Annex to Decision 2015/005/R

'AMC and GM to Part-ORO — Issue 2, Amendment 1'

The Annex to Decision 2014/017/R[1] is hereby amended as follows:

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

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

A new AMC1 ORO.GEN.110(a) is inserted as follows:

AMC1 ORO.GEN.110(a) Operator responsibilities

SECURITY TRAINING PROGRAMME FOR CREW MEMBERS — CAT OPERATIONS

Without prejudice to Regulation (EC) No 300/2008, the CAT operator should establish and maintain a security training programme for crew members, including theoretical and practical elements. This training should be provided at the time of operator conversion training and thereafter at intervals not exceeding three years. The content and duration of the training should be adapted to the security threats of the individual operator and should ensure that crew members act in the most appropriate manner to minimise the consequences of acts of unlawful interference. This programme should include the following elements:

(a) determination of the seriousness of the occurrence;

(b) crew communication and coordination;

(c) appropriate self-defence responses;

(d) use of non-lethal protective devices assigned to crew members whose use is authorised by the Member State;

(e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses;

(f) in case where cabin crew are required, live situational training exercises regarding various threat conditions;

(g) flight crew compartment procedures to protect the aircraft;

(h) aircraft search procedures, in accordance with Regulation (EC) No 300/2008, including identification of prohibited articles; and

(i) guidance on the least risk bomb locations.

[1] Decision 2014/017/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-ORO of Commission Regulation (EU) No 965/2012 and repealing Decision 2012/017/R of the Executive Director of the Agency of 24 October 2012.

A new AMC2 ORO.GEN.110(a) is inserted as follows:

AMC2 ORO.GEN.110(a) Operator responsibilities

SECURITY TRAINING PROGRAMME FOR GROUND PERSONNEL — CAT OPERATIONS

In accordance with Regulation (EC) No 300/2008, the CAT operator should establish and maintain a security training programme for ground personnel to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

A new GM1 ORO.GEN.110(a) is inserted as follows:

GM1 ORO.GEN.110(a) Operator responsibilities

SECURITY TRAINING PROGRAMME FOR CREW MEMBERS

ICAO Security Manual Doc 9811 (restricted access) contains guidance on the development of training programmes.

A new AMC2 ORO.GEN.110(e) is inserted as follows:

AMC2 ORO.GEN.110(e) Operator responsibilities

GROUND OPERATIONS WITH PASSENGERS ON BOARD IN THE ABSENCE OF FLIGHT CREW

For ground operations, whenever passengers are embarking, on board or disembarking in the absence of flight crew members, the operator should:

(a) establish procedures to alert the aerodrome services in the event of ground emergency or urgent need; and

(b) ensure that at least one person on board the aircraft is qualified to apply these procedures and ensure proper coordination between the aircraft and the aerodrome services.

A new GM1 ORO.GEN.110(e) is inserted as follows:

GM2 ORO.GEN.110(e) Operator responsibilities

AERODROME SERVICES

Aerodrome services refer to units available at an aerodrome that could be of assistance in responding to an urgent need or an emergency, such as rescue and firefighting services, medical and ambulance services, air traffic services, security services, police, aerodrome operations, air operators.

A new AMC1 ORO.GEN.110(f) is inserted as follows:

AMC1 ORO.GEN.110(f) Operator responsibilities

STERILE FLIGHT CREW COMPARTMENT

(a) Sterile flight crew compartment procedures should ensure that:

(1) flight crew activities are restricted to essential operational activities; and

(2) cabin crew and technical crew communications to flight crew or entry into the flight crew compartment are restricted to safety or security matters.

(b) The sterile flight crew compartment procedures should be applied:

(1) during critical phases of flight;

(2) during taxiing (aeroplanes);

(3) below 10 000 feet above the aerodrome of departure after take-off and the aerodrome of destination before landing, except for cruise flight; and

(4) during any other phases of flight as determined by the pilot-in-command or commander.

(c) All crew members should be trained on sterile flight crew compartment procedures established by the operator, as appropriate to their duties.

A new GM1 ORO.GEN.110(f) is inserted as follows:

GM1 ORO.GEN.110(f) Operator responsibilities

STERILE FLIGHT CREW COMPARTMENT

(a) Establishment of procedures

The operator should establish procedures for flight, cabin, and technical crew that emphasise the objectives and importance of the sterile flight crew compartment. These procedures should also emphasise that, during periods of time when the sterile flight deck compartment procedures are applied, cabin crew and technical crew members should call the flight crew or enter the flight crew

compartment only in cases related to safety or security matters. In such cases, information should be timely and accurate.

