

**Draft acceptable means of compliance (AMC)
and guidance material (GM)**

to

Annex I (Definitions)

Annex II (Part-ARO)

Annex III (Part-ORO)

Annex IV (Part-CAT)

Annex VI (Part-NCC)

Annex VII (Part-NCO)

Annex VIII (Part-SPO)

to Commission Regulation (EU) No 965/2012

‘Update of the rules on air operations’

Disclaimer

This document, courtesy of EASA, contains the latest draft AMC and GM to the Annexes to Commission Regulation (EU) No 965/2012. It is intended to provide information to stakeholders following the publication of the related EASA Opinion on the update of the rules on air operations.

EASA does not assume any liability for its contents.

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Draft GM to Definitions

The Annex to Decision N° 2012/015/Directorate R is hereby amended as follows:

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

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

(1) Amendment of *GM2 Annex I Definitions* to introduce the acronym PCDS.

GM2 Annex I Definitions

ABBREVIATIONS AND ACRONYMS

The following abbreviations and acronyms are used in the Annexes to this Regulation:

(...)

PCDS personnel carrying device system

(2) Addition of the new *GM16 Annex I Definitions* to illustrate the definition of PCDS.

GM16 Annex I Definitions

SIMPLE AND COMPLEX PERSONNEL CARRYING DEVICE SYSTEMS

(a) The following may qualify as simple PCDS:

- (1) A safety harness or rescue triangle for no more than 2 persons.
- (2) A fixed-rope system for no more than 2 persons, to be attached under a single cargo hook or Y-rope to be attached to a dual hook.

(b) The following may not qualify as simple PCDS:

- (1) Any system connecting 3 persons or more to the helicopter.
- (2) PCDS having new or novel features which are not proven by appreciable and satisfactory service experience.

(c) The connecting elements to the hoist or cargo hook are part of the PCDS.

(d) The following standards may be used for simple PCDSs:

Table 1: Standards that may be used for simple PCDS

Directive 89/686/EEC	Personal protective equipment
Directive 2006/42/EC	Machinery
EN 354	Personal protective equipment for work positioning and prevention

	of falls from a height — Lanyards
EN 355	Personal protective equipment against falls from a height — Energy absorbers
EN 358	Personal protective equipment for work positioning and prevention of falls from a height — Belts for work positioning and restraint and work positioning lanyards
EN 361	Personal protective equipment against falls from a height — Full body harnesses
EN 362	Personal protective equipment against falls from a height — Connectors
EN 363	Personal fall protection equipment — Personal fall-protection systems
EN 364	Personal protective equipment against falls from a height — Test methods
EN 365	Marking/packaging/instructions to use
EN 813	Personal fall-protection equipment — Sit harnesses
EN 1497	Personal protective equipment against falls from a height — Rescue harnesses
EN 1498	Personal protective equipment against falls from a height — Rescue loops
EN 1891	Personal protective equipment for the prevention of falls from a height — Low stretch kernmantle ropes
EN 12275	Mountaineering equipment — Connectors — Safety requirements and test methods
EN 12277	Mountaineering equipment — Harnesses — Safety requirements and test methods

(3) Insertion of the new GM17 Annex I Definitions to explain the meaning and use of the terms ‘principal place of business’ and ‘place of residence’ when used in the context of NCC, NCO and SPO operators

GM17 Annex I Definitions

GUIDANCE ON DETERMINING THE PRINCIPAL PLACE OF BUSINESS AND PLACE OF RESIDENCE FOR OPERATIONS IN ACCORDANCE WITH PART-NCC AND PART-SPO

The following guidelines should be used when establishing the competent authority responsible for the oversight of an operator operating in accordance with Part-NCC and Part-SPO.

The operator has the primary responsibility to determine its principal place of business, place of establishment or place of residence and to submit the relevant supporting documentation to the competent authority.

DETERMINING AN OPERATOR’S PRINCIPAL PLACE OF BUSINESS

A declared operator should identify the State in which it should declare its organisation.

For the purpose of this Regulation, the concept of ‘principal place of business’ is intended to be used by an operator that is a legal person and it only relates to the activities referred to in this Regulation.

The principal place of business should be understood as the organisation's site from which the majority of the organisation's management personnel specified in ORO.GEN.200 directs, controls or coordinates its operational activities, ensuring that the organisation complies with this Regulation.

DETERMINING AN OPERATOR'S PLACE OF RESIDENCE

For the purpose of this Regulation, the concept of 'place of residence' is intended to be used by an operator that is a natural person. This concept is considered more appropriate for a non-commercial operator, which often consists of only one person.

The competent authority should use the services of the authorities competent for the application of taxation on income or the social security institutions or of corporate tax, as applicable, in order to be satisfied with the operator's determination of its place of residence.

The concept of the place of residence is thus aligned with other EU regulations applicable to natural persons (e.g. legislation on taxation and social security).

The vast majority of European Union Member States' legislations related to taxation on income and social security matters identifies the place of residence as the place where an individual resides for more than 6 months (or 183 days) consecutively in the tax year.

The place of residence is the place that an operator (a natural person) declares as his/her residence for taxation on income purposes or for social security registration.

Several criteria are detailed in Article 11 of Regulation (EC) 987/2009¹ and can be used by the relevant authorities in the European Union Member States to help determining a person's place of residence. These include: the duration of a person's presence on the territory of the countries concerned; the person's family status and ties; the person's housing situation and how permanent it is; the place where the person pursues professional or non-profit activities; the characteristics of the person's professional activity; the Member State where the person resides for taxation purposes.

In any case, the decision on which State is to be considered the place of residence will be made by the social security institutions and not by the person concerned.

¹ Regulation (EC) No 987/2009 of the European Parliament and of the Council of 16 September 2009 laying down the procedure for implementing Regulation (EC) No 883/2004 on the coordination of social security systems (OJ L 284, 30.10.2009, p.1). A consolidated version of this regulation can be downloaded from <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:2009R0987:20130108:EN:HTML>

Draft AMC/GM to Part-ARO

The Annex to 2014/025/R is hereby amended as follows:

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

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

(...)

- (1) **Insertion of a new AMC5 ARO.OPS.100 Specific approval procedure to clarify that irrelevant parts of the Operations Specifications may be omitted in the OPS SPECS.**

GM1 ARO.OPS.200 Specific approval procedure

INSERTION OF RELEVANT INFORMATION INTO THE OPERATIONS SPECIFICATIONS

When issuing the operations specifications in accordance with Appendix II, where the operation does not include helicopter operations, the helicopter-related elements contained in the operations specifications may be omitted.

- (2) **Amendment of GM2 ARO.OPS.110 Lease agreements and insertion of a new title on WET LEASE-IN AGREEMENTS BETWEEN OPERATORS REGISTERED IN DIFFERENT EU MEMBER STATES to ensure that for long term wet lease-in agreements, the competent authorities of the lessee and the lessor should consider a mutual exchange of all necessary information.**

~~GM2 ARO.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 2042/2003² is to ensure that appropriate arrangements are in place to allow:~~

- ~~(a) the transfer of regulatory oversight over the aircraft, if relevant; or~~
- ~~(b) continued compliance of the aircraft with the requirements of Commission Regulation (EC) No 2042/2003.~~

GM2 ARO.OPS.110 Lease agreements

WET LEASE-IN AGREEMENTS BETWEEN OPERATORS REGISTERED IN DIFFERENT EU MEMBER STATES

In case of a wet lease-in agreement of more than 7 months in any 12 consecutive months between operators having their principal place of business in different EU Member States, the competent authorities of the lessee and the lessor should consider a mutual exchange of all necessary information in accordance with ARO.GEN.200(c).

