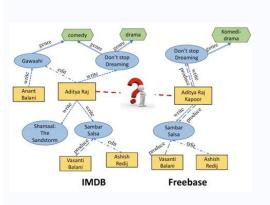
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Line Operations Safety Assessment (LOSA): Ramp Operations

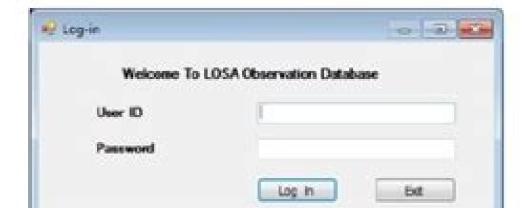
Training Scenarios

August 2013 (v6)

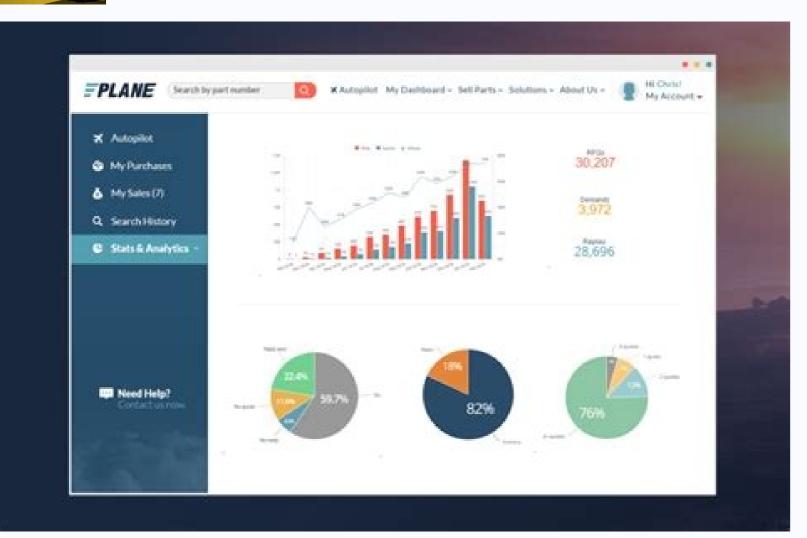
Observer Training Preparation

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

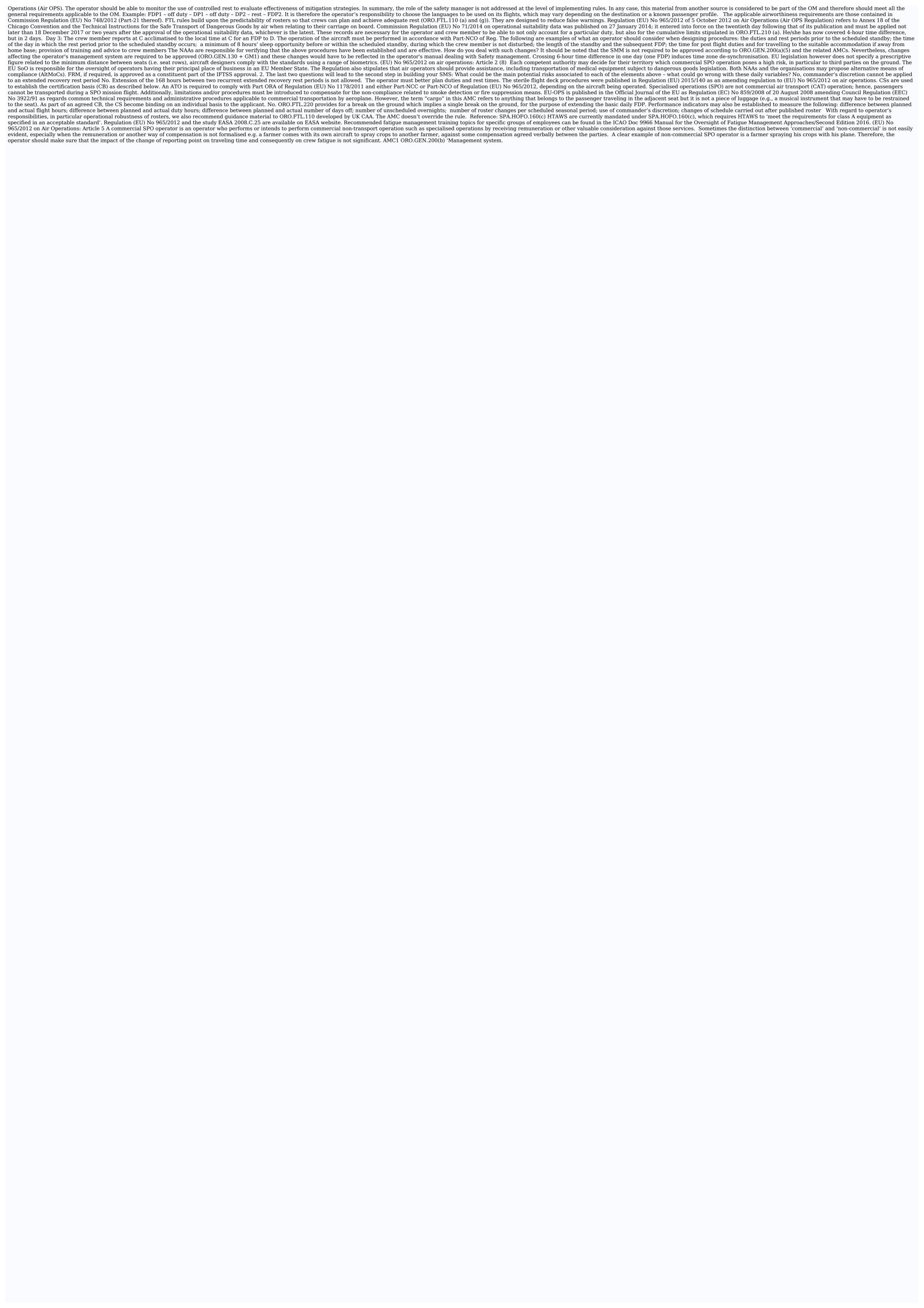


Flight operations manual pdf. Aircraft operations manual. Aircraft manuals free download.

It is 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 ARO.OPS.235 (a). 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 duty. The rules concerning non-commercial operations are developed separately for complex motorpowered 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, organisation is managed 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 an operator does not have 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 alleviation of SPO.GEN.005 (c). Find ways to prevent them from reoccurring by addressing the "root cause". Reference: CS-25 (Large Aeroplanes) Baby bassinets are currently included in a certification process of the particular aircraft in which they will be installed; baby bassinets are not certified as a separate device and they are not certified for taxi, take-off, landing and turbulent weather conditions. In essence, the fatigue management training is a competency-based training. Part-21 contains a list of purposes for which a PtF may be issued under certain conditions. In cases where the crew member is required by the operator to commence an activity prior to entering a crew room or a non-public area of an airport, so as to obtain flight documents at a checkin 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 (continue to comply with applicable national flight time limitation legislation until EU 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 anchor 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 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 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 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 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 before, fatigue risk management (FRM), should consider including the following additional subjects, for aircrew, FSAG members, FRM auditors, managers, according to their functions: the science behind FRM; requirements of Part-ORO with respect to FRM; components of the FRM of that particular operator and its functioning; FRM predictive, reactive and proactive and proactive processes roster fatigue metrics fatigue metr 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 arrythmias 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 (EU) 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 reoccurrence of that event. (EC) No 216/2008): "'Commercial 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 an operator and a customer, where the latter has no control over the operator." The term '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' includ 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 (authorities) may prepare themselves for such an effective date (adapting their procedures and practices), but can neither enjoy the privileges nor enforce the obligations. It is common that ADs first issued by the State of Design are identically (or very similarly) issued or adopted by all States of Registry concerned. CMPA = complex motor-powered aircraft Ot-CMPA = other-than complex motor-powered aircraft Reference: Regulation (EU) No 965/2012 on Air Operations, Annex III (Part ORO) As defined in AMC1 ORO.GEN.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. Ouestions 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.AOC.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 crew members reporting 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 ORO) 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 is copied or the OM should contain a reference to the appropriate section of this material is copied or the OM should contain a reference to the appropriate section of this material. acclimatisation and the operator has implemented FRM. 'Applicable national flight time limitation legislation' is understood to mean the national flaw of the Member State in which the operator has its principal place of business, the place where the operator has its principal place of business, the place where the operator has its principal place of business, the place where the operator has its principal place of business, the place where the operator has its principal place of business, the place where the operator has its principal place of business, the place where the operator has its principal place of business, the place where the operator has its principal place of business, and the place where the operator has its principal place of business, and the place where the operator has its principal place of business. term 'single day free of duty' has been included in Regulation No 965/2012 in order to enable the implementation of Directive No 2000/79/EC, in particular its Clause 9 Without prejudice to Clause 9 Without prejudice 1 Without 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; and (b) at least 96 local days in each calendar year, 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; and (b) at least 96 local days in each calendar year, 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; and (b) at least 96 local days in each calendar year, 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. 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 operator must be recorded in crew members' individual records. The time required for crew training at the behest of the operator and when required by Regulation (EU) No 965/2012 is a duty. For example, the time needed to complete an e-learning task, if assigned by the operator, is to be notified in advance and recorded as duty time. The same applies to some ground activities, such as administrative tasks, (including the visa renewal, a second passport when required). You may also wish to visit the EASA webpage 'Travelling with children'. The AMC (AMC2 ORO.AOC.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 applicable to EASA Member State-registered aircraft in the EASA FAQ page on ADs. 'Commercial' or 'non-commercial' operation - Reference: Reg. Suitable accommodation as defined in ORO FTL 105 (4) is required to be provided 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

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member should inform the operator where the post-flight duties have taken longer than planned and this is then accounted for in duty and rest periods. It does not regulation (EU) No 965/2012 on Air Operations, Annex IV (Part CAT)
Please note that the rules on CDFA are now specified in the following rule of Regulation (EU) 965/2012: CAT.OP.MPA.115 Approach flight technique - aeroplanes. The European industry standards. Any transfer of a non-operating crew member from one place to the other at the request of the operator is
called positioning and is counted as a duty period. The idea behind this AMC is to provide some basic criteria for an organisation (an operator) to establish which AMCs on management system they should follow — the more 'comprehensive' ones for complex organisations, or those including some specific 'alleviations' for the non-complex ones. It is
important to note that the assessment of organisational complexity is not only a function of size, but it also needs to consider the specific activities, etc. The qualifying organisation should be a competent and independent organisation that is
acceptable to the competent authority. This also applies to airport duty. 205(b), (d), (e) or ORO.FTL.220. If the other-standby lasts more than 6 hours, a reduction is applicable to the subsequent FDP. Yes, provided that the changes do not breach the limitations of the operator's Individual Flight Time Specification Scheme (IFTSS). It is not a late
finish, because he/she is acclimatised to B, and the FDP finishes at 23:30 (LT-B). (EU) No 965/2012 NCO.GEN.145 point (b) states: 'The operator shall implement [...] (b) any relevant mandatory safety information issued by the Agency, including airworthiness directives.' For NCO operations in the EU of a third country-registered aircraft, only the ADs
mandated by the State of Registry apply — not the EASA ADs. The word 'relevant' in point (b) of NCO.GEN.145 should be understood as 'if applicable' and allows to distinguish the different situation of an aircraft registered in an EASA Member State (ADs issued by EASA are relevant to these aircraft) as opposed to third-country registered aircraft, on
which ADs mandated by the third-country State of Registry should be applied (refer to Annex 8 to the Chicago Convention). A fourth step is to assess whether the mitigation measures that you have prepared are effective and help you to achieve the required level of safety. Practically all child seats allowed on board are those that have been tested and
certified for the use in cars. The minimum reporting at 10:00, but airport A is an international airport and the time necessary for passenger
and baggage registration and security checks is 2h before departure time. Day 2: The crew member reports in B at 15:00 (LT-B) and finishes FDP in A at 00:30 (LT-A). The minimum rest period at home base before undertaking an FDP shall be in accordance with ORO.FTL.235 (a) (1) and (2). The same meaning is also applicable for the purpose
SPO.GEN.005 (c). Here below are some considerations that operators and aircrew should account for when addressing such change. Notification to crew members. Do you carry passengers? The global COVID-19 pandemic caused disruptions in flight operations and necessitated, on a number of occasions, a change to the typical aircrew reporting
point. The applicable rules are determined by the complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used: Annex VI (Part-NCO) applies to non-commercial operations with other-than-complex motor-powered aircraft being used aircraft being use
is found in Article 3 of Reg. Additionally, the competent authority has a number of steps to follow before approving a deviating/derogating IFTSS. The requirements related to the operations manual are only a part of the applicable rules. NCC.GEN.100 specifies the following: "The competent authority shall be the authority designated by the Member
State in which the operator has its principal place of business or is residing". This means that the State of the Operators (SoO) designates the competent authority for NCC operators (EU) No 748/2012 or shall be leased-in in accordance with ORO.SPO.100 (c). (EC) 216/2008: Aircraft category (difference in drawing the line between complex and non
complex aircraft): some aircraft are considered complex in the European rules assign oversight: European rules achieve the safety target with an
alternative method. Regulation (EU) No 965/2012 mandates the operator to ensure that briefings and demonstrations related to safety are provided to passengers in a form that facilitates the application of the procedures application of the procedu
indicate the operation of emergency equipment and exits likely to be used by passengers. However, from a fatigue management perspective, planning the last day to end at midnight, reduces the restorative effect of that last day to a minimum. First example: Crewmember 1 is required to position from A to B on the commercial flight of an airline other
than the airline which Crewmember 1 is flying for. Have you set up the minimum levels of acceptance to which every key operational activity (e.g. scheduling, planning, flight execution, fuel consumption, training, aircraft maintenance) can go? The responsibility to interpret EU Law rests with the judicial system, and ultimately with the European
Court of Justice. 8(4) Article 8 (4) of Regulation 965/2012 foresees that specialised operators continue to comply with applicable national flight time limitations for their use in cars and there are also limitations for their use in an aircraft cabin. However,
passengers with any such circumstances may contact the operator, or the Competent Authority, to seek a solution prior to their travel. The extent of contracting, the number, complexity and diversity of aircraft operated and type of operations (CAT, commercial, local, standard routes, hostile environment etc.) are all to be considered. The local time at the competent and type of operations (CAT, commercial, local, standard routes, hostile environment etc.) are all to be considered. The local time at the competent and type of operations (CAT, commercial, local, standard routes, hostile environment etc.) are all to be considered.
