise different corrosion types) Cleanliness and contamination of fuselage and wings (familiarise and recognise) Windshields (recognise delaminating) Windows (recognise damages and problems) Exterior lights (landing lights, NAV-lights, strobes, beacon, etc.) (check the condition) Recognise marks of lightning strike <p>C2 Doors and hatches</p> <ul style="list-style-type: none"> Familiarise with different door types/structures (aircraft visit for locations) Cockpit indications of doors (flight crew compartment visit) Familiarise with markings and placards of doors Operating instructions of doors (recognise hazards if lack of markings) Recognise normal condition and possible damages/loosing parts <p>C3 Flight controls</p> <ul style="list-style-type: none"> Condition and possible damages, corrosion and loose parts Recognise marks of lightning strike Familiarise with static dischargers (recognise when missing) Recognise possible defects and damages <p>C4 Wheels, tyres and brakes</p> <ul style="list-style-type: none"> Familiarise with different tyre models Familiarise with different brake assemblies Familiarise with maintenance manual limits Recognise brake wearing indicator "pin" (examples/locations) Recognise normal condition and possible damages, leaking and loose parts Tyre wear/Tyre pressure (check) 	<p>Objectives: Trainees should be able to use their technical knowledge and ramp inspection techniques in a satisfactory manner during the subsequent on-the-job training</p>			
<p>C5 Undercarriage</p> <ul style="list-style-type: none"> Condition and possible damages, corrosion and loose parts Proper strut (and tilt cylinder pressure) Lubrication (recognise signs of lubrication) Familiarise with marking placards Recognise bonding wires Possible defects and damages <p>C6 Wheel well</p> <ul style="list-style-type: none"> Condition and possible damages, corrosion and loose parts Lubrication (recognise signs of lubrication) Familiarise with marking placards Recognise bonding wires Possible defects and damages 				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>C7 Powerplant and pylon</p> <ul style="list-style-type: none"> • Powerplants (type of engines) • Cowlings, cowling doors and blow-out doors • Leaks (hydraulic, fuel, oil) • Condition and possible damages, corrosion, leaks and loose parts • Recognise engine sensors (condition) • Possible defects and damages • Pylon (types of pylons) - Recognise pylon doors, panels and blow-out panels and loose rivets – bolts • Reverser's condition (broken hinges and proper closure) <p>C8 Fan blades, propellers, rotors</p> <ul style="list-style-type: none"> • Typical foreign object damages (FOD), (examples of dents, nicks and blade bending) • Recognise looseness of blades in hub • Possible defects and damages (familiarise with procedures related to compliance with engine maintenance manual) • Check de-icing boots • <p>C9 Obvious repairs</p> <ul style="list-style-type: none"> • Recognise obvious repairs (examples) • Maintenance release/technical log <p>C10 Obvious unrepaired damage</p> <ul style="list-style-type: none"> • Recognise obvious damages (examples) • Damages/maintenance release/technical log • Recognise assessment of damage (examples) 				
<p>C11 Leakage</p> <ul style="list-style-type: none"> • Fluid leaks outside of limits (examples fuel, hydraulic, oil) • Obvious leak: check the maintenance release, technical log • Recognise toilet leaks (blue ice examples) • Recognise de-icing fluids on the A/C (aircraft visit for locations) 				
<p>MODULE D (Cargo)</p>				
<p>D1 General Condition of cargo compartment</p> <ul style="list-style-type: none"> • Cargo compartment (aircraft visit for locations) • Check wall panels • Recognise wall sealing • Familiarise with A/C systems in cargo compartment: <ul style="list-style-type: none"> - Fire containment, detection and extinguishing systems - Ventilation - Heating - Loading systems (rollers) - Lighting • Recognise blow-out panels • Familiarise with 9-G-net • Cargo restraining devices • Check cargo door sealing for ETOPS • Containers 	<p>(1) [MS] D2 Comment: "Assessing the scope of the authorisation (different classes)" is inappropriate. Proposed Text: Delete ""Assessing the scope of the authorisation (different classes)".</p>	<p>1. Not accepted: ICAO refers to "special authorisations" (please see Appendix 6 to Annex 6). These authorisations may also have "Specific approvals". There is no ICAO requirement preventing the restriction of carriage of dangerous goods by air.</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<ul style="list-style-type: none"> • Loading instructions/door instructions • Damages in cargo compartment • Recognise obvious repairs in cargo compartment <p>D2 Dangerous goods (DG)</p> <ul style="list-style-type: none"> • How to recognise the special authorisation to transport DG • Assessing the scope of the authorisation (different classes) • NOTOC (format and content) • Segregation and accessibility • Examples of packaging and labelling of DG • Identifying limitations and restrictions for certain (sub)classes of DG • Identification and removal of contamination with DG <p>D3 Secure cargo stowage</p> <ul style="list-style-type: none"> • Cargo bay (guided visit for locations) • Loading instructions (placards, wall markings/tidiness) • Familiarise with flight kit/spare wheel (secured) • Familiarise with pallets, nets, straps, containers (secured) • Recognising loading limits (weight and height) 				
AMC 1-AR.GEN.430(b)(3) Qualification of ramp inspectors		After RG: GM has been upgraded to AMC		
RECURRENT TRAINING				
1. Once qualified, ramp inspectors should undergo recurrent training in order to be kept up-to-date.				
2.A competent authority should ensure that all ramp inspectors undergo recurrent training at least once every three years after being qualified as ramp inspectors or when deemed necessary by the competent authority or the Agency, e.g. after major changes in the inspection procedures. The Agency will inform the competent authority of such necessity..	[IA] Proposal: change as follows: "An inspecting authority should ensure that all ramp inspectors undergo recurrent training at least once every three two years after being qualified as ramp inspectors or whenever the Authority considers it necessary, due to mayor events."	Partially accepted: the text will be amended to include "exceptional" recurrent training. However the standard period for recurrent training will remain 3 years.		
3. Recurrent training should be delivered by a competent authority or by an approved training organisation.				
4. The recurrent training should cover at least the following elements:				
a. new regulatory and procedural developments;				
b. new operational practices;				
c. articulation review of other European processes and regulations(list of banned operators or aircraft pursuant to Regulation (EC) No 2111/2005, authorisation of third-country op-				

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
erators); using data collected through ramp inspections				
d. standardisation and harmonisation issues.				
AMC2-AR.GEN.430(b)(3) Qualification of ramp inspectors				
RECENT EXPERIENCE REQUIREMENTS		Review Group comment: Two sets of standards exist for SAFA and SACA. Regency requirements should reflect the existence of these two sets. Currency should be for both sets of requirements. Response: noted		
1.The minimum number of inspections required for ramp inspectors to maintain their qualification should be conducted during any 12-month period after undergoing training, evenly spread during such intervals.				
2.This number could be reduced by the number of inspections on aircraft operated by domestic operators if the inspector is also a qualified flight operations, ramp or airworthiness inspector of a competent authority and is regularly engaged in the oversight of such operators.				
3.If an inspector loses his/her qualification as a result of not reaching the minimum number of inspections mentioned in 1, he/she may be requalified by the competent authority by performing a number of inspections under the supervision of a senior ramp inspector. The number of supervised inspections should not be less than half the number of missed inspections according to the minimum requirement. The time between these two inspections should be not more than 90 calendar days.	[MS] Proposal: Suggest to change : "If an inspector lost his/her qualification as a result of not reaching the minimum number of inspections mentioned in (1), he/she may be re-qualified by the inspecting authority by performing at least 6 inspections under the supervision of a senior inspector."	The minimum number of inspections will be raised to 4 inspections within 2 months. Group comment: Four seems excessive just to regain currency. Text has been modified. GM is upgraded to AMC.		
4.If an inspector loses his/her qualification because he/she has not been engaged in performing inspections on aircraft for more than 12 months, he/she may be requalified by the competent authority only after successfully completing on-the-job-training as prescribed in GM 2 AR.GEN.430(b)(2) and any recurrent training required.				
5.If an inspector loses his/her qualification because he/she has not been engaged in performing inspections on aircraft for more than 36 months, he/she should be fully requalified by successfully completing initial theoretical, practical and on-the-job training.				
6.An competent authority should ensure that all ramp inspectors undergo recurrent training at least once every three years after being qualified as ramp inspectors and whenever deemed necessary by the Agency due to significant changes of the ramp inspection programme.				
AMC1-AR.GEN.435(b) Conduct of Ramp inspections	[IA] Proposal: to transfer this provision to AMC.	GM is upgraded to AMC.	6.1 Annex II to Directive 2008/49/EC	

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
<p>CONDUCT OF RAMP INSPECTIONS</p> <p>1. Ramp inspections should be performed by inspectors possessing the necessary knowledge relevant to the area of inspection whereby technical, airworthiness and operational knowledge must be represented in case all items of the checklist are being verified. When a ramp inspection is performed by two or more inspectors, the main elements of the inspection - the visual inspection of the aircraft exterior, the inspection in the flight deck and the inspection of the passenger cabin and/or cargo compartments - may be divided among the inspectors, according to their privileges granted in accordance with AR.GEN.430.</p>				
<p>2. An inspecting authority should put in place appropriate procedures to allow them unrestricted access to the aircraft to be inspected. In this respect ramp inspectors should possess adequate credentials.</p>				
<p>3. Inspectors should identify themselves to pilot-in-command/commander of the aircraft or, in his/her absence, to a member of the flight crew or to the most senior representative of the operator prior to commencing the on-board part of their ramp inspection. When it is not possible to inform any representative of the operator or when there is no such representative present in or near the aircraft, the general principle should be not to perform a ramp inspection. In special circumstances it may be decided to perform a ramp inspection but this should be limited to a visual check of the aircraft exterior.</p>	<p>[IND] Comment: The inspectors must always identify themselves to the pilot-in-command.</p>	<p>Not accepted: the common practice is indeed to identify to the Pilot in command. Only in his/her absence the inspectors have an alternative available. This was introduced to cater for cases when the crew was not available (e.g. during long turn-around with crew change)</p>		
<p>4. The inspection should be as comprehensive as possible within the time and resources available. This means that if only a limited amount of time or resources is available, not all inspection items but a reduced number may be verified. According to the time and resources available for a ramp inspection, the items that are to be inspected should be selected accordingly in conformity with the objectives of the ramp inspection programme. Items not being inspected may be inspected during a next inspection.</p>				
<p>5. Inspectors should show tact and diplomacy when performing a ramp inspection. A certain amount of inconvenience to flight and cabin crews, handling agents and other personnel involved in ground handling activities may arise but inspectors should try to reduce it to the minimum. Unnecessary contact with passengers should be avoided.</p>				
	<p>[MS] Comment: In order to be consistent with the current SAFA procedures well implemented, the dispositions of this paragraph should be completed with the acted dispositions of the Guidance Material published by the EASA on the SAFA ramp inspection procedures. Proposal: add the following precisions : "Any unnecessary contact with passengers should be avoided; however, to be able to inspect certain elements in the cabin this may be justified".</p>	<p>Agreed: text will be changed as proposed</p>		
<p>6. Ramp inspectors should not open any hatches, doors or panels themselves nor should they operate or interfere with any aircraft controls or equipment. When such actions are required for the scope of the inspection, the ramp inspectors should request the assistance of the operator's personnel (flight crew, cabin crew, ground crew).</p>	<p>[MS] Proposal: change to: "Except in the passenger cabin for safety equipment inspection, ramp inspectors should not open any hatches, doors or panels themselves nor will they operate or interfere with any aircraft controls or equipment."</p>	<p>Only with the prior agreement of the crew. One phrase will be added: "Notwithstanding the above, when inspecting the safety equipment in the passenger cabin the inspector may open doors or panels giving access to the said equipment provided he/she has requested and obtained the agreement of the</p>		

