



**European Aviation Safety Agency**

**COMMENT RESPONSE DOCUMENT (CRD)  
TO NOTICE OF PROPOSED AMENDMENT (NPA) 2009-02B**

**for an Agency Opinion on a Commission Regulation establishing the Implementing  
Rules for air operations of Community operators**

**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 air operations of Community operators**

***“Part CAT”***

**CRD c.4 – Comment Response Summary Table (CRST) CAT.GEN**

*CRST – CAT.GEN***Scope**

This CRST document shows summaries of comments received and responses to the NPA text of Subpart A Section I, V and VI and Subpart B Section I.

Column A: displays the NPA rule version

Column B: provides a summary of comments received, which have been coded as follows:

MS: Member State

IND: industry sector

IA: industry association

INDIV: individual

Column C: provides the responses, justifying the reasons for changing or retaining the NPA text.

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p><b>Subpart A General operating and flight rules</b>  <b>Section I - General Requirements</b></p>	<p>Commentators have been coded as:                      IS: industry sector                      IA: industry association                      MS: Member State                      INDIV: individual</p>	<p>The proposed new rule text is prepared on a new document with track changes to EU-OPS and JAR-OPS 3.</p>
<p><b>OPS.GEN.015 Pilot-in-command responsibilities and authority</b></p>		
<p>ALL AIRCRAFT</p>		
<p>(a) The pilot-in-command shall be responsible for:</p>	<p>IS, IA: Request to reinstate EU-OPS, delete 1.085(f) and (g);</p>	<p>Partially accepted. Text aligned with EU/JAR-OPS but (f) retained as AMC.(g) deleted as covered by ER.</p>
<p>(1) the initiation, continuation, termination or diversion of a flight, when involved in non-commercial operations with other than complex motor-powered aircraft;                      (2) compliance with all operational procedures and checklists;</p>	<p>IA: Define in a uniform way when the responsibility of the PiC starts and ends;</p>	<p>Accepted. Text changed to re-align with EU-OPS which defines start and end of the responsibility of the PiC;                      Aircraft specifics are taken into account</p>
<p>(3) not commencing a flight unless he/she has confirmed that all operational limitations referred to in paragraph 2.a.3. of Annex IV to Regulation (EC) No 216/2008 (Essential requirements for air operations), can be complied with;</p>	<p>1/ 2 MS, 1 IS: Re-align with EU-OPS: "ensuring that all operational procedures and check lists are complied with";                      2/ 2 MS, 1 IS: Proposal to include the BR "flight preparation" instead of referring</p>	<p>1/ Accepted. Now CAT.GEN.101                      2/ Not accepted. References to the ER have to be complied with in any case and therefore do not have to</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	to the BR or new text proposal (a)(3) : "...unless all operational limitations...can be complied with;	be mentioned separately
<p>(4) not commencing nor continuing a flight beyond the nearest suitable aerodrome or landing site when flight crew members' capacity to perform functions is significantly reduced from causes such as fatigue, sickness or lack of oxygen;</p> <p>(5) admission to the cockpit or, in the case of balloons, the pilot compartment;</p>	1 IS: A definition of "suitable aerodrome" is required.	Deleted as originating in Annex 6 Part II.
<p>(6) deciding, in accordance with the Configuration Deviation List (CDL) or Minimum Equipment List (MEL), as applicable, whether or not to accept an aircraft for flight with unserviceable equipment; and</p> <p>(7) recording utilisation data, and all known or suspected defects in the aircraft at the termination of the flight, in the aircraft log book or journey log book for the aircraft.</p>	1 MS: Terminology: replace "unserviceable equipment" by "inoperative or missing item(s)";	Accepted. Text aligned with EU/JAR-OPS; now in CAT.GEN.101
<p>(b) The pilot-in-command has the authority to refuse carriage of or disembark any person or cargo that may represent a potential hazard to the safety of the aircraft or its occupants.</p>		
<p>(c) The pilot-in-command shall, as soon as possible, report to the appropriate Air Traffic Services (ATS) unit any hazardous flight conditions encountered that are likely to affect the safety of other aircraft.</p>		
<p>(d) Notwithstanding the provision of OPS.GEN.015(a)(4), in a multi-crew operation the pilot-in-command may</p>	2 MS, 2 IS: clarification requested concerning managing fatigue,	Deleted as originating in Annex 6 Part II

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>continue a flight beyond the nearest suitable aerodrome when adequate mitigating procedures are in place.</p>	<p>continuation of the flight, and in conjunction a clarification of the definition of suitable and adequate aerodrome;</p>	
<p>BALLOONS</p>		
<p>(e) The pilot-in-command shall in addition to paragraphs (a), (b), (c) and (d) be responsible for:</p>		
<p>(1) the pre-flight briefing of those persons assisting in the inflation and deflation of the envelope;</p>		
<p>(2) notwithstanding OPS.GEN.130, ensuring that no person is smoking on board or within the direct vicinity of the balloon; and</p>		
<p>(3) ensuring that persons assisting in the inflation and deflation of the envelope wear appropriate protective clothing.</p>		
<p><b>OPS.GEN.020 Crew responsibilities</b></p>		
<p>(a) Crew members shall be responsible for the proper execution of their duties which are related to the safety of the aircraft and its occupants, in accordance with the applicable requirements and, where applicable, the operations manual.</p>	<p>1/ 1 IS: Also incidents, that <i>are</i> endangering, shall be reported; 2/ 1 IA, 2 MS, 1 industry: Request to realign with EU-OPS, especially referring to mandatory occurrence reports;</p>	<p>Not accepted. This is covered by normal crew coordination.  2/ Accepted. Text aligned with EU-OPS.</p>
<p>(b) Crew members shall be seated at their assigned stations and shall not perform any activities other than those required for the safe operation of the aircraft</p>	<p>1/ 1 IA: Request to add "...and when deemed necessary by the PiC in the interest of safety."</p>	<p>1/ Partially accepted. Text content is included in the Essential Requirements, Annex IV, 3.a.1.</p>



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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>during critical phases of flight.</p>	<p>2/ 1 MS: Request clarification that crew members may leave their stations except during critical phases.</p> <p>1 IA: Request to align with ICAO Annex 6, 2.3.2.;</p> <p>1 INDIV: Request that cabin crew are not constrained to be seated prior to and during taxi.</p>	<p>2/ Accepted. Text Changed.</p> <p>Accepted. Text aligned with EU-OPS.</p> <p>Accepted. Addressed by alignment with EU-OPS.</p>
<p>(c) Flight crew members shall keep their safety belt fastened while at their stations.</p>	<p>1/ 2 MS, 2 IS: Clarification of the subject "shoulder harness" requested;</p> <p>2/ 1 IA Adjust with ICAO Annex 6, 2.3.2.;</p>	<p>(c) is a repetition of ER 3.a.2.;</p> <p>Accepted. Now CAT.GEN.232 (EU-OPS text)</p>
<p>(d) At least one qualified flight crew member shall remain at the controls of the aircraft at all times.</p>	<p>1 IA: Request to clarify that only a "suitably qualified pilot" shall remain at the controls of the aircraft at all times</p>	<p>Accepted. Aligned with EU-OPS. "suitably" is EU/JAR-OPS term</p> <p>Now CAT.GEN.106</p>
<p>(e) Crew members who undertake duties from more than one operator and are subject to flight and duty time limitations and rest requirements in accordance with OR.OPS.FTL shall:</p>		
<p>(1) comply with all flight and duty time limitations and rest requirements applicable to their activities;</p>		
<p>(2) inform each operator of their activities;</p> <p>(3) maintain their individual records regarding flight and duty times and rest periods as referred to in OR.OPS.020.FTL; and</p>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
(4) upon request, present their records to each operator before commencing a flight duty period.		
(f) Crew members shall not undertake duties on an aircraft if they know that they are suffering from or are likely to suffer from fatigue or they feel unfit, to the extent that the flight may be endangered.	1 IA: proposed text “crew members have a right to refuse to undertake duties...”;	Not accepted. The intention is not to confer a right, but to specify an obligation.
(g) A crew member shall report to the pilot-in-command:	1 IS: replace “a crew member” by “any crew member” to include every crew member;	Not accepted. The phrase “a crew member” refers to all crew members.  Aligned with EU-OPS, which uses the term “crew members”  Now CAT.GEN.100
(1) any fault, failure, malfunction or defect, which he/she believes may affect the airworthiness or safe operation of the aircraft, including emergency systems; and  (2) any incident that was endangering, or could endanger, the safety of the operation	1 IS: Also incidents that <i>are</i> endangering shall be reported;  1 IA, 2 MS, 1 IS: Re-alignment with EU-OPS, especially referring to the MOR;	Not accepted. The text, aligned with EU-OPS, is not intended to cover normal crew coordination.  Accepted. Text aligned with EU-OPS.
	1 IA: Persons under the (general) influence of alcohol or drugs shall not be allowed on board an aircraft, because it is difficult to see when the influence is endangering the safety;	Accepted. Text aligned with EU-OPS;.
<b>OPS.GEN.025 Common language</b>		
All crew members shall communicate in a common	7 MS, 1 IA, 2 IS, 1 IS (ECA): Request	Accepted. Aligned with EU-OPS.