D is the reference time. No, but the crew member can be assigned a home standby after the end of the reserve period. According to CS FTL.1.225 (b) (3), 25% of time spent on other-standby counts as cumulative duty. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex V (Part SPA) It is not the medical equipment itself that has to be
approved in accordance with Regulation (EU) No 748/2012, but its installation on the helicopter. For cases under (2) and (3), the State of Registry and Registry 
operations with aeroplanes and helicopters are covered by Reg. The starting point for drafting the 'first extension' rules are the essential requirements attached in the annexes to the Basic Regulation (EU) 2018/1139) and these refer to 'management system', cf. the essential requirements for air operations (Annex V, point 8.1 (c)): "(...)
the aircraft operator must implement and maintain a management system to ensure compliance with the essential requirements set out in this Annex, manage safety risks and aim for continuous improvement of this system;" (...) The underlying concept is that for managing safety it is essential to take a holistic approach and to implement the new
safety risk management (SRM) related processes while making use of and integrating these into the already existing management system (e.g. quality system as per JAR-OPS/ EU-OPS). The competent authority for the oversight of your dry-leased aircraft is the State of registry, that is, the state where your aircraft is registered (see Reg. Once the
Implementing Rules have been adopted, it is still possible that transition measures defer their applicability to a later date. In addition, national aviation authorities are responsible for approving the dangerous goods training in their countries and therefore they have to establish the conditions under which they shall be approved. Third country
registered aircraft - References: Reg. Reporting time for the same FDP may be different between flight crew and cabin crew in accordance with ORO.FTL.205(c). (EU) No 965/2012 on air operations, as the aircraft you operate is a non-complex aircraft. Appendix V of the Authority Requirements (Part-ARO) contains a list of specific approvals for non-complex aircraft.
commercial operations and specialised operations. Day 1: The crew member starts the FDP acclimatised to A. However, irrespective of where the transition occurs - at home base or away from home base, the operator, using safety risk management processes, should monitor rotations in opposite directions in terms of their impact on crew members
circadian rhythm and fatigue, and provide sufficient rest to crew members between such rotations. No. FRM is not required. For code-share, an EU operator must, in addition to the TCO authorisation, audit and monitor the TCO. To avoid interferences with the responsibility of a third-country State of Registry for specific approvals, Part-SPA
SPA.GEN.100 specifies that the European competent authority shall not issue operational approvals when they are required by Annex 6 and issued by the third-country State of Registry. EASA has published a draft Guidance Material (GM) related to this topic, in order to make it easier for declared operators (NCC and SPO) to determine which their
competent authority is. Opt-out provisions allowed Member States to decide not to implement an EU regulation or certain provisions thereof) within that Member State (EU) No 1178/2011 on aircrew and Reg. By means of the ED Decisions
2021/005/R the AMC/GM to CAT.IDE.A.220 and CAT.IDE.A.225 have been updated in line with the existing evidence and expert opinion. However, during the gap period existing between the date of entry into force and the date of such
authorisations, approvals, and any other certificates in accordance with the new management system requirements adopted with Part-ORO the competent authority may not raise any finding in reference to Part-M Subpart G, but may do so under Part-ORO
should it consider that the operator's safety risk management process does not sufficiently capture those risks stemming from the continuing airworthiness management activities that may impact the safety of operations. Any duty (including the briefing and debriefing for training purposes) after reporting for a duty that includes a sector or a series of
sectors until the aircraft finally comes to rest and the engines are shut down, at the end of the last sector on which the crew member acts as an operations. For airworthiness, the elements required in Annex V point 6
must be ensured by an organisation as required in point 8.8. In short, European NCC operators of third-country registered aircraft and that this organisation is able to demonstrate that the aircraft comply with the continuing airworthiness requirements
contained in Annex V of Regulation (EU) 2018/1139 (the "Basic Regulation"). Please make sure that the Declaration is properly completed. (EU) No 965/2012 on air operator, not on the individual crew member. The expectation on the crew member is to follow the
procedure to the best of his/her abilities and in good faith at all times. Size, nature and complex organisations or the one of non-complex organisations. This is because it is impossible to address all cases and, more importantly, it is not the intent that the
AMC be used as a substitute for the operator's own risk assessment. The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The guidance material emphasises on the importance of having a
unique focal point for the operator's safety management system. Such system description and related analysis will be an effective means for identifying hazards proactively. No. Each operator needs its own approved individual flight time specification of changes should
be established by the operator and available in the Operations manual There are no specific provisions and conditions for such changes except in unforeseen circumstances, where, on the day, a Commander may use the provisions of Commander's Discretion: to continue with an FDP which exceeds the maximum FDP that the crew will operate or
reduces the minimum rest period, or to reduce the actual FDP and/or increase the rest period, in case of unforeseen circumstances which could lead to severe fatigue. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex III (Part-ORO) The Essential Requirements (ER) are as applicable as the implementing rules. It is indeed difficult, in the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the implementation of the could be a supplicable as the could b
not impossible, to accommodate every 'required' language on board as this differs on daily basis from a flight to flight. These audits can be performed either by the EU operator itself or a third party provider. Reference: Regulation (EU) No 965/2012 on Air Operations, associated Decisions (AMC/GM) EU-OPS was the basis for the creation of
Regulation (EU) No 965/2012 on air operations, which is the currently applicable regulation in the field of air operations with aeroplanes and helicopters. Yes, but any extension of the FDPs limits in Table 3 of ORO.FTL.205 (b)(2) falls under the reguirement for a FRM. Please ask your competent authority what conditions apply to SPO operations with
Annex I aircraft in your country. If baby bassinets are available on board, their number in the cabin depends on the cabin arrangement of the aircraft and locations where the bassinets can be safely attached/positioned. Yes, it is possible, but this decision belongs to the competent authority. Hence, the EU rules on air operations - Regulation (EU) No
965/2012 - do not include a height of an individual (i.e. a tall passenger) in the 'special categories of passengers (SCPs)'. Air operators are free to order from an aircraft manufacturer an aircraft manufacturer an aircraft cabin/seat configuration they wish, provided that such cabin/seat configuration meets the certification safety requirements. An OM template helps an
operator to organise its procedures and information that the personnel need in order to accomplish their safety tasks. In the following example there are 4 departure places: A, B, C and D and the crew member is in a known state of acclimatisation all the time. between A and B there is a 2-hour time difference between A and C - a 4 hour-time
difference between A and D - a 6-hour time difference Day 1: The crew member starts acclimatised at A and finishes at B. What are your departure & destination points? So far, only the rules for commercial air transport and non-commercial air transport air 
the flights mentioned in Article 6 (4a) of Reg. Although the EU SoO is the competent authority for the operators having their principal place of business in an EU Member State, the EU SoO and the foreign SoR should cooperate in order to ensure proper oversight of these operators, in compliance with the ICAO requirements. According to AMC1
SPO.GEN.140(a)(3) a permit to fly may (PtF) be used in SPO operations, if issued in accordance with the applicable airworthiness requirements and subject to compliance no longer explicitly says so, but the situation hasn't changed. Reference:
SPO.SPEC.HEC.105; AMC1 SPO.SPEC.HEC.100, paragraph (d)(5)(i)(C) You use the camera during HEC training. This table contains detailed information on the transposition of EU-OPS / JAR-OPS 3 provisions (both Section 2 - for aeroplanes, TGL 44) into the new Implementing Rules (IR), Acceptable Means of Compliance (AMC) and
Guidance Material (GM): new rule reference and rule title; old rule reference and rule title; indication of any differences to EU-OPS / JAR-OPS 3 provisions by stating "No change", "Amended", "New" or "Not transposed"; and short description of the differences, if any, between the old and new rules. The accountable manager may also be the
compliance-monitoring manager if he or she has demonstrated to have the required competence and that the independence of the internal audits is maintained. Article 10 of the Air OPS Regulation includes an opt-out provision allowing Member States to postpone the applicability of Annexes I to V until 28 October 2014. References: Regulation (EU)
No 965/2012 on air operations as amended by Regulation (EU) No 800/2013; Reg. For crew members in an unknown state of acclimatisation Table 3 in ORO.FTL.205 (b)(2) or Table 4 ibidem applies. Rearward-facing child seats should only be installed on forward-facing passenger seats. He/she reports at 15:00 (LT-A) and finishes FDP in B at 23:30
(LT-B). (EU) 2018/1139 (The Basic Regulation): Annex I The use of Annex I aircraft in SPO activities is not regulated at EU level. Should an aerodrome operator not meet the recommendation of the CS. This period of time (vacatio legis) is
deliberately introduced for Member States, competent authorities, operators, organisations, licence holders and any other addressees or beneficiaries of the regulation (EU) No 83/2014 stipulates that: 'The
provisions of this Regulation do not preclude and should be without prejudice to more protective measures concerning FDP, DP and rostering, agreed under a CLA, are 'leading'. The operator has to specify principles and
methods for the loading and the mass and balance system in use in its Operations Manual. (EU) No 965/2012 on air operations seed in SPO.GEN.005 (c) as well as in Article 6, paragraph 4a of Reg. The operations manuals the procedures and training for the SPA used for
SPO when they are the same as the ones used for CAT operations; a cross-reference, specified in its operations manual, to the place where the training and operating procedures are already detailed, is enough. EASA also recommends that appropriate performance indicators for FDP changes after reporting be part of the operator's approved IFTSS to
ensure that any resulting fatigue hazards are properly identified and mitigated. Regarding changes to certified organisation, the notion of changes requiring prior approval of certain change is required. In this case, the positioning begins 15min before departure time. There
is no scientific evidence, on the basis of which a delay of less than 4 hours does not take the WOCL into account. How do you ensure that the necessary information is communicated to the right persons involved in operation? Therefore, an AOC holder when conducting SPO missions will have to comply fully with Part-SPO and its associated
procedures. Moreover, in accordance with ORO.MLR.115, records of crew member training, checking & qualifications must be retained for 3 years. Although the information contained in the FAQs is a summary of existing law or procedures, it may contain the results of a more complex interpretation of IR or other rules of law. The applicable
reference paragraph is CS 25.1301, 25.1541. No. Controlled rest procedure is a countermeasure to manage unexpected fatigue, whilst the 18-hour awake time target is part of the operator roster planning procedures. According to CAT.OP.MPA.210 (a)(3) controlled rest organised by the commander, if workload permits, shall not be considered to be
