
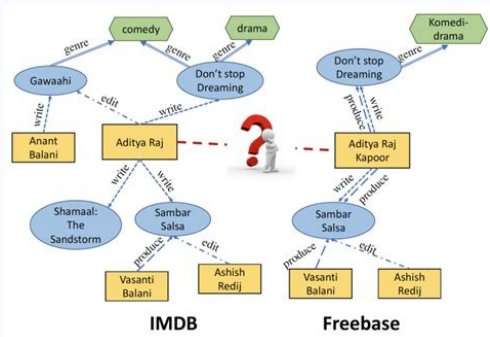


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## Line Operations Safety Assessment (LOSA): Ramp Operations

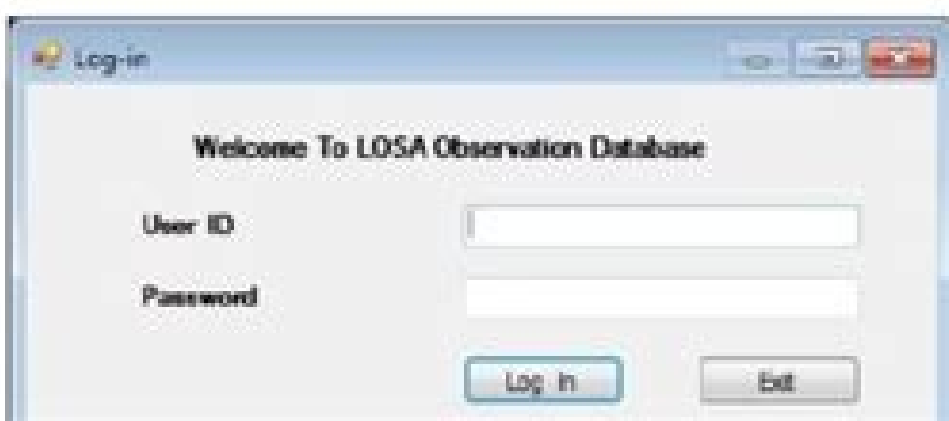
## Training Scenarios

August 2013 (v6)

## Observer Training Preparation

**Prior to the start of this training:**

- Install a free copy of the LOSA Database Software: <http://www.MRLOSA.com>
- Use the User ID and Password assigned by your LOSA Administrator to log in