A: Rule	B: Summary of comments	C: Response	D: Source ref. and compliance	E: ICAO ref. and compliance
		crew".		
7. The items to be inspected should be selected from the ramp inspection checklist (see Appendix 3). The ramp inspection checklist contains a total of 54 items. Of these, 24 relate to operational requirements (A-items) to be checked on the flight deck, 14 items address safety and cabin items (B-items), 12 items are concerning the aircraft condition (C-items) and three items (D-items) are related to the inspection of cargo (including dangerous goods) and the cargo compartment. In case of any general inspection items not addressed by the other items of the checklist, they may be administered by the E-item (General) of the checklist.	[MS] Comment: the reference to appendix 1 is wrong. The correct reference is appendix 3.	Agreed: Text will be changed to indicate the correct reference		
8. Items which have been inspected as well as any possible findings and observations will be recorded in the Ramp Inspections Report (see Appendix 3).				
9. AR.GEN.435(c) requires that the operator is informed about the results of every ramp inspection by providing it with a copy of the Proof of Inspection (see Appendix 2). A signed acknowledgement of receipt should be requested from the recipient and retained by the inspector. Refusal by the recipient to sign should be recorded in the document.	[MS] Comment: Wrong reference: AR.GEN.425(f) doesn't exist.	Accepted: The reference will be changed to AR.GEN.435(c)		
	1. [MS] Comment: "to be determined" : When ? 2. [MS] Comment: As far as ramp inspection on TCO are concerned, this AMC should be consistent with dispositions of the §3 of the Guidance Material published by the EASA on the SAFA ramp inspection procedures from July 2009.	1. Answer: before the publication of the Opinion. 2. Accepted: AMC1 was "mapped" to include procedures for conducting ramp inspections on TCO, which now are included in the EASA SAFA Guidance Material. However, the		
	1. [MS] Comment: "to be determined" : When ? 2. [MS] Comment: As far as ramp inspection on TCO are concerned, this AMC should be consistent with dispositions of the §3 of the Guidance Material published by the EASA on the SAFA ramp inspection procedures from July 2009.	1. Answer: After the publication of the opinions on the relevant parts rules. 2. Not accepted: AMC2 was "mapped" to include procedures for conducting ramp inspections on EU operators. Such procedures require the existence of applicable EU standards		
<p>GM1-AR.GEN.435(b) Conduct of Ramp inspections</p> <p>UNREASONABLE DELAY</p> <p>The inspector(s) intending to conduct the ramp inspection should be able to start the inspection immediately. The inspector(s) should ensure that the inspection can be carried out expeditiously. Delays related to the availability of the inspector(s) or the necessary inspection documentation or similar avoidable reasons of delay caused by the inspector(s), which are not directly related to safety, should be avoided without exception.</p>	1. [IND] Comment: this paragraph refers to AR.GEN.435(c). Proposal: Replace "(e)" with "(c)", in the title, to read: "GM AR.GEN.435(c)". 2. [MS] Comment: This principle has been updated by a more relevant one, in SAFA ramp inspections procedures published by the EASA in July 2009. Proposal: Complete the proposed text by the following: "However, when an inspector discovers an issue which may have a major effect on flight safety or requires further investigation to clarify the issue, a delay may be justified."	1. Accepted: the text will be changed to indicate the correct reference 2. Accepted: Text to be modified as proposed Group comment: Should something be added to address taxi operators? Preferred to inspect them on arrival flight. Group suggested rewording the provision and deleting the second sentence. After RG: Key issue here is proper preparation. The GM should indicate when it is reasonable and when not to delay the aircraft. Therefore the second sentence is not		

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		deleted		
	[MS] Comment: As far as ramp inspections on TCO are concerned, this AMC should be consistent with dispositions of the Appendix 1 of the Guidance Material published by the EASA on the SAFA ramp inspection procedures from July 2009.	Accepted: GM1 will contain the set pre-described findings included in the Appendix 1 to the EASA SAFA Guidance Material. However, the SAFA Guidance Material will be subject of periodic revisions. A final version of the GM 1 will be published shortly before the finalisation of the Opinion.		
	[MS] Comment: As far as ramp inspections on TCO are concerned, this AMC should be consistent with dispositions of the Appendix 1 of the Guidance Material published by the EASA on the SAFA ramp inspection procedures from July 2009.	Note: This GM was "mapped" to include guidance on the categorisation of findings for inspections on EU operators. Since the rules applicable to EU operators (e.g. Part OPS) are currently being developed it is impossible to have this GM prior to the publication of the applicable EU rules.		
SUBPART OPS - SPECIFIC REQUIREMENTS RELATED TO AIR OPERATIONS SECTION I - CERTIFICATION OF COMMERCIAL AIR OPERATORS				
AMC1-AR.OPS.100 Issue of the air operator certificate DEMONSTRATION FLIGHTS In order to verify compliance with the applicable requirements, the competent authority may require the conduct of one or more demonstration flights, operated as if they were commercial air transport flights.		This AMC has been added to align it with the EU-OPS requirement in Subpart C	EU.OPS.1.80(c)	
GM1-AR.OPS.110 Lease agreements DRY LEASE-OUT The purpose of the requirement for the competent authority to ensure proper coordination with the authority that is responsible for the oversight of the continuing airworthiness of the aircraft in accordance with Commission Regulation (EC) No 2042/2003 is to ensure that appropriate arrangements are in place to allow: <ul style="list-style-type: none"> - the transfer of regulatory oversight over the aircraft, if relevant; or - continued compliance of the aircraft with the requirements of Commission Regulation (EC) No 2042/2003. 		This GM on dry lease-out clarifies that the reference to Regulation (EC) No 2042/2003 has been added to ensure that either regulatory oversight of the aircraft is transferred to the State of the lessee or that the aircraft remains subject to the continued airworthiness requirements of Regulation (EC) No 2042/2003.		

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SECTION II - APPROVALS	(MS) section III instead of section IV			
AMC1-to AR.OPS.200 Specific approval procedure				
PROCEDURES FOR THE APPROVAL OF CARRIAGE OF DANGEROUS GOODS				
<p>When verifying compliance with the applicable requirements of SPA.DE.100, the competent authority should check that:</p> <ol style="list-style-type: none"> 1. the procedures specified in the operations manual are sufficient for the safe transport of dangerous goods; 2. operations personnel are properly trained in accordance with the ICAO <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> (ICAO Doc 9284-AN/905); and 3. a reporting scheme is in place. 				
AMC2-AR.OPS.200 Specific approval procedure				
PROCEDURES FOR THE APPROVAL FOR reduced vertical separation minima (RVSM) OPERATIONS				
<ol style="list-style-type: none"> 1. When verifying compliance with the applicable requirements of SPA.RVSM, the competent authority should verify that: <ol style="list-style-type: none"> a. each aircraft holds an adequate RVSM airworthiness approval; b. procedures for monitoring and reporting height keeping errors have been established; c. a training programme for the flight crew involved in these operations has been established. d. operating procedures have been established. 		Point 1 has been brought in line with Part-SPA.		
		Point 2 has been transferred to AMC1-SPA.RVSM.105 RVSM operational approval		

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<p>2. Demonstration flight(s). The content of the RVSM application may be sufficient to verify the aircraft performance and procedures. However, the final step of the approval process may require a demonstration flight. The competent authority may appoint an inspector for a flight in RVSM airspace to verify that all relevant procedures are applied effectively. If the performance is satisfactory, operation in RVSM airspace may be permitted.</p>				
<p>3. Form of approval documents. Each aircraft group for which the operator is granted approval will be listed in the approval.</p>				
<p>4. Airspace monitoring. For airspace, where a numerical target level of safety is prescribed, monitoring of aircraft height keeping performance in the airspace by an independent height monitoring system is necessary to verify that the prescribed level of safety is being achieved. However, an independent monitoring check of an aircraft is not a prerequisite for the grant of an RVSM approval.</p>				
<p>a. Suspension, revocation and reinstatement of RVSM approval The incidence of height keeping errors that can be tolerated in an RVSM environment is small. It is expected of each operator to take immediate action to rectify the conditions that cause an error. The operator should report an occurrence involving poor height keeping to the competent authority within 72 hours. The report should include an initial analysis of causal factors and measures taken to prevent repeat occurrences. The need for follow-up reports will be determined by the competent authority. Occurrences that should be reported and investigated are errors of:</p> <ul style="list-style-type: none"> i. total vertical error (TVE) equal to or greater than ± 90 m (± 300 ft); ii. altimeter system error (ASE) equal to or greater than ± 75 m (± 245 ft); and iii. assigned altitude deviation equal to or greater than ± 90 m (± 300 ft). 				
<p>Height keeping errors fall into two broad categories:</p> <ul style="list-style-type: none"> - errors caused by malfunction of aircraft equipment; and - operational errors. 				
<p>b. An operator that consistently experiences errors in either category will have approval for RVSM operations suspended or revoked. If a problem is identified which is related to one specific aircraft type, then RVSM approval may be suspended or revoked for that specific type within that operator's fleet.</p> <p><small>Note: The tolerable level of collision risk in the airspace would be exceeded if an operator consistently experienced errors.</small></p>				
<p>c. Operators' actions: The operator should make an effective, timely response to each height keeping error. The competent authority may consider suspending or revoking RVSM approval if the operator's responses to height keeping errors are not effective or timely. The competent authority should consider the operator's past performance record in determining the action to be taken.</p>				

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<p>d. Reinstatement of approval: The operator will need to satisfy the competent authority that the causes of height keeping errors are understood and have been eliminated and that the operator's RVSM programmes and procedures are effective. At its discretion and to restore confidence, the competent authority may require an independent height monitoring check of affected aircraft to be performed.</p>				
<p>GM1-AR.OPS.205 Minimum equipment list approval EXTENSION OF RECTIFICATION INTERVALS</p>				
<p>The competent authority should verify that the operator does not use the extension of rectification intervals as a means to reduce or eliminate the need to rectify MEL defects in accordance with the established category limit. The extension of rectification intervals will only be considered valid and justifiable when events beyond the operator's control have precluded rectification.</p>	<p>(IND) Proposal "The competent authority should verify that the operator does not use the extension of rectification intervals as a means to reduce or eliminate the need to rectify MEL defects in accordance with the established category limit. RIEs will only be considered valid and justifiable when events beyond the operator's control have precluded rectification. In these cases, the operator must apply for an authorization of the authority to implement a RIE" This GM should be transferred to AMC.</p>	<p>Not accepted: the procedure for an authorisation is already addressed in AR.OPS.205</p>		
	<p>(MS) Guidance for initial, routine and indirect approval scope expansion audits by authority is requested and AMC/GM to AR.OPS.305 should be developed. If indirect MEL approval is allowed, it would be good to document it on the AOC, as evidence when ramp checked.</p>	<p>Initial and routine approvals are covered in OR.OPS.MLR.105. Indirect approval is not allowed under EU-OPS and it is decided to follow the same philosophy.</p>		
		<p>FTL will be addressed in a separate Rulemaking task (OPS.055).</p>		
		<p>FTL will be addressed in a separate Rulemaking task (OPS.055).</p>		
<p>GM1-AR.OPS.210 Local area</p>		<p>New GM added for new AR.OPS.210.</p>		
<p>The local area should reflect the local environment and operating conditions.</p>				

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SUBPART FCL - SPECIFIC REQUIREMENTS RELATING TO FLIGHT CREW LICENSING	Based on a general change of the numbering system for AMCs and the decision to introduce such a new system for the AMCs of all Parts the numbering of the following AMCs had to be changed.			
	MS(6), INDIV(1)			
	<p>a. Six comments (MS) highlight that the objectives of those paragraphs are unclear. They question what is expected from those statistics. Some comments propose to delete the AMC.</p> <p>b. One comment (I) points out that examinations for private pilot licences (done under the scope of an ATO approved for that purpose) should be excluded from the mentioned records.</p>	<p>a. Accepted. The Agency carefully reviewed this issue and tried to identify the reasons for storage of these detailed information. It discussed the issue with the experts involved in the review and came to the conclusion that this AMC is not needed based on the fact that the text of the rule already provides the framework needed for the competent authorities.</p> <p>b. Not accepted. The Agency does not agree and will not exempt examinations for private pilot licences from these requirements. However, it should be clarified that this AMC will be deleted completely. The necessary framework for the competent authorities is already given by Regulation EC 216/2008. Regarding the question if ATOs will be allowed to organise TK examination delegated by the authorities, please see the text in AR.FCL.300(a).</p>		
SECTION II -LICENCES, RATINGS AND CERTIFICATES				
AMC1AR.FCL.205Monitoring of examiners QUALIFICATION OF INSPECTORS	MS(4), IA(2), INDIV(1)			
Inspectors of the competent authority supervising examiners should ideally meet the same requirements as the examiners being supervised. However, it is unlikely that they could be so qualified on the large variety of types and tasks for which they have a responsibility and, since they normally only observe training and testing, it is acceptable if they are qualified for the role of an inspector.	a. One comment points out that 2 seat aircraft are not covered.	a. Noted. The Agency does not understand the meaning of this comment. The competent authority shall develop procedures		