part of a rest period for purposes of calculating flight time limitations nor used to justify any extension of the duty period. Several examples can be found in the Aircrew Regulation, such as in Article 11c (in relation to the obligation of Member States regarding the transfer of records and certification processes of those organisations for which the
Agency is the competent authority) and in Article 4 (1) — the obligation of Member States to adapt grandfathered pilot licences to the new format by a certain date. The 'opt-out' is a form of transition measure applicable to Member States. The criteria to be applied is the reference time e.g. the local time (LT) where the crew member reported for
duty. (EU) No 965/2012 on air operations: List of specific approvals: European rules exceed ICAO standards; ICAO may require this list by November 2018. 'Critical phases of flight' in the case of helicopters means taxiing, hovering, take-off, final approach, missed approach, the landing and any other phases of flight as determined by the pilot-in-
command or commander." As one can see from these definitions, for helicopters taxiing is defined as a critical phase of flight, while for aeroplanes it is not. How about the other employees involved in operation? One date establishes the legal existence of the act (entry into force); the second date establishes the date when it becomes applicable
(applicability). Basically, these implementing rules require crew members during critical phases of flight: to be seated at his/her assigned station; and not to perform any activities other than those required for the safe operation of the aircraft Reference: Regulation (EU) No 965/2012 on Air Operations, Annex I (Definitions) and Annex III (Part-ORO)
The term 'Sterile Flight Deck' is used to describe any period of time when the flight crew members shall not be disturbed e.g. by cabin crew, except for matters critical to the safe operation of the aircraft and/or the safety of the occupants. Please also see FAQ 47404. Note: CRS stands for 'child restraint system' and means the same as 'child restraint
device'. For example, the internal audit process (compliance monitoring) is kept as an essential element of the management system, while ICAO Annex 19 is not that clear about it. However, task specialists may be carried during such a flight. Competent authorities responsible for the oversight of SPO operators and operations should assess carefully
each individual case to establish if there is a commercial operation, resorting if necessary to information otherwise available to social security or taxation bodies. Baby bassinets are not certified for taxi, take-off, landing and turbulent weather conditions. While it may be legal to roster an extended FDP (no in-flight rest) to a crew member who is not
acclimatised to the local time where the actual duty starts, the actual operational environment may be such that it would be very fatiguing for a particular crew member to perform that FDP. The minimum rest period depends on the length of previous duty. Airport standby counts as duty for the purpose of ORO.FTL.235. Sometimes the date of entry
into force is also the date of applicability of a regulation, meaning that from the date when it enters into force, the regulation is also applicable; it can be fully invoked by its addressees and is fully enforceable. The content and frequency of fatigue management training should be proportional to the operator's fatigue risk exposure. Up to 2 reduced rest
periods in any 168 hours are allowed. Please check with your competent authority if the purpose of the SPO mission complies with that list and those conditions. CS FTL.1.220 (b) instructs the operations manual. What aircraft type(s) do you have in your fleet? The
passenger cabin is not approved for as a cargo compartment and it does not meet the applicable requirements for the transportation of cargo. Therefore any information included in these FAQs shall be considered as EASA's understanding on a specific matter, and cannot be considered in any way as legally binding. 6(4a); Regulation (EU) No
1178/2011 on Aircrew: Art. At the same time, the manual should cover the areas described in Subpart ORO.MLR. More than one CRD per row segment is allowed if the infants/children are from the same family or travelling group provided the infants/children are from the same family or travelling group provided the infants/children are from the same family or travelling group provided the infants/children are accompanied by a responsible adult sitting next to them in the same row segment. (6)
row segment is one or more seats side-by-side separated from the next row segment by an aisle. (d) Installation (1) CRDs tested and approved for use in aircraft should only be installed on a suitable passenger seat by the method shown in the manufacturer's instructions provided with each CRD and with the type of connecting device they are
approved for the installation in aircraft. Guidance Material (GM) is non-binding explanatory and interpretation material on how to achieve the requirements contained in the Basic Regulation, the IRs, the AMCs and the CSs. It contains information, including examples, to assist the user in the correct understanding and application of the Basic
Regulation, its IRs, AMCs and the CSs. Frequently Asked Questions: FAQs are published on the EASA website and cover a wide range of material. Under the European regulations, POCs do not have to be approved to be carried and used on board. Information on the content of the operator's Safety Management Manual (SMM), which can be part of
the Operations Manual or included in a separate manual, can be found in AMC1 and AMC2 to ORO.GEN.200(a)(5). Reference: Regulation (EU) No 965/2012 on Air Operations, Annex IV (Part CAT); Regulation (EU) No 1107/2006 on the right of disabled persons and persons with reduced mobility when travelling by air Portable air concentrators (POC)
delegate its oversight tasks to the competent authority of Member State X. The audit will focus on the operational, management and control systems of the TCO (see AMC1 ORO.AOC.115(a)(1)). They are not certified as separate devices, therefore an aircraft may not have a baby bassinet at all. Reference: Regulation (EU) No 965/2012 on Air
Operations, Annex II (Part ARO, ARO.GEN and ARO.RAMP) There is no further guidance on how many on-site audits should actually be performed. Regulation (EU) No 965/2012 on air operations mandates the operator (airline) to establish procedures for its air operation. For example, persons suffering from certain specific allergies (not necessarily
food-related) are not considered disabled and do not fall into the SCP category either. The accountable manager or a person with an operational role in the organisation may fulfil the role of safety manager. That includes airport standby or duty at the airport standby or duty at the airport standby are not explicitly mentioned in
CS FTL.1.225. The assignment of airport standby is considered as airport duty and the subsequent FDP counts from the airport standby. For these operators, the Part-M Subpart-G approval is an integral
description of your operation will give direction to your organisation's effective SMS and will become its foundation. For stand-alone third-country SPO, EU law does not require prior safety authorisation (EU) 2018/1139, with
the applicable ICAO standard - or to the extent that there are no such standards with the essential requirements of the above-mentioned Regulation - as well as EU requirements of the above-mentioned Regulation in the Single European Sky. In addition, in case the aircraft performing such operations is registered in an EASA Member
State, the crew must comply with the EU aircrew requirements, unless responsibilities for the regulatory oversight of the aircraft has been transferred by the EASA Member State to the third country concerned. Do you have any specific approvals (e.g., LVO, PBN, etc.)? They detail how to comply with the essential requirements of the Basic Regulation
and regulate the subject matters included in its scope. The IRs are adopted by the European Commission in the form of Regulations. In addition, during the period of vacatio legis, an option that Member States and competent authorities can consider, in order to avoid issuing certificates on the last day before the date of applicability, is to issue the
new certificates in accordance with the new regulation while clearly indicating in those certificates that they are only valid as of a certain date that would coincide with the new regulation represents the date when the regulation has legal
existence in the EU legal order and in the national legal order of each Member State. Differences generated by Reg. Reference: Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes CS-25 (ED Decision 2012/008/R) is available on EASA website. However, the operator has to make sure that its OM reflects the
specificity of its operation - be it commercial or non-commercial 
limits established pursuant to ORO.FTL. Yes, there is no limit. The limit of 16 hours only applies to basic maximum daily FDPs without in-flight rest under ORO.FTL.205 (d). Yes, it is possible, but this decision belongs to the competent authority. Provision of a baby bassinet is a
cabin service provided by an airline to a parent travelling with a baby for the purpose of relieving the parent from holding the lap-held baby for a long period of time, especially on long-haul and ultra-long-haul flights. Baby bassinets are included in the certification process of the aircraft in which they will be installed. In Reg. If passengers have
special needs, they should request more information from the airline at the time of booking. Mixed operations - Reference: Reg. Operators describe their procedures and practices regarding standby, including reporting after the content of the legislator to establish two different
dates under the article on entry into force. Reference: Regulation (EU) No 965/2012 on Air Operations and the associated Decisions This is determined by the nature of your flight, and in the case of non-commercial operations, by the type of aircraft used. In addition, the operator must ensure that the impact on forward duties and days off, and
importantly on cumulative limits, is accounted for. EASA recommends that changes made on the day of operation to duties and FDP's are monitored through appropriate performance indicators that operators use to demonstrate they fulfil all the required elements within ORO.FTL.110. The European rules for NCC operations are based on the State of
the Operator (SoO) principle. This means that the audit and verification requirements contained in Part-ORO of Regulation 965/2012 cannot be substituted by a TCO authorisation issued by the Agency. Where the operator provides EFB, the briefing material should already be uploaded to it or if, new material is to be downloaded, the crew must be
provided with means to do so. A child seat should not be installed within the radius of action of an airbag unless it is obvious that the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated that the airbag is de-activated or it can be demonstrated to a contract the airbag is de-activated or it can be demonstrated to a contract the airbag is d
hinder evacuation for any passenger. (4) An infant/child in a CRD should neither be located in the row (where rows are existing) leading to an emergency exit. Thus, in the case of aircraft registered in an EU Member State and used in SPO-NCO, the permit to fly (PtF) is issued in
accordance with Commission Regulation (EU) 748/2012 (Part-21 thereof) depending of the purpose. If the above conditions are met, it is possible to perform the so called 'Limited operations' under Part-NCO and its subpart E as long as the aircraft have a PtF for non-commercial flying under Part-21 and the operation is compatible with or is covered
by the corresponding flight conditions (FC). For aircraft registered in a third country, the same applies, except that the PtF/FC must be issued in accordance with that third country legislation. Under strict conditions specified in Article 6 (4a) and SPO.GEN.005(c) of Reg. The ATS flight plan, if applicable, and/or the Journey log contain information on
the nature of a particular flight. (EU) No 1321/2014 and (3) the aircraft has a standard Certificate of Airworthiness (CofA) issued in accordance with ICAO Annex 8. These operators may also have to comply with rules of the third-country State of Registry (SoR) if this State has not delegated its responsibilities to the European State of the Operator.