(b) Flight crew activities

When sterile flight crew compartment procedures are applied, flight crew members are focused on their essential operational activities without being disturbed by non-safety related matters. Examples of activities that should not be performed are:

(1) radio calls concerning passenger connections, fuel loads, catering, etc.;

(2) non-critical paperwork; and

(3) mass and balance corrections and performance calculations, unless required for safety reasons.

(c) Communication to the flight crew

Cabin crew and technical crew use their own discretion to determine whether the situation is related to safety or security matters and whether to call the flight crew. Situations requiring information to the flight crew may include:

(1) any outbreak of fire inside the cabin or in an engine;

(2) a burning smell in the cabin or presence of smoke inside or outside;

(3) fuel or fluid leakage;

(4) exit door unable to be armed or disarmed;

(5) localised extreme cabin temperature changes;

(6) evidence of airframe icing;

(7) cabin/galley equipment or furniture malfunction/breakage posing a hazard to the occupants;

(8) suspicious object;

(9) disruptive passenger;

(10) security threat;

(11) abnormal vibration or noise;

(12) medical emergency;

(13) general drop-down of the oxygen masks in the cabin; and

(14) any other condition deemed relevant by a cabin crew or technical crew member.

A new AMC1 ORO.AOC.100(a) is inserted as follows:

AMC1 ORO.AOC.100(a) Application for an air operator certificate

OPERATOR SECURITY PROGRAMME

In accordance with Regulation (EC) No 300/2008, as part of granting the AOC, the CAT operator should provide the competent authority with the operator's security programme, including security training. The security programme should be adapted to the type and area of operation, as well as to the aircraft operated.

A new AMC1 ORO.CC.200(e) is inserted as follows:

AMC1 ORO.CC.200(e) Senior cabin crew member

UNABLE TO OPERATE

(a) Replacement of senior cabin crew member at a base of the operator

A senior cabin crew member who did not report for or cannot commence the assigned flight or series of flights originating from a base of the operator should be replaced without undue delay. The flight should not depart unless another senior cabin crew member has been assigned.

(b) Replacement of incapacitated or unavailable senior cabin crew member

(1) A senior cabin crew member, who becomes incapacitated during a flight or series of flights, or unavailable at a stopover (layover) point, should be replaced without undue delay by another senior cabin crew member qualified on the concerned aircraft type/variant. If there is no other senior cabin crew member, the most appropriately qualified cabin crew member should be assigned to act as senior cabin crew member in order to reach a base of the operator.

(2) If during the series of flights the aircraft transits via a base of the operator, the assigned cabin crew member acting as senior cabin crew member should be replaced by another senior cabin crew member.

A new AMC2 ORO.CC.200(e) is inserted as follows:

AMC2 ORO.CC.200(e) Senior cabin crew member

MOST APPROPRIATELY QUALIFIED CABIN CREW MEMBER

Selection of the most appropriately qualified cabin crew member should take into account if the individual's experience as operating cabin crew member is adequate for the conduct of duties required of a senior cabin crew member. The selected cabin crew member should have operational experience on the concerned aircraft type/variant.

A new GM1 ORO.CC.200(e) is inserted as follows:

GM1 ORO.CC.200(e) Senior cabin crew member

REPLACEMENT OF INCAPACITATED OR UNAVAILABLE SENIOR CABIN CREW MEMBER BY ANOTHER SENIOR CABIN CREW MEMBER

To ensure that another senior cabin crew member is assigned without undue delay, the operator should take appropriate measures. These include, but are not limited to, the following:

(a) to ensure that a flight or series of flights do not depart from an aerodrome where a senior cabin crew member is available or can be made available, the operator may:

(1) appoint a senior cabin crew member originally assigned to another flight and who is available at the concerned base or stopover (layover) point if the reporting time for that flight provides sufficient time to find a replacement; or

(2) assign a senior cabin crew member who is on standby to operate the flight or to position to the destination where the nominated senior cabin crew member has become incapacitated or unavailable to operate;

(b) the operator should utilise another senior cabin crew member if she/he is among the operating crew on the same flight;

(c) in case of unavailable senior cabin crew member, the operator should use the available time and resources to replace him/her at the stopover (layover) point with another senior cabin crew member;

(d) the operator should consider including the identification of the most appropriately qualified cabin crew member in pre-flight briefings.

A new GM2 ORO.CC.200(e) is inserted as follows:

GM2 ORO.CC.200(e) Senior cabin crew member

FLIGHT OR SERIES OF FLIGHTS

Flight or series of flights refers to a period that commences when a cabin crew member is required to report for duty, which includes a sector or a series of sectors, and finishes when the aircraft finally comes to rest and the engines are shut down, at the end of the last sector on which the cabin crew member acts as an operating crew member.