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	<p>b. One comment requests that inspectors must meet the same requirements as flight examiners.</p> <p>c. One comment (I) points out that there is no provision for an appeal procedure.</p> <p>d. Three comments (MS) request deletion of the paragraph as far as AR.FCL 205 should be withdrawn.</p> <p>e. One comment (MS) proposes to delete the term "flight" as the wording used could lead to an interpretation excluding other categories of examiners except the FE.</p>	<p>for those specific cases.</p> <p>b. Not accepted. The Agency does not agree on that position for the reason detailed in this paragraph.</p> <p>c. Accepted. FCL.1030 (b)(1) has been reworded and the right of applicants to appeal has been expanded.</p> <p>d. Accepted. Subpart K of Part-FCL has been redrafted and the monitoring of examiners has been clarified.</p> <p>e. Accepted. The term "examiner" will be used.</p>		
SECTION III- THEORETICAL KNOWLEDGE EXAMINATIONS				
AMC1AR.FCL.300 Examination procedures	MS(14), IA(2), IND(2), INDIV(1)		JAA FCL JIP Chapter 10 Paragraph 10.	
GENERAL	One comment highlights that most of the mentioned items should not be applicable to TK examinations for private licences. The comment proposes to develop different proposals.	The Agency does not agree with the statement that some of the issues might not be applicable to all kind of examinations as the mentioned criteria are valid for all kind of examinations mentioned in this Part.		
	One comment (MS) proposes to move this AMC to the requirement level	Accepted. The text was moved to AR.FCL.300		
1. The competent authority should provide suitable facilities for the conduct of examinations.	One comment (MS) proposes to move this AMC to the requirement level.	b. Not accepted. The wording will be kept in AMC in order to provide some flexibility.		
2. The content of the examination papers should retain a confidential status until the end of the examination session.	<p>a. One comment (I) proposes to put this in the implementing rules.</p> <p>b. 11 comments (MS) on the issue of confidentiality requesting to remove the last part of the sentence.</p>	<p>a. Not accepted. The text will be kept in AMC.</p> <p>b. This wording has been chosen on purpose because the authority can not prevent an applicant from discussing the contents of a TK examination they have seated. This is consistent with AMC1-AR.FCL.300 (new) paragraph 2 where no examination material is permitted to take-away. The wording will be kept</p>		

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		as this will leave an option for the applicant to discuss the results or the contents of the examination with the invigilator.		
3. The identity of the applicant should be confirmed before an examination is taken.	One comment (MS) proposed to move this AMC to the requirement level.	Not accepted. See responses above.		
4. Examination applicants should be seated in a way so that they cannot read each other's examination papers. They should not speak to any person other than the invigilators.	2 comments (MS) propose to move this AMC to the requirement level.	Not accepted. See responses above.		
5. All examination papers, associated documents and additional papers handed out to the applicants for the examination should be handed back to the invigilator at the end of the examination.	See above.			
6. Only the examination paper, specific documentation and tools needed for the examination should be available to the applicant during the examination.	Several comments (MS) mention that the data of the CQB should always be confidential. They propose a text change.	The Agency discussed the issue of confidentiality of the question bank. The final decision on how the question bank will be treated in the future is not made at this stage. However, the Agency does not intend to change the wording in item 6. as this is not linked to this decision.		
7. Applicants may use the following equipment during an examination: a. a scientific, non-programmable, non-alphanumeric calculator without specific aviation functions; b. mechanical navigation slide-rule (DR calculator); c. protractor; d. compasses and dividers; and e. ruler.				
8. Applicants may use a translation dictionary at the discretion of the competent authority.				
9. Except equipment specified above, applicant(s) should not use any electronic equipment during the examination(s).	a. 4 comments (MS) propose to reword this item. b. Two comments (MS) propose to delete all the separately mentioned technical items and to replace it with the term "shall not use any electronic equipment other than..." or the term "any recording or communication device".	a. Accepted. The wording will be changed in order to clarify the issue. b. The Agency agrees and will delete the separately mentioned items.		
AMC1-AR.FCL.300(b) Examination procedures	MS(8), IA(4) c. Eight comments challenge mistakes (duration / number of questions)	a. Accepted. The Agency agrees and will correct the editorial mistakes accordingly. A total review of all the given numbers will be done at the final review stage taking into account the latest changes of the JAA Learning Objectives and the Central Question Bank.	JAA FCL JIP Chapter 10 Attachment 1	
	b. Three comments (MS) propose to put the content of AMC1 & AMC2 in the Implementing Rules.	b. Not accepted. The Agency is not of the opinion that these AMCs have to be moved to the level of an implementing rule. These tables are in close rela-		

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	c. One comment (IA) mentions the maximum number of questions and proposes to specify this per subject. Furthermore the comment requests a standardisation of number of points to be given for each question and the pass mark for all TK examinations (75% as defined for the type rating examinations).	tionship with the Learning Objectives which need to be updated as necessary. This makes it necessary to have some kind of flexibility which is only given if the documents are published as AMC. c. Not accepted. The Agency will not introduce a change like this at this stage. At a later stage another task will deal with the Learning Objectives (task FCL.002) and related topics. This might be the right moment also to address issues like the proposed one.																																																																																																																																																																																																																																																																																			
THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL LICENCES AND INSTRUMENT RATINGS																																																																																																																																																																																																																																																																																					
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Subject : 010 - AIR LAW						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR (A) & (H)
Time allowed	1:00	0:45	1:00	0:45	0:45	0:45
Distribution of questions with regard to the topics of the syllabus						
010 01	3	2	3	3	2	2
02	2	2	2	2	2	2

03	1	1	1	1	1	XX
04	2	2	2	2	2	1
05	8	8	8	8	8	8
06	7	4	7	3	4	7
07	5	3	5	3	3	5
08	2	2	2	2	2	2
09	6	4	6	4	4	6
10	2	1	2	1	1	XX
11	2	2	2	2	2	XX
12	2	1	2	1	1	XX
13	2	1	2	1	1	XX
Total questions	44	33	44	33	33	33
Subject : 021 - AIRCRAFT GENERAL KNOWLEDGE - AIRFRAME/SYSTEMS/POWER PLANT						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A) & (H)
Time allowed	2:00	1:30	2:00	2:00	1:30	XX
Distribution of questions with regard to the topics of the syllabus						
021 01	04	02	04	04	02	XX
02	04	04	04	04	02	XX
03	05	02	04	04	03	XX
04	05	06	04	04	02	XX
05	07	04	06	06	03	XX
06	05	04	04	04	02	XX
07	04	04	02	02	02	XX
08	06	04	04	04	04	XX
09	06	06	06	06	04	XX
10	06	14	06	06	08	XX
11	20	06	20	20	13	XX
12	04	02	02	02	02	XX
13	04	02	XX	XX	XX	XX
14	XX	XX	01	01	01	XX
15	XX	XX	04	04	03	XX
16	XX	XX	06	06	05	XX
17	XX	XX	03	03	04	XX

Total ques- tions	80	60	80	80	60	XX				
Subject : 022 - AIRCRAFT GENERAL KNOWLEDGE - INSTRUMENTATION										
Theoretical knowledge examination										
Exam length, total questions and distribution of questions										
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A) & (H)				
Time allowed	1:30	1:00	1:30	1:30	1:00	0:30				
Distribution of questions with regard to the topics of the syllabus										
022 01	08	08	08	08	08	XX				
02	08	06	08	08	06	06				
03	04	04	04	04	04	04				
04	04	05	06	06	05	04				
05	05	XX	03	03	XX	XX				
06	08	06	XX	XX	XX	XX				
07	XX	XX	14	14	08	XX				
08	03	02	XX	XX	XX	XX				
09	02	XX	XX	XX	XX	XX				
10	02	XX	XX	XX	XX	XX				
11	04	XX	04	04	XX	XX				
12	06	04	06	06	04	03				
13	04	04	05	05	04	03				
14	01	XX	01	01	XX	XX				
15	01	01	01	01	01	XX				
Total ques- tions	60	40	60	60	40	20				
Subject : 031 - FLIGHT PERFORMANCE AND PLANNING - MASS AND BALANCE										
Theoretical knowledge examination										
Exam length, total questions and distribution of questions										
	ATPL(A)	CPL(A)	ATPL(H)/I R	ATPL(H)	CPL(H)	IR(A) & (H)				
Time al- lowed	1:00	1:00	1:00	1:00	1:00	XX				
Distribution of questions with regard to the topics of the syllabus										
031 01	03	03	03	03	03	XX				
02	05	05	05	05	05	XX				
03	05	05	05	05	05	XX				
04	05	05	05	05	05	XX				
05	05	05	05	05	05	XX				
06	02	02	02	02	02	XX				
Total ques- tions	25	25	25	25	25	XX				
Subject : 032 - FLIGHT PERFORMANCE AND PLANNING - PERFORMANCE (AEROPLANES)										
Theoretical knowledge examination										
Exam length, total questions and distribution of questions										
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A) & (H)				
Time allowed	1:00	0:45	XX	XX	XX	XX				
Distribution of questions with regard to the topics of the syllabus										

032 01	05	05	XX	XX	XX	XX					
02	10	10	XX	XX	XX	XX					
03	10	10	XX	XX	XX	XX					
04	10	XX	XX	XX	XX	XX					
Total ques- tions	35	25	XX	XX	XX	XX					
Subject : 033 - FLIGHT PERFORMANCE AND PLANNING - FLIGHT PLANNING AND MONITORING											
Theoretical knowledge examination											
Exam length, total questions and distribution of questions											
	ATPL(A)	CPL(A)	ATPL(H)/I R	ATPL(H)	CPL(H)	IR(A) & (H)					
Time allowed	2:00	1:30	2:00	1:30	1:30	1:30					
Distribution of questions with regard to the topics of the syllabus											
033 01	05	05	05	05	05	XX					
02	10	XX	10	XX	XX	10					
03	10	10	10	10	10	05					
04	08	08	08	08	08	08					
05	05	05	05	05	05	05					
06	05	05	05	05	05	05					
Total ques- tions	43	33	43	33	33	33					
Subject : 034 - FLIGHT PERFORMANCE AND PLANNING - PERFORMANCE (HELICOPTERS)											
Theoretical knowledge examination											
Exam length, total question and distribution of questions											
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A) & (H)					
Time allowed	XX	XX	1:00	1:00	0:45	XX					
Distribution of questions with regard to the topics of the syllabus											
034 01	XX	XX	15	15	15	XX					
02	XX	XX	05	05	05	XX					
03	XX	XX	05	05	XX	XX					
04	XX	XX	10	10	XX	XX					
Total questions	XX	XX	35	35	20	XX					
Subject : 040 HUMAN PERFORMANCE											
Theoretical knowledge examination											
Exam length, total question and distribution of questions											
	ATPL(A)	CPL(A)	ATPL(H)/I R	ATPL(H)	CPL(H)	IR(A) & (H)					
Time allowed	1:00	0:45	1:00	1:00	0:45	0:45					
Distribution of questions with regard to the topics of the syllabus											
040 01	02	01	02	02	01	01					
02	33	26	33	33	26	26					
03	13	09	13	13	09	09					
Total ques- tions	48	36	48	48	36	36					

Subject : 050 METEOROLOGY						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A) & (H)
Time allowed	2:00	1:30	2:00	2:00	1:30	1:30
Distribution of questions with regard to the topics of the syllabus						
050 01	11	09	11	11	09	09
02	11	06	11	11	06	06
03	04	04	04	04	04	04
04	07	06	07	07	06	06
05	03	03	03	03	03	03
06	07	07	07	07	07	07
07	06	02	06	06	02	02
08	08	03	08	08	03	03
09	11	09	11	11	09	09
10	16	14	16	16	14	14
Total ques-tions	84	63	84	84	63	63

Subject : 061 - GENERAL NAVIGATION						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR (A) & (H)
Time allowed	2:00	1:30	2:00	2:00	1:30	XX
Distribution of questions with regard to the topics of the syllabus						
061 01	12	07	12	12	07	XX
02	04	04	04	04	04	XX
03	14	12	14	14	12	XX
04	16	11	16	16	11	XX
05	14	11	14	14	11	XX
Total :	60	45	60	60	45	XX

Subject : 062 - RADIO NAVIGATION						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/I R	ATPL(H)	CPL(H)	IR (A) & (H)
Time allowed	1:30	0:30	1:30	1:00	0:30	1:00
Distribution of questions with regard to the topics of the syllabus						
062 01	07	04	07	05	04	02
02	21	12	21	15	12	23
03	12	02	12	08	02	05
04	XX	XX	XX	XX	XX	XX
05	15	XX	15	10	XX	10
06	11	04	11	06	04	04
Total questions	66	22	66	44	22	44

Subject : 070 OPERATIONAL PROCEDURES						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/I R	ATPL(H)	CPL(H)	IR(A) & (H)
Time allowed	1:15	0:45	1:00	1:00	0:45	XX
Distribution of questions with regard to the topics of the syllabus						
071 01	25	18	18	18	14	XX
02	20	12	14	14	12	XX
03	XX	XX	06	06	04	XX
Total ques- tions	45	30	38	38	30	XX
Subject : 081 PRINCIPLES OF FLIGHT (AEROPLANES)						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL (A)	CPL (A)	ATPL (H)/IR	ATPL (H)	CPL (H)	IR (A) & (H)
Time allowed	1:00	0:45	XX	XX	XX	XX
Distribution of questions with regard to the topics of the syllabus						
081 01	17	14	XX	XX	XX	XX
02	06	XX	XX	XX	XX	XX
03	XX	XX	XX	XX	XX	XX
04	06	06	XX	XX	XX	XX
05	04	03	XX	XX	XX	XX
06	03	03	XX	XX	XX	XX
07	04	03	XX	XX	XX	XX
08	04	04	XX	XX	XX	XX
Total questions	44	33	XX	XX	XX	XX
Subject : 082 PRINCIPLES OF FLIGHT (HELICOPTERS)						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A) & (H)
Time allowed	XX	XX	1:00	1:00	1:00	XX
Distribution of questions with regard to the topics of the syllabus						
082 01	XX	XX	05	05	05	XX
02	XX	XX	03	03	03	XX
03	XX	XX	01	01	01	XX
04	XX	XX	12	12	12	XX
05	XX	XX	10	10	10	XX
06	XX	XX	05	05	05	XX
07	XX	XX	05	05	05	XX
08	XX	XX	03	03	03	XX
Total questions	XX	XX	44	44	44	XX
Subject : 091 VFR COMMUNICATION						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A)& (H)
Time allowed	00:30	00:30	00:30	00:30	00:30	XX