² OJ L 315, 28.11.2003, p. 1.

- (3) Amendment of GM1 ARO.OPS.200 Specific approval procedure, to include the correct reference to the re-arranged Appendices III on specific approvals.

GM2 ARO.OPS.200 Specific approval procedure

SPECIFIC APPROVALS FOR TRAINING ORGANISATIONS

The specific approvals, as established in Appendix V III, for non-commercial operations and specialised operations, also apply to training organisations with a principal place of business in a Member State.

- (4) Deletion of AMC1 ARO.OPS.300 Introductory flights, since its content, i.e. that the competent authority should publish criteria for marginal activity, has been proposed to be included into paragraph (c) of Art. 6(4a), to ensure that the publication of criteria no only applies to introductory flights, but also to parachute dropping, sailplane towing or aerobatic flights.

~~**AMC1 ARO.OPS.300 Introductory flights**~~

~~**MARGINAL ACTIVITY**~~

~~The competent authority should publish criteria specifying to which extent it considers an activity marginal and how this is being overseen.~~

- (5) Amendment of GM1 ARO.RAMP.115(b)(2) Qualification of inspectors, to remove reference to the deleted Appendices III and IV

GM1 ARO.RAMP.115(b)(2) Qualification of inspectors

PRIVILEGES OF EXPERIENCED INSPECTORS

- (a) 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:

Typical inspection privileges of a CPL/ATPL holder could include the following inspection checklist items ~~in Appendices III and IV of this section:~~

- A items
- B items
- C items
- D1/D3 items

(...)

- (6) Insertion of the new AMC2 ARO.RAMP.125 Proof of ramp inspection checklist.

AMC2 ARO.RAMP.125 Proof of ramp inspection checklist

CHECKLIST TO REPORT ON THE RESULTS OF A RAMP INSPECTION

A ramp inspection should be performed and its results should be reported by using the following checklist :

Proof of Ramp Inspection				
Date:	Local Time Start:	Local Time End:	Place:	Information of competent authority (logo, contact details tel./fax/e mail)
Operator:				
AOC Number:	SAFA <input type="checkbox"/>	SAFA Type of Operation:		
State:	or SACA <input type="checkbox"/>	<input type="checkbox"/> Commercial Air Transport (Annex 6 Part II) <input type="checkbox"/> CAT-Aeroplane	<input type="checkbox"/> General Aviation (Annex 6 Part II) <input type="checkbox"/> CAT-Helicopter	
		<input type="checkbox"/> NCC-Aeroplane <input type="checkbox"/> Other (please specify)	<input type="checkbox"/> Helicopter Operation (Annex 6 Part III)	

- (7) Amendment of AMC1 ARO.RAMP.125 Proof of ramp inspection to delete the superfluous references to Appendices III and IV, which have been deleted.

AMC1 ARO.RAMP.125(b) Conduct of ramp inspections

GENERAL

(...)

- (g) The items to be inspected should be selected from the ramp inspection checklist contained in the proof of ramp inspection in accordance with AMC2 ARO.RAMP.125 (see Appendices III and IV). The ramp inspection checklist contains a total of 534 items. Of these, 24 relate to operational requirements (A-items) to be checked on the flight crew compartment, 14 items address safety and cabin items (B-items), 112 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.
- (h) Items which have been inspected as well as any possible findings and observations will be recorded in the proof of Ramp Inspections checklist Report (see Appendices III and IV).
- (i) ARO.RAMP.125(c) requires that the operator is informed about the results of every ramp inspection by providing it with a copy of the checklist of the Proof of Ramp Inspection in accordance with AMC2 ARO.RAMP.125 (see Appendix III). A signed acknowledgement of receipt should be requested from the recipient and retained by the inspector. Refusal to sign by the recipient should be recorded in the document.

Draft AMC/GM to Part-ORO

The Annex to Decision 2014/017/R is hereby amended as follows:

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

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

- (1) Amendment of GM1 ORO.GEN.130(b), as an outcome of RMT.0352, to delete point (e) to ensure consistency with the change in ORO.AOC.125, which proposes the removal of the requirement for prior approval of operational procedures for non-commercial operations of an AOC holder.**

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

CHANGES REQUIRING PRIOR APPROVAL

(...)

- (d) leasing agreements, i.e. wet lease-in of an aircraft of a third-country operator or dry lease-in agreement concerning aircraft registered in a third country;
- (e) procedure of the use of aircraft included in an AOC by other operators for other-than-CAT operations, as required by ORO.GEN.310;
- ~~(e) non-commercial operations by AOC holders;~~

(...)

- (2) Amendment of AMC1 ORO.GEN.160 Occurrence reporting to replace the reference to the Occurrence Reporting Directive with the reference to the Occurrence Reporting Regulation**

AMC1 ORO.GEN.160 Occurrence reporting

GENERAL

- (a) The operator should report all occurrences defined in AMC 20-8, and as required by the applicable national rules implementing Regulation (EU) No 376/2014 ~~Directive 2003/42/EC~~.³ on occurrence reporting in civil aviation.
- (b) In addition to the reports required by AMC 20-8 and Regulation (EU) No 376/2014 ~~Directive 2003/42/EC~~, the operator should report volcanic ash clouds encountered during flight.

³ Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation (OJ L 167, 4.7.2003, p. 23-36).

(3) Amendment of GM2 ORO.GEN.200(a)(3) Management system to replace the reference to the Occurrence Reporting Directive with the reference to the Occurrence Reporting Regulation

GM2 ORO.GEN.200(a)(3) Management system

RISK MANAGEMENT OF FLIGHT OPERATIONS WITH KNOWN OR FORECAST VOLCANIC ASH CONTAMINATION

(...)

(f) Reporting

The operator should ensure that reports are immediately submitted to the nearest ATS unit using the VAR/AIREP procedures followed up by a more detailed VAR on landing together with, as applicable, a report, as defined in Commission Regulation (EU) No 996/2010 and Regulation (EU) No 376/2014 Directive 2003/42/EC, and an aircraft technical log entry for:

- (1) any incident related to volcanic clouds;
- (2) any observation of volcanic ash activity; and
- (3) any time that volcanic ash is not encountered in an area where it was forecast to be.

(...)

(4) Insertion of the new AMC2 ORO.GEN.205 Contracted activities establishing conditions for the acceptance of audits from third-party audit providers, thus enabling the operator to pool audits of contracted organisations. The elements specifying the conditions under which a third-party provider can be used for those audits have been copied from the existing AMC related to pooling of audits of code-share agreements. This new AMC responds to safety recommendations GEF-2006-009 and UNKG-2005-148 on pooled audits.