A new GM1 ORO.CC.205(b)(2) is inserted as follows:

GM1 ORO.CC.205(b)(2) Reduction of the number of cabin crew during ground operations and in unforeseen circumstances

UNFORESEEN CIRCUMSTANCES

Unforeseen circumstances in this context refer to incapacitation and unavailability of a senior cabin crew member or a cabin crew member as follows:

(a) 'Incapacitation' means a sudden degradation of medical fitness that occurs during flight duty period either in-flight or during a flight transit of the same flight duty period away from operator's base and that precludes the senior cabin crew member or cabin crew member from performing his/her duties. Incapacitation prior to dispatch of the aircraft from a base of the operator does not substantiate a reduction of the cabin crew complement below the minimum required.

(b) 'Unavailability' means circumstances at a stopover (layover) destination that preclude the senior cabin crew member or cabin crew member from reporting for the flight duty period, such as traffic jams that prevent the senior cabin crew member or cabin crew member from presenting himself/herself at the crew pick-up point in time, difficulties with local authorities, health problems, death, etc. Unavailability does not refer to insufficient number or absence of cabin crew members on standby, or absence from work due to pregnancy, maternity/paternity leave, parental leave, medical leave, sick leave, or any other absence from work.

The following amendments are editorial changes to the existing text which are not related to the substantial amendments of this Decision:

AMC1 ORO.DEC.100 is amended as follows:

AMC1 ORO.DEC.100(d) Declaration

CHANGES

The new declaration should be submitted before the change becomes effective indicating the date as of which the change would apply.

AMC3 ORO.MLR.100 is amended as follows:

AMC3 ORO.MLR.100 Operations manual — general

CONTENTS — ~~COMMERCIAL AIR TRANSPORT~~CAT OPERATIONS

(…)

A GENERAL/BASIC

(…)

8 OPERATING PROCEDURES

(…)

8.3 Flight Procedures:

(…)

8.3.15 Cabin safety requirements. Procedures:

(…)

B AIRCRAFT OPERATING MATTERS – TYPE RELATED

(…)

3 ABNORMAL AND/OR EMERGENCY PROCEDURES

The abnormal and/or emergency procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination procedures between flight and cabin/other crew members. The ~~following~~ abnormal and/or emergency procedures and duties should include the following:

(…)

4 PERFORMANCE

4.0 Performance data should be provided in a form that can be used without difficulty.

4.1 Performance data. Performance material that provides the necessary data for compliance with the performance requirements prescribed in Annex IV (Part-CAT). For aeroplanes, this performance data should be included to allow the determination of the following:

(…)

4.1.1 Supplementary data covering flights in icing conditions. Any certified performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative.

4.1.2 If performance data, as required for the appropriate performance class, ~~is~~are not available in the AFM, then other data should be included. The OM may contain cross-reference to the data contained in the AFM where such data ~~is~~are not likely to be used often or in an emergency.

(…)

AMC1 ORO.MLR.105(h) is amended as follows:

AMC1 ORO.MLR.105(h) Minimum equipment list

OPERATIONAL AND MAINTENANCE PROCEDURES — APPLICABLE CHANGES

(a) Changes to the operational and maintenance procedures referenced in the MMEL are considered applicable and require the amendment of the maintenance and operating procedures referenced in the MEL when ~~the~~:

(1) the modified procedure is applicable to the operator's MEL; and

(2) the purpose of this change is to improve compliance with the intent of the associated MMEL dispatch condition.

(…)

AMC2 ORO.FC.240 is amended as follows:

AMC2 ORO.FC.240 Operation on more than one type or variant

GENERAL

(…)

(b) Philosophy

The concept of operating more than one type or variant depends upon the experience, knowledge and ability of the operator and the flight crew concerned.

The first consideration is whether or not aircraft types or variants are sufficiently similar to allow the safe operation of both.

The second consideration is whether or not the types or variants are sufficiently similar for the training, checking and recent experience. Unless credits have been established by the operational suitability data in accordance with Commission Regulation (EU) ~~1702/2003~~ No 748/2012, all training, checking and recent experience requirements should be completed independently for each type or variant.