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A: Rule	B: Summary of comments	C: Reason for change, remarks
language.	<p>re-align with EU-OPS to include the common language of manuals; specify that only safety-related crew and safety-related duties are concerned;</p> <p>1 INDIV: clarify with whom the communication takes place.</p>	<p>(a) modified to clarify intent that operator will select a single common language, or limited range of languages.</p> <p>“Can communicate” implies with each other and those with who their duties require them to communicate.</p>
<b>OPS.GEN.030 Transport of dangerous goods</b>		
(a) The transport of dangerous goods by air shall be conducted in accordance with the 2007-2008 Edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air published by decision of the Council of the International Civil Aviation Organization. (ICAO Doc 9284-AN/905.).	It is important not to refer to a specific edition of the ICAO Technical Instructions since new editions are published every 2 years. Reference to an out-of-date edition would mean States would not be in compliance with Annex 18 and would cause difficulties for both operators and shippers of dangerous goods.	This has been solved with the new definition of ‘Technical Instructions’ as the latest effective edition and including the Supplement and any addenda, placed in Annex I – Definitions, and its GM.
(b) Dangerous goods shall only be transported by an operator approved in accordance with OPS.SPA.DG, except when:		
(1) they are not subject to the Technical Instructions in accordance with Part 1 of those Instructions;		
(2) required on board the aircraft in accordance with airworthiness and operational requirements;	Not required since the text is shown in Part 1 of the Technical Instructions and is therefore already included by (b)(1).	Deleted as already covered by (b)(1)

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A: Rule	B: Summary of comments	C: Reason for change, remarks
(3) required on board the aircraft for specialised purposes;	Not required since the text is shown in Part 1 of the Technical Instructions and is therefore already included by (b)(1).	Deleted as already covered by (b)(1)
(4) carried by passengers or crew members in accordance with the Technical Instructions; or	Text needs to specifically refer to only those dangerous goods that passengers and crew are permitted to carry.	Reference to Part 8 of the Technical Instructions added to clarify that only specific items may be carried. Reference to baggage added to avoid duplication.
(5) in baggage which has been separated from its owner.		Deleted as a consequence of amendments to (b)(4).
(c) All reasonable measures shall be taken to prevent dangerous goods from being carried on board inadvertently.		
		Text moved from OPS.SPA.040.DG, since it applies to all operators, not just those approved to carry dangerous goods.
(d) The operator shall, in accordance with the Technical Instructions, report without delay to the competent authority and the authority of the State where the accident or incident occurred:	The text does not read well grammatically.	Paragraph renumbered due to additional (d). Text moved to end of section.
(1) any incidents or accidents involving dangerous goods; and	Amend to refer to dangerous goods incidents and accidents, which are not the same as incidents and accidents involving dangerous goods.	Amended to refer to dangerous goods incidents and accidents as specified by the Technical Instructions.
(2) the finding of undeclared or misdeclared dangerous goods discovered in cargo or	Passengers are not required to declare	Passenger baggage moved to a

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>passengers' baggage.</p>	<p>dangerous goods in their baggage, so any dangerous goods found are not undeclared or misdeclared. The term 'mail' needs to be included as a result of an amendment to the Technical Instructions.</p>	<p>separate paragraph and the term 'mail' added as a consequence of a change to the Technical Instructions.</p>
<p><b>Section V - Manuals, Logs and Records</b></p>		
<p><b>OPS.GEN.600 Documents and information to be carried on all aircraft</b></p>	<p>1. IND: 3 IA: 1 Request possibility for docs in electronic format.</p> <p>2. IA: 1 Has questions regarding the organisation approval certificate in NPA 2008-22b versus operational certificates e.g. AOC.</p> <p>3. IA: 1 Sailplanes should be exempt from carrying any documents/information, except the AFM and instead make them available at least for daily inspection.</p> <p>4. IA: 1 Carrying all documents listed has no safety impact (except for the aeronautical charts).</p>	<p>1. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA, this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180.</p> <p>2. See response to comments duplicated in NPA 2008-22b.</p> <p>3. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p> <p>4. Alleviations are provided in CAT.GEN.180(b)</p> <p>+1. "on all aircraft" deleted to align with EU-OPS/JAR-OPS 3.</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
		<p>+2. NPA OPS.GEN.605 merged with NPA OPS.GEN.600 and list order changed to EU-OPS/JAR-OPS 3 as far as possible. See CAT.GEN.180(a).</p>
<p>(a) On any aircraft, the following documents shall be carried on each flight:</p>	<p>1. IA: 1 Split into (a) for A and H and (b) for sailplane/powered sailplane with (b) listing only ARC, 3<sup>rd</sup> Party Liability Insurance Cert, Aeronautical charts – proportionality.</p> <p>2. IA: 2 Change “carried” to “available”.</p> <p>3. IA: 1 INDIV: 2 IND: 1 Change to “originals or copies of “ - for safe storage and to avoid being destroyed. OPS.GEN.615 implies this would be acceptable.</p> <p>4. IA: 3 IND: 2 Delete original or copy – implies this option is not available for other docs.</p>	<p>1. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p> <p>2. “carried” is copied from EU-OPS/JAR-OPS 1/3.125, 1/3.130 and 1/3.135. Resultant text CAT.GEN.180(b) provides the possibility, with conditions, for documents to be made available, as opposed to be carried.</p> <p>3. &amp; 4. The intent of the rule source (EU-OPS 1.125/JAR-OPS 3.125) is that original documents are required to be carried unless annotated with “original or copy”. Also, the Chicago Convention text implies original e.g. “shall carry...its CoA...”.</p> <p>Text changed to clarify the intent i.e. originals only required for CoR, CoA, aircraft radio licence (as in EU-OPS/JAR-OPS 3).</p> <p>+1. “on any aircraft” deleted to</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
		align with EU-OPS/JAR-OPS 3.
<p>(1) the Aircraft Flight Manual or equivalent documents;</p>	<p>1. MS: 1 Add “which shall contain the performance data of the relevant aircraft” – extra information is in the interest of safety.</p> <p>2. IA: 1 Revert to EU-OPS text instead of “equivalent” – equivalent is ambiguous.</p> <p>3. IA: 1 INDIV: 2 Except for sailplanes – cannot be referred to in flight.</p> <p>4. IA: 3 INDIV: 1 Add the original or copy of – not necessary and no room on sailplanes and avoid risk of them being destroyed.</p> <p>5. IA: 1 Add “the original or copy of” for Part-NCO.</p>	<p>1. New AMC1-CAT.GEN.180(a)(1) refers to “information required for the operation of the aircraft within the terms of its certificate of airworthiness” which includes performance data iaw ICAO.</p> <p>2. “or equivalent” comes from EU-OPS 1.1050/JAR-OPS 3.1050 which states “An operator shall keep a current approved AFM or equivalent document for each aeroplane it operates”. New AMC1-CAT.GEN.180(a)(1) provides clarification on the meaning of “equivalent”.</p> <p>3 &amp; 4. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p> <p>5. See response in CRST to Part-NCO.</p>
<p>(2) the Certificate of Airworthiness;</p>	<p>1. IA: 1 INDIV: 1 Except for sailplanes which should carry original or exact copy of the Airworthiness Review Certificate instead of the CoA – the only way to assure awareness of validity of the CoA.</p>	<p>1 &amp; 4. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations</p>

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	<p>2. IA: 2 Clarification required – is the carriage of the ARC covered by the carriage of CoFA?</p> <p>3. IND: 1 Add or Permit to Fly issued by the CA or organisations approved iaw Part-21, as applicable.</p> <p>4. IA: 2 INDIV: 1 Add the original or copy of – not necessary and no room on sailplanes and avoid risk of them being destroyed.</p> <p>5. INDIV: 1 Delete CoA to be carried on board, as can be checked online on the ground.</p>	<p>with sailplanes and balloons will follow.</p> <p>2. The CoA is not valid unless accompanied by an Airworthiness Review Certificate. The intent of the rule source (EU-OPS 1.125/JAR-OPS 3.125) is that original documents are required to be carried unless annotated with "original or copy". Also, the Chicago Convention text implies original e.g. "shall carry...its CoA...". Text changed to clarify the intent i.e. originals only required for CoR, CoA, aircraft radio licence (as in EU-OPS/JAR-OPS 3).</p> <p>3. Part-21 details in which case a permit to fly is required. If so, this will be carried instead of the CoA.</p> <p>5. The proposed rules are based on EU-OPS/JAR-OPS 3 and alignment with ICAO e.g. the CoA, CoR and the journey log book are required to be carried under the Chicago Convention.</p>
<p>(3) the Certificate of Registration;</p>	<p>1. IA: 1 INDIV: 1 Except for sailplanes – no safety need to carry, no room and avoid risk of them being destroyed.</p> <p>2. IA: 2 INDIV: 1 Add the original or copy of.</p>	<p>1. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p>