Distribution of questions with regard to the topics of the syllabus							
091 01	05	05	05	05	05	XX	
02	11	11	11	11	11	XX	
03	02	02	02	02	02	XX	
04	02	02	02	02	02	XX	
05	02	02	02	02	02	XX	
06	02	02	02	02	02	XX	
Total :	24	24	24	24	24	XX	
Subject : 092 IFR COMMUNICATION							
Theoretical knowledge examination							
Exam length, total questions and distribution of questions							
	ATPL(A)	CPL(A)	ATPL(H)/IR	ATPL(H)	CPL(H)	IR(A) & (H)	
Time allowed	00:30	XX	00:30	XX	XX	00:30	
092 01	05	XX	05	XX	XX	05	
02	11	XX	11	XX	XX	11	
03	02	XX	02	XX	XX	02	
04	02	XX	02	XX	XX	02	
05	02	XX	02	XX	XX	02	
06	02	XX	02	XX	XX	02	
07	XX	XX	XX	XX	XX	XX	
Total :	24	XX	24	XX	XX	24	
EXAM LENGTH, TOTAL QUESTIONS AND DISTRIBUTION OF QUESTIONS							
<p>MS(7), IA(2)</p> <p>a. One comment (MS) proposes to put the content in an Implementing Rules.</p> <p>b. 7 comments identify editorial mistakes (mainly on total number of questions for specific subjects).</p> <p>c. One comment (MS). states that the CQB shall remain confidential.</p> <p>d. One comment (IA) proposes to establish the same number of questions in Human Performance for all the different types of licences. Furthermore the organisation suggests requiring the same number of questions for the subjects psychology and physiology.</p> <p>a. Not accepted. See response already provided to a similar comment to AMC1.</p> <p>b. Accepted. The Agency agrees and will do a complete review of the attached tables.</p> <p>c. Noted. This issue will be further discussed. Up to now the decision is not made.</p> <p>d. Noted. As this would make necessary a complete review of the Learning Objectives and the CQB it cannot be decided at this stage. However, as a follow-up task is already planned (FCL.002) in order to solve some issues related to the Learning Objectives, this issue should be part of this future task.</p> <p>AMC1 and AMC2 to AR.FCL.300(b) are merged in line with the AMC numbering convention.</p>							
JAA FCL JIP Chapter 10 Attachment 2							

Subject : 010 - AIR LAW						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
	ATPL(A)	CPL(A)	ATPL(H)/I	ATPL(H)	CPL(H)	IR (A) & (H)
Time allowed	1:00	0:45	1:00	0:45	0:45	0:45
Distribution of questions with regard to the topics of the syllabus						
010 01	3	2	3	3	2	2
02	2	2	2	2	2	2
03	1	1	1	1	1	XX
04	2	2	2	2	2	1
05	8	8	8	8	8	8
06	7	4	7	3	4	7
07	5	3	5	3	3	5
08	2	2	2	2	2	2
09	6	4	6	4	4	6
10	2	1	2	1	1	XX
11	2	2	2	2	2	XX
12	2	1	2	1	1	XX
13	2	1	2	1	1	XX
Total ques-tions	44	33	44	33	33	33
Subject : 021 - AIRCRAFT GENERAL KNOWLEDGE - AIRFRAME/SYSTEMS/POWER PLANT						
Theoretical knowledge examination						
Exam length, total questions and distribution of questions						
SUBPART CC – SPECIFIC REQUIREMENTS RELATED TO CABIN CREW						
SECTION I – ORGANISATIONS PROVIDING CABIN CREW TRAINING OR ISSUING CABIN CREW ATTESTATIONS						
AMC1-AR.CC.100(b) Approval of organisations to provide cabin crew training or to issue cabin crew attestations						
PERSONNEL CONDUCTING EXAMINATIONS AND CHECKING						
The personnel conducting the examination and/or checking required in Part-CC for the issue of cabin crew attestations should not be the persons that conducted the training. When this condition cannot be met, the competent authority should verify that appropriate alternative conditions are in place to avoid conflict of interest that could affect the judgment of the personnel conducting the examination and checking and/or the results of the examination and checking.						
<p><u>MS: delete "to" in the title; new title "AMC AR.CC.100"</u></p> <p>Correction made This AMC has been transferred as AMC1-OR.OPS.CC.115 after consultation of the review group – please refer to revised text in CRD for Part-OR (OR.OPS)</p>						
<p><u>MS + IA: develop detailed standards for ATO/devices/trainers (refer to SAFCT/DEDALE study of 1999 which both point to the fact that training conditions for CC</u></p> <p>Please refer to response 'Noted as an issue' in box on AR.CC.100 (a) (2)</p> <p>IEM to Appendix 1 to JAR-OPS 1.1005/1.1010/1.1015/1.1020</p> <p>ICAO Doc 7192-AN/857, Part E-1, Chapter 2</p>						

	are often done under low realism.. the studies conclude: "without a strong & clearly displayed will to better regard the important role of CC in matters of safety by related authorities & management board of airlines, it seems difficult to improve efficiency of the CCM during emergencies."			
	<p><u>IA (comment confirmed by indiv. members):</u>define "reasonable balance in training methods"; develop AMC or GM (refer to Circular dgaccursobasico TCP 961104)</p> <p><u>IA:</u> create a new para: "1(c) Cabin crew training syllabus" –detailed syllabus should be the based for approval of ATO</p>	<p>Please refer to response 'Noted as an issue' in box on AR.CC.100 (a) (2)</p> <p>Please refer to response 'Noted as an issue' in box on AR.CC.100 (a) (2)</p>	IEM to Appendix 1 to JAR-OPS 1.1005/1.1010/1.1015/1.1020	Refer to the above box (1)
	<p><u>MS:</u> develop approval requirements and guidance for representative training devices</p> <p><u>IA:</u> separate type/variant training from initial attestation, these must be left to operator (type training to be annexed to attestation, annexes delivered by authority with a seal)</p> <p><u>IA (comment confirmed by indiv. members):</u> this should only refer to IST; reference to actual a/c & a/c type related issues should be deleted (since actual a/c is related to type training); re-phrase "CC training" with "CC initial safety training"& amend AMC to only reflect IST related issues</p>	<p>Please refer to response 'Noted as an issue' in box on AR.CC.100 (a) (2)</p> <p>This comment conflicts with BR: please refer to response in the first line box under title 'Subpart CC.</p> <p>This comment conflicts with BR: please refer to response in the first line box under title 'Subpart CC'</p>	ACJ OPS 1.1005/1.1010/1.1015/1.1020 (1)	ICAO Doc 7192-AN/857, Part E-1, Para 2.1.2.7 + Para 2.1.2.8 + Para 2.1.2.9
	No comments	Testing' has been replaced by 'checking' for consistency in consultation with RG (ref. to AMC transferred to OR.OPS.CC.	ACJ OPS 1.1005/1.1010/1.1015/1.1020 (2)	Refer to the above box (2)
	No comments		(2)(a)	See above
	No comments		(2)(b)	See above
	No comments		(2)(c)	See above
	No comments		(2)(d)	See above
	No comments		ACJ OPS 1.1005/1.1010/1.1015/1.1020 (3)	
			ACJ OPS 1.1005/1.1010/1.1015/1.1020 (3)(a)(b)(c)(d)(e)	

<p>SUBPART ATO – SPECIFIC REQUIREMENTS RELATED TO APPROVED TRAINING ORGANISATIONS (ATOS)</p> <p>SECTION 1 - GENERAL</p>				
<p>AMC1-AR.ATO.120 Record-keeping</p> <p>FSTDs</p>	<p>Based on a general change of the numbering system for AMCs and the decision to introduce such a new system for the AMCs of all Parts the numbering of the following AMCs had to be changed.</p>			
<p>Records relating to FSTDs should include, as a minimum:</p> <ol style="list-style-type: none"> 1. the application for an FSTD qualification; 2. the FSTD qualification certificate including any changes; 3. a copy of the evaluation programme listing the dates when evaluations are due and when evaluations were carried out; 4. initial and recurrent evaluation records; 5. copies of all relevant correspondence; 6. details of any exemption and enforcement actions; and 7. any report from other competent authorities relating to initial and recurrent evaluations. 				
<p>AMC1 AR.ATO.105 Oversight Programme</p> <p>GENERAL</p>	<p>IA(2), IND(1), INDIV(4), MS(12)</p> <p>a. Most comments (11 NAAs & 1 Individual) requested relocating ATO specific AMCs and GMs under Subpart ATO.</p> <p>b. One commenter (NAA) requests that terms such as "inspection" and "audit" be used consistently.</p> <p>c. One commenter (IND) requests that more emphasis be put on sufficient staff and change management.</p> <p>d. Five comments (3 Individuals, 2 Federations) claim the requirements are disproportionate for small ATOs working with volunteers and training for SLMG, TMGs, SEP and micro-lights</p>	<p>a. Not accepted: The ATO specific elements have been deleted and the remainder of the AMC kept in AR.GEN.</p> <p>b. Accepted: The text has been reviewed to ensure consistency, definitions are added for audit and inspection in the AR.GEN section.</p> <p>c. Partially accepted: Sufficient staff for the ATO is addressed under 2(a) and in the additional AMC to AR.GEN.310. Change management is not relevant upon initial certification.</p> <p>d. Noted: The AMC will be adapted to make it generic. An additional AMC will be developed for the specific issues addressing the ATOs. The items to be checked during an audit or inspection of the competent authority seem to be also adequate for small (non-complex) training organisations providing training only for the LAPL or PPL.</p>	<p>Former AMC to AR.GEN.300(a) Continuing oversight - ATO</p>	<p>JAA FCL JIP Chapter 9</p>

1.	The audit or inspection of an ATO should be conducted on the basis of checking the facility for compliance, interviewing personnel and sampling any relevant training course for its conduct and standard.		New AMC developed on the basis of AMC to AR.GEN.300 (a).	
2.	Such an audit or inspection should focus in addition to the items required in AMC1 AR.GEN.310 on:			
a.	information on flight instructors, validity of licences, certificates, ratings, and logbooks;			
b.	evidence of sufficient funding;			
c.	training aircraft in use, including their registration, associated documents and maintenance records;			
d.	aerodromes, heliports and associated facilities;			
e.	facilities with regard to their adequacy to the courses being conducted and number of students;			
f.	flight simulation training devices, including their qualification certificates, associated documents and maintenance records;			
g.	documentation, in particular documents related to courses, information on the updating system, and training and operations manual;			
h.	training records and checking forms; and			
i.	flight instruction, including pre-briefing, actual flight and debriefing.			
SECTION 2 - FLIGHT SIMULATION TRAINING DEVICE (FSTD) QUALIFICATIONS				
AMC1-AR.ATO.200(a)(1) Initial evaluation procedure		[MS:5; IND:3; INDIV:0]		
ASSESSMENT PROCESS LEADING TO THE ISSUE OF AN FSTD QUALIFICATION				
1.	An FSTD will require evaluation leading to qualification. The required process should be accomplished in two distinct steps. First, a check should be made to determine whether or not the FSTD complies with the applicable requirements. When making this check, the competent authority should ensure that accountability for the issue of an FSTD qualification is clearly defined. In all cases an individual department manager of the competent authority should be appointed under whose personal responsibility the issue of an FSTD qualification is to be considered. The second step should be the grant (or refusal) of an FSTD qualification.	1. In order to relax the qualification process and to reduce the workload of NAAs the implementation of mutual acceptance is proposed for lower level devices like FNPT. 2. Concerns are raised that flight inspectors or designated persons who are not suitably qualified, who perform the evaluation of an FSTD, are not in the position to judge whether a finding is serious and whether "serious defects" influence training delivery. In	1. Not accepted. The mutual acceptance or recognition of FNPT qualifications does not replace the qualification process for each single device. 2. Not accepted. The competent authority shall nominate only personnel properly qualified for their task according to AMC4-AR.ATO.200(a)(1), which states that the evaluation team's flight inspector of the competent authority (holding a valid type rating or - if not - as-	