AMC2 ORO.GEN.205 Contracted activities

THIRD-PARTY PROVIDERS

(a) In order to enable operators to pool audits of contracted organisations, the initial audit and/or the continuous monitoring of those contracted organisations may be performed by a third-party provider on behalf of the operator when it is demonstrated that:

- (1) a documented arrangement has been established with the third-party provider;**
- (2) the audit standards applied by the third-party provider address the scope of this Regulation in sufficient detail;**
- (3) the third-party provider uses an evaluation system, designed to assess the operational, management and control systems of the contracted organisation;**
- (4) the independence of the third-party provider, its evaluation system as well as the impartiality of the auditors is ensured;**
- (5) the auditors are appropriately qualified and have sufficient knowledge, experience and training, including on-the-job training, to perform their allocated tasks;**
- (6) audits are performed on-site;**
- (7) access to the relevant data and facilities is granted to the level of detail necessary to verify compliance with the applicable requirements;**
- (8) access to the full audit report is granted;**

- (9) procedures have been established for monitoring continuous compliance of the contracted organisation with the applicable requirements; and
- (10) procedures have been established to notify the contracted organisation of any non-compliance with the applicable requirements, the corrective actions to be taken, the follow up of these corrective actions, and closure of findings.
- (b) The use of a third-party provider for the initial audit or the monitoring of continuous compliance of the contracted organisation does not exempt the operator from its responsibility under the applicable requirements.
- (c) The operator should maintain a list of the contracted organisations monitored by the third-party provider. This list and the full audit report prepared by the third-party provider should be made available to the competent authority upon request.
- (5) Addition of the new GM1 ORO.GEN.310, as an outcome of RMT.0352, to clarify the meaning of 'other operators' when used in the context of ORO.GEN.310**

GM1 ORO.GEN.310 Use of aircraft included in an AOC for other-than-CAT operations

EXAMPLES OF POSSIBLE SCENARIOS

The following list provides examples of possible scenarios with organisations and operators to which this rule applies:

- (a) the same AOC holder providing the aircraft, using the aircraft either:
- (1) as a declared operator conducting SPO activities (commercial or non-commercial, including high-risk activities) in accordance with Part-ORO and Part-SPO for operations with complex motor-powered aircraft or
 - (2) as a flight training organisation (approved training organisation (ATO) or declared training organisation (DTO)) conducting operations in accordance with Part-NCC or Part-NCO.

When the AOC holder conducts NCC or NCO operations with the aircraft included in its AOC, the provisions of ORO.AOC.125 apply; a declaration is not required.

When the AOC holder conducts SPO activities with the aircraft included in its AOC, the provisions of Part-SPO apply. This implies that the operator should submit a declaration and apply for an authorisation if performing high-risk activities;

- (b) another AOC holder, using the aircraft either:
- (1) as a declared operator conducting NCC operations or SPO activities (commercial or non-commercial, including high-risk activities) in accordance with Part-ORO and Part-NCC/Part-SPO for operations with complex motor-powered aircraft, or
 - (2) as a flight training organisation (ATO or DTO) conducting operations in accordance with Part-NCC or Part-NCO.

For the purpose of this rule, in both cases (1) and (2) of point (b), this is considered a different operator, distinct from the AOC holder;

- (c) a declared operator, not holding an AOC, conducting operations in accordance with Part-ORO and Part-NCC/Part-SPO (commercial or non-commercial, including high-risk activities);

- (d) an NCO operator or a SPO operator conducting SPO activities with other-than complex motor-powered aircraft in accordance with Part-NCO;
- (e) a flight training organisation (ATO or DTO), conducting operations in accordance with Part-NCC or Part-NCO.

(6) Addition of the new GM2 ORO.GEN.310 to explain the meaning of 'aircraft included in an AOC'

GM2 ORO.GEN.310 Use of aircraft included in an AOC for other-than-CAT operations

MEANING OF 'AIRCRAFT INCLUDED IN AN AOC'

'Aircraft included in an AOC' means any aircraft included in the certification process, to which the privileges of the operator apply. The registration marks of these aircraft are indicated either in the operations specifications form or in the operations manual of the AOC holder.

(7) Addition of the new GM3 ORO.GEN.310, as an outcome of RMT.0352, to clarify the status of specific approvals and of the MEL in relation with the use of an aircraft included in an AOC by other operators for other-than-CAT flights

GM3 ORO.GEN.310 Use of aircraft included in an AOC for other-than-CAT operations

SPECIFIC APPROVALS

- (a) Specific approvals (SPA) of the AOC holder using its aircraft for other-than-CAT operations
 - (1) When the AOC holder performs operations in accordance with Part-NCC, the SPA granted for the AOC extend over such operations, as in such cases the provisions of ORO.AOC.125 apply.
 - (2) When the AOC holder performs operations in accordance with Part-SPO, as a declared operator, either:
 - (i) the SPA applicable to its SPO activities for the same aircraft are already granted in its AOC. In this case, the operator does not need to apply for them again; or
 - (ii) the SPA are not granted within its AOC. In this case, the operator should apply for the obtaining of the relevant SPA to the competent authority, following the provisions of Part-SPA. This means that all the elements required for a SPA need to be provided to the competent authority: evidence of the relevant airworthiness approval, specific equipment approval, operational procedures, and training programme specific for each of the SPA applied for.
- (b) SPA of another AOC holder using the aircraft as a declared operator or as an ATO/DTO

Since, in this case, the operator uses the aircraft included in another AOC as a declared operator or as an ATO/DTO, it has to comply with Part-SPA and apply for the SPA required for the type of operation it intends to conduct with that aircraft.
- (c) SPA of any other operator, which is not an AOC holder

Any other operator, which does not hold an AOC, is responsible for obtaining the SPA for the operations it intends to conduct, in compliance with Part-SPA.

MINIMUM EQUIPMENT LIST (MEL)

Any operator to which this rule applies is responsible for obtaining the approval of the MEL for its own operations. The MEL should cover all the aircraft that it operates.

- (8) Addition of the *new AMC1 ORO.GEN.310(b);(e)*, as an outcome of RMT.0352, to detail the content of the procedure in which an AOC holder has to describe how the shift of operational control takes place in the context of ORO.GEN.310.

AMC1 ORO.GEN.310(b);(e) Use of aircraft included in an AOC for other-than-CAT operations

RESPONSIBILITIES OF THE AOC HOLDER

The AOC holder providing the aircraft should include the following information in the respective parts of its operations manual:

- (a) the way in which the relevant personnel are informed about which of the operators is responsible for the operational control of each flight;
- (b) which of its aircraft are used by itself when conducting other-than-CAT operations as a different operator (SPO operator, ATO or DTO) or by other operator(s);
- (c) when possible, the name of the other operators using the aircraft for operations performed in accordance with Part-NCC, Part-NCO or Part-SPO;
- (d) when possible, the frequency with which the aircraft is used by the other operators;
- (e) the means of instructing the relevant personnel on the continuing airworthiness procedure covering the use of the aircraft for other-than-CAT operations performed by other operators; and
- (f) a customised list of occurrences that the other operator has to report to the AOC holder when using the aircraft included in the AOC. This list may be adjusted to fit the aircraft used by the other operators for their other-than-CAT operations, as well as the type of operation. This list should be communicated to the other operators using the aircraft included in the AOC.