## Pumpkin Trash Break



## Peanut Butter Slime



## Strawberry Cream Disease



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only applicable to 'pure' non-commercial operations of complex motor-powered aeroplanes with a maximum certificated take-off mass (MCTOM) at or below 5 700 kg, equipped with turboprop engines. Nutrition is part of the operator's individual flight time specification scheme (IFTSS) which is subject to approval by the competent authority under AMO.OP.S.235 (c). At airports where the crew members can access the non-public area or reach the departing gate through more than one security checkpoints, the operator should make sure that commencement time is the same for the same duty. The rules concerning non-commercial operations are developed separately for complex motor-powered aircraft (MPA) and other-than-complex MPA because it does not make sense to have the same requirements apply to operations with an Airbus 320 for example and a Cessna 172. In particular, tasks related to the continuing airworthiness management do not need to be implemented by a CAMO in the sense of Regulation (EU) No 1321/2014. The organisation does not need to have a safety review board. Hence, organisations should be encouraged to integrate the new SRM elements into their existing system and articulate these with the way the organisation is managed, addressing every facet of management, as any organisational change and any decision (even in areas such as Finance, Human Resources) will need to be assessed for their impact on safety. Grandfathering measures are included in the Cover Regulation to assist Member States in the transition from national rules to unified EU rules. The structure is very flexible and – where needed – could be amended through an alternative means of compliance. The reference time is the local time at A, because the crew member is acclimatised at A and reports at A. The competent authority may adapt its oversight programme, in order to avoid duplication of specific audit items. Are you prepared to cope with that change and minimise its effects in your daily operation? Such integrated approach to management is much more efficient for monitoring compliance, managing risks and maximising opportunities. If no bannister were had a delayed reporting procedure, then it can't be used. The operator must check with the competent authority whether the operations it conducts are eligible for the application of SPO.GEN.005 (c). Find ways to prevent them from occurring, by assessing the root causes. Reference: CS-25 (Large aeroplanes) But bannisters are currently not in place in a certified aircraft in which they are not installed; but bannisters are not installed as a separate device and they are not carried for taxi, take-off, landing and turn-around. In essence, the fatigue management system is a computer-based system with a minimum of 21 control points. It starts with a pre-flight assessment of each crew member for a risk of fatigue, either by a medical professional or a specially trained person. Then, depending on the results of the assessment, the pilot-in-command, in consultation with the cabin crew, may decide to cancel the flight, or to obtain flight documents, a check-in counter or ticket office, pass a security checkpoint or update the EFB, the duty starts at the point of commencing this activity. Reference: Regulation (EU) No 965/2012 as amended by Regulation (EU) No 83/2014 Topic: Applicability of Regulation (EU) No 965/2012 Article 8(4) of Regulation (EU) No 965/2012 stipulates that specialised operators continue to comply with applicable national flight time limitation legislation until EIU implementing rules are adopted and apply. This is in accordance with the type certification of the large aeroplanes certified for passenger transport. However, the operator would still need to consider such hazards and risks entailed by contracted maintenance, as it would do for any other contracted activity that has an impact on aviation safety, under its own management system. The location of airport points can also be problematic. The operator should identify what training and competences are needed for each personnel group: aircrew, instructors, rostering and management staff to perform their roles effectively, and what means of measuring the level of competency attained by each person who receives the training is available. For further details concerning conditions for conducting SPO by a TCO in EASA Member States, including eventual need for obtaining permits for conducting this type of professional activity, please contact the Member State of the intended operations, as EASA is not responsible for oversight of these type of operations. Reference: AMC1.SPO.SPEC.HEC.100 The deletion of paragraph (c)(3) of AMC1.SPO.SPEC.HEC.100 was made in anticipation of a change in SPO.SPEC.HEC.105, as proposed in Opinion 04/2017. Once Part-145 organisations will have implemented the new management system requirements including safety risk management, the operator will be able to establish an interface with the hazard identification and risk management processes of the maintenance organisation and consider the contracted organisation's capability to properly address maintenance specific hazards and risks for their own safety risk management. An aircrew member remains at all times under the responsibilities set out in CAT.GEN.MPA.100 (c)(5) to report unfit to fly, if s/he suspects fatigue which may endanger flight safety. (EU) No 965/2012 (I) on Air Operations: Article 5(7) Except for crew members, persons other than those indispensable to the mission shall not be carried on board of flights, which take place immediately before, during or immediately after specialized operations and are directly connected to those operations. When SPO related rules apply to a flight or a number of flights, passengers (fare paying or not) cannot be carried on board such flights. Operators who aim to establish a system for fatigue management in accordance with ICAO standards must ensure that FRMs contain measures for both reactive and proactive processes roster fatigue metrics fatigue safety performance indicators employees' responsibilities with respect to the FRM; use of fatigue reporting systems and implementing mitigations; collection of fatigue data (both subjective and objective) to feed the FRM system. An operator should establish its policy with regard to crew members conducting these kinds of activities. The flight time specification schemes of an