	the same context it is proposed to use simulator MELs to determine the level of restriction to training, testing and checking.	sisted by a TRI with a valid rating on the aircraft, class of aeroplane/type of helicopter being simulated) or another designated person (holding a valid type rating) must be qualified in flight crew training. Compliance with this requirement will be audited via EASA standardisation team visits to the competent authorities. A simulator MEL is neither part of this regulation nor has it been considered as being necessary by the International Working Group when drafting the new ICAO doc. 9625, 3rd edition. A simulator MEL could be the subject of a future rulemaking proposal.		
2.	When checking compliance with the applicable requirements, the competent authority should ensure that the following steps are taken:			
a.	Once an FSTD is contracted to be built, the organisation that is to operate the FSTD has the responsibility to ensure that the regulatory standard upon which the FSTD will eventually be qualified against is acceptable to the competent authority. This should be the current applicable version of CS-FSTD(A) or CS-FSTD(H) at the time of application.			
b.	A written application for an FSTD qualification should be submitted, in a format according to OR.ATO.350, at least three months before the date of intended operation except that the Qualification Test Guide may be submitted later, but not less than 30 days before the date of intended evaluation. The application form should be printed in English and any other language(s) of the competent authority's choosing.			
c.	An individual should be nominated by the department manager of the competent authority to oversee, and become the focal point for, all aspects of the FSTD qualification process, and to coordinate all necessary activity. The nominated person should be responsible to the department manager for confirming that all appropriate evaluations/inspections are made.			
d.	The ability of the applicant to secure, in compliance with the applicable requirements and certification specifications, the safe and reliable operation and proper maintenance of the FSTD should be assessed.			
e.	The applicant's proposed compliance monitoring system should be scrutinised with particular regard to the allocated resources. Care should be taken to verify that the system is comprehensive and likely to be effective.			
f.	The competent authority should inform the applicant of its final decision concerning the qualification within 14 days of completion of the evaluation process irrespective of any temporary qualification issued.	1. It is considered as important to retain temporary qualification certificates for pragmatic reasons and to allow entry into training while issues are being addressed (with any appropriate restrictions). Concerns were raised that point 2.f. itself makes no mention of such a qualification or how to issue it. It has been suggested that a temporary certificate may be issued in a format defined by the competent authority. 2. That time-limited temporary qualification certificate (max.	1. Partially accepted. Point 2.f. is based on Chapter 4 of JAA AGM Section Six (FSTD). By applying point 2.f. the possibility to issue a temporary qualification will be retained. The Agency considers "any" temporary qualification as a format defined by the competent authority. That could be, for instance, a stamp and signature of the competent authority on the actual qualification certificate, indicating a limited extension of the validity - combined with restrictions/limitations, if necessary.	

	60 days) may be issued to permit final review and production of the Evaluation Report, where applicable, and the final Qualification Certificate. A temporary certificate may be issued in a format defined by the competent authority.	2. The evaluation report should be produced on site to reflect the actual condition of the FSTD at the time of the evaluation and before any corrective actions will take place following the evaluation.		
g.	On completion of the evaluation process, the application, together with a written recommendation and evidence of the result of all evaluations or assessments, should be presented to the nominated person responsible for FSTD qualification. The presentation should be made by the person with overall responsibility, nominated in accordance with point c. above.			
h.	The department manager of the competent authority should only issue an FSTD qualification certificate if he/she is completely satisfied that all requirements have been met. If he/she is not satisfied, the applicant should be informed in writing of the improvements which are required in order to satisfy the competent authority.			
i.	Should an application for an FSTD qualification be refused, the applicant should be informed of such rights of appeal as exist under national regulations.			
AMC 2 to AR.ATO.200(a)(1) Initial evaluation procedure GENERAL	[MS:3; IND:5; INDIV:0] Concerns are raised that flight inspectors or designated persons who are not suitably qualified, who perform the evaluation of an FSTD, are not in the position to judge whether a finding is serious and whether "serious defects" influence training delivery. In the same context it is proposed to use simulator MELs to determine the level of restriction to training, testing and checking. (2 comments)	See response above (AMC1-AR.ATO.200(a)(1))		
2.	Following an evaluation, it is possible that a number of defects are identified. Generally, these defects should be rectified and the competent authority notified of such action within 30 days. Serious defects, which affect flight crew training, testing and checking, could result in an immediate downgrading of the qualification level. I If any defect remains unattended without good reason for a period greater than 30 days, subsequent downgrading may occur or the FSTD qualification could be revoked.	One commenter proposes to extend the rectification period up to 60 days. In the same comment he addresses the point that the classification of findings raised by some competent authorities is inappropriate and induces a severe impact on the FSTD operator (up to the revocation of a qualification certificate). The commenter proposes that an appeal process can be initiated with support of another competent authority before revoking or suspending a qualification certificate. Until getting a final solution the FSTD operation should continue with a temporary certificate.	Not accepted. Defects shall be rectified as soon as possible to keep the training credits and the qualified status, especially if there are major findings. An extension of the 30 days period is possible on a case-by-case basis for good reasons to be explained by the FSTD operator. It is not a good reason if there is a lack of support by the manufacturer, for instance due to missing contracts (between operator and manufacturer) or due to different priorities (authority/operator/manufacturer) given to certain rectifications. The personnel involved in the evaluation process should be suitable qualified for this task. This refers to both, the Authority's evaluation team and the	

		FSTD operator (ATO) (see AMC4-AR.ATO.200(a)(1), especially para 1.,2. and 4.) The appeal process is addressed in AMC2-AR.ATO.235,5. and should be followed according to national legislations.		
3. For the evaluation of an FSTD the standard form as mentioned in AMC5-AR.ATO.200(a)(1) should be used.	It is proposed to amend AMC5 to be multi-use, or to provide additional AMC defining report templates for other classes and types of device.	Partially accepted. The term will be changed from "Full Flight Simulator" to "FSTD" and the evaluation report form will be made applicable to all FSTD.		
AMC3-AR.ATO.200(a)(1) Initial evaluation procedure INITIAL EVALUATION	[MS:0; IND:2; INDIV:0] It is proposed to change the text of point 1..	Accepted regarding Part-21 (OSD) (AMC 21A.62(a)(1)) The point here is trying to establish the validity of the data package used early in the process and not having to wait until the final stages of the development of a device to find that the data is unacceptable.		
1. The main focus of objective testing is the Qualification Test Guide (QTG). Well in advance of the evaluation date, the aircraft manufacturer and the competent authority should agree on the content and acceptability of the validation tests contained in the QTG data package. This will ensure that the content of the QTG is acceptable to the competent authority and avoid time being wasted during the initial qualification. The acceptability of all tests depends upon their content, accuracy, completeness and recency of the results.				
2. Much of the time allocated to objective tests depends upon the speed of the automatic and manual systems set up to run each test and whether or not special equipment is required. The competent authority should not necessarily warn the organisation operating an FSTD of the sample validations tests which should be run on the day of the evaluation, unless special equipment is required.				
3. It should be remembered that the FSTD cannot be used for subjective tests while part of the QTG is being run. Therefore, sufficient time (at least eight consecutive hours) should be set aside for the examination and running of the QTG.				
4. The subjective tests for the evaluation can be found in CS-FSTD(A) or CS-FSTD(H), and a suggested subjective test profile is described in AMC1-AR.ATO.200(a)(3). Essentially, one working day should be required for the subjective test routine, which effectively denies use of the FSTD for any other purpose.				
5. To ensure adequate coverage of subjective and objective tests and to allow for cost effective rectification and re-test before departure of the inspection team, adequate time (up to three consecutive days) should be dedicated to an initial evaluation of an FSTD.				
AMC4-AR.ATO.200(a)(1) Initial evaluation procedure COMPOSITION OF THE EVALUATION TEAM	[MS:6; IND:0; INDIV:1] Again one commenter proposes to add the requirement that an initial evaluation shall use a flight test team (test pilots, flight test engineers) as part of the evaluation team if an FSTD is representing a new aircraft type for a simulator manufacturer or which has new motion or visual system technology that has not been previously evaluated, or any other technology which has not been previously modelled or assessed.	Not accepted to add this as a requirement (see response given in AR.ATO.200 above).		
1. The competent authority should appoint a technical team to evaluate an FSTD in accordance with a structured routine to gain a qualification level. The team should normally consist of at least the following personnel:				
a. A technical FSTD inspector of the competent authority, or an accredited inspector from another competent authority, qualified in all aspects of flight simulation hardware, software and computer modelling or, exceptionally, a person designated by the competent authority with equivalent qualifications; and				
b. One of the following:				
i. A flight inspector of the competent authority, or an accredited inspector from				

<p>another competent authority, who is qualified in flight crew training procedures and holds a valid type rating on the aeroplane/helicopter (or for FNPT and BITD, class rated on the class of aeroplane/type of helicopter) being simulated; or</p> <p>ii. A flight inspector of the competent authority who is qualified in flight crew training procedures, assisted by a type rating instructor holding a valid type rating on the aeroplane/helicopter (or for FNPT and BITD, class rated on the class of aeroplane/type of helicopter) being simulated; or, exceptionally,</p> <p>iii. A person designated by the competent authority who is qualified in flight crew training procedures and holds a valid type rating on the aeroplane/helicopter (or for FNPT and BITD, class rated on the class of aeroplane/type of helicopter) being simulated and sufficiently experienced to assist the technical team. This person should fly out at least part of the functions and subjective test profiles.</p>				
<p>c. Where a designee is used as a substitute for one of the competent authority's inspectors, the other person shall be a properly qualified inspector of the competent authority or an accredited inspector from another Member State's competent authority.</p>		The text has been omitted unintentionally when drafting the NPA.		
<p>2. For an FTD level 1 and FNPT Type I, one suitably qualified inspector may combine the functions in points 1.a. and 1.b. above.</p>	It is suggested that recurrent evaluations of FNPT IIs as well should be able to be performed by one suitably qualified inspector	Noted. The discussion about a reduced composition of the evaluation team for other training devices than already mentioned in JAR-STD 2/3 A/H and JAR-FSTD A/H needs a wider forum. There have been many discussions in the past until the competent authorities agreed upon point 5. of AMC4-AR.ATO.200(a)(1), which has been transferred unchanged from JAR-STD and JAR-FSTD.		
<p>3. For a BITD this team should consist of an inspector from a competent authority and one from another competent authority, including the manufacturer's competent authority, if applicable.</p>				
<p>4. Additionally, the following persons should be present:</p> <p>a. For FFS, FTD and FNPT a type or class rated instructor from the ATO operating an FSTD or from the main FSTD user.</p> <p>b. For all types, sufficient FSTD support staff to assist with the running of tests and operation of the instructor's station.</p>				
	It is proposed to delete point 5 and to re-instate it as a new AMC2-AR.ATO.220 being applicable to recurrent evaluations only (2 comments).	Accepted. A new AMC2-AR.ATO.220 has been added. General remark: Many procedures described for initial evaluations apply for recurrent evaluations as well. This is covered by AR.ATO.220 (Continuation of an FSTD qualification) point (a) which refers to the procedures detailed in AR.ATO.200 (including its AMC material)		
<p>AMC5-AR.ATO.200(a)(1) Initial evaluation procedure</p> <p>FSTD EVALUATION REPORT FOR INITIAL AND RECURRENT EVALUATION</p> <p>FSTD Evaluation Report</p>	[MS:5; IND:3; INDIV:2]			

Date:.....		[competent authority] FSTD EVALUATION REPORT		
[Member State] FSTD code (if applicable): EASA FSTD code (if applicable): Aircraft type and variant: Class of aeroplane / type of helicopter: Engine fit(s) simulated:				
Contents 1. Flight Simulation Training Device (FSTD) characteristics 2. Evaluation details 3. Supplementary information 4. Training, testing and checking considerations 5. Classification of items 6. Results 7. Evaluation team				
<i>This report is provisional</i> The conclusions presented are those of the evaluation team. The competent authority reserves the right to change these after internal review. The qualification certificate finalises the evaluation report, unless a modified report has been issued.				
1. Flight Simulation Training Device (FSTD)				
(a) Organisation operating the FSTD:				
(b) FSTD Location:				
(c) FSTD Identification (Member State FSTD code / EASA FSTD Code):				
(d) FSTD Manufacturer and FSTD Identification serial number:				
(e) First entry into service (month/year):				
(f) Visual system (manufacturer and type):				
(g) Motion system (manufacturer and type):				
(h) Aircraft type and variant:				
(i) Engine fit(s):				
(k) Engine instrumentation: Flight instrumentation:				
2. Evaluation details				
(a) Date of evaluation:	(b) Date of previous evaluation:			
(c) Type of evaluation: <input type="checkbox"/> initial <input type="checkbox"/> recurrent <input type="checkbox"/> special				
(d) FSTD Qualification Level recommended:				
1.1.1. FFS <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> AG <input type="checkbox"/> BG <input type="checkbox"/> CG <input type="checkbox"/> DG <input type="checkbox"/> SC FTD <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 FNPT <input type="checkbox"/> I <input type="checkbox"/> II <input type="checkbox"/> III <input type="checkbox"/> MCC BITD <input type="checkbox"/>				
Technical criteria primary reference document:				
Validation Data Roadmap (VDR) ID-No.:				
3. Supplementary information				
Company representative(s) (FSTD operator, Main FSTD		It is suggested to explain the meaning of "specific airfield" to avoid different interpretations of the meaning by the compe-	Not accepted. The row "Specific Airfield" will be deleted from the evaluation report, because all airfields (generic and non-	