- (9) Addition of the *new GM1 ORO.GEN.310(d)*, as an outcome of RMT.0352, to clarify that the other operator and the CAMO of the AOC holder should have a contract in accordance with the continuing airworthiness requirements:

GM1 ORO.GEN.310(d) Use of aircraft included in an AOC for other-than-CAT operations

CONTINUING AIRWORTHINESS MANAGEMENT

In accordance with Part-M, the management of the continuing airworthiness of the aircraft by the CAMO of the AOC holder means that the other operator has established a written contract with this CAMO as per Appendix I to Part-M of Regulation (EU) No 1321/2014.

- (10) Addition of the *new AMC1 ORO.GEN.310(b);(d);(f)*, as an outcome of RMT.0352, to clarify the responsibilities of the other operators using the aircraft included in an AOC for operations performed in accordance with Part-NCC, Part-NCO or Part-SPO.

AMC1 ORO.GEN.310(b);(d);(f) Use of aircraft included in an AOC for other-than-CAT operations

RESPONSIBILITIES OF THE OTHER OPERATOR

The other operator using the aircraft included in an AOC for its other-than-CAT operations should include the following elements in its procedure:

- (a) a description of the way in which the shift of operational control is communicated, including how, when and to whom the information is communicated;

- (b) a description of the specific responsibilities deriving from holding the operational control of the flight performed with the aircraft included in the AOC;
- (c) a description of the means to ensure that the relevant personnel are instructed to:
- (1) contact the CAMO of the AOC holder for any defect or technical malfunction which occurs before or during the operation.
The information about any defect or malfunction should be transmitted to the CAMO of the AOC holder before the aircraft is used for the next flight. In any case, the same information should be confirmed by the entries in the aircraft technical log system.
 - (2) report any occurrence in accordance with the applicable rules and the internal procedures; and
- (d) a customised list of occurrences, as developed by the AOC holder, which the other operator should use when informing the AOC holder of any issue or event that occurred while the aircraft was under its operational control.

(11) Amendment of AMC1 ORO.AOC.110 Leasing agreement, if some information regarding the leasing partner might not be available to the operator at the time of requesting the approval

AMC1 ORO.AOC.110 Leasing agreement

GENERAL

- (a) The operator intending to lease-in an aircraft should provide the competent authority with the following information:
- (a1) the aircraft type, registration markings and serial number, as soon as available;
 - (b2) the name and address of the registered owner;
 - (c3) a copy of the valid certificate of airworthiness;
 - (d4) a copy of the lease agreement or description of the lease provisions, except financial arrangements; and
 - (e5) duration of the lease; and.
- (b) (f) In case of wet lease-in, a copy of the AOC of the third-country operator and the areas of operation.
- (c) The information mentioned above should be accompanied by a statement signed by the lessee that the parties to the lease agreement fully understand their respective responsibilities under the applicable regulations.

(12) Amendment of AMC1 ORO.AOC.110(c) Leasing agreement to clarify that this AMC only applies for WET LEASE-IN WITH A THIRD-COUNTRY OPERATOR and insertion of a new point ((f)) on retroactive airworthiness requirements contained in Part-26.

AMC1 ORO.AOC.110(c) Leasing agreement

WET LEASE-IN WITH A THIRD-COUNTRY OPERATOR

If the operator is not intending to apply EU safety requirements for air operations and continuing airworthiness when wet leasing-in an aircraft registered in a third country, it should demonstrate to the competent authority that the standards complied with are equivalent to the following requirements:

- (a) Annex IV (Part-CAT);

- (b) Part-ORO:
- (1) ORO.GEN.110 and Section 2 of Subpart GEN;
 - (2) ORO.MLR, excluding ORO.MLR.105;
 - (3) ORO.FC;
 - (4) ORO.CC, excluding ORO.CC.200 and ORO.CC.210(a);
 - (5) ORO.TC;
 - (6) ORO.FTL, including related CS-FTL; and
 - (7) ORO.SEC;
- (c) Annex V (Part-SPA), if applicable;
- (d) for continuing airworthiness management of the third-country operator, Part-M⁴ Subpart-B, Subpart-C and Subpart-G, excluding M.A.707, and M.A.710;
- (e) for the maintenance organisation used by the third-country operator during the lease period: Part-145⁵; and
- (f) retroactive airworthiness requirements in accordance with Part-26⁶; and
- (gf) the operator should provide the competent authority with a full description of the flight time limitation scheme(s), operating procedures and safety assessment demonstrating compliance with the safety objectives set out in points (b) (1)-(6).
- (...)

(13) Amendment of GM1 ORO.AOC.110(c) Leasing agreement to clarify that this GM only applies to SHORT-TERM WET LEASE-IN WITH A THIRD-COUNTRY OPERATOR.

GM1 ORO.AOC.110(c) Leasing agreement
SHORT-TERM WET LEASE-IN WITH A THIRD-COUNTRY OPERATOR

In anticipation of an operational need the operator may enter into a framework agreement with more than one third-country operator provided that these operators comply with ORO.AOC.110 (c). These third-country operators should be placed in a list maintained by the lessee.

(...)

⁴ Commission Regulation (EU) No 1321/2014 ~~2042/2003~~.

⁵ Commission Regulation (EU) No 1321/2014 ~~2042/2003~~.

⁶ Commission Regulation (EU) 2015/640.

- (14) Amendment of **AMC2 ORO.AOC.115(b) Code-share agreements**, since the conditions applying to the acceptance of audits of third-party providers have now been moved to the new **AMC2 ORO.GEN.205 Contracted activities**. This new AMC to ORO.GEN.205 will apply not only to code-share agreements, but also to other contracted activities and will enable operators to pool audits of third parties in response to SR GERF-2006-009 and UNKG-2005-148.

AMC2 ORO.AOC.115(b) Code-share agreements

THIRD-PARTY PROVIDERS

- (a) The initial audit and/or the continuous monitoring may be performed by a third-party provider on behalf of the EU operator in accordance with AMC2 ORO.GEN.205 on contracted activities, when it is demonstrated that:
- ~~(1) a documented arrangement has been established with the third party provider;~~
 - ~~(2) the audit standards applied by the third party provider addresses the scope of the regulation in sufficient detail;~~
 - ~~(3) the third party provider uses an evaluation system, designed to assess the operational, management and control systems of the third country code-share operator;~~
 - ~~(4) independence of the third party provider, its evaluation system as well as the impartiality of the auditors is ensured;~~
 - ~~(5) the auditors are appropriately qualified and have sufficient knowledge, experience and training, including on-the-job training, to perform their allocated tasks;~~
 - ~~(6) audits are performed on-site;~~
 - ~~(7) access to the relevant data and facilities is granted to the level of detail necessary to verify compliance with the applicable requirements;~~
 - ~~(8) access to the full audit report is granted to the EU operator;~~
 - ~~(9) procedures have been established for monitoring continued compliance of the third country code-share operator with the applicable requirements, taking into account the timelines in AMC1 ORO.AOC.115(b)(b) and (c);~~
 - ~~(10) procedures have been established to notify the third country code-share operator of any non-compliance with the applicable requirements, the corrective actions to be taken, the follow up of these corrective actions and closure of findings.~~
- (b) The use of a third-party provider for the initial audit or the monitoring of continuous compliance of the third-country code-share operator does not exempt the EU operator from its responsibility under ORO.AOC.115.
- (c) The EU operator should maintain a list of the third country code-share operators monitored by the third party provider. This list and the full audit report prepared by the third party provider should be made available to the competent authority upon request.
- (...)