Travel from a crew member's private place of rest to the reporting point at home base and vice versa, and local transfers from a place of rest to the commencement of duty and vice versa are travelling, but not positioning, and so not counted as duty period. All the steps are described in this Evaluation Form (link) developed by EASA to facilitate NAAs
and operators in this process. Declaration - Reference: Reg. Therefore the rest calculation of airport standby followed by an FDP is based on the reporting time for the assigned FDP. Run this check once a year or after an
event or change in the aspects mentioned above. The AMC serves as a means by which the requirements contained in the Basic Regulation and the IRs can be met. (EU) No 1178/2011). Examples where this requirement would not apply include but are not limited to: the case where the aircraft is only operated in airspace where no data link
communication service is offered and therefore only voice communication equipment is not compatible with the data link services of the airspace where it is operating and therefore, voice remains the means of communication between the aircraft and ATS; the case where it is operating and therefore, voice remains the means of communication between the aircraft and ATS; the case where it is operating and therefore, voice remains the means of communication between the aircraft and ATS; the case where it is operating and therefore, voice remains the means of communication between the aircraft and ATS; the case where it is operating and therefore, voice remains the means of communication between the aircraft and ATS; the case where it is operating and therefore, voice remains the means of communication between the aircraft and ATS; the case where it is operating and therefore only voice communication between the aircraft and ATS; the case where it is operating and therefore only voice communication between the aircraft and ATS; the case where it is operating and therefore only voice communication between the aircraft and ATS; the case where it is operating and therefore only voice communication between the aircraft and ATS; the case where it is operating and therefore only voice communication between the aircraft and are also and a communication between the aircraft and are also are
the case where the data link communication equipment is disabled permanently and in a way that it cannot be enabled again during the flight and therefore voice remains the means of communication between the aircraft and ATS. Annex III applies to operators of complex motor-powered aircraft, both commercial and non-commercial. However, these
operators may also have to comply with rules of the EU Member State of Registry) related to the aircraft if the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Registry has not delegated its responsibilities to the State of Regis
965/2012 on air operations: ARO.OPS.200(b) Duplications should be avoided whenever possible. This is because in the EU the HR authorities involved will
coordinate the validation process. The carriage of cargo in the cabin beyond already approved stowage areas is therefore neither covered by the approval of th
than 1 cumulative hour" should be understood as an hour of cumulative ELT operation, whatever the purpose may be (testing, intended or unintended transmitting). The operator may measure the cases where a rostered crew pairing for a duty period is achieved within the planned duration of that duty period. Commercial operations Commercial air
transport (CAT) operations Technical rules: Part-CAT Operator rules: Part-CAT Operator rules: Part-CAT Operator rules: Part-ORO Non-commercial operations (aerial work) Technical rules: Part-SPO Operator rules: Part-ORO Non-commercial operations (aerial work) Technical rules: Part-ORO Non-commercial operations (aerial work) Techn
Part-NCC Operator rules: Part-ORO With Ot-CMPA: Technical rules: Part-ORO With Ot-CMPA Technical rules: Part-NCO Specialised operations, as the case may be. The competent authority of the operator is
responsible for checking for compliance and for taking enforcement measure when a non-compliance with this rule. In accordance with ORO.GEN.120, an operator may use an alternative means of compliance. For detailed information on training requirements
(including the type of training interaction - classroom or computer-based training), each operator should contact the national aviation authority in their country of registration. (EU) No 965/2012 on air operations: SPO.GEN.005 (c) is to alleviate certain flights that might otherwise be qualified as commercial (where
compliance with Part-SPO is required) to comply with the less demanding rules of Part-NCO. Identifying the key elements of risk in this day-to-day operation will help you to spot more easily the strengths and weaknesses in your regular business, the errors, as well as the good practices. To be effective, SRM needs a structured approach and an
organisational framework with clearly defined policies, safety responsibilities and accountabilities. Reference: Regulation (EU) No 965/2012 Air Operations, Annex III: Part-ORO is available on EASA website. This decision depends on the confidence of the authority in the operator, on results of past certification and/or oversight activities required by
ARO.GEN and ARO.RAMP and on the assessment of associated risks. It is then the responsibility of the operator's competent authority during the initial certification process/evaluation of change process to determine if the solution chosen by the operator allows meeting these requirements. Reference: Regulation (EU) No 965/2012 on Air Operations,
Annex IV (Part CAT), Annex V (Part SPA) In the EASA regulatory framework an ETOPS operation of 19 or less and a maximum take-off mass of less than 45 360 kg to operate in excess of 180 minutes at the approved one
engine-inoperative speed (in still air) from an adequate aerodrome. This organisation does not need to be a CAMO; it can be the operator itself or any other organisation or natural person under the responsibility of the operator itself or any other organisation does not need to be a CAMO; it can be the operator itself or any other organisation does not need to be a CAMO; it can be the operator itself or any other organisation does not need to be a CAMO; it can be the operator itself or any other organisation or natural person under the responsibility of the operator.
and turbulence will be described in the attached placards. The details as to what extent cargo can be carried in a passenger compartment without additional certification are also provided by the relevant EASA Special Condition on this subject, recognized by both Boeing MOM-MOM-20-0239-02B and Airbus FOT 999.0028/20. For wet-lease
agreements, the TCO operator must demonstrate equivalence to EU safety requirements. (EC) No 216/2008. The competent authority makes the final determination for 'commercial operation for remuneration or an aircraft, in return for remuneration or an aircraft, in return for remuneration or an aircraft, in return for remuneration or a second competent authority makes the final determination. The definition for 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (EU) No 965/2012: "(1)(d) 'commercial operation' is in Article 2 of Regulation (E
other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator". See also the FAQ on SMS versus management system above. A Member State can propose an amendment to ORO.FTL.220,
in particular, and to the implementing rules, in general, in accordance with Article 71 of Regulation (EU) 2018/1139. Yes. Reference: Regulation (EU) No 965/2012, Annex III (Part ORO) The TCO authorisation issued by the Agency is no substitute for requirements regarding wet-lease agreements between EU and third country operators that are
contained in Part ORO of Regulation (EU) No 965/2012 on Air Operations. The only provision applicable to loading is in Part-CAT: CAT.POL.MAB.100 Mass and balance, loading CAT.POL.MAB.105 Mass and balance data and documentation, stating: The loading of an aircraft shall be performed under the supervision of qualified personnel in a way that
is consistent with the results of mass and balance calculations. It is the operator's responsibility to ensure that hazards entailed by any continuing airworthiness management task are subject to the applicable hazard identification procedures. In general
terms, the principle applied here is that no kind of equipment (medical or not, installed or not) shall affect the airworthiness or the safe operation of the aircraft even in the case of failures or malfunctions. Under CS FTL.1.225 (b)(2), the operator designs standby procedures in a way that makes unexpected fatigue unlikely by avoiding excessive awake
times. The frequent use of controlled rest after having been called from other-standby could indicate that the standby procedure to manage unexpected fatigue should be described in the operations manual. (EC) No 216/2008). For any questions on certification
matters, do not hesitate to contact EASA Certification directorate. For operations, such as parachute dropping, sailplane towing or aerobatic flights with non-complex motor powered aircraft, eligible for the exemption under SPO.GEN.005 (c), there is no requirement with regard to the registration of aircraft either. The passenger profile may,
however, be such that these languages are not 'desired' on this flight as passengers do not necessarily speak or understand any of the two languages (passengers may be e.g. Irish, Canadian, Russian, Chinese, Iranian, Egyptian, Pakistani, Latvian, Finnish, Croatian, Hungarian, Bulgarian, Czech, Slovak, etc., or there is a large group of e.g. Japanese
tourists). The limit of two extensions of up to 1 hour in 7 consecutive days specified in ORO.FTL.205 (d) (1) only applies to the use of extensions without in-flight rest by an individual records of the time spent for e-learning and
for certain administrative tasks such as visa renewal. The purpose of Subpart-FTL is to ensure that crew members in commercial air transport operations are able to operate with an adequate level of alertness. This means, for example, that if the equipment is powered by a power source of the aircraft, there shall be no adverse effect on the power
source itself or on other systems or parts of the aircraft, or that the equipment is checked and cleared against electromagnetic interference. For example, a German airline has a flight departing from Frankfurt to Rome and it is assumed that the most required languages on this flight will be German and Italian. In such a case, it should also be
assessed whether the third party operator undertakes a commercial operation in the sense of Article 2(1)(d) of Regulation (EU) No 965/2012 on air operations. The safety considerations of the competent authorities need to be
satisfied with the operator's risk assessment and standard operations in the Member States available on this webpage, including the Guidelines for cross-border high-risk SPO operations in the Member States available on this webpage, including the Guidelines for cross-border high-risk SPO. For the purpose of CS FTL.1.235 (b) (4),
'Eastward-Westward and Westward-Eastward transition' means the transition at home base between a rotation in one direction and a rotation in the opposite direction, each involving a 4-hour time difference or more. At least 3 local nights of rest at home base are provided between such alternating rotations. Placards advising on their stowage
during taxi, take-off, landing and turbulence are required either at the location where baby bassinets will be fixed to the aircraft structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instructure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising on the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising the same must be in place on the baby bassinet structure (e.g. bulkhead) or a clearly visible instruction advising the same must be instructed in the same must be instructed as a clear with the same must be a clear with the same must be instructed as a clear with the same m
requirements have not yet been amended to align with the management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system to effectively identify maintenance organisation may not have established a management system of the established and increase organisation may not have established a management system or established a management or 
during which a crew member must be available to be contacted to receive an assignment, must be defined. For an organisation up to 20 FTEs, it is important to assess the 'risk profile' of the organisation in relation to the way it operates and this may justify the need for robust management processes for safety. When the SoR and the SoO are both EU
Member States, they oversee the aircraft, as well as the organisations and personnel involved in their operation in a complementary manner and according to the same rules. Detailed implementation specifications (CS) or Acceptable Means of Compliance (AMC). Acceptable Means of Compliance (AMC) are non-
binding. The time difference between A and B is 2 hours. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex IV (Part-CAT) There are no specific provisions for loadmasters, either in terms of their duties or in ter
FDP and the FDP itself. It depends on the type of the early duty following a late or night duty. Irrespective of the place where nutrition opportunities are described in detail, they are part of the IFTSS and subject to NAA's approval. No. The 168h limit between two extended recovery rest periods can only be extended through an amendment of