individual operator (IFTSS) may differ from the applicable CS/IRs under strict conditions. The use of automated external defibrillators (AED) is essential to increase the chances of survival in case of a cardiac arrhythmias such as ventricular fibrillation (VF) and non-perfusing ventricular tachycardia (VT) when used in the first 10 minutes. The 33% exceedance threshold on the max FDP as set out in ORO.FTL.110 (j) may not always be adequate to capture negative trends. Yes. Reference: Regulation (EC) No 216/2008, Regulation (EU) No 965/2012 The term 'commercial operation' is now defined in Article 2 of Regulation (EU) No 965/2012 as follows (previously in Reg. Check how well your solutions helped in preventing the recurrence of that event. (EC) No 216/2008): "Commercial operation" means any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between the operator and a customer, where the latter has no control over the operator". The term 'commercial air transport' (CAT) operation" is defined in Article 3 of Regulation (EU) 2018/1139 as follows: "Commercial air transport" means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration." The two definitions make it clear that 'commercial operations' include 'CAT operations'. In the case of duties to different time zones, the state of acclimatisation should be determined in accordance with GM1 ORO.FTL.105(1)(d)(3). The answers provided represent EASA's technical opinion and also indicate the manner how EASA is evaluating, as part of its standardisation continuous monitoring activities, the application by national competent authorities of the respective regulatory provisions. Depending on the specifics of the child seat, but also on the specifics of the aircraft seats and of the aircraft cabin arrangement, the operator decides which child seats are accepted on board its aircraft and which ones cannot be accepted due to safety reasons. Finally, Annexes II (Part-ARO) and III (Part-ARO) contain the authority requirements and respectively the organisation requirements. Persons subject to the relevant regulation (including national aviation law) should prepare themselves for such effects, and should not delay their preparations. The Commission will publish guidance on the implementation of the State responsibility provisions of the Convention on International Civil Aviation Organisation (ICAO) Convention on International Civil Aviation (Chicago Convention), the Convention on the Rights of the Child (CRC) and the Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW). The Commission has published a cross-reference table to aid industry in transitioning to the new rules. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex III (Part-ARO) as defined in AMC1.ORO.200(b) the criterion in terms of full-time equivalents (FTEs) is the first one to be checked. Example with "Late type" of Disruptive schedule: LT in A – LT in B + 1 hour. Questions on this regulation should be addressed to the European Commission. This means the TCO as a code-share partner will undergo comprehensive audits for the initial verification of compliance and continuous compliance with the applicable ICAO standards [AMC1.ORO.AC.115(a)(1)]. Although ORO.FTL does not contain prescriptive requirements determining the qualification of fatigue management instructors, those instructors are an operator's personnel and hence, need to acquire at least the knowledge specified in AMC1.ORO.FTL.250. No. The pre-flight reporting time for all non-augmented flight crew members reported for the same FDP is the same. No, a reserve period may not retrospectively be considered as part of a recurrent extended recovery rest period. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex III (Part-ARO) AMC1.ORO.MLR.100 states that when the operator chooses to use material from other sources, either this material is copied or the OM should contain a reference to the appropriate section of this material. Table 4 in ORO.FTL.205 (b)(3) establishes the limits of the maximum daily FDP when crew members are in unknown state of acclimatisation and the operator has implemented FRM. 'Applicable national flight time limitation legislation' is understood to mean the national law of the Member State in which the operator has its principal place of business, or, where the operator has no principal place of business, the place where the operator is established or resides. Reg. The term 'single day free of duty' has been included in Regulation No 965/2012 in order to enable the implementation of Directive N 2000/79/EC, in particular its Clause 9: 'Clause 9 Without prejudice to Clause 3, mobile staff in civil aviation shall be given days free of all duty and standby, which are notified in advance, as follows: (a) at least seven local days in each calendar month, which may include any rest periods required by law; and (b) at least 96 local days in each calendar year, which may include any rest periods required by law.' Clause 9 above employs the term 'local day' i.e. a period of 24 hours finishing at 00:00 LT. At the same time, a 'single day free of duty' is a period of one day, including two local nights, that may finish between 06:00 and 08:00 LT, depending on the local night start and end times. Therefore, maintaining crew member's records is to ensure compliance with the requirements of that subpart. A proper implementation of ORO.FTL.245 would fully account for the term 'duty' i.e. any task assigned by the employer, whether it be a flight or ground duty. The latter includes administrative tasks, such as administrative tasks, (including lay-up renewal, a second passport when required) or training (briefing or debriefing when required). You may also wish to visit the EASA webpage 'Travelling with children'. The AMC (AMC2.ORO.AC.115(b)) refers to the possibility of using industry standards. It will also create a baseline for the management of changes and will allow identifying safety performance requirements for safety relevant processes, as well as related performance indicators and controls in order to manage the defined performance goals. Read more about ADs applicable to EASA Member State-registered aircraft in the EASA FAQ page on ADs. 'Commercial' or 'non-commercial' operations Reference: Reg. Suitable accommodation as defined in ORO FTL 105 (4) is required to be provided for a break of 6 hours or more or for a break that encroaches the WOCL. Thus, the AMC was never intended to facilitate the use of the cabin as a cargo compartment. The commander or a cabin crew