- (15) Insertion of the *new AMC1 ORO.AOC.125(a)*, as an outcome of RMT.0352, referring to the flight and duty time limitations and rest requirements for operations that combine CAT with NCC/NCO operations.

AMC1 ORO.AOC.125(a) Non-commercial operations of an AOC holder with aircraft included in its AOC FLIGHT AND DUTY TIME LIMITATIONS AND REST REQUIREMENTS FOR COMBINED CAT AND NCC/NCO OPERATIONS

When crew members are assigned to perform a series of flights that combine several types of operation (CAT, NCC/NCO), the operator should:

- (a) comply at any time with the provisions of ORO.FTL.210 'Flight times and duty periods' or, as applicable, the provisions of Council Regulation (EEC) No 3922/91 (EU-OPS, Subpart Q), to ensure compliance with Subpart FTL for any CAT operation; and
- (b) include any combination of types of operation in its safety risk management process to ensure that the fatigue risks arising from such operations do not affect the CAT operation.

- (16) Insertion of the *new GM1 ORO.AOC.125(a)*, as an outcome of RMT.0352, to clarify the requirements that apply to the non-commercial operations of an AOC holder, which are covered by ORO.AOC.125.

GM1 ORO.AOC.125(a) Non-commercial operations of an AOC holder with aircraft included in its AOC APPLICABLE REQUIREMENTS

The provisions of ORO.AOC.125 enable an AOC holder to apply the most appropriate requirements when conducting non-commercial flights, based on the risk assessment performed within its SMS.

If the operational procedures used for these flights are different from those used in CAT operations, they should comply with the provisions of Annex III (Part-ORO) and Annex VI (Part-NCC), or of Annex VII (Part-NCO), as appropriate.

For its non-commercial flights, an AOC holder should either apply:

- (a) the same operational procedures as those used in its CAT operations. In this case, the AOC holder should state this option in its operations manual and ensure that the procedures comply with Part-CAT. No further descriptions are required; or
- (b) different operational procedures than those used in its CAT operations. In this case, the procedures should comply with Part-ORO and Part-NCC for complex motor-powered aircraft or with Part-NCO for other-than complex motor-powered aircraft, as appropriate.

- (17) Insertion of the *new AMC1 ORO.AOC.125 (a)(2)*, as an outcome of RMT.0352, to establish a list of minimum elements that an AOC holder should consider when performing the risk assessment of its non-commercial operations.

AMC1 ORO.AOC.125(a)(2) Non-commercial operations of an AOC holder with aircraft included in its AOC ELEMENTS OF RISK ASSESSMENT OF DIFFERENT OPERATING PROCEDURES FOR NON-COMMERCIAL OPERATIONS

When developing different operating procedures for its non-commercial flights than the ones used for its CAT flights, the AOC holder should identify the hazards and assess and mitigate the risks associated with its specific operation, as part of its safety risk management process in compliance with ORO.GEN.200.

This process should consider at least the following elements:

- (a) Flight profile (including manoeuvres to be performed, any simulated abnormal situations in flight, duties and responsibilities of the crew members);
- (b) Continuing airworthiness, as applicable, especially of the aircraft returned to the AOC holder after being used by another operator for other-than-CAT operations in accordance with ORO.GEN.310;
- (c) Levels of functional equipment and systems (MEL, CDL);
- (d) Operating procedures, minima, and dispatch criteria;
- (e) Operating a flight with a double purpose (e.g. a relocation flight used as a line training flight or a maintenance check flight used as a line training flight);
- (f) Specific approvals held by the AOC holder;
- (g) Flight and duty time limitations and rest requirements and cumulative fatigue;
- (h) Selection, composition, and training of flight and cabin crew;
- (i) Multi-pilot operation as per Part-CAT vs single-pilot operation when operating according to Part-NCC or Part-NCO;
- (j) Flights performed with a crew that includes crew members of another operator, who have not completed a familiarisation training and who may be less familiarised with the AOC holder's operational procedures; and
- (k) Categories of passengers on board.

(18) Insertion of the new AMC2 ORO.AOC.125(a)(2), as an outcome of RMT.0352, to establish a flight programme for non-commercial flights with an increased level of risk, proposing a risk-based approach.

AMC2 ORO.AOC.125(a)(2) Non-commercial operations of an AOC holder with aircraft included in its AOC FLIGHT PROGRAMME FOR FLIGHTS WITH AN INCREASED LEVEL OF RISK

Significant issues such as how these flights should be conducted, which pilots are involved in their operation, what is the purpose of the flight, and how it is to be accomplished, should be addressed by any operator conducting such flights.

For flights with an increased level of risk, such as a functional check flight, an acceptance flight, or other types of flights of a similar risk profile, the AOC holder should establish a flight programme, considering the following elements, as applicable:

- (a) pre-flight briefing;
- (b) duties and responsibilities of the crew members involved, task sharing;
- (c) special operating procedures;
- (d) manoeuvres to be performed in flight, minimum and maximum speeds and altitudes for all portions of the flight;
- (e) operational limitations;
- (f) potential risks and contingency plans;
- (g) adequate available airspace and coordination with the air traffic control (ATC);
- (h) selection of flight crew;

- (i) additional crew training at regular intervals to ensure recency (considering also a flight of a similar risk profile in the simulator, if needed).

When certain maintenance work performed on aircraft requires functional checks, the crew members should be informed, prior to conducting the flight, of the nature of the malfunction and the work that had been done to correct it.

- (19) Insertion of the new GM1 ORO.AOC.125(a)(2), as an outcome of RMT.0352, to provide examples of operating procedures, different from the operational procedures used for a CAT operation, which an AOC holder could apply to its non-commercial flights:**

GM1 ORO.AOC.125(a)(2) Non-commercial operations of an AOC holder with aircraft included in its AOC
EXAMPLES OF DIFFERENT OPERATIONAL PROCEDURES APPLIED TO NON-COMMERCIAL OPERATIONS

Below is a non-exhaustive list of elements that an AOC holder may identify and describe as being different in its non-commercial operations from those used in its CAT operation and for which the provisions of Part-ORO and Part-NCC or the provisions of Part-NCO should apply as appropriate:

- (a) Qualification, training and experience of crew members, including aerodrome and route competence requirements;
- (b) Flight crew and cabin crew composition requirements:
- (1) CAT operations contain more stringent requirements for crew members, e.g. multi-pilot vs single-pilot requirements;
 - (2) the AOC holder should specify the minimum number of flight and cabin crew and the applicable crew composition;
- (c) Fuel requirements;
- (d) Performance requirements;
- (e) Serviceable instruments, data and equipment and MEL considerations;
- (f) Non-ETOPS/ETOPS
- ETOPS are for CAT operations only and thus a flight operated according to the NCC/NCO rules may be performed without the ETOPS restrictions;
- (g) Categories of passengers on board (see AMC1 ORO.CC.100(d)).

- (20) Amendment of GM2 ORO.AOC.135(a) Personnel requirements to align the GM with changes made to the Continuing Airworthiness Regulation, whereby for continuous maintenance and for certain types of operations a licence is not required. This amendment mirrors the proposed change to ORO.AOC.135.**

GM2 ORO.AOC.135(a) Personnel requirements
COMPETENCE OF NOMINATED PERSONS

- (a) Nominated persons in accordance with ORO.AOC.135 should be expected to possess the experience and meet the licensing provisions that are listed in qualification provisions of (b) to (f) respectively. Exceptionally, in particular cases, where the nominated person the competent authority may accept a nomination that does not meet these provisions in full. In that circumstance, the nominee should have comparable experience and also the ability to perform effectively the functions associated with the post and with the scale of the operation.