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		<p>2. The intent of the rule source (EU-OPS 1.125/JAR-OPS 3.125) is that original documents are required to be carried unless annotated with "original or copy". Also, the Chicago Convention text implies original e.g. "shall carry...its CoR...". Text changed to clarify the intent i.e. originals only required for CoR, CoA, aircraft radio licence (as in EU-OPS/JAR-OPS 3).</p>
<p>(4) the original or copy of the Noise Certificate, if applicable;</p>	<p>1. IA: 1 Except for sailplanes – no safety need. 2. IA: 1 Agrees.</p>	<p>1. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow. 2. No change required as commentator agrees with the proposed text.</p>
<p>(5) the original or copy of the third party liability Insurance Certificate;</p>	<p>1. IA: 2 INDIV: 1 Agree. 2. MS: 1 Add 3<sup>rd</sup> party liability insurance.</p>	<p>1. No change required as commentator agrees with the proposed text. 2. No change required as 3<sup>rd</sup> party liability insurance certificate is already included in the proposed text.</p>
<p>(6) the journey log book for the aircraft;</p>	<p>1. INDIV: 2 Except for HEMS flights and aircraft with 4 or less seats incl. crew.</p>	<p>1 &amp; 3 &amp; 5. The journey log is required by EU-OPS/JAR-OPS 3 and</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	<p>Also, sufficient data available elsewhere e.g. pilot's log books, aerodrome flight records.</p> <p>2. IA: 1 INDIV: 2 Except for sailplanes – no safety need to carry.</p> <p>3. MS: 1 IA: 1 IND: 9 Add or equivalent computerised data.</p> <p>4. IA: 1 The rule has no relevance to light general aviation and sailplanes.</p> <p>5. IA: 1 Remove the requirement for the Journey Log Book to be carried, to reflect EU-OPS.</p>	<p>is required to be carried by Article 29 of the Chicago Convention. The addition of "or equivalent" provides the opportunity to display the information in other documentation. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA, this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180.</p> <p>2 &amp; 4. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p> <p>1 &amp; 4. Alleviations are provided in CAT.GEN.180(b).</p>
<p>(7) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;</p>	<p>1. IA: 1 INDIV: 1 Agree.</p> <p>2. IA: 1 Change to "aeronautical charts iaw AMC.OR.OPS.025.MLR".</p> <p>3. IA: 1 Add "electronic".</p>	<p>1. No change required as commentator agrees with the proposed text.</p> <p>2. The intent with this text is to specify the docs/information which shall be carried for each flight. The detail is contained elsewhere in the provisions. If cross-reference added here, cross-refs in multiple</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
		<p>places would have to be included.</p> <p>3. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA, this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180.</p>
<p>(8) procedures and visual signals for use by intercepting and intercepted aircraft which shall be easily accessible to the flight crew; and</p>	<p>1. INDIV: 1 Except for sailplanes flying within one state - not capable of following intercepting a/crafts instructions.</p> <p>2. IA: 1 Except for sailplanes – interception requirements learnt in theoretical knowledge FCL training and no safety need.</p> <p>3. IA: 1 Clarification required – does it mean pictograms? – to reduce stress in an emergency.</p> <p>4. IA: 1 IND: 1 Delete (8) – this requirement is not justified.</p>	<p>1 &amp; 2. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p> <p>3. Part of the procedures and visual signals may include pictograms but text may also be included. The format will be a decision by the operator/owner.</p> <p>4. The requirement for carrying intercept instructions is iaw ICAO Annex 2 Rules of the Air.</p> <p>+1. The requirement for “easily accessible to the flight crew” is now addressed in CAT.GEN.180(a)(15).</p>
<p>(9) any other documentation which may be pertinent to the flight or is required by the States concerned</p>	<p>1. IA: 1 ambiguous – no alternative text suggested.</p>	<p>1, 2 &amp; 3. “States concerned with the flight” and “any other</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
with the flight.	2. IA: 1 Detail to be added – for level playing field. 3. IND: 1 Change to the Authority designated by the MS where the operator has its principle place of business – for clarity.	documents...” defined in new GM1-CAT.GEN.180(a)(23).
(b) On non-commercial flights with sailplanes, other than complex motor-powered aeroplanes and helicopters taking off and landing at the same aerodrome/operating site and remaining within 50 nautical miles (nm) of that aerodrome/operating site, the documents and information referred to in OPS.GEN.600(a)(1) – (6) may be retained at the aerodrome/operating site.	Note: Comments received on this paragraph will be recorded and addressed in the comment response documentation to Part-NCO.	Note: Responses to comments received on this paragraph will be recorded and addressed in the comment response documentation to Part-NCO.
(c) On non-commercial flights with balloons, the documents referred to in OPS.GEN.600(a)(1) – (6) may be carried in the retrieve vehicle.	Note: Comments received on this paragraph will be recorded and addressed in the comment response documentation to Part-NCO.	Note: Responses to comments received on this paragraph will be recorded and addressed in the comment response documentation to Part-NCO.
<b>OPS.GEN.605 Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations</b>	1. IA: 1 Split paragraph into GEN and CAT. 2. IA: 1 Commentator supports that EU-OPS 1.125(b) carriage by flight crew of a valid FCL is implicit. 3. IND: 1 It should be possible to have certain documents and information available in electronic format e.g. EFB. 4. INDIV: 1 It should be possible to have certain documents and information (e.g. OFP, NOTAM, Met, available in a laptop.	1. OPS.GEN.605 merged with OPS.GEN.600, and requirements now split into separate technical parts i.e. Part-CAT, Part-SPO, Part-NCC, Part-NCO. 2. No change required as carriage of valid FCL by flight crew is addressed by Part-FCL. 3. & 4. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA,

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	<p>5. IND:2 Title to be amended to exclude sailplanes and non-complex motor-powered aircraft, as most of these documents are not available and these types of a/c are only occasionally used in commercial operations.</p>	<p>this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180.</p> <p>5. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow. Alleviations are provided for other-than-complex motor-powered aircraft in CAT.GEN.180(b).</p>
<p>(a) In addition to OPS.GEN.600(a), on flights with complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations, the following documents and information shall be carried on each flight:</p>	<p>1. IA: 1 Add new (9) "Information according to (a) 2, 3, 4, 6, 7, 8, shall be easily accessible to the flight crew.</p>	<p>1. The requirement for "easily accessible to the flight crew" is now addressed in CAT.GEN.180(a)(15).</p>
<p>(1) the Aircraft Radio Licence;</p>	<p>1. MS: 1 INDIV: 2 Move to OPS.GEN.600(a) and add "if applicable" – required for all a/craft whenever a radio station is available (ICAO).</p> <p>2. IA: 1 Delete requirement for aircraft radio licence, as some countries no longer issue a separate a/c radio licence.</p>	<p>1 &amp; 2. The additional wording "if applicable" addresses this comment. The aircraft radio licence is required to be carried whenever a radio station is available and a radio is installed in the aircraft (ICAO). Text changed to clarify the intent i.e. originals only required for CoR, CoA and aircraft radio licence.</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>(2) the Aircraft Technical Log in accordance with Part-M;</p>	<p>1. MS: 1 Add "M.A.306" for clarification. 2. MS: 1 Delete aircraft tech log, as it does not increase safety.</p>	<p>1. iaw Part-M retained for simplification. 2. Aircraft technical log required to be carried iaw EU-OPS/JAR-OPS 3.</p>
<p>(3) details of the filed Air Traffic Service (ATS) flight plan, if applicable;</p>		
<p>(4) information concerning search and rescue services for the area of the intended flight;</p>		
<p>(5) a certified true copy of the operator certificate if the aircraft is used in commercial operations and a copy of the declaration if the aircraft is used in non-commercial operations;</p>	<p>1. MS: 1 Add AMC/GM for clarification on how to comply. 2. MS: 1 Add "Operation Specification" as item to be carried. 3. IND: 3 INDIV: 2 IND: 2 IA:1 Delete "certified". 4. IND: 2 Items listed in OPS.GEN.605 to be possible in other than printed paper. 5. MS: 2 Add definition of certified true copy and indicate who issues it i.e. new AMC: certified true copy should mean a certification by the issuing authority, by court, by public, notary, by any other national organisation or by the operator based on a suitable procedure. 6. IND: 3 IA: 5 Add in Part-CAT "except for operations within the MS/EU". 7. MS: 1 Add "Air" before operator certificate. 8. MS: 1 <b>Either</b> add "Air" before</p>	<p>1&amp; 5. See new GM1-CAT.GEN.180(a)(5), which was developed in coordination with the AOC sub-group of the CAT review group. 2. Ops specs have been added. Also supported by the AOC sub-group of the CAT review group. 3. "Certified" is iaw the ICAO standard. 4. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA, this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180. 5. See GM1-CAT.GEN.AH.180(a)(5) which explains who may provide a</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	operator certificate <b>or</b> change to “ a certified true copy of a certificate issued iaw AR.GEN.310 or a declaration verified iaw AR.GEN.340, whichever is required”.	certified true copy. 6. Adding the suggested text would result in a difference to ICAO. 7. Text amended accordingly. 8. Text changed for clarification.
(6) portions of the operations manual relevant to the duties of the crew;	1. See comment number. 2. under AMC OPS.GEN.605(2): IA:1 The use of the word “Portions” is incorrect The word “Parts” is suggested which reflects EU-OPS/JAR-OPS 3. 2. MS: 1 Add “current” as in EU-OPS 1.130(1).	1. Text amended to align with EU-OPS/JAR-OPS 3 text. 2. Text amended to align with EU-OPS/JAR-OPS 3 text.
(7) the Minimum Equipment List (MEL) or equivalent document; and	1. INDIV: 1 Add “when applicable” as MEL is not required for a/c <2 000 kg MTOW.	1. Aircraft used in commercial operations and complex motor-powered aircraft used in non-commercial operations are required to have a MEL. See 8.a.3 of Annex IV of Regulation (EC) No 216/2008 and OR.OPS.MLR.105(a).
(8) the following operational flight information:		
(i) the operational flight plan, if applicable;		
(ii) appropriate notice to airmen (NOTAM)/aeronautical information service (AIS) briefing documentation;	1. IA: 4 IND: 2 For HEMS ops in the geographical area specified in (b)(3) of the IR, NOTAM in paper form should not be required.	1. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA, this possibility was limited to specific items, but now paragraphs 600 & 605 have been merged, so it

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A: Rule	B: Summary of comments	C: Reason for change, remarks
		applies to all items. See AMC1-CAT.GEN.180.
(iii) appropriate meteorological information;		
(iv) notification of special categories of passenger and special loads including dangerous goods, if applicable; and	<p>1. MS: 5 IA: 1 Add new V " a copy of the dangerous goods documents accompanying any dangerous goods carried as cargo, unless available in electronic format;".</p> <p>2. IA: 1 Add "except for smoke trail devices carried by parachutists who intend to exit the aircraft".</p>	1 & 2. Reference to DG deleted, as it is covered in Part-SPA.
(v) mass and balance documentation; if applicable.	1. MS: 1 Delete "if applicable".	1. Text amended accordingly.
(b) Notwithstanding paragraphs OPS.GEN.600(a) and OPS.GEN.605(a),		
(1) on commercial flights other than commercial air transport remaining within 50 nm of the aerodrome/operating site of departure and returning to the aerodrome/operating site of departure on the same day;	<p>1. IND: 1 Delete "on the same day".</p> <p>2. INDIV: 1 Delete "and remaining within 50nm of that aerodrome/operating site", as the figure is arbitrary and adds nothing.</p> <p>3. MS: 1 If more take-offs are made at other aerodromes/operating sites on the same day, additional documents for those flights must be completed.</p> <p>4. MS: 2 Add "or if approved by the CA for ops within a 24 hour period in an area specified in the OM (due to HEMS ops which have a range of 50nm or</p>	1 to 4. Commercial flights other than CAT will be addressed in Part-SPO.