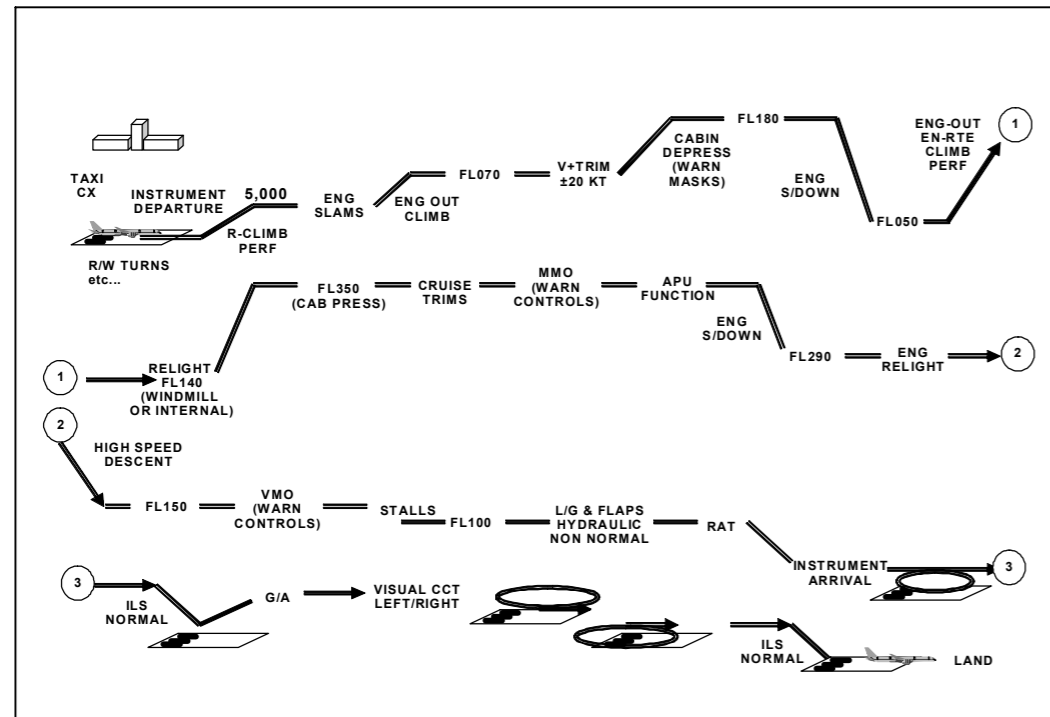
<table border="1"> <tr><td>user)</td><td></td></tr> <tr><td>FSTD Seats available</td><td></td></tr> <tr><td>Visual databases used during evaluation</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	user)		FSTD Seats available		Visual databases used during evaluation		Other			tent authorities (2 comments)	generic) used during an evaluation will be listed in the row "visual databases used". The row for "Specific Airfield" is a remainder from times where category C aerodromes may have been checked by the competent authority and before AMC OPS 1.975 Para 5. was introduced.																																		
user)																																													
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<p>5. Guidance Material</p> <p>5.1 Classification of items</p> <p>UNACCEPTABLE An item which fails to comply with the required standard and, therefore, affects the level of qualification or the qualification itself. If these items will not be corrected or clarified within a given time limit, the (<i>competent authority</i>) should have to vary, limit, suspend or revoke the FSTD qualification.</p>														
<p>RESERVATION An item where compliance with the required standard is not clearly proven and the issue will be reserved for a later decision. Resolution of these items will require either:</p> <ol style="list-style-type: none"> 1. <i>acompetent authority</i> policy ruling; or 2. additional substantiation. 														
<p>UNSERVICEABILITY A device which is temporarily inoperative or performing below its nominal level.</p>														
<p>LIMITATION An item which prevents the full usage of the FSTD according to the training, testing and checking considerations due to the unusable devices, systems or parts thereof.</p>														
<p>RECOMMENDATION FOR IMPROVEMENT An item which meets the required standard, but where considerable improvement is strongly recommended.</p>														
<p>COMMENT Self-explanatory</p>														
<p>5.2 Period of Rectification</p> <p>Reference: AMC2-AR.ATO.200(a)(1) section 2.</p> <p>1.1.2. Following an evaluation, it is possible that a number of defects are identified. Generally, these defects should be rectified and the competent authority notified of such action within 30 days. Serious defects, which affect flight crew training, testing and checking, could result in an immediate downgrading of the qualification level, or if any defect remains unattended without good reason for period greater than 30 days, subsequent downgrading may occur or the FSTD qualification could be revoked.</p>														
<p>6. Results</p> <p>6.1 Subjective/Functional</p> <p>A Unacceptable</p> <table border="1" data-bbox="210 1671 1012 1703"> <tr> <td>1</td> <td></td> </tr> </table> <p>B Reservation</p> <table border="1" data-bbox="210 1734 1012 1766"> <tr> <td>1</td> <td></td> </tr> </table> <p>C Unserviceability</p> <table border="1" data-bbox="210 1797 1012 1829"> <tr> <td>1</td> <td></td> </tr> </table> <p>D Restriction</p> <table border="1" data-bbox="210 1860 1012 1892"> <tr> <td>1</td> <td></td> </tr> </table> <p>E Recommendation for improvement</p> <table border="1" data-bbox="210 1923 1012 1955"> <tr> <td>1</td> <td></td> </tr> </table>	1		1		1		1		1					
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<p>F Comment</p> <p>1</p>																											
<p>6.2 Objective</p> <p>A Unacceptable</p> <p>1</p> <p>B Reservation</p> <p>1</p> <p>E Recommendation for improvement</p> <p>1</p> <p>F Comment</p> <p>1</p>				<p>A commenter asks to add the classifications "Unserviceability" and "Restriction" to the objective results</p>	<p>Not accepted. If a QTG test cannot be run or is not working for any reason that will be unacceptable. If this will influence or is reflected in the subjective/functional evaluation leading to training constraints, it will be mentioned at least under "6.1 Subjective/Functional, D Restriction"</p>																						
<p>7. Evaluation Team</p> <table border="1"> <thead> <tr> <th>Nam</th> <th>Position</th> <th>Organisation</th> <th>Signature</th> </tr> </thead> <tbody> <tr> <td></td> <td>Technical Inspector or person designated by the competent authority</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Flight Inspector or person designated by the competent authority</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>[FSTD User]</td> <td></td> </tr> <tr> <td></td> <td></td> <td>[Organisation operating the FSTD]</td> <td></td> </tr> </tbody> </table>				Nam	Position	Organisation	Signature		Technical Inspector or person designated by the competent authority				Flight Inspector or person designated by the competent authority					[FSTD User]				[Organisation operating the FSTD]		<p>FI is already used as an abbreviation for Flight Instructor in Part FCL (3 comments)</p>	<p>To avoid confusion the abbreviation is deleted.</p>		
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<p>Signed:For the competent authority</p>																											
<p>GM1-AR.ATO.200(a)(1) Initial evaluation procedure</p> <p>INITIAL EVALUATION</p> <p>A useful explanation of how the validation tests should be run is contained in the 'RAeS Aeroplane</p>				<p>[MS:0; IND:1; INDIV:0] It is suggested to begin the sentence with "For Full Flight Simulators..." , because expectations have overall become similar for FNPTs as for FFSS.</p>	<p>Noted. Requirements for FFS cannot be applied to FNPTs and demanded by the competent authority the same way. There are different (data) bases and different training scopes.</p>																						

Flight Simulator Evaluation Handbook' (February 1995 or as amended) produced in support of the ICAO Doc 9625, 'Manual of Criteria for the Qualification of Flight Simulators'.	The "RAeS Evaluation Handbook" was initially created to meet the requirements for FFSs, not for FNPTs. Using this document as a reference manual for the qualification could incorrectly lead to the application of requirements not suitable for FNPTs .	The competent authority's staff shall be adequately qualified and have the necessary knowledge, experience, initial training and continuation training to perform their allocated tasks (see AR.GEN.200). Compliance with this requirement will be audited by EASA standardisation team visits to the competent authorities.		
<p>AMC1-AR.ATO.200(a)(3) Initial evaluation procedure</p> <p>FUNCTIONS AND SUBJECTIVE TESTS – SUGGESTED TEST ROUTINE</p> <p>1. During initial and recurrent evaluations of an FSTD, the competent authority should conduct a series of functions and subjective tests that together with the objective tests complete the comparison of the FSTD with the aircraft, the class of aeroplane or type of helicopter.</p>	[MS:4; IND:1; INDIV:0]			
<p>2. Functions tests verify the acceptability of the simulated aircraftsystems and their integration. Subjective tests verify the fitness of the FSTD in relation to training, checking and testing tasks.</p>				
<p>3. The FSTD should provide adequate flexibility to permit the accomplishment of the desired andrequired tasks while maintaining an adequate perception by the flight crew that they are operating in a real aircraft environment. Additionally, the Instructor Operating Station (IOS) should not present an unnecessary distraction from observing the activities of the flight crew whilst providing adequate facilities for the tasks.</p>				
<p>4. It is important that both the competent authority and the organisation operating an FSTD understand what to expect from the routine of FSTD functions and subjective tests. Part of the subjective tests routine for an FSTD should involve an uninterrupted fly-out (except for FTD level 1) comparable with the duration of typical training sessions in addition to assessment of flight freeze and repositioning. An example of such a profile is to be found under points 6 and 7 (for BITD point 8) below.</p>				
<p>5. The competent authorities, and organisations operating FSTD, who are unfamiliar with the evaluation process should contact the Agency or the competent authority of another Member State with adequate expertise in this field.</p>	<p>A commenter has concerns that point5. implies that any Member State (MS) can, following the implementing rules becoming effective, issue a qualification certificate based upon their own investigation and that all MS are obliged to accept it even if that MS has not been standardised and accredited for the purpose. The commenter proposes the need for measures to be put in place to assure that all qualifications will be issued to the appropriate standard. He suggests to mandate MS who are unfamiliar with the evaluation of FSTD to contact the Agency or the competent authority of another MS.</p>	<p>Paritally accepted. The text is changed but terms as "mandate" are not appropriate to AMCs. Compliance with the requirements for the evaluation and qualification of FSTDs will be audited by EASA standardisation team visits to the competent authorities.</p>		

6. Typical Test Profile for an FSTD Aeroplane.



<p>7. Typical test profile for an FSTD helicopter:</p>			
<p>8. Typical subjective test profile for BITDs (approximately two hours) - items and altitudes, as applicable:</p> <ol style="list-style-type: none"> instrument departure, climb performance, level-off at 4 000 ft, fail engine (if applicable), engine out climb to 6 000 ft (if applicable), engine out cruise performance (if applicable), restart engine, all engine cruise performance with different power settings, descent to 2000 ft, all engine performance with different configurations, followed by ILS approach, all engine go-around, non-precision approach, go-around with engine failure (if applicable), engine out ILS approach (if applicable), 			
<ol style="list-style-type: none"> go-around engine out (if applicable), non-precision approach engine out (if applicable), followed by go-around, restart engine (if applicable), climb to 4000 ft, manoeuvring, 			