- (b) Nominated persons for flight operations, crew training and ground operations should have:
- (1) practical experience and expertise in the application of aviation safety standards and safe operating practices;
 - (2) comprehensive knowledge of:
 - (i) the applicable EU safety regulations and any associated requirements and procedures;
 - (ii) the AOC holder's operations specifications; and
 - (iii) the need for, and content of, the relevant parts of the AOC holder's operations manual;
 - (3) familiarity with management systems preferably in the area of aviation;
 - (4) appropriate management experience, preferably in a comparable organisation; and
 - (5) 5 years of relevant work experience of which at least 2 years should be from the aeronautical industry in an appropriate position.
- (c) Flight operations. The nominated person should hold or have held a valid flight crew licence and the associated ratings appropriate to a type of operation conducted under the AOC. In case the nominated person's licence and ratings are not current, his/her deputy should hold a valid flight crew licence and the associated ratings.
- (d) Crew training. The nominated person or his/her deputy should be a current type rating instructor on a type/class operated under the AOC. The nominated person should have a thorough knowledge of the AOC holder's crew training concept for flight, cabin and when relevant other crew.
- (e) Ground operations. The nominated person should have a thorough knowledge of the AOC holder's ground operations concept.
- (f) Continuing airworthiness. The nominated person for continuing airworthiness or for the continuing airworthiness management contract, as the case may be, should have the relevant knowledge and appropriate experience and qualification requirements related to aircraft continuing airworthiness as detailed in Part-M⁷ of Regulation (EU) No 1321/2014.

(21) Amendment of AMC3 ORO.MLR.100, as an outcome of RMT.0352, to ensure consistency with the requirements on non-commercial operations of an AOC holder specified in ORO.AOC.125

AMC3 ORO.MLR.100 Operations manual — general

CONTENTS — CAT OPERATIONS

(...)

- 8.7 ~~Non-revenue~~ Non-commercial flights. Information as required by ORO.AOC.125 for each type of non-commercial flight performed by the AOC holder. Procedures and limitations, for example, for the following:
- (a) ~~non-commercial operations by AOC holders, a description of the differences to commercial operations,~~

⁷ ~~Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 315, 28.11.2003, p. 1). Regulation as last amended by Commission Regulation (EU) No 1149/2011 of 21 October 2011 (OJ L 298, 16.11.2011, p. 1).~~ Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1).

- (a) training flights,
- (b) test flights,
- (c) delivery flights,
- (d) ferry flights,
- (e) demonstration flights,
- (f) positioning flights, including the kind of persons who may be carried on such flights.
- (g) other non-commercial flights.

(22) Amendment of AMC1 ORO.MLR.105(d)(3), as an outcome of RMT.0352, to ensure consistency with the new ORO.GEN.310 and with the changes made to ORO.AOC.125

AMC1 ORO.MLR.105(d)(3) Minimum equipment list

SCOPE OF THE MEL

The MEL should include:

- (a) (...)
- (b) Specific provision for particular types of operations carried out by the operator in accordance with ORO.GEN.310 and with ORO.AOC.125.

(23) Amendment of GM1 ORO.MLR.105(d)(3), as an outcome of RMT.0352, to ensure consistency with the new ORO.GEN.310 and with the changes made to ORO.AOC.125

GM1 ORO.MLR.105(d)(3) Minimum equipment list

SCOPE OF THE MEL

- (a) (...)
- (b) Examples of Different types of operations carried out by the operator in accordance with ORO.GEN.310 and with ORO.AOC.125. may be:
 - (1) crew training,
 - (2) positioning flights,
 - (3) demonstration flights.
- (...)

(24) Insertion of the new AMC1 ORO.CC.100(d), as an outcome of RMT.0352, to establish the additional conditions that an operator should comply with when using the alleviation proposed in the new point (d) of ORO.CC.100.

AMC1 ORO.CC.100(d) Number and composition of cabin crew

ADDITIONAL MITIGATION MEASURES FOR NON-COMMERCIAL OPERATIONS WITH NO OPERATING CABIN CREW ON BOARD AN AIRCRAFT WITH AN MOPSC OF MORE THAN 19 AND MAXIMUM 19 PASSENGERS

The operator should assess the risk of these operations and ensure that the adopted procedures mitigate the risk of operating such a flight with no operating cabin crew.

The additional mitigation measures should be properly adapted to the categories of passengers carried on board such flights, who may be knowledgeable or not about procedures in normal operations and in abnormal and/or emergency situations.

On developing such procedures, the operator should consider the cabin crew requirements specified in the aircraft's certification documentation. These procedures should provide an appropriate level of protection to the passengers on board.

The mitigation measures included in these procedures should be adapted for the two following categories of passengers:

- (a) Non-operating crew members (flight crew, cabin crew, technical crew) who may be familiarised with the procedures in normal operations and in abnormal and/or emergency situations and trained on the specific type of aircraft (e.g. operation of doors, location of equipment, use of equipment).

For this category of passengers, the AOC holder may use the provisions on passenger seating and briefing in Annex IV (Part-CAT) or Annex VI (Part-NCC) to ensure appropriate passenger protection in the cabin.

Any additional safety instructions on the specific type of aircraft that are deemed necessary to ensure passenger protection should be included in these procedures.

- (b) Passengers, other than non-operating crew members, who may be unacquainted with the procedures in normal operations and in abnormal and/or emergency situations.

For this category of passengers, the operator should establish and apply procedures to ensure appropriate passenger protection in the cabin, such as:

(1) Passenger seating

- (i) Safety and emergency procedures to ensure both easy access to the emergency exits and rapid evacuation of passengers;
- (ii) Special seating arrangements for passengers in the cabin to enable clear and quick communication with the flight crew and also good visibility from the flight crew compartment of all passengers in emergency situations.

(2) Passenger briefing

Safety and emergency procedures, including operation of the emergency exits and rapid evacuation of passengers in case of emergency.

- (3) Coordination of passengers in emergency situations. Such procedures should describe the way in which appropriate surveillance, coordination and communication with the passenger compartment is ensured for the duration of the flight, as well as the way in which passenger protection is ensured in the case of an emergency.

For both categories of passengers in points (a) and (b) above, the operator should develop mitigation measures to cover at least the following elements:

- (c) passenger cabin surveillance,
- (d) operation of doors,
- (e) evacuation procedures,
- (f) flight crew incapacitation,

- (g) donning of oxygen masks,
- (h) inflation of life-vests, and
- (i) training and recency of frequent travellers. Frequent travellers are defined by the operator.

The operator should be able to show evidence of the training and recency in the safety and emergency procedures on the aircraft type of the frequent travellers.