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A: Rule	B: Summary of comments	C: Reason for change, remarks
	more).	
<p>(2) on commercial flights with sailplanes taking off and landing at the same aerodrome/operating site and remaining within 50 nm of that aerodrome/operating site; or</p>	<p>1. INDIV: 1 Delete “and remaining within 50 NM of that aerodrome/ operating site”, as the figure is arbitrary and adds nothing.</p>	<p>1. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p>
<p>(3) on commercial air transport flights by day and over routes navigated by reference to visual landmarks, with:</p>	<p>1. IND: 2 Delete “by day” due to e.g. HEMS ops with a range of 50 NM or more.                  2. IA: 1 INDIV: 1 IND: 1 Reword to suit HEMS night ops e.g. add new (4) on HEMS flights day and night following VFR within the defined local area...                  3. INDIV: 1 Add “on non-commercial flights”.</p>	<p>1 &amp; 2. “on the same day” changed to “VFR operations...taking off and landing at the same aerodrome/operating site within 24 hours; or remaining within a local area approved by the competent authority” on the advice of the CAT review group iaw the intent of Appendix 1 to JAR-OPS 3.005(f).                  3. Non-commercial flights will be addressed in Part-NCC and Part-NCO and Part-SPO.</p>
<p>(i) other than complex motor-powered aeroplanes taking off and landing at the same aerodrome/operating site; or</p>		
<p>(ii) other than complex motor-powered helicopters and helicopters having a maximum passenger seating configuration of 9 or less engaged in flight operations conducted within a local area specified in the operations manual;</p>	<p>1. IND: 2 Delete “other than complex motor-powered helis”.                  2. IND: 1 Add approved by the CA after OM.</p>	<p>1. Text regarding other-than-complex motor-powered not changed, in order to retain the intent of Appendix 1 to JAR-OPS 3.005(f).                  2. Text amended to “remaining</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
		within a local area approved by the competent authority".
<p>the documents and information referred to in paragraphs OPS.GEN.600(a)(1) - (6) and OPS.GEN.605(a)(1), (5) and (8)(ii)-(iii) may be retained at the aerodrome/operating site.</p>	<p>1. INDIV: 1 AFM (a)(1) to be carried – may need to consult in an emergency.                  2. INDIV: 1 Change to allow all docs to be retained on the ground for sailplanes.                  3. IA: 2 Allowing AFM, CoA, CoR, Ins, JLB to be retained on the ground appears to be too liberal.                  4. MS: 1 Delete the alleviation for CoA and CoR.                  5. MS: 1 Change to allow a/c tech log and M&amp;B doc not to be carried on the aircraft as OR.OPS.030.MLR means a copy is required to be preserved on the ground.                  6. MS: 1 Allowing AFM, CoA, CoR, Ins, JLB to be retained on the ground does not reflect JAR-OPS 3.005(f). Consider changing text to distinguish between A to A ops and other ops.</p>	<p>1. Text changed so that the AFM shall always be carried.                  2. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.                  3 &amp; 4 &amp; 6. Text changed so that the AFM, CoA, CoR, and Ins shall always be carried.                  5. Text changed to allow a/c tech log and M&amp;B doc not to be carried.                  +1. Text changed so that AOC shall always be carried iaw ICAO.                  +2. Text changed to allow special categories of passengers documentation not to be carried to align with Appendix 1 to EU-OPS 1.005(a)/JAR-OPS 3.005.</p>
<p>(c) On commercial flights with balloons, the documents referred to in paragraph OPS.GEN.600(a)(1) - (6) and OPS.GEN.605(a)(1), (5) and (8)(ii)-(iii) may be carried in the retrieve vehicle.</p>	<p>1. MS: 1 Change to allow a/c tech log and M&amp;B doc not to be carried on the aircraft as OR.OPS.030.MLR means a copy is required to be preserved on the ground.                  2. IND: 2 Change to allow all docs to be</p>	<p>1 &amp; 2 &amp; 3. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	<p>carried in the retrieve vehicle due to limited space on the balloon.</p> <p>3. INDIV: 1 Delete the alleviation for AFM and operational flight information.</p>	<p>follow.</p>
<p><b>OPS.GEN.610 Journey log book</b></p>		
<p>Particulars of the aircraft, its crew and each journey shall be retained for each flight or series of flights in the form of a journey log book</p>	<p>1. INDIV: 2 The rule has no relevance to light general aviation and sailplanes.</p> <p>2. IND: 9</p> <p>a) OPS.GEN.610 is redundant with journey log books being listed in OPS.GEN.600.</p> <p>b) Most airlines don't carry journey log books but equivalent computerised data.</p> <p>3. IA: 5 Reduce the amount of paperwork. Electronic/digital journey log books should be allowed.</p> <p>4. IA: 2 In some third countries there is no requirement to carry the JLB. Also, who issues the JLB for third country a/c?</p> <p>5. IND: 1 Maintain JAR-OPS term "Journey Log".</p> <p>6. IND: 1 asked if the journey log book replaced the old flight journey book?</p> <p>7. IA: 1 noted and accepted the change.</p> <p>8. INDIV: 1 Change to allow all the information to be recorded and retained on the ground e.g. for sailplanes, the</p>	<p>1. Paragraph moved to OR.OPS.MLR and Part-SPO, Part-NCC and Part-NCO, as it does not specifically refer to carriage of docs.</p> <p>2(a) OPS.GEN.600 refers to the carriage of documents whereas OPS.GEN.610 requires particulars to be retained. OPS.GEN.610 moved to OR.OPS.MLR and Part-NCO and Part-SPO.</p> <p>2(b) &amp; 3. "or equivalent" added to text which has been moved to OR.OPS.MLR and Part-SPO, Part-NCC and Part-NCO and the AMCs there allow forms other than paper.</p> <p>3. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA, this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180.</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	club launch point.	<p>4. This will be addressed in the upcoming Part-TCO.</p> <p>5. Text changed accordingly.</p> <p>6. The old flight journey book mentioned by the commentator was probably the journey log book referred to in ICAO Annex 6.</p> <p>7. No change required as commentator agrees with the proposed text.</p> <p>8. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p>
<p><b>OPS.GEN.615 Production of documentation and records</b></p>		<p>+1. Paragraph moved to CAT.GEN.190(b) Power to inspect, as this is regarded to be a more suitable position.</p>
<p>The pilot-in command shall make available within a reasonable time of being requested to do so by the competent authority, the documentation required to be carried on board.</p>	<p>1. IND: 1 INDIV: 1 requested amendment to text documents requested, "were to be available not later than the start of the flight." IA: 2 stated that the documents should only be available until aircraft comes to stop at end of flight.</p> <p>2. IA: 1 suggested that the proposed amendment to OPS.GEN.605(a)(8)</p>	<p>1. No change as it reflects EU-OPS/JAR-OPS 3.</p> <p>2. Covered in Part-SPA.</p> <p>3. Text amended accordingly.</p> <p>4. Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA,</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	<p>would require a consequential amendment to OPS.GEN.615 to reflect that the dangerous goods transport documents were not carried on the aircraft.</p> <p>3. MS: 1 The authority designated by MS to issue certificate and carry out related oversight is the "competent authority" whereas the body designated to carry out ramp inspections is the "inspecting authority".</p> <p>4. IND: 1 It should be possible to hold information electronically.</p> <p>5. IA: 1 noted and accepted the change.</p>	<p>this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180.</p> <p>5. No change required as commentator agrees with the proposed text.</p>
<b>Section VI – Security</b>		
<b>OPS.GEN.700 Disruptive Passenger Behaviour</b>		
<p>When deemed necessary, the pilot-in-command shall take appropriate measures to reduce the risk to flight safety emanating from potentially disruptive passengers hindering crew members from performing their duties or not complying with crew member instructions.</p>		
<b>OPS.GEN.705 Reporting acts of unlawful interference</b>		
<p>Following an act of unlawful interference on board an aircraft, the pilot-in-command or, if unable, the operator shall submit, without delay, a report to the competent authority in the State of the operator in compliance with its national civil aviation security programme, and shall inform</p>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
the designated local authority.		
<b>Subpart B - Commercial Air Transport</b>  <b>Section I - General Requirements</b>		
<b>OPS.CAT.001 Scope</b>		
This subpart establishes additional and specific requirements to be met by an operator undertaking commercial air transport operations, to ensure compliance with Annex IV to Regulation (EC) No 216/2008 (Essential requirements for air operations)		To be moved to the Cover Regulation.
<b>OPS.CAT.040 Carriage of sporting weapons and ammunition</b>		
Sporting weapons and ammunition carried in an aircraft shall be:	3 MS: Sporting weapons should be subject to the same regulations as weapons of war and munitions of war;	Not accepted. Text aligned with EU-OPS. Now CAT.GEN.140.
(a) inaccessible to passengers during flight, or if the aircraft does not have a separate compartment in which weapons can be stowed, appropriate procedures shall be applied to ensure that they are not immediately accessible to the passengers; and	1 IA: For safety and security reasons, delete "immediately";	Not accepted. The word "immediately" refers to the situation when there is no separate compartment on the aircraft for stowage available. The text complies with EU-OPS and TGL 44.
(b) in the case of firearms or other weapons that can contain ammunition, unloaded.	1 IS, 1 MS: Re-align with EU-OPS: Complaint that new text deviates from EU-OPS and does not cover the issue	Accepted. Text aligned with EU-OPS 1.070 (c). See CAT.GEN.140

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	with checked baggage;	
<p><b>OPS.CAT.045 Carriage of weapons of war and munitions of war</b></p>		
<p>(a) In the case of carriage of weapons of war and munitions of war, prior approval for the method and conditions for transport by the States of the operator, of departure, arrival, transit and overflight is required.</p>	<p>1 MS, 1 IS: Re-align the text with EU-OPS;</p> <p>3 MS: Request for a rule or method of compliance (how these weapons should be stored) to assure a certain safety standard;</p>	<p>Accepted. Text aligned with EU-OPS 1.065(c);</p> <p>Accepted. Further explanation on a method of stowage is provided in AMC.CAT.GEN.135;</p>
<p>(b) The pilot in command shall be notified in writing by the operator before the flight of the type and location of weapons of war or munitions of war to be carried. The notification shall be carried on the flight.</p>	<p>1 IND: Verbal notification is also sufficient.</p>	<p>Accepted. AMC1, aligned with EU-OPS does not specify written notification.</p>
<p><b>OPS.CAT.050 Information on emergency and survival equipment carried</b></p>		
<p>The operator shall have available for immediate communication to rescue coordination centres information on emergency and survival equipment carried on board the aircraft.</p>	<p>3 MS: Request to re-align with ICAO Annex 6 I, which requires “lists containing...” ;</p> <p>1 MS; Re-alignment with EU-OPS since text is too liberal;</p>	<p>Accepted. Text aligned with ICAO Annex 6 I, Point 11.5., which clearly states “lists”;</p> <p>Accepted. Text aligned with EU-OPS 1.055.</p>