[illegible]



[illegible]



Operations (Air OPS). The operator should be able to monitor the use of controlled rest to evaluate effectiveness of mitigation strategies. In summary, the role of the safety manager is not addressed at the level of implementing rules. In any case, this material from another source is considered to be part of the OM and therefore should meet all the general requirements applicable to the OM. Example: FDP1 – off duty – DP1 – off duty – DP2 – rest – FDP2. It is therefore the operator’s responsibility to choose the languages to be used on its flights, which may vary depending on the destination or a known passenger profile. The applicable airworthiness requirements are those contained in Commission Regulation (EU) No 748/2012 (Part-21 thereof). FTL rules build upon the predictability of rosters so that crews can plan and achieve adequate rest (ORO.FTL.110 (a) and (g)). They are designed to reduce false warnings. Regulation (EU) No 965/2012 of 5 October 2012 on Air Operations (Air OPS Regulation) refers to Annex 18 of the Chicago Convention and the Technical Instructions for the Safe Transport of Dangerous Goods by air when relating to their carriage on board. Commission Regulation (EU) No 71/2014 on operational suitability data was published on 27 January 2014; it entered into force on the twentieth day following that of its publication and must be applied not later than 18 December 2017 or two years after the approval of the operational suitability data, whichever is the latest. These records are necessary for the operator and crew member to be able to not only account for a particular duty, but also for the cumulative limits stipulated in ORO.FTL.210 (a). He/she has now covered 4-hour time difference, but in 2 days. Day 3: The crew member reports at C acclimatised to the local time at C for an FDP to D. The operation of the aircraft must be performed in accordance with Part-NCO of Reg. The following are examples of what an operator should consider when designing procedures: the duties and rest periods prior to the scheduled standby; the time of the day in which the rest period prior to the scheduled standby occurs; a minimum of 8 hours’ sleep opportunity before or within the scheduled standby, during which the crew member is not disturbed; the length of the standby and the subsequent FDP; the time for post flight duties and for travelling to the suitable accommodation if away from home base; provision of training and advice to crew members The NAAs are responsible for verifying that the above procedures have been established and are effective. How do you deal with such changes? It should be noted that the SMM is not required to be approved according to ORO.GEN.200(a)(5) and the related AMCs. Nevertheless, changes affecting the operator’s management system are required to be approved (ORO.GEN.130 + GM1) and these changes would have to be reflected in the operator’s manual dealing with Safety management. Crossing 6-hour time difference in one day (one FDP) induces time zone de-synchronisation. EU legislation however does not specify a prescriptive figure related to the minimum distance between seats (i.e. seat rows), aircraft designers comply with the standards using a range of biometrics. (EU) No 965/2012 on air operations: Article 2 (8) Each competent authority may decide for their territory which commercial SPO operation poses a high risk, in particular to third parties on the ground. The EU SoO is responsible for the oversight of operators having their principal place of business in an EU Member State. The Regulation also stipulates that air operators should provide assistance, including transportation of medical equipment subject to dangerous goods legislation. Both NAAs and the organisations may propose alternative means of compliance (AltMoCs). FRM, if required, is approved as a constituent part of the IFTSS approval. 2. The last two questions will lead to the second step in building your SMS: What could be the main potential risks associated to each of the elements above – what could go wrong with these daily variables? No, commander’s discretion cannot be applied to an extended recovery rest period No. Extension of the 168 hours between two recurrent extended recovery rest periods is not allowed. The operator must better plan duties and rest times. The sterile flight deck procedures were published in Regulation (EU) 2015/140 as an amending regulation to (EU) No 965/2012 on air operations. CSs are used to establish the certification basis (CB) as described below. An ATO is required to comply with Part ORA of Regulation (EU) No 1178/2011 and either Part-NCC or Part-NCO of Regulation (EU) No 965/2012, depending on the aircraft being operated. Specialised operations (SPO) are not commercial air transport (CAT) operation; hence, passengers cannot be transported during a SPO mission flight. Additionally, limitations and/or procedures must be introduced to compensate for the non-compliance related to smoke detection or fire suppression means. EU-OPS is published in the Official Journal of the EU as Regulation (EC) No 859/2008 of 20 August 2008 amending Council Regulation (EEC) No 3922/91 as regards common technical requirements and administrative procedures applicable to commercial transportation by aeroplane. However, the term “cargo” in this AMC refers to anything that belongs to the passenger traveling in the adjacent seat but it is not a piece of luggage (e.g., a musical instrument that may have to be restrained to the seat). As part of an agreed CB, the CS become binding on an individual basis to the applicant. No. ORO.FTL.220 provides for a break on the ground which implies a single break on the ground, for the purpose of extending the basic daily FDP. Performance indicators may also be established to measure the following: difference between planned and actual flight hours; difference between planned and actual duty hours; difference between planned and actual number of days off; number of unscheduled overnights; number of roster changes per scheduled seasonal period; use of commander’s discretion; changes of schedule carried out after published roster With regard to operator’s responsibilities, in particular operational robustness of rosters, we also recommend guidance material to ORO.FTL.110 developed by UK CAA. The AMC doesn’t override the rule. Reference: SPA.HOFO.160(c) HTAWS are currently mandated under SPA.HOFO.160(c), which requires HTAWS to ‘meet the requirements for class A equipment as specified in an acceptable standard’. Regulation (EU) No 965/2012 and the study EASA 2008.C.25 are available on EASA website. Recommended fatigue management training topics for specific groups of employees can be found in the ICAO Doc 9966 Manual for the Oversight of Fatigue Management Approaches/Second Edition 2016. (EU) No 965/2012 on Air Operations: Article 5 A commercial SPO operator is an operator who performs or intends to perform commercial non-transport operation such as specialised operations by receiving remuneration or other valuable consideration against those services. Sometimes the distinction between ‘commercial’ and ‘non-commercial’ is not easily evident, especially when the remuneration or another way of compensation is not formalised e.g. a farmer comes with its own aircraft to spray crops to another farmer, against some compensation agreed verbally between the parties. A clear example of non-commercial SPO operator is a farmer spraying his crops with his plane. Therefore, the operator should make sure that the impact of the change of reporting point on traveling time and consequently on crew fatigue is not significant. AMC1 ORO.GEN.200(b) ‘Management system.

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