(25) Deletion of the last sentence of GM1 ORO.CC.100 Number and composition of cabin crew to delete the reference to type certification

GM1 ORO.CC.100 Number and composition of cabin crew

MINIMUM NUMBER OF CABIN CREW

- (a) When determining the minimum required cabin crew for its specific aircraft cabin configuration, the operator should:
 - (1) request information regarding the minimum number of cabin crew established by the aircraft type certificate (TC) holder or other design organisation responsible for showing compliance with the evacuation requirements of the applicable Certification Specifications; and
 - (2) take into account the factors specified in AMC1 ORO.CC.100, as applicable.
- (b) The number of cabin crew referred to in ORO.CC.100 (b)(1) means either:
 - (1) the number of cabin crew who actively participated in the aircraft cabin during the relevant emergency evacuation demonstration, or who were assumed to have taken part in the relevant analysis, carried out by the aircraft TC holder when demonstrating the maximum passenger seating capacity (MPSC) of the aircraft type at the time of initial type certification; or
 - (2) a lower number of cabin crew who actively participated in a subsequent emergency evacuation demonstration, or who were assumed to have taken part in the relevant analysis, and for which approval has been obtained for a cabin configuration other than the MPSC, either by the TC holder or by another design organisation. The operator should obtain a clear indication of that number which is specified in the related documentation. ~~If a lower number is not specified, the number of cabin crew established at the time of initial type certification applies.~~

(26) Insertion of the new GM1 ORO.CC.100(d), as an outcome of RMT.0352, to provide examples of mitigation measures that an operator could use to comply with the provisions of ORO.CC.100(d).

GM1 ORO.CC.100(d) Number and composition of cabin crew

EXAMPLES OF MITIGATION MEASURES

For the purpose of safety instructions and passenger briefing, the operator may decide to establish a ratio between the two categories of passengers described in (a) and (b) of AMC1 ORO.CC.100(d).

The operator may also provide an extended briefing to one or more frequent traveller passengers to facilitate communication with the flight crew and coordination of all passengers in case of an emergency.

The concept of frequent travellers should be similar to the one applied by a commercial operator when determining the frequent-flyer programme offered to its passengers. In principle, a passenger who uses often the same airline for his or her flights is already familiarised with the safety briefing/demonstrations or with the passenger training programme covering all safety and emergency procedures for a given type of aircraft operated by that airline. The passengers of an NCC operator are more or less the same persons, so the

probability that they are familiarised with the safety and emergency procedures of the aircraft used by that NCC operator is quite high. Therefore, they, too, could be considered frequent travellers.

- (27) Insertion of the *new GM2 ORO.CC.100(d)*, as an outcome of RMT.0352, to clarify that the alleviation in point (d) of ORO.CC.100 may apply also when the minimum number of cabin crew is specified in the STC.

GM2 ORO.CC.100(d) Number and composition of cabin crew

CERTIFICATION APPROVAL ASPECTS AND THEIR EFFECT ON THIS ALLEVIATION

Aircraft with an MOPSC below 19 are not subject to the requirements of ORO.CC.100.

The supplemental type certificate (STC) may specify a different minimum number of cabin crew than the one mentioned in the TCDS.

Point (d) of ORO.CC.100 is an alleviation from the operational requirements and the STC (where possible) by which an operator may perform a non-commercial flight with no operating cabin crew for carrying maximum 19 passengers on board a large aircraft (with an MOPSC above 19) on the condition that significant mitigation measures are applied.

The alleviation in ORO.CC.100(d) may be used also for those aircraft where the minimum number of cabin crew is specified in the aircraft's STC, because that number was established by the manufacturer through an evacuation test with the maximum number of passengers on board for the certificated MOPSC.

For example, the TCDS for a certain type of aircraft requires minimum 8 cabin crew members for up to 400 passengers. However, if an operator carries a maximum of 19 passengers on a non-commercial flight and applies specific safety and emergency procedures to mitigate the risk of such operation, cabin crew may be optional under the conditions specified in ORO.CC.100(d).

- (28) Insertion of the *new GM1 ORO.CC.205(a) Reduction of the number of cabin crew explaining the term 'present and ready to act'*. This term has been introduced to enable a reduction of the minimum number of CC during the cruise phase when in-flight rest is necessary.

GM1 ORO.CC.205(a) Reduction of the number of cabin crew

CABIN CREW PRESENT AND READY TO ACT

'Present and ready to act' means that cabin crew members should be awake and in a state of alertness that enables them to fulfil their responsibilities and perform their duties as required by any situation in accordance with all applicable normal and emergency procedures established in the operations manual.

- (29) Amendment of the title of *AMC1 ORO.CC.205(c)(1)* on reduction of the number of cabin crew

AMC1 ORO.CC.205(c)(1) Reduction of the number of cabin crew ~~during ground operations and in unforeseen circumstances~~

PROCEDURES WITH REDUCED NUMBER OF CABIN CREW

- (a) During ground operations, if reducing the applicable minimum required number of cabin crew, the operator should ensure that the procedures required by ORO.CC.205 (c)(1) specify that:
- (1) electrical power is available on the aircraft;
 - (2) a means of initiating an evacuation is available to the senior cabin crew member or at least one member of the flight crew is in the flight crew compartment;

- (3) cabin crew stations and associated duties are specified in the operations manual; and
- (4) cabin crew remain aware of the position of servicing and loading vehicles at and near the exits.

Additionally, in the case of passengers' embarkation:

- (5) the senior cabin crew member should have performed the pre-boarding safety briefing to the cabin crew; and
 - (6) the pre-boarding cabin checks should have been completed.
- (b) If, in unforeseen circumstances, the number of cabin crew members is reduced below the applicable minimum required number, for example in the event of incapacitation or unavailability of cabin crew, the procedures established for this purpose in the operations manual should take into consideration at least the following:
- (1) reduction of passenger numbers;
 - (2) reseating of passengers with due regard to doors/exits and other applicable limitations; and
 - (3) relocation of cabin crew taking into account the factors specified in AMC1 ORO.CC.100 and any change of procedures.

(30) Insertion of the new AMC1 ORO.CC.205(d) on reduction of the number of cabin crew taking into account the changes made to ORO.CC.205

AMC1 ORO.CC.205(d) Reduction of the number of cabin crew

RISK ASSESSMENT FOR CRUISE PHASE OPERATION WITH A LOWER NUMBER OF CABIN CREW MEMBERS

When conducting the risk assessment required under ORO.CC.205(d), the operator should:

- (a) assess the risks as relevant to the type and duration of the flight to be operated, aeroplane type, cabin configuration, passenger seating capacity, the number and qualification of the operating cabin crew members, and the particular flight duty period (FDP);
- (b) determine how many cabin crew members should be present and ready to act at any time to realistically manage the normal and emergency procedures to be applied during cruise; and
- (c) evaluate the time and conditions necessary for the cabin crew members taking in-flight rest to reach their assigned cabin crew stations in case of an emergency.