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**AMC/GM**

A: Rule	B: Summary of comments	C: Reason for change, remarks
<b>Subpart A General operating and flight rules</b>		
<b>Section I - General Requirements</b>		
<b>GM OPS.GEN.015 Pilot-in-command responsibilities and authority</b>		
GENERAL		
<p>In accordance with paragraph 1.c. of Annex IV to Regulation (EOC) No 216/2008 (Essential requirements for air operations), the pilot-in-command must be responsible for the operation and safety of the aircraft and for the safety of all crew members, passengers and cargo on board. This should be understood as including the following:</p>	<p>1 MS, 1 IA, 2 IS: Clarification requested of the responsibility between boarding of crew and first movement of aircraft and taxiing, and the responsibility starting when “entering the aircraft” or “after closing doors”;</p>	<p>Accepted. IR aligned with EU-OPS, which clearly defines responsibilities for PiC for all stages of a flight with an aeroplane.  Aircraft-specific text included in the Implementing Rule.</p>
<p>1. The safety of all crew members, passengers and cargo on board, as soon as he/she arrives on board, until he/she leaves the aircraft at the end of the flight;</p>		
<p>2. The operation and safety of the aircraft:</p> <p style="padding-left: 20px;">a. from the moment it is first ready to move for the purpose of flight until the moment it comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is/are shut</p>		



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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>down, for aeroplanes;</p> <p>b. when the rotors are turning, for helicopters;</p> <p>c. from the moment the launch procedure is started until the aircraft comes to rest at the end of the flight, for sailplanes; and</p> <p>d. from the moment the inflating of the envelope is started until the envelope is deflated, for balloons.</p>		
<p><b>AMC1 OPS.GEN.015(a)(5) Pilot-in-command responsibilities and authority</b></p>		
<p>ADMISSION TO THE COCKPIT/PILOT COMPARTMENT</p>		
<p>The pilot-in-command should ensure that:</p> <p>1. in the interests of safety, admission to the cockpit/pilot compartment does not cause distraction and/or interfere with the flight operation; and</p> <p>2. all persons carried in the cockpit/pilot compartment are made familiar with the relevant restrictions and safety procedures.</p>	<p>1 IS, 1 IA, 2 IND, 6 IS: Request to add that the final decision about admission to the flight deck always stays with the PIC;</p>	<p>Accepted. General responsibility in the IR, made more specific in this AMC in (c).</p>
<p><b>AMC2 OPS.GEN.015(a)(5) Pilot-in-command responsibilities and authority</b></p>		
<p>ADMISSION TO COCKPIT/PILOT COMPARTMENT – COMMERCIAL AIR TRANSPORT</p>		
<p>1. Only the following persons may be admitted to or carried in the cockpit/pilot compartment:</p> <p>a. An operating crew member;</p>	<p>2 MS, 1 IA: Approval to enter the flight deck should be the responsibility of the competent authority by approving the OM</p>	<p>Accepted. Text aligned with EU-OPS and changed for clarification to distinguish between aircraft with and</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<ul style="list-style-type: none"> <li>b. A representative of the competent authority, if it is required for the performance of his/her official duties;</li> <li>c. A person authorised by the operator;</li> <li>d. Passengers, in the case of balloons with no separate pilot compartment.</li> </ul>	<p>→ re-align with EU-OPS;</p>	<p>without separate pilot compartments.</p>
<p>2. In the case of other than complex motor-powered aircraft, persons admitted to or carried in the cockpit/pilot compartment may be carried in a pilot seat.</p>		
<p><b>GM OPS.GEN.015(b) Pilot-in-command responsibilities and authority</b></p>		
<p>AUTHORITY TO REFUSE CARRIAGE OR DISEMBARK</p>		
<p>This may include:</p> <ul style="list-style-type: none"> <li>1. special categories of passengers; or</li> <li>2. persons that appear to be under the influence of alcohol or drugs.</li> </ul>	<p>2 IA: Request to insert a definition or a list of “special categories of passengers”;</p>	<p>Accepted: A list of special categories of passengers has been included as GM1-CAT.OP.AH.155, associated with the IR on Carriage of special categories of passengers.</p>
<p><b>AMC OPS.GEN.015(c) Pilot-in-command responsibilities and authority</b></p>		
<p>REPORTING OF HAZARDOUS FLIGHT CONDITIONS</p>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
1. These reports should include any detail which may be pertinent to the safety of other aircraft.		
2. Such reports should be made whenever any of the following conditions are encountered or observed: <ol style="list-style-type: none"> <li>a. severe turbulence;</li> <li>b. severe icing;</li> <li>c. severe mountain wave;</li> <li>d. thunderstorms, with or without hail, which are obscured, embedded, widespread or in squall lines;</li> <li>e. heavy dust storm or heavy sandstorm;</li> <li>f. volcanic ash cloud;</li> <li>g. unusual and/or increasing volcanic activity or a volcanic eruption.</li> </ol>	1 IS: Clarify that the points under (2) also have to be reported to air traffic services;	The Implementing Rule states that these occurrences have to be reported to ATS.  Editorial change to clarify.
3. When other meteorological conditions not listed above, e.g. wind shear, are encountered which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command should advise the appropriate air traffic services unit as soon as practicable.		
<b>AMC OPS.GEN.015(d) Pilot-in-command responsibilities and authority</b>		
<b>MITIGATING MEASURES</b>  The use of additional crew members and controlled rest during flight are considered to be adequate mitigating measures.	1 IA: Consider the reduced level of mitigation of a controlled rest during flight as a mitigation measure compared to an additional	Not accepted. The two mitigation methods are for use in different circumstances, so comparing or ranking is not appropriate.

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	flight crew member;	
<b>GM OPS.GEN.015(d) Pilot-in-command responsibilities and authority</b>		
MITIGATING MEASURES – CONTROLLED REST	1 MS: It should be clarified, that the mentioned mitigation measure only refers to fatigue;	Accepted by redrafted Implementing Rule text, which addresses fatigue only;
1. This Guidance Material (GM) addresses controlled rest taken by the minimum certificated flight crew. It is not related to planned in flight rest by members of an augmented crew.		
2. Although flight crew members should stay alert at all times during flight, unexpected fatigue can occur as a result of sleep disturbance and circadian disruption. To cover for this unexpected fatigue, and to regain a high level of alertness, a controlled rest procedure in the cockpit, organised by the pilot-in-command may be used, if workload permits. 'Controlled rest' means a period of time 'off task' that may include actual sleep. The use of controlled rest has been shown to significantly increase the levels of alertness during the later phases of flight, particularly after the top of descent, and is considered to be good use of Crew Resource Management (CRM) principles. Controlled rest should be used in conjunction with other on board fatigue management countermeasures such as physical exercise, bright cockpit illumination at appropriate times, balanced eating and drinking, and intellectual activity.		
3. Controlled rest taken in this way should not be considered to be part of a rest period for the purposes of calculating flight time limitations, nor used to justify any duty period. Controlled rest may be used to manage both sudden unexpected fatigue and fatigue which is		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>expected to become more severe during higher workload periods later in the flight. Controlled rest is not related to fatigue management which is planned before flight.</p>		
<p>4. Controlled rest periods should be agreed according to individual needs and the accepted principles of CRM; where the involvement of the cabin crew is required, consideration should be given to their workload.</p>		
<p>5. When applying controlled rest procedures, the pilot-in-command should ensure that:</p> <ul style="list-style-type: none"> <li>a. the other flight crew member/s is/are adequately briefed to carry out the duties of the resting flight crew member;</li> <li>b. one flight crew member is fully able to exercise control of the aircraft at all times; and</li> <li>c. any system intervention which would normally require a cross-check according to multi-crew principles is avoided until the resting flight crew member resumes his/her duties.</li> </ul>		
<p>6. Controlled rest procedures should satisfy the following criteria:</p>		
<ul style="list-style-type: none"> <li>a. Only one flight crew member at a time should take rest at his/her station; the harness should be used and the seat positioned to minimise unintentional interference with the controls;</li> </ul>		
<ul style="list-style-type: none"> <li>b. The rest period should be no longer than 45 minutes (in order to limit any actual sleep to approximately 30 minutes) to limit deep sleep and associated long recovery time (sleep inertia);</li> </ul>		
<ul style="list-style-type: none"> <li>c. After this 45-minute period, there should be a recovery period of 20 minutes during which sole control of the aircraft should not be entrusted to the flight crew member during his/her recovery</li> </ul>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
period;		
<p>d. In the case of two-crew operations, means should be established to ensure that the non-resting flight crew member remains alert. This may include:</p> <ul style="list-style-type: none"> <li>i. appropriate alarm systems;</li> <li>ii. on board systems to monitor flight crew activity; and</li> <li>iii. frequent cabin crew checks. In this case, the pilot-in-command should inform the senior cabin crew member of the intention of the flight crew member to take controlled rest, and of the time of the end of that rest; frequent contact should be established between the non-resting flight crew member and the cabin crew by communication means, and the cabin crew should check that the resting flight crew member is alert at the end of the period;</li> </ul>		
<p>e. There should be a minimum of 20 minutes between two subsequent controlled rest periods in order to overcome the effects of sleep inertia and allow for adequate briefing;</p>		
<p>f. If necessary, a flight crew member may take more than one rest period, if time permits, on longer sectors, subject to the restrictions above;</p>		
<p>g. Controlled rest periods should terminate at least 30 minutes before the top of descent.</p>		
<p><b>AMC OPS.GEN.015(e)(3) Pilot-in-command responsibilities and authority</b></p>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>PROTECTIVE CLOTHING - BALLOONS</p>		
<p>Protective clothing should include:</p> <ol style="list-style-type: none"> <li>1. long sleeves and trousers made out of natural fibres;</li> <li>2. stout footwear; and</li> <li>3. gloves.</li> </ol>		
<p><b>AMC1 OPS.GEN.020(a) Crew responsibilities</b></p>		
<p>FATIGUE RISK MANAGEMENT</p>		
<ol style="list-style-type: none"> <li>1. In accordance with paragraph 7.f. of Annex IV to Regulation (EC) No 216/2008 (Essential requirements for air operations), no crew member must allow their task achievement/decision making to deteriorate to the extent that flight safety is endangered because of the effects of fatigue. Before commencing a flight, a crew member should take the following factors into account, as relevant, to assess the risk of personal fatigue:             <ol style="list-style-type: none"> <li>a. Fatigue accumulated over a period of time and time since last rest;</li> <li>b. Sleep deprivation (i.e. arising from interruption of the normal sleep/wake cycle);</li> <li>c. Activity carried out prior to a flight, including physical activity;</li> <li>d. Number or series of flights (sectors) planned or accomplished;</li> <li>e. Duration of the planned flight activity;</li> <li>f. The time of day/night at which the flight is scheduled to begin and time flown at night;</li> </ol> </li> </ol>	<p>2 IS, 1 MS: Re-consider the list, because it is too limiting and restricting the judgement of the individual;</p>	<p>Re-alignment with BR for regulatory reasons;</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>g. The pattern of working and sleeping relative to the circadian rhythm (24-hour physiological cycle);</p> <p>h. Number and direction of time zones crossed;</p> <p>i. Operational characteristics of the planned flight (e.g. weather conditions, familiarity with the route/destination, single/multi-pilot operation, service limitations of the aircraft, crew complement, such as reduced number of crew members, etc.).</p>		
<p>2. Crew members should make optimum use of the opportunities and facilities for rest provided and plan and use their rest periods appropriately.</p>	<p>Replace "should" by "shall";</p>	<p>Not accepted. No text change since new rule text is consistent with EU-OPS;</p>
<p><b>AMC2 OPS.GEN.020(a) Crew responsibilities</b></p>		
<p>REPORTING OF ANY OCCURRENCE RELATED TO THE SAFETY OF THE AIRCRAFT AND ITS OCCUPANTS</p> <p>Whenever a crew member makes use of the applicable reporting systems, a copy of the report should be communicated to the pilot-in-command.</p>	<p>1 IA, 2 IS, 6 IS, 1 INDIV, 1 MS: Re-consider the expression "should be communicated", since it does not reflect the need for anonymous reporting;</p>	<p>Not accepted. There is no requirement in EU-OPS for anonymous reporting.</p>
<p><b>GM OPS.GEN.020(a) Crew responsibilities</b></p>		
<p>GENERAL</p> <p>In accordance with paragraph 7.g. of Annex IV to Regulation (EC) No 216/2008 (Essential requirements for air operations), a crew member must not perform allocated duties on board an aircraft when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes. This should be</p>	<p>1 IS, 1 IA: Re-alignment with EU-OPS, to upgrade to hard law;</p>	<p>Not accepted. Text is aligned with EU-OPS but kept as a GM, since it shows how the intended safety objective can be obtained;</p>