(c) Methodology – Use of Operator Difference Requirement (ODR) Tables

(1) Before assigning flight crew members to operate more than one type or variant of aircraft, the operator should conduct a detailed evaluation of the differences or similarities of the aircraft concerned in order to establish appropriate procedures or operational restrictions. This evaluation should be based on the data established in accordance with Commission Regulation (EU) No ~~1702/2003~~ 748/2012 for the relevant types or variants, and should be adapted to the operator's specific aircraft configurations. This evaluation should take into account of the following:

(…)

(3) The ODR tables should be presented as follows:

(…)

~~MANEUVER~~ MANOEUVRE OPERATOR DIFFERENCES REQUIREMENTS TABLE										
DIFFERENCE AIRCRAFT: **BASE AIRCRAFT:**				**COMPLIANCE METHOD**						
				TRAINING					**CHKG/ CURR**	
Manoeuvre	**Differences**	**Flt char**	**Proc chg**	**A**	**B**	**C**	**D**	**E**	**FLT CHK**	**REC EXP**
Exterior	Minor differences	NO	NO	HO						

Preflight										
Preflight	Differences due to systems, ECL	NO	YES		CBT	FTD				
Normal takeoff	FBW handling vs Conventional; AFDS TAKEOFF: - Autothrottle engagement FMA indications	NO	YES		CBT			FFS		

(…)

AMC1 ORO.FC.A.245 is amended as follows:

AMC1 ORO.FC.A.245 Alternative training and qualification programme

COMPONENTS AND IMPLEMENTATION

(a) Alternative training and qualification programme (ATQP) components

The ATQP should comprise the following:

(…)

(2) A task analysis to determine ~~the~~:

(i) knowledge;

(ii) required skills;

(iii) associated skill-based training; and

(iv) validated behavioural markers, where appropriate.

For each aeroplane type/class to be included within the ATQP the operator should establish a systematic review that determines and defines the various tasks to be undertaken by the flight crew when operating that type/class. Data from other types/classes may also be used. The analysis should determine and describe the knowledge and skills required to complete the various tasks specific to the aeroplane type/class and/or type of operation. In addition, the analysis should identify the appropriate behavioural markers that should be exhibited. The task analysis should be suitably validated in accordance with (b)(3). The task analysis, in conjunction with the data gathering programme(s), permits the operator to establish a programme of targeted training together with the associated training objectives.

(3) Curricula. The curriculum structure and content should be determined by task analysis, and should include proficiency objectives, including when and how these objectives should be met.

(i) The training programme should have the following structure:

(A) Curriculum, specifying the following elements:

(…)

(~~A~~B) Daily lesson plan

(…)

AMC1 ORO.FTL.120(b)(1) is amended as follows:

AMC1 ORO.FTL.120(b)(1) Fatigue risk management (FRM)

~~COMMERCIAL AIR TRANSPORT~~CAT OPERATORS FRM POLICY

(a) The operator's FRM policy should identify all the elements of FRM.

(b) The FRM policy should define to which operations FRM applies.

(c) The FRM policy should:

(1) reflect the shared responsibility of management, flight and cabin crew, and other involved personnel;

(2) state the safety objectives of FRM;

(3) be signed by the accountable manager;

(~~1~~4) be communicated, with visible endorsement, to all the relevant areas and levels of the organisation;

(~~2~~5) declare management commitment to effective safety reporting;

(~~3~~6) declare management commitment to the provision of adequate resources for FRM;

(~~4~~7) declare management commitment to continuous improvement of FRM;

(~~5~~8) require that clear lines of accountability for management, flight and cabin crew, and all other involved personnel are identified; and

(~~6~~9) require periodic reviews to ensure it remains relevant and appropriate.

AMC1 ORO.FTL.120(b)(4) is amended as follows:

AMC1 ORO.FTL.120(b)(4) Fatigue risk management (FRM)

~~COMMERCIAL AIR TRANSPORT~~CAT OPERATORS IDENTIFICATION OF HAZARDS

The operator should develop and maintain three documented processes for fatigue hazard identification:

(…)

(c) Reactive

The reactive process should identify the contribution of fatigue hazards to reports and events associated with potential negative safety consequences in order to determine how the impact of

fatigue could have been minimi~~z~~sed. At a minimum, the process may be triggered by any of the following:

(1) fatigue reports;

(~~1~~2) confidential reports;

(~~2~~3) audit reports;

(~~3~~4) incidents; or

(~~4~~5) flight data monitoring (FDM) events.

AMC1 ORO.FTL.120(b)(8) is amended as follows:

AMC1 ORO.FTL.120(b)(~~8~~6) Fatigue risk management (FRM)

~~COMMERCIAL AIR TRANSPORT~~CAT OPERATORS FRM SAFETY ASSURANCE PROCESSES

(…)

AMC1 ORO.FTL.120(b)(9) is amended as follows:

AMC1 ORO.FTL.120(b)(~~9~~7) Fatigue risk management (FRM)

~~COMMERCIAL AIR TRANSPORT~~CAT OPERATORS FRM PROMOTION PROCESS

(…)

In order to ensure consistent use of terminology, the following terms are replaced in the entire Annex, except when mentioned for the first time:

— ‘air operator certificate’ replaced by ‘AOC’;

— ‘commercial air transport’ replaced by ‘CAT’.