(31) Insertion of the new AMC2 ORO.CC.205(d) on reduction of the number of cabin crew reflecting the proposed changes to ORO.CC.205

AMC2 ORO.CC.205(d) Reduction of the number of cabin crew

SPECIFIC PROCEDURES FOR CRUISE PHASE OPERATION WITH A LOWER NUMBER OF CABIN CREW MEMBERS IN THE PASSENGER COMPARTMENT

When establishing the specific procedures for cruise phase operation with a lower number of cabin crew members in the passenger compartment, the operator should at least consider the following:

- (a) Normal procedures including at least:
 - (1) surveillance of the passenger compartment, including the lavatories and the galleys;
 - (2) management of, and assistance to, passengers;

-
- (3) crew communication and coordination, including the necessary contact with and support to the flight crew as specified by the operator;
- (b) Emergency procedures including at least those to be applied in case of:
- (1) medical emergency;
 - (2) unruly behaviour;
 - (3) unlawful interference or bomb threat;
 - (4) slow depressurisation;
 - (5) decompression;
 - (6) fire or smoke event;
 - (7) emergency descent, taking into account that the procedure to be applied may vary depending on the causing event (e.g. depressurisation or fire).
- (c) Specific procedures for cruise phase operation with a lower number of cabin crew should describe:
- (1) how to re-assign duties and responsibilities of cabin crew members or senior crew members who take in-flight rest to another cabin crew member considering the experience and qualification of the cabin crew member or senior cabin crew member; and
 - (2) how cabin crew members taking in-flight rest can be again ready to act and reach their assigned cabin crew stations in case of an emergency.

Draft AMC/GM to Part-CAT

The Annex to Decision 2014/015/R is hereby amended as follows:

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

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

(1) New AMC to CAT.OP.MPA.107 on adequate aerodrome to align with ICAO Annex 6.

**AMC1 CAT.OP.MPA.107 Adequate aerodrome
RESCUE AND FIREFIGHTING SERVICES (RFFS)**

When considering the adequacy of an aerodrome's rescue and firefighting services (RFFS), the operator should:

- (a) as part of its management system, assess the level of RFFS protection available at the aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the intended operation; and
- (b) include relevant information related to the RFFS protection that is deemed acceptable by the operator in the operations manual.

(2) New GM to CAT.OP.MPA.107 on adequate aerodrome to align with ICAO Annex 6 and to refer to available guidance on the assessment of the level of an aerodrome's rescue and firefighting services.

**GM1 CAT.OP.MPA.107 Adequate aerodrome
RESCUE AND FIREFIGHTING SERVICES (RFFS)**

Guidance on the assessment of the level of an aerodrome's RFFS may be found in Attachment I to ICAO Annex 6 Part I.

(3) Replacement of the term 'pressure altitude' with the term 'barometric altitude' in AMC1 CAT.IDE.A.125(a)(1)(iii) & CAT.IDE.A.130(b) Operations under VFR by day & Operations under IFR or at night — flight and navigational instruments and associated equipment in line with changes made to implementing rules

**AMC1 CAT.IDE.A.125(a)(1)(iii) & CAT.IDE.A.130(b) Operations under VFR by day & Operations under IFR or at night — flight and navigational instruments and associated equipment
CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE**

The instrument measuring and displaying ~~pressure~~ barometric altitude should be of a sensitive type calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars, adjustable for any barometric pressure likely to be set during flight.

Draft AMC/GM to Part-NCC

The Annex to Decision N° 2013/021/Directorate R is hereby amended as follows:

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

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

- (1) Replacement of the term ‘pressure altitude’ with the term ‘barometric altitude’ in AMC1 NCC.IDE.A.120(a)(3) & NCC.IDE.A.125(a)(3) Operations under VFR & Operations under IFR — flight and navigational instruments and associated equipment in line with changes made to implementing rules**

AMC1 NCC.IDE.A.120(a)(3) & NCC.IDE.A.125(a)(3) Operations under VFR & Operations under IFR — flight and navigational instruments and associated equipment

CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE

The instrument measuring and displaying ~~pressure~~ barometric altitude should be of a sensitive type calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars, adjustable for any barometric pressure likely to be set during flight.

Draft AMC/GM to Part-NCO

The Annex to Decision 2014/016/R is hereby amended as follows:

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

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

- (1) **Insertion of the *new AMC1 NCO.GEN.104*, as an outcome of RMT.0352, to mirror — at the level of NCO operators — the new ORO.GEN.310 for the operation of an aircraft included in an AOC by other operators for NCO operations**

AMC1 NCO.GEN.104 Use of aircraft included in an AOC by an NCO operator RESPONSIBILITIES OF THE NCO OPERATOR

The operator using the aircraft included in an AOC for its operations performed in accordance with this Part should describe the following elements in its procedure mentioned in point (b) of NCO.GEN.104:

- (a) the way in which the shift of operational control is communicated, including how, when and to whom the information is communicated;
- (b) the means to ensure that the relevant personnel are instructed to:
 - (1) contact the CAMO of the AOC holder for any defect or technical malfunction which occurs before or during the operation.
The information about any defect or malfunction should be transmitted to the CAMO of the AOC holder before the aircraft is used for the next flight. In any case, the same information should be confirmed by the entries in the aircraft technical log system;
 - (2) report any occurrence in accordance with the applicable rules and the internal procedures; and
- (c) describe the way in which it deals with failures and defects identified before the flight.

- (2) **Insertion of the *new GM1 NCO.GEN.104*, as an outcome of RMT.0352, to explain that the term ‘NCO operator’ covers also an operator conducting non-commercial SPO activities with other-than complex motor-powered aircraft:**

GM1 NCO.GEN.104 Operation of aircraft included in an AOC by an NCO operator MEANING OF THE TERM ‘NCO OPERATOR’ IN THE CONTEXT OF THIS RULE

As per SPO.GEN.005, an operator conducting non-commercial SPO activities with other-than complex motor-powered aircraft has to comply with the provisions of Annex VII (Part-NCO), not with Part-SPO. Having this requirement in view, the term ‘NCO operator’ includes also an operator conducting non-commercial SPO activities with other-than complex motor-powered aircraft.

- (3) Insertion of the *new GM1 NCO.GEN.104(c)*, as an outcome of RMT.0352, to clarify that the NCO operator and the CAMO of the AOC holder should have a contract in accordance with the continuing airworthiness requirements

GM1 NCO.GEN.104(c) Use of aircraft included in an AOC by an NCO operator
CONTINUING AIRWORTHINESS MANAGEMENT

In accordance with Part-M, the management of the continuing airworthiness of the aircraft by the CAMO of the AOC holder means that the NCO operator has established a written contract as per Appendix I to Part-M with this CAMO.

- (4) Replacement of the term 'pressure altitude' with the term 'barometric altitude' in AMC1 NCO.IDE.A.120(a)(3) & NCO.IDE.A.125(a)(3) Operations under VFR operations & operations under IFR — flight and navigational instruments and associated equipment in line with changes made to implementing rules.

AMC1 NCO.IDE.A.120(a)(3) & NCO.IDE.A.125(a)(3) Operations under VFR operations & operations under IFR — flight and navigational instruments and associated equipment
CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE

The instrument measuring and displaying ~~pressure~~ barometric altitude should be of a sensitive type calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars, adjustable for any barometric pressure likely to be set during flight.

Draft AMC/GM to Part-SPO

The Annex to Decision 2014/018/R is hereby amended as follows:

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

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

- (1) Replacement of the term ‘pressure altitude’ with the term ‘barometric altitude’ in AMC1 SPO.IDE.A.120(a)(3) & SPO.IDE.A.125(a)(3) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment in line with changes made to implementing rules.**

AMC1 SPO.IDE.A.120(a)(3) & SPO.IDE.A.125(a)(3) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment

CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE

The instrument measuring and displaying ~~pressure~~ **barometric** altitude should be of a sensitive type calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars, adjustable for any barometric pressure likely to be set during flight.