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A: Rule	B: Summary of comments	C: Reason for change, remarks
understood as including the following:		
1. Effects of deep water diving and blood donation, and allowing for a certain time period between these activities and returning to flying;	1 MS: Extra guidance requested for crews to include a minimum period during which flying should not occur after deep-water-diving;	Accepted. GM added on the basis of comment.
2. Without prejudice to more restrictive national regulations, the consumption of alcohol while on duty or less than 8 hours prior to the commencement of duties, and commencing a flight duty period with a blood alcohol level in excess of 0.2 per mille.		
<b>AMC OPS.GEN.030 Transport of dangerous goods</b>		
EXEMPTION AND APPROVAL PROCEDURES OF THE TECHNICAL INSTRUCTIONS	Amendment is required to clarify that the title does not mean 'approval of the Technical Instructions'	Title amended to refer to the 'provisions of the Technical Instructions'  This entire section has become Guidance Material (GM OPS.GEN.030)(a)
1. The Technical Instructions provide that in certain circumstances dangerous goods, which are normally forbidden on an aircraft, may be carried. These circumstances include cases of extreme urgency or when other forms of transport are inappropriate or when full compliance with the prescribed requirements is contrary to the public interest. In these circumstances all the States concerned may grant exemptions from the provisions of the Technical Instructions provided that every effort is made to achieve an overall level of safety which is equivalent to that provided by the Technical Instructions. Although	The Technical Instructions do not provide specific conditions for the granting of approvals and so the text should be deleted.	Text deleted as proposed and other minor amendments made to align with recent agreed changes to the Technical Instructions.

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>exemptions are most likely to be granted for the carriage of dangerous goods which are not permitted in normal circumstances, they may also be granted in other circumstances, such as when the packaging to be used is not provided for by the appropriate packing method or the quantity in the packaging is greater than that permitted. The Instructions also make provision for some dangerous goods to be carried when an approval has been granted only by the State of Origin, providing specific conditions which are laid down in the Technical Instructions are met.</p>		
<p>2. The States concerned are those of origin, transit, overflight and destination of the consignment and that of the operator.</p>		
<p>3. The Technical Instructions provide that exemptions and approvals are granted by the "appropriate national authority", which is intended to be the authority responsible for the particular aspect against which the exemption or approval is being sought. The operator should ensure all relevant conditions on an exemption or approval are met.</p>		
<p>4. The exemption or approval referred to above is in addition to the approval required by OPS.SPA.001.DG.</p>		
<p><b>AMC OPS.GEN.030(b) Transport of dangerous goods</b></p>		<p>AMC deleted, since otherwise all of the text from the ICAO Technical Instructions would be required.</p>
<p>GENERAL</p>		
<p>1. Dangerous goods required to be on board an aircraft in accordance with airworthiness and operational requirements are those which are for:</p> <p>a. the airworthiness of the aircraft;</p>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<ul style="list-style-type: none"> <li>b. the safe operation of the aircraft; or</li> <li>c. the health of passengers or crew.</li> </ul>		
<p>Such dangerous goods include, but are not limited to:</p> <ul style="list-style-type: none"> <li>i. batteries;</li> <li>ii. fire extinguishers;</li> <li>iii. first-aid kits;</li> <li>iv. insecticides/air fresheners;</li> <li>v. life-saving appliances; and</li> <li>vi. portable oxygen supplies.</li> </ul>		
<p>2. Articles and substances for specialised purposes are those connected with certain specialised aerial tasks or medical service operations. They should be carried in accordance with procedures and instructions contained in the operations manual and in accordance with officially recognised standards or national legislation. These procedures should be based on the ICAO Technical Instructions where possible but, as a minimum, they should mitigate the risks associated with their carriage.</p>		
<p><b>AMC OPS.GEN.030(d)(1) Dangerous goods incident and accident reporting</b></p>		<p>The text of this AMC is appropriate to all of AMC OPS.GEN.030(d) (as amended), not just (d)(1). This would also address comments placed against (d)(2) and avoid the need to create (d)(3) to address passenger baggage, which would contain repetitive text.</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
GENERAL		
<p>1. Any type of dangerous goods incident or accident should be reported, irrespective of whether the dangerous goods are contained in cargo, mail, passengers' baggage or crew baggage.</p>		<p>Consequential amendment due to deletion of AMC OPS.GEN.030(d)(2) and to avoid the need for an AMC OPS.GEN.030(d)(3).</p> <p>Text concerning operators' stores included due a change to the Technical Instructions</p>
<p>2. The first report should be dispatched within 72 hours of the event. It may be sent by any means, including e-mail, telephone or fax. This report should include the details that are known at that time, under the headings identified in paragraph 3. If necessary, a subsequent report should be made as soon as possible giving all the details that were not known at the time the first report was sent. If a report has been made verbally, written confirmation should be sent as soon as possible.</p>	<p>It is proposed that 72 hours is too long a period in some circumstances, such as when there has been no contact with other emergency response services.</p>	<p>The existing text does not prohibit earlier reporting and OPS.SPA.100.DG (b)(2)(iv) addresses notification to emergency services. The text aligns with EU-OPS 1.1225(a) and JAR-OPS 3.1225(a). In addition, Note 5 of the form states that the form must be sent as soon as possible. Therefore, it is not proposed to amend this text.</p>
<p>3. The first and any subsequent report should be as precise as possible and contain such of the following data that are relevant:</p> <ul style="list-style-type: none"> <li>a. Date of the incident or accident or the finding of undeclared or misdeclared dangerous goods;</li> <li>b. Location, the flight number and flight date;</li> <li>c. Description of the goods and the reference number of the air</li> </ul>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>waybill, pouch, baggage tag, ticket, etc;</p> <p>d. Proper shipping name (including the technical name, if appropriate) and UN/ID number, when known;</p> <p>e. Class or division and any subsidiary risk;</p> <p>f. Type of packaging, and the packaging specification marking on it;</p> <p>g. Quantity;</p> <p>h. Name and address of the shipper, passenger, etc;</p> <p>i. Any other relevant details;</p> <p>j. Suspected cause of the incident or accident;</p> <p>k. Action taken;</p> <p>l. Any other reporting action taken; and</p> <p>m. Name, title, address and telephone number of the person making the report.</p>		
<p>4. Copies of relevant documents and any photographs taken should be attached to the report.</p>	<p>Amend text to say that any documents and photographs should be attached to 'the report' rather than 'a report'</p>	<p>Text amended as proposed.</p>
<p>5. A dangerous goods accident or incident may also constitute an aircraft accident, serious incident or incident. The criteria for reporting both types of occurrence should be met.</p>		
<p>6. Dangerous Goods Reporting Form:</p>	<p>It was proposed that the content of the form has to be mentioned and that it be made clear that the form is an example, otherwise it would</p>	<p>Text amended to address the comments.</p>

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A: Rule				B: Summary of comments	C: Reason for change, remarks
				appear that other forms, including electronic forms, would not be possible.	
DANGEROUS GOODS OCCURRENCE REPORT		DGOR No:			
1. Operator:	2. Date of Occurrence:	3. Local time of occurrence:			
4. Flight date:		5. Flight No:			
6. Departure aerodrome:		7. Destination aerodrome:			
8. Aircraft type:		9. Aircraft registration:			
10. Location of occurrence:		11. Origin of the goods:			
12. Description of the occurrence, including details of injury, damage, etc. (if necessary continue on the reverse of this form):					
13. Proper shipping name (including the technical name):		14. UN/ID No (when known):			
15. Class/Division (when known):	16. Subsidiary risk(s):	17. Packing group:	18. Category (Class 7 only):		
19. Type of packaging:	20. Packaging specification marking:	21. No of packages:	22. Quantity (or transport index, if		

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A: Rule				B: Summary of comments	C: Reason for change, remarks
			applicable):		
23. Reference No of Airway Bill:					
24. Reference No of courier pouch, baggage tag, or passenger ticket:					
25. Name and address of shipper, agent, passenger, etc.:					
26. Other relevant information (including suspected cause, any action taken):					
27. Name and title of person making report:		28. Telephone No:			
29. Company:		30. Reporters ref:			
31. Address:		32. Signature:			
		33. Date:			
Description of the occurrence (continuation)					
Notes for completion of the form:					
1. Any type of dangerous goods occurrence must be reported, irrespective of whether the dangerous goods are contained in cargo, mail or baggage.					
2. A dangerous goods accident is an occurrence associated with and related to the transport of dangerous goods which results in fatal or					