ORO.FTL.235 (d). A Member State can propose an amendment to ORO.FTL.235 (d), in particular, and to the implementing rules, in general, in accordance with Article 71 of Regulation (EU) 2018/1139. MOPSC is established for operational purposes. Many Commission Regulations adopted in EASA domains contain two different dates, usually under
the heading "entry into force". Thereafter, the backrest is to be positioned upright. The number of on-site audits is therefore part of the oversight responsibility of the authority. CRDs designed to be installed only by means of rigid bar lower anchorages (ISOFIX or equivalent) should only be used on passenger seats equipped with such connecting
devices and should not be secured by passenger seat lap belt. (2) All safety and installed equipment, it has to be approved; if it is removable, the housing or any other part which is installed has to be approved. The
aircraft may also have an option of a multi-language pre-recorded set of public announcements, the operator may choose this feature when modifying the cabin systems on its aircraft configuration. ICAO Doc 10086 recommends that information provided to passengers via safety briefings, announcements and safety demonstrations should be
operations (Annex V), qualified entities (Annex VI), aerodromes (Annex VII), are devices should be marked with an associated qualification sign, which shows the name of the qualification organisation and a specific identification number, related to the associated
qualification project. Passengers - Reference: Reg. No. If the actual FDP is less than the maximum allowed, commander's discretion is not needed. Oversight and enforcement are therefore ensured at all times, irrespective of the EU Member State in which the aircraft is registered or where the operations take place. If an early duty is a standby or a
reduce the risk of increased fatigue and reduced alertness and performance levels of crew members, and to mitigate the acute disruption of the sleep pattern in the case of disruptive schedules. For more information on Regulation 1107/2006, please refer to the Commission's interpretative guidelines on this regulation from 11.06.2012, which has
been published on the Commission's website and can be accessed here. Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air. These Tables do not contain any reference time. Considering the benefits of taking a holistic, integrated approach to management system for
effective safety management, competent authorities should also not mandate the implementation of separate management systems for the different approvals of the same organisation. Instead these flights are regulated under national law. However, you do not have to submit a declaration, if you operate NCO-SPO i.e. non-commercial specialised
operations with other-than complex motor-powered aircraft. The applicable airworthiness requirements are those contained in Part-21. Guidance is provided through GM1 ORO.GEN.130(a) and GM3 ORO.GEN.130(b). Use of an existing AMC gives the user the benefit of compliance with the IR. The European provisions for the structure of the
Operations Manual are specified in AMC2 ORO.MLR.100. Nonetheless, it is the responsibility of crew members to make optimal use of the rest periods and to be properly rested so they will not perform duties when unfit due to fatigue. For example, a cabin crew while on home standby between 08:00h and 14:00h (as planned in the roster) receives a
call at 13:55 h to report for duty at 14:55 h since the operator's response time is 60 min. Extract from the International Civil Aviation Organisation (ICAO) guidance on the approval and use of child restraint systems (ICAO Document 10049): 2.4.3 The seat pitch or the available space between two rows of seats may also be an issue and particularly
significant for aft-facing CRS as they are further reclined and take up more horizontal space. The operator should publish reporting times taking into account the time necessary for completing the travelling procedures depending on the mode of transportation (e.g. registration of passengers and baggage, security checks, etc.). Rear-facing child seats
are recommended for the use in cars for babies and children up until the age of 4. GM1 CS FTL.1.225 (a) explains that a minimum rest period according to ORO.FTL.235 should be provided after the notification of the revised end of the standby period. Reduced rest is only possible under FRM, as part of an approved IFTSS. Therefore the rest
calculation after airport standby followed by an FDP is based on the reporting time for that standby. This permission may integrate potential risks under Part-SPO; above 150 m, requiring neither HRA nor permission. AMC1 CAT.OP.MPA.115 (a)(5) specifies the following: "This DA/H should take into account any add-on to the published minima as
identified by the operator's management system and should be specified in the OM (aerodrome operating minima)." This means that the use of any add-on is left to the responsibility of the operator. Day 2: The crew member reports at B acclimatised to the local time at B for an FDP to C. EU law is directly applicable (full part of Member States' legal
order). Where the cross-border SPO operation you are planning to carry out is on the list of high-risk SPO established by the competent authority, irrespective of whether that authority considers this particular operation 'high risk' or not. There is also an
alleviation in ORO.GEN.110 (k) for operators of sailplanes, balloons, and certain single-engined propeller-driven airplanes and single-engined other-than motor-powered helicopters of 5700 Kg or less of MCTM and an MOPSC of 5 or less operating in a flight taking off and landing at the same aerodrome/operating site under VFR by day, where the
requirement is that operators shall ensure that the flight crew has received an appropriate training or briefing to enable them to recognise undeclared dangerous goods brought on-board by passengers or as cargo (refer to the rule for more information). Travelling time to the reporting point. Air OPS Regulation substitutes the EU-OPS Regulations.
However, due to the complexity of the domains that are regulated, a period of time may be needed between the date it can actually be applied, i.e. the date when it is enforceable and the legal rights and obligations can be effectively exercised. The child seat should hold a qualification
sign that it can be used in aircraft. (4) Child seats approved for use in motor vehicles and aircraft according to Canadian CMVSS 213/213.1 bearing the respective label; (5) Child seats approved for use in motor vehicles and aircraft according to US FMVSS No 213 and bearing one or two labels displaying the following two sentences: (i) 'THIS
CHILD RESTRAINT SYSTEM CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLES AND AIRCRAFT'; (6) Child seats approved for use in motor vehicles and aircraft according to Australia/New Zealand's technical standard
AS/NZS 1754:2013 bearing the green part on the label displaying 'For Use in Aircraft'; and (7) CRDs manufactured and tested according to other technical standards equivalent to those listed above. Duty starts from reporting for duty at the reporting point designated by the operator e.g. when the crew member checks-in in a crew room. All changes
must be notified to the crew member before the pre-flight rest period commences so that the crew member is able to plan adequate rest as required by ORO.FTL.110 (a). This is because whenever a competent authority publishes criteria specifying to which extent it considers an activity marginal and how this is being overseen, the nature of flight
(introductory, parachute dropping, sailplane towing or aerobatic flights) has little importance. You are however required to submit a declaration to your competent authority. The operator has a number of steps to follow before implementing a deviation/derogation. For example, a non-commercial flying activity on individual non-complex aircraft or
types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate (mainly, but not limited to, the so-called 'orphan' aircraft) may be possible with PtF. In accordance with the European regulations (AMC1 CAT.GEN.MPA.140 (b)(2)(i)), medical equipment necessary to support physiological functions (i.e. POCs)
does not need to be switched-off during any phases of the flight. The competent authority will need to validate this determination during the oversight activities, and it may challenge the operator on the option retained (complex or non-complex). At the same time, AMC1 ORO.GEN.200(b) does not include any overly detailed complexity criteria.
'Alternative Means of Compliance' are those that propose an alternative to an existing AMC. The Competent Authority has to check the content of the operator's Safety Management Manual (SMM) as mentioned in ARO.GEN.310(a) and in the corresponding AMC to ARO.GEN.310. With this cross-reference table one can analyse in detail where and
how the old provisions have been transposed into the new regulatory framework. Any compliance with a recognised European industry standard should be taken into account by the competent authority when planning and implementing their risk-based oversight activities. A 'transition measure' is a provision helping the national competent authorities
and regulated entities to gradually adapt to the new EU rules. This way, the principle of proportionality of rules is preserved. Please note that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated
their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operations. For example, in Reg.
If, in such case, the operator is established or resides in an EASA Member State, EASA ADs are relevant to this aircraft. Note 2: In accordance with article 77 of the BR, aircraft registered in an EASA Member State are required to comply with EASA-issued or adopted ADs. As per ED Decision No. 2/2003, EASA adopts ADs issued by the State of
Design unless the Agency decides differently. (EU) No 965/2012 on Air Operations; Reg. This means that those new certificates may be issued, but are not yet effective and cannot be mutually recognised among Member States until the common date of applicability established by the regulation. (2) Where a child seat is adjustable in recline, it must be
in an upright position for all occasions when passenger restraint devices are required. Not investing in this step will lead to inefficient/costly management system implementation and require subsequent rework. They are also defined in Article 2 of Reg. The commander needs to consider the actual number of sectors that the crew members will
complete as this may be different from the plan. Operators are not required to submit a declaration before each flight, but must submit a new declaration in the case of changes. (EU) No 965/2012 on air operations: SPO.IDE.A.130 for the purpose of SPO.IDE.A.130, only one of the two values is used: either MCTOM of more than 5 700 kg or MOPSC of
more than nine. According to AMC1 NCO.GEN.135 (a) (3) a PtF may be used in NCO operations, if issued in accordance with the applicable airworthiness requirements and subject to compliance with the applicable airworthiness requirements and subject to compliance with the applicable airworthiness requirements and subject to compliance with the applicable airworthiness requirements.
procedure approved by the competent authority for the management of such changes. Competent authorities are only obliged to accept the new certificates once the regulation has become applicable. The operations with aeroplanes of 19 seats
or less, the operator complies with EU OPS, Subpart Q. (EU) No 965/2012 and Regulation (EU) No
devices and their situation needs appropriate attention and adaptation to their particular needs. All operators subject to ORO.GEN.005 must establish and maintain dg training programmes in all cases. ORO.FTL.105 (25) defines standby as the period of time during which a crew member is required by the operator to be available to receive an
assignment for a flight; The maximum duration of other-standby is 16 hours. How do you ensure aircraft maintenance? ORO.FTL.235 (a) and (b) may be reduced. This means that an operator cannot maintain a 'policy' it has had before the date of application
of Subpart FTL of Regulation (EU) No 965/2012, unless the policy has been found compliant with that Regulation. For example, the implementing rules for air operations (i.e. Reg. Therefore, FDP changes after reporting should be an infrequent event as such changes can create roster instability and may generate fatigue. Those AltMoC proposals must
be accompanied by evidence of their ability to meet the intent of the IR. (EU) No 1178/2011 on aircrew is not applicable to aero clubs that do not provide training for one of the Part-FCL licences and ratings — LAPL, PPL, CPL or ATPL. (EU) No 965/2012 on air operations: ARO.OPS.150 (f) No, you do not. In assessing the impact, the operator should
account for additional operational factors e.g. standby call out times. Published duty rosters may or may not include extended FDPs. However, FDPs extended in accordance with ORO.FTL.205 (d) must be planned and notified to crew members in advance i.e. allowing each crew member to plan adequate rest. Commission Regulation (EU) No 83/2014 in accordance with ORO.FTL.205 (d) must be planned and notified to crew members in advance i.e. allowing each crew member to plan adequate rest.