<ul style="list-style-type: none"> r. normal turns left and right, s. steep turns left and right, t. acceleration and deceleration within operational range, u. approaching to stall in different configurations, v. recovery from spiral dive, w. auto flight performance (if applicable), x. system malfunctions, y. approach. 				
<p>GM1- AR.ATO.200(a)(3) Initial evaluation procedure</p> <p>GENERAL</p> <p>A useful explanation of functions and subjective tests and an example of subjective test routine check-list may be found in the 'RAeS Airplane Flight Simulator Evaluation Handbook' Volume II (February 1995 or as amended) produced in support of ICAO Doc 9625, 'Manual of Criteria for the Qualification of Flight Simulators'.</p>	<p>[MS:0; IND:1; INDIV:0]</p> <p>It is suggested to begin the sentence with "For Full Flight Simulators..." , because expectations have overall become similar for FNPTs as for FFSS. The "RAeS Evaluation Handbook" was initially created to meet the requirements for FFSS, not for FNPTs. Using this document as a reference manual for the qualification could incorrectly lead to the application of requirements not suitable for FNPTs .</p>	<p>Noted. Requirements for FFS cannot be applied to FNPTs and demanded by the competent authority the same way. There are different (data) bases and different training scopes.</p> <p>The competent authority's staff shall be adequately qualified and have the necessary knowledge, experience, initial training and continuation training to perform their allocated tasks (see AR.GEN.200).</p> <p>Compliance with this requirement will be audited by EASA standardisation team visits to the competent authorities.</p>		
<p>AMC1- AR.ATO.210 Issue of an FSTD qualification certificate</p> <p>BASIC INSTRUMENT TRAINING DEVICE (BITD)</p> <ol style="list-style-type: none"> 1. The competent authority should only grant a BITD qualification for the BITD model to a BITD manufacturer following satisfactory completion of an evaluation. 2. This qualification should be valid for all serial numbers of this model without further technical evaluation. 3. The BITD model should be clearly identified by a BITD model number. A running serial number should follow the BITD model identification number. 4. The competent authority should establish and maintain a list of all BITD qualifications it has issued, containing the number of the BITD model with a reference to the hardware and software configuration. 	<p>[MS:0; IND:0; INDIV:0]</p>			
<p>AMC1-AR.ATO.220 Continuation of an FSTD qualification</p> <p>GENERAL</p> <ol style="list-style-type: none"> 1. <i>Objective Testing.</i> During recurrent evaluations, the competent authority should wish to see evidence of the successful running of the QTG between evaluations. The competent authority should select a number of tests to be run during the evaluation, including those that may be cause for concern. Again adequate notification would be given when special equipment is required for the test. 	<p>[MS:1; IND:0; INDIV:0]</p> <p>The following is proposed:</p> <ol style="list-style-type: none"> a) Make the existing AMC-AR.ATO.220 to AMC1-AR.ATO.220 and add a new AMC2 to reposition the point5. from AM 4 to ATO 200 (amended) relating to team composition, because the alleviation on team composition is solely related to recurrent evaluations and so this is the appropriate place for it to be located. b) Transfer the BITD team 	<p>Accepted. The proposal is incorporated.</p>		

	composition in point8. to the new AMC because the guidance for team composition should be in one place for the recurrent process			
2.	Essentially the time taken to run the objective tests depends upon the need for special equipment, if any, and the test system, and the FSTD cannot be used for subjective tests or other functions whilst testing is in progress.			
3.	For a modern FSTD incorporating an automatic test system, four hours would normally be required. FSTDs that rely upon manual testing may require a longer period of time.			
4.	<i>Subjective Testing.</i> Essentially the same subjective test routine should be flown as per the profile described in AMC1- AR.ATO.200(a)(3) with a selection of the subjective tests taken from CS-FSTD(A) or CS-FSTD(H), as appropriate.			
5.	Normally, the time taken for recurrent subjective testing is about four hours, and the FSTD should not perform other functions during this time.			
6.	To ensure adequate coverage of subjective and objective tests during a recurrent evaluation, a total of eight hours should be allocated, (four hours for a BITD). However, it should be remembered that any FSTD deficiency that arises during the evaluation could necessitate the extension of the evaluation period.			
<p>AMC2-AR.ATO.220 Continuation of an FSTD qualification</p> <p>COMPOSITION OF THE EVALUATION TEAM</p> <p>1. The composition of the evaluation team for a recurrent evaluation should be the same as for the initial evaluation (see AMC4-AR.ATO.200(a)(1)). On a case-by-case basis (except for BITD), when a specific FSTD in operation by a specific organisation is being evaluated, the competent authority may reduce the evaluation team to:</p> <ol style="list-style-type: none"> the competent authority's flight inspector; and a type rated instructor (or class rated instructor for FNPT) from a main FSTD user. <p>2. Evaluations with a reduced evaluation team in line with 1. above may only take place if:</p> <ol style="list-style-type: none"> this composition is not being used prior to the second recurrent evaluation; such an evaluation is followed by an evaluation with a full competent authority evaluation team; the competent authority's flight inspector performs some spot checks in the area of objective testing; no major change or upgrading has been applied since the directly preceding evaluation; no relocation of the FSTD has taken place since the last evaluation; a system is established enabling the competent authority to monitor and analyse the status of the FSTD on a continuous basis; and the FSTD hardware and software has been working reliably for the previous years. This should be reflected in the number and kind of discrepancies (technical log entries) and the results of the compliance monitoring system audits. <p>3. In the case of a BITD, the recurrent evaluation may be conducted by one suitably qualified flight inspector only, in conjunction with the inspection of any ATO, using the BITD.</p>			Text moved from AMC4-AR.ATO.200(a)(1)5. to this position.	

	[MS:1; IND:0; INDIV:0] It is proposed to delete this AMC as it adds no value, notwithstanding that this was copied from JAR FSTD. The scenario that this paragraph considers is unclear and confusing. The main text of the IR is completely clear as to the requirements for evaluation of an upgrade. A special evaluation is required whenever the upgrade occurs (be it at an anniversary or not) and the only practical reason for continuing at a lower qualification level would be a failure to meet the upgrade requirements at that time. However, the evaluation for upgrade will determine the acceptability of ongoing operation at the previous level.	Accepted. This AMC is deleted.		
AMC 1-AR.ATO.230 Changes	[MS:2; IND:1; INDIV:0]			
GENERAL				
1. An organisation operating an FSTD who wishes to modify, upgrade, de-activate or re-locate its FSTD should notify the competent authority. When considering applications for a change of the existing FSTD qualification level, the competent authority should ensure that accountability for the change is clearly defined.				
2. An individual department manager of the competent authority should be appointed under whose personal authority an FSTD qualification may be changed.				
3. A written application for a change, including appropriate extracts from the qualification test guide indicating proposed amendments should be submitted in a format and manner as specified by the competent authority. This application should be submitted no later than 30 days before the date of intended change, unless otherwise agreed with the competent authority.				
4. On receipt of an application for a change of the existing FSTD qualification level, the competent authority should conduct such evaluations and inspections as are necessary to ensure that the full implications of the request have been addressed by the organisation operating the FSTD.				
5. During the processing of a change request, the continued adequacy of the compliance monitoring should be reviewed.				
6. When the request has been considered and examined, the competent authority should decide on the depth of inspection of the FSTD that is required.				
7. The department manager, if satisfied that the organisation operating the FSTD remains competent and the qualification level of the FSTD can be maintained, should issue revised FSTD qualification documentation, as appropriate.				
8. The competent authority should inform the organisation operating the FSTD of its decision within 30 days of receipt of all documentation where no evaluation is required, or within 14 days of any subsequent evaluation.				
9. Such documentation includes the appropriate extracts from the QTG amended, when necessary, to the competent authority's satisfaction.				

<p>GM-1-AR.ATO.230 Changes</p> <p>QUALITY OF NEW TECHNOLOGY OR SYSTEMS</p> <p>Where an update to an FSTD involves a change of technology or the addition of a new system or equipment which is not covered by the qualification basis used for the existing qualification, an evaluation of such changes may not be possible using this original qualification basis. For these cases, the specific changes can be qualified by using newer certification specifications, new AMCs or alternative means of compliance, that apply to these changes, without affecting the overall qualification of the FSTD. This approach should be documented.</p>		<p>New GM1-AR.ATO.230 added to give guidance to the competent authority on how new systems or equipment can be evaluated if not covered by the original qualification basis for the device.</p>		
<p>AMC1-AR.ATO.235 Findings and corrective actions - FSTD qualification certificate</p> <p>GENERAL</p> <p>1. The competent authority's inspection and monitoring process should confirm the competent authority's continued confidence in the effectiveness of the compliance monitoring system of the organisation operating an FSTD, and its ability to maintain an adequate standard.</p>	<p>[MS:1; IND:1; INDIV:0]</p> <p>There are concerns regarding findings which may be raised by a competent authority's evaluation team as a result of bad knowledge of the FSTD or inappropriate use of it. A rational would be sometimes sufficient to clarify the misunderstanding and to avoid further investigation.</p> <p>If the competent authority, based on those "findings", suspends or revokes the qualification certificate, which prevents operators from using the FSTD, this is a serious issue. The commenter reports from his own experience that competent authorities have issued evaluation reports containing findings classified as unacceptable due to small issues on documentation and thus revoking the qualification certificate.</p> <p>It is proposed to make an appeal process possible with independent competent experts or a third EASA member state authority, while having a temporary certificate in the interim until a final decision has been made.</p>	<p>Not accepted. Although the problem is comprehensible an additional point will not be added due to the following:</p> <p>Appeal process: The appeal procedure of the competent authority performing the evaluation and issuing (suspending, revoking) the qualification certificate has to be followed (see AMC2-AR.ATO.235,5.).</p> <p>Expertise of the evaluation team: The availability and application of procedures for the education and the training of the competent authority's evaluation teams will be audited by EASA standardisation teams.</p>		
<p>2. If the competent authority is not satisfied, the ATO operating an FSTD should be informed in writing of the details of the conduct of its operation which are causing the competent authority concern. The competent authority should require corrective action to be taken within a specified period(see AMC2-AR.ATO.200(a)(1) section 2.).</p>				
<p>3. In the event that an organisation operating an FSTD fails, in spite of warning and advice, to satisfy the competent authority's concerns, a final written warning should, whenever possible, be given to the organisation together with a firm date by which specified action to satisfy the competent authority should be taken. It should be made clear that failure to comply may result in enforced limitation or suspension of the FSTD's qualification.</p>				
<p>4. Circumstances may, however, preclude recourse to the process described under points 1 to 3 above. In such cases the competent authority's duty to preserve quality of training, testing and checking is of paramount importance and therefore the competent authority may immediately limit or suspend any FSTD qualification which it has issued.</p>				

AMC2-AR.ATO.235 Findings and corrective actions - FSTD qualification certificate	[MS:1; IND:1; INDIV:0]			
SUSPENSION AND LIMITATION 1. When a decision has been taken to suspend, or limit, an FSTD qualification certificate, the organisation operating an FSTD should be informed immediately by the quickest available means.				
2. In the event of full suspension of an FSTD qualification certificate, the organisation operating an FSTD should be instructed that the FSTD concerned cannot be used for any credited training, testing or checking. The "quickest available means" will in most situations mean the use of a facsimile or email message.				
3. This should be followed by a formal letter giving notice of suspension, or limitation, restating the requirement to cease operations as applicable, and also setting out the conditions on which suspension may be lifted.				
4. If it becomes apparent to the competent authority that all operations have ceased over a period in excess of six months, the competent authority should consider opening the warning process described in AMC1-AR.ATO.235,1.- 4.				
5. An FSTD qualification certificate should not remain suspended indefinitely. Further steps may be taken by the organisation operating an FSTD to reinstate the FSTD qualification or, in default, should be taken by the competent authority to revoke the FSTD qualification certificate. Should an organisation operating an FSTD wish to dispute the suspension of its FSTD's qualification certificate, it should be informed of such rights of appeal as exist under national regulations. If an appeal is lodged, the FSTD qualification may remain suspended until the appeal process is complete.	The deletion of the last two sentences is proposed to make the appeal process possible before the decision to suspend or revoke a qualification certificate will be applied.	Not accepted. The appeal procedure always starts when a decision has been made - not before. The appeal is against a decision.		
6. Suspension of an FSTD qualification certificate may be lifted on appeal or if the organisation operating an FSTD restores the FSTD to its previously acceptable standard.				
7. In neither case should operations be permitted to restart until it has been demonstrated that the cause of the suspension or limitation has been rectified. The competent authority may require a special evaluation depending on the severity of the problem.				
8. The competent authority should issue a formal notice of the lifting of suspension before the organisation operating an FSTD is permitted to resume use of an FSTD.				
AMC3AR.ATO.235 Findings and corrective actions - FSTD qualification certificate	[MS:0; IND:2; INDIV:0]			
REVOCAATION 1. The competent authority should give the organisation operating an FSTD notice that it intends to revoke the FSTD qualification followed by a formal letter of revocation.				
2. Should an organisation operating an FSTD wish to dispute this revocation, it should be informed of such rights of appeal as exist under national regulations. Once revoked, there can be no further activities under the terms of the FSTD qualification.	The deletion of the first sentence is proposed to make the appeal process possible before the decision to suspend or revoke a qualification certificate will be applied.	Not accepted. The appeal procedure always starts when a decision has been made - not before. The appeal is against a decision.		
SUBPART MED - SPECIFIC REQUIREMENTS RELATED TO AERO-MEDICAL CERTIFICATION				
AMC1-AR.MED.120 Medical assessor EXPERIENCE AND KNOWLEDGE	All NAAs recommended: • to require participation of the medical assessor in all training courses • auditing of AMEs 6 NAAs and 1 pilot organisation	The need to remain competent as medical assessor and the tasks to be performed in the post were mixed in that AMC. It is not divided into two parts for clarity.	JAR-FCL 3.080	Annex I 1.2.4.7

	suggested deleting the minimum of 200 class 1 examinations			
1. Medical assessors should:				
a. have considerable experience of aero-medical practice and have undertaken a minimum of 200 class 1 medical examinations or equivalent; and				
b. maintain their professional competence in aviation medicine by undertaking regular refresher training including participation in international aviation medicine conferences.				
AMC2-AR.MED.120 Medical assessor				
TASKS				
1. Medical assessors should				
a. provide lectures in basic, advanced and refresher training courses for aero-medical examiners (AMEs) and aero-medical centres (AeMCs);				
b. carry out audits of AeMCs, AMEs and AME training facilities; and				
c. perform the aero-medical assessment of applicants for or holders of medical certificates after referral to the licensing authority.				
AMC1AR.MED.125 Referral to the licensing authority	All NAAs recommended: <ul style="list-style-type: none"> deleting wording "Class 1" in (1) to replace "competent" by "licensing" authority. 	Both changes were agreed.	JAR-FCL 3.125	Annex I 1.2.4.8
REFERRAL TO THE LICENSING AUTHORITY				
1. The licensing authority should supply the AeMC or AME with all necessary information that lead to the decision on aero-medical fitness.				
2. The licensing authority should ensure that unusual or borderline cases are evaluated on a common basis.				
AMC1-AR.MED.135 Aero-medical forms				
STANDARD FORMS				
The forms referred to in AR.MED.135 should follow this format:				

LOGO

CIVIL AVIATION ADMINISTRATION / MEMBERS STATE

APPLICATION FORM FOR AN AVIATION MEDICAL CERTIFICATE

Complete this page fully and in block capitals - Refer to instructions pages for details.