## CRST – CAT.GEN

A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>serious injury to a person or major property damage. For this purpose serious injury is an injury which is sustained by a person in an accident and which:</p> <ul style="list-style-type: none"> <li>a. requires hospitalisation for more than 48 hours, commencing within 7 days from the date the injury was received; or</li> <li>b. results in a fracture of any bones (except simple fractures of fingers, toes or nose); or</li> <li>c. involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or</li> <li>d. involves injury to any internal organ; or</li> <li>e. involves second or third degree burns, or any burns affecting more than 5 % of the body surface; or</li> <li>f. involves verified exposure to infectious substances or injurious radiation. A dangerous goods accident may also be an aircraft accident; in which case the normal procedure for reporting of air accidents must be followed.</li> </ul>		
<p>3. A dangerous goods incident is an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident.</p>		
<p>4. This form should also be used to report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo, mail or unaccompanied baggage or when accompanied baggage contains dangerous goods which passengers or crew are not</p>		



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A: Rule	B: Summary of comments	C: Reason for change, remarks
permitted to take on aircraft.		
5. An initial report, which may be made by any means, must be dispatched within 72 hours of the occurrence, to the competent authority of the State (a) of the operator; and (b) in which the incident occurred, unless exceptional circumstances prevent this. This occurrence report form, duly completed, must be sent as soon as possible, even if all the information is not available.		
6. Copies of all relevant documents and any photographs should be attached to this report.		
7. Any further information, or any information not included in the initial report, must be sent as soon as possible to authorities identified in paragraph 5.		
8. Providing it is safe to do so, all dangerous goods, packagings, documents, etc., relating to the occurrence must be retained until after the initial report has been sent to the authorities identified in paragraph 5 and they have indicated whether or not these should continue to be retained.	It was proposed to delete the text after ‘...identified in paragraph 5’, although no reason was provided.	It is proposed not to delete this text since it is important in some circumstances that dangerous goods continue to be held for evidential purposes until the authorities have confirmed that they are no longer required, not just until the report has been made.
<b>AMC OPS.GEN.030(d)(2) Dangerous goods incident and accident reporting</b>		
REPORTING OF UNDECLARED OR MISDECLARED GOODS An operator should also report the finding of undeclared or misdeclared	The first sentence should be deleted since it is already	Amendment not required, since entire paragraph will to be

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>dangerous goods. The first report should be dispatched within 72 hours of the discovery and include the details that are known at that time. If necessary, a subsequent report must be made as soon as possible giving whatever additional information has been established.</p>	<p>stated in OPS.GEN.030(d)(2) and in addition, does not address passenger baggage.</p>	<p>deleted since this AMC will apply to all of OPS.GEN.030(e) (in the CRD as AMC1-CAT.GEN.AH.200(e).</p>
<p><b>GM OPS.GEN.030Transport of dangerous goods</b></p>		
<p>GENERAL</p>		
<p>1. The requirements to transport dangerous goods by air in accordance with the 2007-2008 Edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air published by decision of the Council of the International Civil Aviation Organization. (ICAO Doc 9284-AN/905.) is irrespective of whether an approval to carry dangerous goods in accordance with OPS.SPA.001.DG is held.</p>	<p>Amend due to reference to an out-of-date edition of the ICAO Technical Instructions.</p> <p>Amend typographical error to either say 'The requirements...are' or 'The requirement...is'.</p> <p>Amend to reflect the text of JAR-OPS 3.1145 and EU-OPS 1.1145</p>	<p>It is proposed to make a dynamic reference to the Technical Instructions by introducing a definition in Annex I and therefore it is not necessary to refer to a specific edition of the Technical Instructions here.</p> <p>Typographical error corrected.</p> <p>Amendment made to reflect EU-OPS and JAR-OPS 1/3.1145</p>
<p>2. Dangerous goods referred to in OPS.GEN.030(b) are those mentioned in Part 1 of the ICAO Technical Instructions.</p>		<p>Deleted due to inclusion of text in GM OPS.GEN.030(b)</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>3. Baggage separated from its owner includes lost or improperly routed baggage which is carried by an operator for the purpose of returning it to its owner.</p>		<p>Deleted as no longer referred to in OPS.GEN.030(b).</p>
<p><b>Section V - Manuals, Logs and Records</b></p>		
<p><b>AMC OPS.GEN.600 Documents and information to be carried</b></p>	<p>IA: 1 IND: 1                      Make AMC OPS.GEN.600 applicable to OPS.GEN.605 as well as to OPS.GEN.600.</p>	<p>OPS.GEN.600 &amp; 605 have been merged, so AMC material applies for all items.</p>
<p>1. In case of loss or theft of documents the operation may continue until the flight reaches the base or a place where a replacement document can be provided.</p>	<p>IND: 1                      Questions whether the text would be compatible with the procedures for the conduct of ramp inspections.</p>	<p>As OPS.GEN.600 has been merged with 605, this AMC has been amended to be aligned with EU-OPS/JAR-OPS 3 which limited this to certificates, apart from the AOC, which is required on board iaw ICAO.                      +1. Text moved to IR following CAT RG recommendations.</p>
<p>2. The documents and information may be available in a form other than on printed paper. Accessibility, usability and reliability should be assured.</p>	<p>1. IND: 1 IA: 1 INDIV: 1                      Clarification required – does this imply electronic and/or hard copies are acceptable?                      2. IA: 2. Applauds the use of electronic documents.                      3. MS: 1. Add text “permission from authority” as required by EU-OPS/JAR-OPS 3.</p>	<p>1. This paragraph provides the opportunity to have paper or electronic documents.                      2. No change required as commentator agrees with the proposed text.                      3. To add “permission of authority” would make the AMC rule material. The conditions specified provide the</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	<p>4. MS: 1. Take into account the electronic flight bag as a means of compliance.</p>	<p>necessary controls.</p> <p>4. "in a form other than on printed paper" is general enough to embrace the use of an EFB.</p> <p>+1: Paragraph 2 of AMC OPS.GEN.600 provided the possibility for documents/info to be in electronic format. In the NPA, this possibility was limited to specific items, but now paragraphs 600 &amp; 605 have been merged, so it applies to all items. See AMC1-CAT.GEN.180.</p>
<p>3. For commercial air transport operations, if the competent authority has issued an English translation of the Noise Certificate, this should be carried as well.</p>	<p>IND: 1. Clarification of "competent authority" offered.</p>	<p>Text changed and moved to IR.</p>
<p>4. The procedures and the visual signals for use by intercepting and intercepted aircraft are those contained in ICAO Annex 2. For non-commercial operators with complex motor-powered aircraft and commercial operators, this may be part of the operations manual.</p>		<p>+1. Text moved to AMC1-CAT.GEN.180(a)(13).</p>
<p>5. Any other documents that may be pertinent to the flight or required by the States concerned with the flight may include:</p>	<p>IND: 1 Clarification of "States concerned" offered: "that may be pertinent to the flight or required by the competent authority designated by MS where the operator has its</p>	<p>"States concerned with the flight" defined in new GM.</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
	principle place of business".	
a. the ground-air signal codes for search and rescue purposes;		+1. Text deleted, as covered by CAT.GEN.180(a)(14) &(15). Note: Annex 6 Part I 2.2.14 requires it in the OM.
b. cargo and/or passenger manifests; and	1. MS: 1 The carriage of passenger/cargo manifests is a requirement of Article 29 of the ICAO Convention and therefore should be a rule. Add subparagraph to OPS.GEN.600 "if passengers and /or cargo are carried, a passenger and/or cargo manifest:"	1. Text moved to IR and "if applicable" added.
c. forms to comply with reporting requirements.	1. IA: 1 Text should be rule material and transferred to OPS.GEN.605(a)(8). 2. IA: 1 Revert to EU-OPS 1.135(a)(11) to require forms for reporting.	1 & 2: The requirement is provided in IR (any other documentation) as forms for reporting are included in the AMC as an example of "any other documentation".
<b>AMC OPS.GEN.605 Documents and information to be carried on non-commercial flights with complex motor-powered air craft and aircraft used in commercial operations</b>	1. MS: 1 the title amplifies the text in paragraph OPS.GEN.605(a)(4) therefore should reflect that.	1. OPS.GEN.605 merged with OPS.GEN.600, as text now split into separate Parts i.e. Part-CAT, Part-SPO, Part-NCC, Part-NCO.
INFORMATION SEARCH AND RESCUE SERVICES AND OPERATIONS MANUAL		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>1. The information pertinent to the intended flight concerning search and rescue services and should be easily accessible in the cockpit.</p>	<p>1. IND: 2 remove second "and" which is not required. 2. IA: 1 Move to IR and add AFM, aeronautical charts, interception procedures and signals, a/c tech log, ATS flight plan, MEL, OFP.</p>	<p>1 &amp; 2. Text deleted, as "easily accessible" now in the Implementing Rule. The requirement for accessibility of other information/docs is addressed in the paragraph on OM (CAT.GEN.180(a)(15)) i.e. "The current parts of the operations manual relevant to the duties of the crew, which shall be easily accessible to the crew".</p>
<p>2. Portions of the operations manual relevant to the duties of the crew should be easily accessible to the crew on board the aircraft.</p>	<p>1. IA: 1. Revert to EU-OPS 1.130(2) to indicate in IR those items which should be easily accessible to the crew. 2. IA: 2. The use of the word "Portions" is incorrect The word "Parts" is suggested which reflects EU-OPS/JAR-OPS 3.</p>	<p>1 &amp; 2. Text deleted as requirement amended to align with EU-OPS/JAR-OPS 3 and added to the Implementing Rule. See CAT.GEN.180(a)(15).</p>
<p><b>AMC OPS.GEN.605(a)(7) Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations</b></p>		
<p>EQUIVALENT DOCUMENT</p>		
<p>For other than complex motor-powered aircraft, the Minimum Equipment List (MEL) may be in the form of an equivalent document as specified in</p>	<p>1. MS: 1. Replace Part-21 with specification s of the document or more logical reference.</p>	<p>1 &amp; 2. Text deleted, in order not to duplicate provisions which are published in other</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
accordance with Part-21.	<p>Small operators may not be familiar with Part-21.</p> <p>2. MS: 1. Change text for clarification of the meaning of equivalent.</p>	regulations (e.g. Part-21).
<b>AMC OPS.GEN.610 Journey log book</b>		
GENERAL	<p>1. IA: 1. The operational flight plan and journey log book have different uses and are completed at different times during the operation. Therefore, it would be better to establish contents of each individually and separately.</p>	<p>1. Journey log contents moved to OR.OPS.MLR.110 and Part-SPO, Part-NCC and Part-NCO and the associated AMC and GM. OFP contents moved to CAT.OP.</p>
<p>1. The aircraft journey log book should contain the following items:</p>	<p>1 IA: 1. The rule has no relevance to light general aviation and sailplanes.</p> <p>2. IA: 1. The construction of AMC should mirror format/language of ICAO Annex 6 Part I 11.4.</p>	<p>1. In the CRD to Part-CAT, CAT.GEN.180 Documents, manuals and information to be carried, applies to CAT operations with aeroplanes and helicopters. Requirements for CAT operations with sailplanes and balloons will follow.</p> <p>2. Paragraph moved to AMCs to OR.OPS.MLR and Part-SPO, Part-NCC and Part NCO and amended to align with ICAO Annex 6 Part I 11.4.</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
a. aircraft registration;		
b. date;		
c. crew member names and duty assignments;		
d. departure and arrival points and times;	<p>1. MS: 1</p> <p>(a) Add “actual” times in compliance with EU-OPS 1.1055/JAR-OPS3.1055.</p> <p>(b) Add “hours of flight” in compliance with EU-OPS/JAR-OPS3.</p>	<p>1(a) and (b). Paragraph moved to AMCs to OR.OPS.MLR and Part-SPO, Part-NCC and Part NCO and amended to align with ICAO Annex 6 Part I 11.4.</p>
e. purpose/nature of the flight;	<p>IND: 1</p> <p>Why record “purpose of flight” and “crew names” can we use TLCs?</p>	<p>Paragraph moved to AMCs to OR.OPS.MLR and Part-SPO, Part-NCC and Part NCO and amended to align with ICAO Annex 6 Part I 11.4.</p>
f. incidents, observations (if any); and		
g. signature of the pilot-in-command.		
2. The journey log may be combined with the aircraft log book as required in M.A.305.	<p>1. MS: 1 Text suggests that the only combination is with aircraft logbook. M.A. 306 (and EU-OPS 1.1055/JAR-OPS</p>	<p>1 &amp; 2. Paragraph moved to OR.OPS.MLR and Part-SPO, Part-NCC and Part NCO and text amended to take into</p>