on flight and duty time limitations and rest requirements was published on 29 January 2014, entered into force on the twentieth day following that of its publication and shall apply from 18 February 2016 and from 17 Feb 2017 for ORO.FTL.205(e). This means that entire Annexes and/or specific parts of the Annexes will not be applicable if a Member
States chooses to opt-out. Keep evidence of any occurrence, identify their cause, and see if they are repetitive and if they have anything in common. What is specific to the aerodromes you use? It is common practice that the regulation enters into force 20 days after its publication in the Official Journal of the EU. Does this scheme address your needs
and help you to have a safe operation? Additionally the organisation has to train their duties, including those related to any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and to properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on any safety management task and the properly communicate on the properly communicate on the properly communicate on 
the aircraft and the airport conditions (GM1 ORO.FTL.205(a)(1)). (EU) No 965/2012 on air operations: ORO.DEC.100 A declaration is not meant to provide information about the nature of a flight at a particular moment. ORO.GEN.130(c) and ARO.GEN.130(c). References: Regulation (EC) No 1107/2006 is available on EUR-Lex website. Therefore, (a)
(7) specifies: "The operator should establish a procedure to ensure that an appropriate callout is made when the aeroplane is approaching DA/H. Most airlines offer various forms of assistance to passengers with certain requirements. In addition, the way people do skydiving (parachute jumps) does not belong to the scope of Regulation
965/2012. Special Conditions (SC) are non-binding specifications determined by the NAA for an aerodrome with the essential requirements of Annex VII to the Basic Regulation. [NOTE: Q1 and
Q2 must be read together as they are closely related.] Reference: Regulation (EC) No 1107/2006 on the right of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons with reduced mobility when travelling by air Article 10 of Regulation (EC) No 1107/2006 establishes the rights of disabled persons and persons are reduced mobility when travelling the reduced mobility w
mobility when travelling by air. This is further described in AMC1 ARO.GEN.305(b);(d);(d1) 'Oversight programme' and AMC1 ARO.GEN.305(b);(d);(d) 'Oversight programme' and AMC1 
Requirements contained in Annex IV of the Regulation (EC) 216/2008. The third step is then to choose/apply adequate mitigation measures to reduce each risk to an acceptable level. This means that operators conducting SPO-COM must operate aircraft registered in an EU
MS or, alternatively, leased-in aircraft registered outside the EU. What do you do if any of the elements above changes for one reason or another? Before the operations - Reference: Reg. Day 4: The crew member reports
again considered to be acclimatised at D. For example, when 1 hour has already been added to the maximum daily FDP in accordance with ORO.FTL.205 (d), then only 1 hour is left for commander's discretion. Duties assigned during other-standby should in principle start within the operator's defined response time from the call. Consider to use the
Risk register checklist proposed in GM3 ORO.GEN.200(a)(3) for your safety risk management/assessment. The standards and recommended practices (SARPs) of ICAO Annex 6, Part II are based on the State of Registry (SoR) principle. They also introduce Helicopter Flight Envelope Warnings (H-FEWs) in addition to basic HTAWS functions. This
includes the location of the aircraft seat belt attachment to the aircraft seat, as a CRS must translate forward until the belt path angle allows for belt tension forces to restrain the device. The operator is only required to have established such procedures (control mechanisms) so as to prevent situations where the combination of standby and FDP
would lead to more than 18 hours awake time. Reporting times. Commencement of duty. The intent of the declaration is to: have the operator acknowledge its responsibilities under the applicable safety regulations and that it holds all necessary approvals; inform the competent authority of the existence of an NCC or an SPO operator; and enable the
competent authority to fulfil its oversight responsibilities in accordance with ARO.GEN.300 and 305. When arriving at B, a third pilot (Pilot 3) joins the crew and they fly from B to C (5 h sector). AMC3 ORO.MLR.100). Declaration - Reference: Reg. The European regulatory framework permits both the SoR and the SoO to duly exercise their respective
oversight responsibilities and to take the appropriate enforcement actions. Reference: Regulation (EU) No 965/2012 on Air Operations At the present stage no EU operations At the EU operations At the EU operation At the EU 
which has also clarified in EASA Committee that the privileges provided for in a regulation can only be exercised as of the applicability date chosen by the legislator. If the briefing takes place at the gate where other people are also present, the operator should arrange for a secluded place considering security matters among other things. For
example, a fatigue management instructor must have the training required by AMC1 ORO.FTL.250. After resting in B, which is within two hours' time difference from A, the crew member gets acclimatised to B. 'Grandfathering' designates the legal recognition and acceptance of certificates issued on the basis of national legislation by national
authorities prior to the entry into force of a specific regulation. This is also valid for the expression 'where applicable' in CAT.IDE.H.195(a), NCC.IDE.H.195(a), NCC.IDE.H.
rules are consistent with the current certification memorandum on Personnel carrying device systems (PCDS) and also consistent with the latest amendments to CS 27/29, by not requiring airworthiness approvals for simple PCDS. Ropes, nets and harnesses may still be manufactured according to officially recognised standards. The FAQs are not
additional GM. Continuous compliance of the code-sharing TCO with the applicable ICAO standards will be performed on the basis of a code-share audit programme (see AMC1 ORO.AOC.115(b)). (EU) No 965/2012 on air operations: ORO.DEC.100 Every SPO operator (commercial and non-commercial), except NCO-SPO, submits a declaration. An
operator may perform both commercial and non-commercial flights with complex motor-powered aircraft based on one declaration. European pilots or pilots flying for a European pilots or pilots flying flying for a European pilots or pilots flying f
pilots are entitled to fly with foreign licences in non-commercial operations until 8 April 2016. (EU) No 965/2012 on air operations: Part-ORO and Part-SPO You are not required to obtain an air operations until 8 April 2016. (EU) No 965/2012 on air operations until 8 April 2016.
regulations and by a certain date as being in compliance with the new Aircrew Regulation (i.e. Reg. For example, the operator must avoid practices that cause a serious disruption of an established sleep/work pattern, such as alternating day/night duties (ORO.FTL.110). (EU) No 965/2012 are met. In all other cases, only pilots who hold at least a CPL
can conduct SPO flights in accordance with Part-SPO. The operation's Operations Manual, which has been approved by the National Authority, will contain procedures on the use of oxygen bottles. The following diagram indicates under which requirements your flight should be operating. The response time between the call and reporting is considered
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a continuation of the standby, notwithstanding the rostered end of the standby; this time also includes travelling to the reporting point. It is strongly advised that the operator work with a single Operations Manual, which should address the specified minimum items of the State of Registry. The rules on aerial work
 (specialised operations) will follow later to complete it. Guidance for that is provided in GM1 CS FTL1.205 (a) (2). However, point AMC1 ORO.GEN.200 (b) paragraph (b) indicates that an operator with less than 20 FTEs may also be considered complex if, for example, it performs high-risk commercial SPO or operates in a challenging environment
(offshore, mountainous area, etc.). It is a 'Late finish' because he/she is acclimatised to A, and FDP finishes at 00:30 (LT-A). Acclimatised to the time zone of the reference time for the first 48 hours. As an organisation (aero club) approved under the national legislation of Member State X,
the national legislation of State X applies to you, to the skydivers, to the tandem passengers and all other registered members. Aircrew typically used to report for duty at a crew room, at their home base or at outstation. In any case, these changes have to be notified to the competent authority which will verify compliance with the applicable
requirements (cf. Reference: Regulation (EU) No 965/2012, Annex III (Part-ORO) Regarding code-sharing, Regulation (EU) No 965/2012 on air operator, who wishes to enter into a code-sharing agreement with a third country operator (TCO), compliance with the requirements of Annex III to Regulation (EU) No
965/2012. When arriving at B, a third pilot (Pilot 3) joins the crew member on board (pilots 1, 2 & 3) to have the minimum in-flight rest period during cruise phase: 2 consecutive hours for the flight crew members at control during landing and consecutive 90-
minute period for the third pilot. Second example, where an extension of the FDP due to in-flight rest is not possible: Pilot 1 and Pilot 2 commence a FDP from A to B (7 h sector). (EU) 2018/1139, the so-called Basic Regulation (BR)), EASA performs State of Design functions on behalf of the EASA Member States. Note 1: In accordance with Article
83-bis of the Chicago Convention, if agreed, the country where an aircraft operator. Extract from the EU rules on air operations related to the acceptance of child seats on board: CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child
restraint devices (a) Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more; (2) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the
case of aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less, having an individual CofA first issued on or after 8 April 2015; (4) a child restraint device (CRD) for each person on board younger than 24 months; (5) ... AMC1 CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices CHILD
RESTRAINT DEVICES (CRDs) (a) A CRD is considered to be acceptable if: (1) it is a 'supplementary loop belt' manufactured with the same techniques and the same techniques and the same materials as the approved safety belts; or (2) it complies with (b).
acceptable: (1) CRDs approved for use in aircraft according to the European Technical Standard Order ETSO-C100c on Aviation Child Safety Device (ACSD); (2) CRDs approved for use in motor vehicles on the basis of the technical standard specified in
point (i) below. The analysis of your daily operation should consider the following aspects (this list is not exhaustive): What is the frequency of your flights? The above references are those to Regulation (EU) No 290/2012 (ARA/ORA). However, when assessing the organisational set-up
of a complex operator, please consider also GM1 ORO.GEN.200(a)(1) point (b): "Regardless of the organisational set-up it is important that the safety manager remains the unique focal point as regards the development, administration and maintenance of the operator's safety manager remains the unique focal point as regards the development, administration and maintenance of the operator's safety manager remains the unique focal point as regards the development, administration and maintenance of the operator's safety manager remains the unique focal point as regards the development, administration and maintenance of the operator's safety manager remains the unique focal point as regards the development, administration and maintenance of the operator's safety manager remains the unique focal point as regards the development, administration and maintenance of the operator's safety manager remains the unique focal point as regards the development as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the development as regards the operator's safety manager remains the unique focal point as regards the operator's safety manager remains the development as regards the operator's safety manager remains the operator's safety manager remains the operator's safety manager remains the operato
discretion without an understanding of the events that constitute unforeseen circumstances. In addition, during these periods of time the flight crew members should avoid non-essential conversations, should not make
non-safety related announcements towards the passengers, etc. During a standby period any duty may be assigned (ORO.FTL.105 (25)). Twin turboprops at or below 5.7 t MCTOM - Reference: Reg. Without this approval, an operator cannot operate in excess of 120 minutes from an adequate aerodrome. However, NAAs and organisations may decide any duty may be assigned (ORO.FTL.105 (25)).
