

Annex to Decision 2013/006/R

Annex to Decision 2012/006/R of the Executive Director of the Agency of 19 April 2012, on 'Acceptable means of compliance and guidance material to Commission Regulation (EU) No 1178/2012 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council', is amended as follows:

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

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

A new AMC1 ARA.GEN.300(a);(b);(c) is added as follows:

AMC1 ARA.GEN.300(a);(b);(c) Oversight

EVALUATION OF APPROVED TRAINING ORGANISATIONS' OPERATIONAL SAFETY RISK ASSESSMENT

As part of the initial certification or the continuing oversight of an ATO, the competent authority should normally evaluate its safety risk assessment processes related to hazards identified by the ATO as having an interface with its operations. These safety risk assessments should be identifiable processes of the ATO's management system. As part of its continuing oversight, the competent authority should also remain satisfied as to the effectiveness of these safety risk assessments.

(a) General methodology for operational hazards

The competent authority should establish a methodology for evaluating the safety risk assessment processes of the ATO's management system.

When related to operational hazards, the competent authority's evaluation under its normal oversight process should be considered satisfactory if the ATO demonstrates its competence and capability to:

- (1) understand the hazards identified and their consequences on its operations;
- (2) be clear on where these hazards may exceed acceptable safety risk limits;
- (3) identify and implement mitigations including suspension of operations where mitigation cannot reduce the risk to within safety risk limits;
- (4) develop and execute effectively, robust procedures for the preparation and the safe operation of the flights subject to the hazards identified;
- (5) assess the competence and currency of its staff in relation to the duties for the intended operations and implement any necessary training; and
- (6) ensure sufficient numbers of qualified and competent staff for such duties.

The competent authority should take into account:

- (1) the ATO's recorded mitigations for each unacceptable risk identified are in place;
- (2) the operational procedures specified by the ATO with the most significance to safety appear to be robust; and
- (3) that the staff on which the ATO depends in respect of those duties necessary for the intended operations are trained and assessed as competent in the relevant procedures.

EVALUATION OF APPROVED TRAINING ORGANISATIONS' VOLCANIC ASH SAFETY RISK ASSESSMENT

In addition to the general methodology for operational hazards, the competent authority's evaluation under its normal oversight process should also assess the ATO's competence and capability to:

- (1) choose the correct information sources to use to interpret the information related to volcanic ash contamination forecast and to resolve correctly any conflicts among such sources; and
- (2) take account of all information from its type certificate holders (TCHs) concerning volcanic ash-related airworthiness aspects of the aircraft it operates, and the related pre-flight, in-flight and post flight precautions to be observed;

A new GM1 ARA.GEN.300(a);(b)(c) is added as follows:

GM1 ARA.GEN.300(a);(b);(c) Oversight

VOLCANIC ASH SAFETY RISK ASSESSMENT - ADDITIONAL GUIDANCE

Further guidance on the assessment of an ATO volcanic ash safety risk assessment is given in ICAO Doc. 9974 (Flight safety and volcanic ash – Risk management of flight operations with known or forecast volcanic ash contamination).