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A: Rule	B: Summary of comments	C: Reason for change, remarks
	<p>3.1055) allows combination with aircraft technical log. Clarification required.</p> <p>2. INDIV: 1 Request for more generic wording</p> <p>3. IA: 1 If there is no log book issued, how can there be compliance e.g. 3<sup>rd</sup> country operators.</p>	<p>account wording and intent of EU-OPS 1.1055(b)/JAR-OPS 3.1055(b) and IEM OPS 1/3.1055(b)</p> <p>3. TCOs are subject to a different regulation.</p>
<p>3. The information or parts thereof may be retained in a form other than on printed paper. In such cases, an acceptable level of accessibility, usability and reliability should be assured.</p>	<p>1. IND: 1 “Retained” implies record keeping purposes. Information could be “submitted” in electronic form. Propose “may be retained/submitted in a form”.</p>	<p>1. Paragraph moved to AMCs to OR.OPS.MLR and Part-SPO, Part-NCC and Part NCO and text changed to “recorded”.</p>
<p><b>GM OPS.GEN.610 Journey log book</b></p>		
<p>SERIES OF FLIGHTS</p>		
<p>The term ‘series of flights’ is used to facilitate a single set of documentation.</p>	<p>IND: 1. Refer to earlier proposal reference “series of flights”.</p>	<p>The text remains unchanged.</p>
<p><b>Section VI – Security</b></p>		
<p><b>GM OPS.GEN.700 Disruptive Passenger Behavior</b></p>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p><b>GENERAL</b></p> <p>1. Operators engaged in the transportation of passengers should take into account that their passengers could obstruct the safe operation of the aircraft. Passenger behaviour may be affected by a variety of factors, including:</p> <ul style="list-style-type: none"> <li>a. limitations on personal 'freedom', such as restrictions on smoking or on the use of mobile phones;</li> <li>b. physical effects, such as from consummation of alcohol, illness, or taking of medication, possibly increased from effects of higher altitude and less available oxygen;</li> <li>c. social or psychological effects, such as from fear of flying, claustrophobia, or reluctance to follow instructions.</li> </ul>		
<p>2. The pilot-in-command should consider preventive measures when the possibility of disruptive passenger behaviour is anticipated. Such measures could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>a. communication with the potentially disruptive passenger in an effort to reduce the likelihood of disruptive behaviour;</li> <li>b. reseating a potentially disruptive passenger to an area where there is less risk of passenger interference;</li> <li>c. deny boarding to the potentially disruptive passenger or cancel the flight.</li> </ul>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<b>Subpart B - Commercial Air Transport</b>		
<b>Section I - General Requirements</b>		
<b>AMC1 OPS.CAT.010 Definitions</b>		
DEFINITIONS USED IN AMC/GM		
1. Accelerate-stop distance available (ASDA): The length of the take-off run available plus the length of stopway, if such stopway is declared available by the competent authority and is capable of bearing the mass of the aeroplane under the prevailing operating conditions.		
2. Contingency fuel. The fuel required to compensate for unforeseen factors which could have an influence on the fuel consumption to the destination aerodrome such as deviations of an individual aeroplane from the expected fuel consumption data, deviations from forecast meteorological conditions and deviations from planned routings and/or cruising levels/altitudes.		
3. Damp runway: A runway is considered damp when the surface is not dry, but when the moisture on it does not give it a shiny appearance.		
6. Maximum Structural Landing Mass is the maximum permissible total aeroplane mass upon landing under normal circumstances.		
7. Take-off decision point (TDP) means the point used in determining take-off performance from which, a power unit failure having been recognised at this point, either a rejected take-off may be made or a		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
take-off safely continued.		
8. Take-off distance available (TODAH) means the length of the final approach and take-off area plus the length of helicopter clearway (if provided) declared available and suitable for helicopters to complete the takeoff.		
9. Rejected take-off distance required (RTODRH) means the horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following a power unit failure and rejection of the take-off at the take-off decision point.		
10. Landing decision point (LDP) means the point used in determining landing performance from which, a power unit failure having been recognised at this point, the landing may be safely continued or a balked landing initiated.		
11. Rejected take-off distance available (RTODAH) means the length of the final approach and take-off area declared available and suitable for helicopters operated in Performance Class 1 to complete a rejected take-off.		
<b>AMC OPS.CAT.040 Carriage of weapons and ammunition</b>		
STOWAGE OF WEAPONS AND AMMUNITION		
1. If the aircraft does not have a separate compartment in which weapons can be stowed, procedures should take into account the nature of the flight, its origin and destination, and the possibility of unlawful interference. As far as possible, the weapons should be stowed so they are not immediately accessible to the passengers	1. MS: 6, IA: 1. "As far as possible" should be deleted, since this expression might lead to an operators not	1. Not accepted. New text from TGL 44; "as far as possible" indicates, that as far as possible depending on the

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A: Rule	B: Summary of comments	C: Reason for change, remarks
<p>(e.g. in locked boxes, in checked/personal baggage which is stowed under other baggage or under fixed netting). The pilot-in-command should be notified accordingly.</p>	<p>implementing adequate measures; safety concerns referring the vague nature of the text;</p> <p>2. MS: 2, INDIV: 1. Requirement of the PiC being informed about the carriage of weapons is missing;</p>	<p>aircraft type, weapons shall be stowed...so, if an operator chooses a method not adequate, but he could use a method more restrictive than the one he is using, he still has to, according to the text, use the most restrictive method;</p> <p>2. Accepted. See AMC OPS.CAT.040 (1); the new text is even more restrictive than TGL 44, since it implies that the PiC should always (not only if procedures other than those in the rule are applied) be notified; no text change;</p>
<p>2. The applicability of OPS.GEN.035 should be taken into account.</p>		
<p><b>GM OPS.CAT.040 Carriage of weapons and ammunition</b></p>		
<p>SPORTING WEAPONS AND AMMUNITION</p>		
<p>1. There is no internationally agreed definition of sporting weapons. In general it may be any weapon which is not a weapon of war or ammunition of war. Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which at one time may have been a weapon of war or ammunition of war, such as a musket, may be regarded as a sporting weapon.</p>	<p>IS: 1. Reference to 300/2008 requested to be sure that there is no conflict with the prohibited article list;</p>	<p>Text content included in the Implementing Rule.</p>

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A: Rule	B: Summary of comments	C: Reason for change, remarks
2. A firearm is any gun, rifle or pistol which fires a projectile.		
3. The following firearms are generally regarded as being sporting weapons:		
a. Those designed for shooting game, birds and other animals;		
b. Those used for target shooting, clay-pigeon shooting and competition shooting, providing the weapons are not those on standard issue to military forces;		
c. Air guns, dart guns, starting pistols, etc.		
<b>GM OPS.CAT.045 Carriage of weapons and ammunition</b>	IA:1. A reference to DG is requested;	A reference is given in the Implementing Rule;
WEAPONS AND MUNITION OF WAR		
1. There is no internationally agreed definition of weapons of war and munitions of war. Some States may have defined them for their particular purposes or for national need.		
2. It is the responsibility of the operator to check, with the States concerned, whether or not a particular weapon or munitions is regarded as a weapon of war or munitions of war.		
<b>AMC OPS.CAT.050 Information on emergency and survival equipment carried</b>		

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A: Rule	B: Summary of comments	C: Reason for change, remarks
GENERAL		
<p>The information on emergency and survival equipment carried should include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment. Filing an ATC flight plan and ticking the appropriate boxes is considered to satisfy the requirement.</p>	<p>MS:1. The ATS flight plan will not contain the detailed information that is necessary to establish survival time, adjustment with the ICAO rule requested;</p>	<p>Text changed to re-align with ICAO.</p>