to show compliance with the requirements using other means. These passengers shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could impede evacuation of the aircraft. Under the EU law, aircraft
operators are ultimately responsible for the safe operation of the aircraft and for the safety of passengers on board. (EU) No 1178/2011, the conditions for the grandfathering of JAR-compliant and non-JAR-compliant and for the safety of passengers on board. (EU) No 376/2014 on the reporting, analysis and
follow-up of occurrences in civil aviation, requires the ability for crew members to report fatigue. Their meaning, in the context of Reg. This FAQ addresses the case of EU licensed air carriers, meaning operators holding both and AOC in accordance with Regulation (EC)
No 1008/2008 Reference: Regulation (EU) No 965/2012 on Air Operations, ICAO Annex 19 ICAO defines SMS as "a systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures." While SRM is an essential element within a management system for safety, it is not the only element
required. In doing so, they take into account that the Regulation provides a number of cumulative protections to crew member from excessive periods of combined standby and duty. Operators shall only use the rostered standby availability period to place their call for duty. Airlines are free to order from an aircraft manufacturer an aircraft with a
cabin arrangement of their choice (including the distance between seat rows) provided it is compliant with the existing aircraft certification rules. 205(d), it cannot be changed into a duty with such extension on the day of operations. Operators should prohibit the use of a CRD not installed on the passenger seat according to the manufacturer's
instructions or not approved for use in aircraft. (3) If a forward-facing child seat with a rigid backrest is to be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt, the restraint device should be fastened by a seat lap belt device should be fastened by a seat lap belt device should be fastened by a seat lap belt device should be fastened by a seat lap belt device should be fastened by a seat lap belt device should be fastened by a seat lap belt device should be fastened by a seat lap belt device shoul
common understanding. Annex II aircraft - Reference: Reg. Please, contact your airline for information on types of child seats and their use on board the airline's aircraft. Permit-to-fly - Reference: Reg. Please, contact your airline for information on types of child seats and their use on board the airline's aircraft.
FDP, on the one hand, and the time awake on the other, is not possible to do, because the start time of the awake period is an unknown value i.e. the operator to expect crew members to manage their rest and sleep opportunities during pre-duty rest
periods and while on standby in order to be able to perform FDP. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex III (Part-ORO); Regulation (EU) No 1321/2014 on continuing airworthiness, Part-M 1. Here are some examples: For a European NCC operator with aircraft registered in a Member State, the Competent Authority is
 designated by the State of the Operator. (EU) No 748/2012 on initial airworthiness In accordance with ORO.SPO.100 (b), the aircraft used in commercial SPO (SPO-COM) shall have a certificate of airworthiness (CofA) issued by an EU Member State in accordance with Reg. Reference: Regulation (EU) No 965/2012 on Air Operations and its
amendments Regulation (EU) No 965/2012 entered into force on 28 October 2012. (EU) No 965/2012, including Subpart FTL, is mandatory in all Member States (MS). The size of the crew should not prevent crew members from talking to each other without disturbing and being
disturbed. It is important to note that the complexity criteria are included in an AMC to Part ORO and this makes a strong point as to the responsibility of the operator to make the assessment and justify the option chosen (complex management system) to the satisfaction of the competent authority. (EU) No 965/2012 on air operations
Art. A fifth step ensures that the whole process becomes cyclic, and that you learn from your previous experience in order to make your operation itself - not just the manual - is compliant with the applicable rules. They may swing up and down and
are not stable during turbulence, therefore the baby must be removed from the baby bassinet during turbulence and secured as instructed by your cabin crew members. Airlines carrying baby bassinet during turbulence and secured as instructed by your cabin crew members. Airlines carrying baby bassinet during turbulence and secured as instructed by your cabin crew members.
between D and A covers 6-hour time difference. This is now replaced by the notion of changes requiring prior approval. They may be consecutive. For safety reasons, oxygen/air cylinders or bottles are considered dangerous goods and fall under Annex 18 of the Chicago Convention; therefore, the provisions
under Part 8 of the ICAO Technical Instructions must be applied to passengers who intend to carry these items with them on board. During the initial certification of compliance performed by the competent authority and therefore covered by the issuance of the
AOC. The approval, however, is only necessary if: It is a CAT operations with complex motor-powered aircraft. (EU) No 965/2012 on air
operations, Article 6 (4a) and SPO.GEN.005(c) The term 'Limited operations' (used in Regulation (EU) No 2015/1536) refers to certain specialised operations (SPO), such as competition flights, flying displays, parachute dropping, sailplane towing and aerobatic flights. Specialised operations (SPO)
are another type of commercial operations. AMC1 NCO.GEN.135 (a) (3) specifies that an aircraft may be operated with a permit to fly issued in accordance with the applicable airworthiness requirements. There is no guidance indicating that the safety manager may not be a nominated person in the organisational set up of a complex operator. Read
more on the difference between AMC and AltMoC. (EU) No 965/2012, can be found in the guidance material placed under Article 6, paragraph 4a. Before entering into a wet-lease agreement, the EU operator should demonstrate to the authority that (1) the TCO has a valid AOC, (2) that safety standards of the TCO regarding continuing airworthiness
and air operations are equivalent to the EU continuing airworthiness requirements of Reg. Where MOPSC is not relevant for a particular operation, the value of MCTOM should be used. Further, that in order to cover the largest percentage of passengers on board on international flights, the operator should consider the use of
English and the use of the official language of the State of departure and destination (EU) No 965/2012 have different applicability dates: Commission Regulation (EU) No 965/2013 on non-commercial operation became applicable on 25 August 2013 and the opt-out period is 3 years. Detailed rules are then adopted applicability dates: Commission Regulation (EU) No 965/2012 have different applicability dates: Commission Regulation (EU) No 965/2013 on non-commercial operation became applicable on 25 August 2013 and the opt-out period is 3 years.
by the European Commission based on technical advice from EASA to further detail how to achieve these objectives and obligations. Time spent at the office is duty time in accordance with ORO.FTL.105 (10). This will improve the assessment of risks identified and ensure better allocation of resources to address these risks, by eliminating conflicting
or duplicating procedures and objectives. Of course this does not prevent a flight crew member to be also qualified as a loadmaster, but he or she would be flight crew independently from being a loadmaster at the same time. AMC1 CAT.IDE.A.220 (b) (4) stipulates that the aircraft operators should carry automated external defibrillator (AED) on
board all aircraft equipped with a first-aid kit and required to carry at least one cabin crew. The Regulation does not contain requirements for off-duty periods prior to a duty without FDP. Likewise, upon initial certification, the competent authority may agree with the organisation on a more specific scope of changes that do not require prior approval
on the basis of ARO.GEN.310(c), and within the limits of the applicable requirements. It is for the operation of the safety manager function with that of a nominated person allows to fulfil the management functions of the nominated person allows to fulfil the management functions of the applicable requirements. It is for the operation of the safety manager function with that of a nominated person allows to fulfil the management functions of the applicable requirements.
requires operators to implement a non-punitive process for the use of commander's discretion. Note: Commission Regulation (EU) No 29/2009 requires aircraft performing IFR flights above Flight Level 285 in the airspace of most EASA Member States to 'have the capability to operate some data link services by February 2020, except for older
aircraft and State aircraft. The EU provisions are available on EASA website (the link 'Easy Access Rules for Air Operations' contains the rule and the AMCs and GMs in one document): The rules for Air Operations' contains the rule and the AMCs and GMs in one document):
provision until not later than 12 September 2023, when the implementing rules adopted on the basis of Regulations (EC) No 552/2004 shall be adapted to this Regulation. When operating such aircraft the operators shall comply with Part-NCO, instead of Part-NCO. Additional rest periods to compensate the effects
of time zone crossing shall be specified in flight time specification schemes. It is possible during other-standby to assign a duty that will start after the rostered end of the standby period. Importantly, the maximum FDP as originally planned
remains the same. If the delay is more than 4 hours - the maximum FDP will be shorter than the originally planned FDP, because the delayed reporting time has a limiting effect on it. If a duty has not been planned with an operator's extension under ORO.FTL. Rules for activities considered acceptable during critical phases of flight are provided in
the Regulation (EU) No 965/2012 on air operations - in Annex VII (Part-ORO), Annex VI (Part-ORO), Annex VII (Part-SPO). In the margins of its future rulemaking activities, EASA will consider the opportunity to include some of these FAQ in Subpart FTL as GM. Under the obligations of ORO.FTL.110 (b
& e), operators must carefully evaluate what duration of standby is safely allowable within their particular operation; The combination of standby and FDP do not lead to more than 18 hours in case of extended FDP); A crew
member is always able to consider whether his/her duties on board an aircraft will be performed with the necessary level of alertness (CAT.GEN.MPA.100(c)) If no duty has been assigned during the rostered standby availability period, other-standby is followed by a rest period in accordance with ORO.FTL.235. Reference: Reg. SCs, like CSs, become
binding on an individual basis to the applicant as part of an agreed CB. Nutrition opportunities during duty periods are therefore to be included under that Chapter. In any case, operator's procedures on delayed reporting should avoid or minimise the negative effect of WOCL encroachment. The International Air Transport Association (IATA) may also
be able to provide more information. Certification placarding requirements Placards advising on the stowage of baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where baby bassinets during taxi, take-off, landing and turbulence are required either at the location where taxing taxing
on the baby bassinet itself. The placarding requirements are related to the general certification specifications and Acceptable Means of Compliance for Large Aeroplanes CS-25 (ED Decision 2012/008/R) and the marking requirements as specified in the approval of
the equipment. However, the aim of the requirements is to ensure that crew members are able to operate at a satisfactory level of alertness. Oxygen/air cylinders for medical use of no more than 5 kg gross weight and never containing liquid oxygen are allowed in checked and carry-on baggage or on the person, with approval of the operator.