MEDICAL IN CONFIDENCE

(1) State of licence issue:		(2) Medical certificate applied for: class 1 <input type="checkbox"/> class 2 <input type="checkbox"/> LAPL <input type="checkbox"/> Others <input type="checkbox"/>	
(3) Surname:		(4) Previous surname(s):	(12) Application Initial <input type="checkbox"/> Revalidation/Renewal <input type="checkbox"/>
(5) Forenames:		(6) Date of birth(dd/mm/yyyy):	(7) Sex Male <input type="checkbox"/> Female <input type="checkbox"/>
(8) Place and country of birth:		(9) Nationality:	(13) Reference number:
(10) Permanent address: Country : Telephone No. : Mobile No. : e-mail :		(11) Postal address (if different) Country : Telephone No. :	(14) Type of licence applied for: (15) Occupation (principal) (16) Employer (17) Last medical examination Date: Place:
(18) Aviation licence(s) held (type): Licence number: State of issue:		(19) Any Limitations on Licence/ Medical Certificate No <input type="checkbox"/> Yes <input type="checkbox"/> Details:	
(20) Have you ever had an aviation medical certificate denied, suspended or re- voked by any licensing authority? No <input type="checkbox"/> Yes <input type="checkbox"/> Date: Country: Details:		(21) Flight time hours total:	(22) Flight time hours since last medical:
(24) Any aviation accident or reported incident since last medical examination? No <input type="checkbox"/> Yes <input type="checkbox"/> Date: Place: Details:		(23) Aircraft class /type(s) presently flown:	
(27) Do you drink alcohol? <input type="checkbox"/> No <input type="checkbox"/> Yes, amount		(25) Type of flying intended: (26) Present flying activity: Single pilot <input type="checkbox"/> Multi pilot <input type="checkbox"/>	
(29) Do you smoke tobacco? <input type="checkbox"/> No, never <input type="checkbox"/> No, date stopped: <input type="checkbox"/> Yes, state type and amount:		(28) Do you currently use any medication? No <input type="checkbox"/> Yes <input type="checkbox"/> State drug, dose, date started and why:	

General and medical history: Do you have, or have you ever had, any of the following? (Please tick).

Note: if revalidating at the same venue as last examination, tick only boxes relating to any medical/surgical/ophthalmic or other events or changes since last examined. If 'no change, state this in 'Remarks,.

Yes No Yes No Yes No **Family history of:** Yes No

101 Eye trouble/eye operation		112 Nose, throat or speech disorder		123 Malaria or other tropical disease		170 Heart disease	
102 Spectacles and/or contact lenses ever worn		113 Head injury or concussion		124 A positive HIV test		171 High blood pressure	
103 Spectacle/contact lens prescriptions change since last medical exam.		114 Frequent or severe headaches		125 Sexually transmitted disease		172 High cholesterol level	
104 Hay fever, other allergy		115 Dizziness or fainting spells		126 Admission to hospital		173 Epilepsy	
105 Asthma, lung disease		116 Unconsciousness for any reason		127 Any other illness or injury		174 Mental illness	
106 Heart or vascular trouble		117 Neurological disorders; stroke, epilepsy, seizure, paralysis, etc		128 Visit to medical practitioner since last medical examination		175 Diabetes	
107 High or low blood pressure		118 Psychological/psychiatric trouble of any sort		129 Refusal of life insurance		176 Tuberculosis	
108 Kidney stone or blood in urine		119 Alcohol/drug/substance abuse		130 Refusal of flying licence		177 Allergy/asthma/eczema	
109 Diabetes, hormone disorder		120 Attempted suicide		132 Medical rejection from or for military service		178 Inherited disorders	
110 Stomach, liver or intestinal trouble		121 Motion sickness requiring medication		133 Award of pension or compensation for injury or illness		179 Glaucoma	
111 Deafness, ear disorder		122 Anaemia / Sickle cell trait/other blood disorders				Females only:	
						150 Gynaecological, menstrual problems	
						151 Are you pregnant?	

(30) **Remarks:** If previously reported and no change since, so state.

(31) **Declaration:** I hereby declare that I have carefully considered the statements made above and to the best of my belief they are complete and correct and that I have not withheld any relevant information or made any misleading statements. I understand that if I have made any false or misleading statements in connection with this application, or fail to release the supporting medical information, the Licensing Authority may refuse to grant me a medical certificate or may withdraw any medical certificate granted.

CONSENT TO RELEASE OF MEDICAL INFORMATION: I hereby authorise the release of all information contained in this report and any or all attachments to the Medical Assessor of the Licensing Authority and where necessary to the Medical Assessor of another EASA Member State, recognising that these documents or electronically stored data are to be used for completion of a medical assessment and will become and remain the property of the Licensing Authority, providing that I or my physician may have access to them according to national law. Medical Confidentiality will be respected at all times.

Date

Signature of applicant

Signature of AME/GMP (witness)

MEDICAL EXAMINATION REPORT

MEDICAL IN CONFIDENCE

(201) Examination Category Initial <input type="checkbox"/> Revalidation/Renewal <input type="checkbox"/> Special referral <input type="checkbox"/>	(202) Height (cm)	(203) Weight (kg)	(204) Colour Eye	(205) Colour Hair	(206) Blood Pressure-seated (mmHg)		(207) Pulse - resting	
					Systolic	Diastolic	Rate (bpm)	Rhythm regular <input type="checkbox"/> irregular <input type="checkbox"/>

Clinical exam: Check each item		Normal	Abnormal	Normal	Abnormal
(208) Head, face, neck, scalp				(218) Abdomen, hernia, liver, spleen	
(209) Mouth, throat, teeth				(219) Anus, rectum	
(210) Nose, sinuses				(220) Genito - urinary system	
(211) Ears, drums, eardrum motility				(221) Endocrine system	
(212) Eyes - orbit & adnexa; visual fields				(222) Upper & lower limbs, joints	
(213) Eyes - pupils and optic fundi				(223) Spine, other musculoskeletal	
(214) Eyes - ocular motility; nystagmus				(224) Neurologic - reflexes, etc.	
(215) Lungs, chest, breasts				(225) Psychiatric	
(216) Heart				(226) Skin, identifying marks and lymphatics	
(217) Vascular system				(227) General systemic	
(228) Notes: Describe every abnormal finding. Enter applicable item number before each comment.					

Visual acuity
(229) Distant vision at 5m/6m

	Uncorrected		Spec-tacles	Contact lenses
Right eye		Corr. to		
Left eye		Corr. to		
Both eyes		Corr. to		

(230) Intermediate vision
N14 at 100 cm

	Uncorrected		Corrected	
	Yes	No	Yes	No
Right eye				
Left eye				
Both eyes				

(231) Near vision
N5 at 30-50 cm

	Uncorrected		Corrected	
	Yes	No	Yes	No
Right eye				
Left eye				
Both eyes				

(232) **Glasses** Yes No (233) **Contact lenses** Yes No

Right eye			
Left eye			

(313) **Colour perception** Normal Abnormal

Pseudo-isochromatic plates	Type: Ishihara (24 plates)
No of plates:	No of errors:

(234) **Hearing** Right ear Left ear
(when 241 not performed)

Conversational voice test(2 m) with back turned to examiner	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
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Audiometry

Hz	500	1000	2000	3000
Right				
Left				

(236) **Pulmonary function** (237) **Haemoglobin**

FEV ₁ /FVC _____ %	_____ (unit)
Normal <input type="checkbox"/> Abnormal <input type="checkbox"/>	Normal <input type="checkbox"/> Abnormal <input type="checkbox"/>

(235) **Urinalysis** Normal Abnormal

Glucose	Protein	Blood	Other
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Accompanying Reports

	Not performed	Normal	Abnormal / Comment
(238) ECG			
(239) Audiogram			
(240) Ophthalmology			
(241) ORL (ENT)			
(243) Blood lipids			
(243) Pulmonary functions			
(244) Pulmonary function			
(246) Other (what?)			

Fit Class _____
 Medical certificate issued by undersigned (copy attached) for class _____
 Unfit for class _____
 Deferred for further evaluation. If yes, why and to whom?

(248) **Comments, limitations**

(249) **Medical examiner's declaration:**
 I hereby certify that I/my AME group have personally examined the applicant named on this medical examination report and that this report with any attachment embodies my findings completely and correctly.

(250) Place and date:	Aeromedical examiner's name and address:	AME certificate No.:
Aeromedical examiner's signature:	E-mail: Telephone No.: Telefax No.:	

LIGHT AIRCRAFT PILOT LICENCE

Shaded areas do not require completion

MEDICAL IN CONFIDENCE

MEDICAL EXAMINATION REPORT

(201) Examination Category Initial <input type="checkbox"/> Revalidation/Renewal <input type="checkbox"/> Special referral <input type="checkbox"/>	(202) Height (cm)	(203) Weight (kg)	(204) Colour Eye	(205) Colour Hair	(206) Blood Pressure- seated (mmHg)		(207) Pulse - resting	
					Systolic	Diastolic	Rate (bpm)	Rhythm regular <input type="checkbox"/> irregular <input type="checkbox"/>

Clinical exam: Check each item		Normal	Abnormal	Normal	Abnormal
(208) Head, face, neck, scalp				(218) Abdomen, hernia, liver, spleen	
(209) Mouth, throat, teeth				(219) Anus, rectum	
(210) Nose, sinuses				(220) Genito - urinary system	
(211) Ears, drums, eardrum motility				(221) Endocrine system	
(212) Eyes - orbit & adnexa; visual fields				(222) Upper & lower limbs, joints	
(213) Eyes - pupils and optic fundi				(223) Spine, other musculoskeletal	
(214) Eyes - ocular motility; nystagmus				(224) Neurologic - reflexes, etc.	
(215) Lungs, chest, breasts				(225) Psychiatric	
(216) Heart				(226) Skin, identifying marks and lymphatics	
(217) Vascular system				(227) General systemic	
(228) Notes: Describe every abnormal finding. Enter applicable item number before each comment.					

Visual acuity

(229) Distant vision at 5m /6m

	Uncorrected		Spec- tacles	Contact lenses
Right eye		Corr. to		
Left eye		Corr. to		
Both eyes		Corr. to		

(230) Intermediate vision
N14 at 100 cm

	Uncorrected		Corrected	
	Yes	No	Yes	No
Right eye				
Left eye				
Both eyes				

(231) Near vision
N5 at 30-50 cm

	Uncorrected		Corrected	
	Yes	No	Yes	No
Right eye				
Left eye				
Both eyes				

(232) Glasses

Yes No

(233) Contact lenses

Yes No

Type:

Type:

Refraction	Sph	Cyl	Axis	Add
Right eye				
Left eye				

(313) Colour perception

Normal Abnormal

Pseudo-isochromatic plates

Type: Ishihara (24 plates)

No of plates:

No of errors:

(234) Hearing

(when 241 not performed)

Right ear

Left ear

Conversational voice test (2 m)
with back turned to examinerYes No Yes No

Audiometry

Hz	500	1000	2000	3000
Right				
Left				

(249) Medical examiner's declaration:

I hereby certify that I have personally examined the applicant named on this medical examination report and that this report with any attachment embodies my findings completely and correctly.

(250) Place and date:

AME/GMP name and address

AME certificate No./ GMP declara-
tion date:

AME/GMP signature:

E-mail:

Telephone No.:

Telefax No.:

(236) Pulmonary function

FEV ₁ /FVC _____ %	_____ (unit)
Normal <input type="checkbox"/> Abnormal <input type="checkbox"/>	Normal <input type="checkbox"/> Abnormal <input type="checkbox"/>

(235) Urinalysis

Normal Abnormal

Glucose

Protein

Blood

Other

Accompanying Reports

	Not performed	Normal	Abnormal/Comment
(238) ECG			
(239) Audiogram			
(240) Ophthalmology			
(241) ORL (ENT)			
(243) Blood lipids			
(243) Pulmonary functions			
(244) Pulmonary function			
(246) Other (what?)			

(247) Medical examiner's recommendation

Name of applicant:

Date of birth:

 Fit class LAPL Medical certificate issued by undersigned (copy attached) for class LAPL Unfit for class LAPL Deferred for further evaluation. If yes, why and to whom?

(248) Comments, limitations