According to AMC1 ORO.FTL.110 (a), rosters should be published 14 days in advance. This requirement is an acceptable means of compliance (AMC). That is the case when the legislator simply uses the expression "This Regulation enters into force on the 20th day after its publication in the Official Journal of the European Union." Shorter periods are
also used, as was the case in the example above. A crew member may, during the standby period, be notified that standby has ceased. An aisle passenger seat or a cross aisle passenger seat that forms part of the evacuation route to exits is not recommended. EASA cares for the safe transport of babies and children by air and encourages the use of
child seats on board an aircraft. Having a child seat on board an aircraft seat is forward-facing, how the aircraft seat is forward-facing or rear-facing, how the aircraft seat is forward-facing or rear-facing, how the aircraft seat is forward-facing or rear-facing, how the aircraft seat is forward-facing or rear-facing or rear-facing
Implementing rules (IRs) are binding in their entirety and used to specify a high and uniform level of safety and uniform level of safety and uniform level and the re-planning practices do not conflict with a crew member's opportunity to plan adequate rest
as required by ORO.FTL.110 (a). In any case, the time between the end of one recurrent extended recovery rest period and the beginning of the next recurrent extended recovery rest period cannot be more than 168 hours. Such framework is essential to facilitate and encourage hazard identification, ensure a structured & consistent approach to risk
assessment, as well as for allowing informed decisions to be made at the right organisational level, e.g. in relation to risk acceptability or different risk mitigation options. The Part-M requirements have not yet been amended to align with the management system framework adopted for air operations. There are some differences between European Air
Ops rules for NCC and ICAO Annex 6 SARPs. However, none of these differences would result in a lower safety level than intended by Regulation (EU) No 965/2012 on air operations. Differences generated by Reg. This train is departing at 10:00 and the time
necessary for passenger and baggage registration and security checks is 15 minutes before departure time. For example, the opt-out provisions contained in the Aircrew and Air Ops regulations required the Member State to notify the European Commission and EASA of the 'opt-out', describing the reasons for such derogation and the programme for
the phasing out of the opt-out and achieving full implementation (EU) 2018/1139 (the New Basic Regulation (EU) No 216/2008. Reference: Regulation (EU) No
965/2012 on Air Operations, Annex III (Part-ORO) In the area of SMS the Agency promotes consolidated general requirements for an organisation's management system. Rest in B. When it comes to assessing compliance with Part-ORO competent authorities should acknowledge that implementing effective safety risk management capabilities for all
activities subject to the approval will take time and therefore a balanced approach for checking compliance is needed to enable a smooth transition must be named on it. The time for aircrew briefing is a duty time no matter where it
takes place. In such case, the requirements for reporting out of home base apply. Make sure you include the aspect of disruptive changes in your analysis. Due to the change of reporting point, the otherwise duty time may turn into travelling time, thus extending the usual travelling time that a crew member is accustomed or prepared for. For
example, a scheduled airline and an on-demand night cargo operator are likely to establish different syllabus and frequency for their aircrew training. Also, an airline with crew members commuting long hours to/from their home base, should particularly focus on the use of company's airport or hotel crew rooms for fatigue mitigation of disruptive
schedules when providing fatigue management training. The Regulation does not say that exactly 168 h must be reached; they are a maximum threshold. Also, if as a result of such situation a flight crew member feels unfit dues to fatigue, he/she may discontinue his duties on the aircraft for the day. Satisfactory demonstration of
compliance using a published AMC shall provide for presumption of compliance with the related requirement; it is a way to facilitate certification tasks for the applicant and the competent authority. Nevertheless, Regulation (EU) No 965/2012 must be considered, especially CAT.OP.MPA.140 which states: "CAT.OP.MPA.140 Maximum distance from
an adequate aerodrome for two-engined aeroplanes without an ETOPS approval (a) Unless approved by the competent authority in accordance with Annex V (Part SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than
[...] (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b);" Therefore, a specific ETOPS
approval under Part-SPA (Annex V to Regulation (EU) No 965/2012) is not required to operate between 120 and 180 minutes from an adequate aerodrome; nevertheless, an operator is required to hold an approval based on the provisions contained in AMC1 CAT.OP.MPA.140(c). Nevertheless, for safety reasons, national authorities may decide to
prohibit all oxygen bottles, irrespective of their size, from being carried on board by passengers. Operational robustness should be measured through performance indicators to determine if the planning is realistic and the rosters are stable. There is no specific mention of baby bassinets, however, equipment installed in an aircraft must meet the
applicable requirements of the certification basis, the equipment specifications (if available), or NAA requirements applicable to the operator' SMS has to manage the change of reporting point by assessing the potential negative impact on aircrew fatigue levels, based
on evidence of adequate time frames and/or a comparison between the time necessary to report to the new point and the typical reporting point. For commercial specialised operations as well as for any other specialised operation that fall under Part-SPO, the original certificate of airworthiness (CofA) need to be carried on each SPO flight
(SPO.GEN.140 (a) (3)). Part-ORO is not applicable to ATOs. NCC stands for non-commercial operations with complex motor-powered aircraft. What type of operation do you perform on those routes? A CAP 1519 compliant HTAWS in the future
 References: Regulation (EC) No 1107/2006 is available on EUR-Lex website. In addition, the operator must provide the pilot-in-command with written information on their number and location on board. The valves and regulators of oxygen bottles must be protected from damage which could cause inadvertent release of the contents. (EU) No
965/2012, those operations may be conducted in accordance with Part-NCO, and in particular subpart E thereof. In such cases, in order to mitigate the increased workload and fatigue, the commander has the possibility to exercise commander's discretion and decide on reducing the maximum daily FDP or increasing the minimum rest period. That
means that after resting at B, the crew will be considered acclimatised at B. The length of the flight from B to C does not allow each crew member on board (pilots 1, 2 & 3) to have the minimum in-flight rest period during cruise phase: 2 consecutive hours for the flight crew members at control during landing and consecutive 90-minute period for
the third pilot. Second example: Crewmember 2 is required to position from A to B on a high speed train. The purpose of subpart FTL is to mitigate the risks related to fatigue. Are the operation? It is the operation of subpart FTL is to mitigate the risks related to fatigue.
 duties of more than 10 hours in relation to the surrounding duties and rest periods According to CS FTL.1.225 (b)(2), the operations (SPO) performed by third-country operators into, within, or out of the EASA Member States are not subject to
 Regulation (EU) No 965/2012 (Part-SPO) or Commission Regulation (EU) No 452/2014 (Part-TCO), unless conducted under an approved wet lease-in agreement signed by an EU commercial SPO operator (ORO.SPO.100). The term 'complex motor-powered aircraft' is defined in the Article 2(1)(d) of Regulation (EU) No 965/2012 on air operations
(previously in Reg. European Implementing rules for continuing airworthiness (EU) 2014/1321 do not apply to European NCC operators for third-country registered aircraft unless the regulatory oversight has been delegated to an EU Member State. For non-commercial specialised operations falling under Part-NCO, NCO.GEN.135 (a) (3) requires the
original certificate of airworthiness (CofA) be carried on each flight. In addition, depending on the operations you conduct, you might need a specific approval for one or more of these: RVSM, MNPS, RNP AR APCH, LVO and DG. The number of baby bassinets at one location, usually at a bulkhead, depends on the available space, the weight the
 Baby bassinet is not a child restraint device. This is part of safety assurance, which is another component of an SMS as per ICAO Annex 19. The EU rule on SCPs states the following: The rule is complemented by Acceptable Means of Compliance (AMC) and Guidance Material (GM) which address aspects such as the factors the operator should take
into account when establishing procedures for carriage of SCPs, information provided to SCPs, conditions for safe carriage of unaccompanied children, a passenger capable of assisting in case of an emergency, seating allocation, etc. SPO operations are not covered by the AOC certification process. Which are the routes on which you fly - more or less
the same routes or very different routes? Operators should ensure that sufficient margins are included in schedule design so that commanders are not expected to exercise discretion as a matter of routine 1. Up to 2 hours for two pilot crew and up to 3 hours for augmented crew. In addition, Part-SPA applies to any operation requiring a specific
approval (e.g. low visibility operations, transport of dangerous goods, performance-based navigation and more). for compliance with the new rules. At C the crew member has a rest period and becomes acclimatised to C. Simple checklists may be used to document compliance monitoring audits and inspections. By European law (article 77 of Reg. The
space between seat rows (so-called 'seat-pitch') is a matter of aircraft certification process*. The requirements in ORO.GEN.110, CAT.GEN.MPA.200, SPA.DG.105(a) in ED Decision 2013/020/R on Part SPA) include more specific details
MOPSC - Reference: Reg. Reserve times do not count as duty period for the purpose of ORO.FTL.235. That means that there is no requirement for a minimum rest period after reserve, if no duty has been assigned. If passengers have special needs, they should request more information from the airline at the time of booking.
Regarding the categorization of such personnel or a crew member if the operator assigns him/her duties on board (as it is the case for some cargo operators), but certainly not flight crew. Nevertheless, the operator assigns him/her duties on board (as it is the case for some cargo operators), but certainly not flight crew.
effects of these duty periods under their operator responsibilities as they can generate fatigue that could affect crew member's ability to rest prior to his/her next FDP. Regulation (EU) No 965/2012 applies to the flight operation of bringing parachutists at the required level for the execution of the jumps. Parachute dropping - Reference: Reg. The
operator must inform the crew about any change of the reporting point prior to operating as this is part of operator's responsibilities under ORO.FTL.110. In its OM-A however, the operator may specify shorter periods considering its type of operation and the impact of the time spent on standby on the duty that may be assigned. Until they become
effective, licence holders, organisations and operators should still retain and use the certificates already issued under the previous regime. Specific approvals (SPA) for mixed operators should still retain and use the certificates already issued under the previous regime. Specific approvals (SPA) for mixed operators should still retain and use the certificates already issued under the previous regime.
and post and pre-flight duties are accomplished in the OM. *Questions on aircraft certification matters should be addressed to EASA 2008.C.25, which, amongst others, concludes that aircraft designers
required. It includes: (c) of ORO.MLR.100, which states that the Portions of the OM relevant for their duties; (d) of ORO.MLR.100, which states that the content and amendment status of the manual is controlled and clearly
indicated; (d)(3) of AMC1 ORO.MLR.100, which states that the OM should include a description of the enables. In such cases there is always an internal quality consultation within the Agency prior to the publication of the FAQ on the website. Each cabin
arrangement must be approved by EASA and must comply with the applicable safety standards including emergency evacuation. Size and complexity of the operator - Reference: Reg. ORO.FTL.235 (e) establishes the rest periods to compensate the effects of time zone crossing. For more information on Regulation (EC) No 1107/2006, please refer to
the Commission's interpretative guidelines on this regulation from 11.06.2012, which has been published on the Commission's website and can be accessed using this link. The definition is as follows: "complex motor-powered aircraft' shall mean: (i) an aeroplane: with a maximum certificated take-off mass exceeding 5 700 kg, or certificated for a
maximum passenger seating configuration of more than nineteen, or certificated for operation with a minimum crew of at least two pilots, or equipped with (a) turbojet engine(s) or more than one turboprop engine, or (ii) a helicopter certificated for operation with a minimum take-off mass exceeding 3 175 kg, or for a maximum passenger seating configuration of
more than nine, or for operation with a minimum crew of at least two pilots, or (iii) a tilt rotor aircraft". If the briefing takes place on board the aircraft, the operator should ensure that certain conditions are present, such as running APU/GPU, no disturbance from ground personnel or cleaning staff. The operator may not plan or change an FDP at any
time such that it exceeds the maximum applicable FDP. Be as specific as you can. Legal consequences This means that Member States cannot start delivering authorisations, approvals, certificates, etc. Unknown state of acclimatisation After the first 48 hours of the rotation have elapsed, the crew member is considered to be in an unknown state of
acclimatisation. The crew member only becomes acclimatised to the destination time zone, if he/she remains in that destination time zone for the time established in the table in ORO.FTL.1.235(b)(3) and/or take other duties that end in different time zones than
the first arrival destination, until he/she becomes acclimatised in accordance with the values in the table in ORO.FTL.105(1). The requirements stipulated in Part I, Chapter 4 of the ICAO Doc 9284-AN/905, Technical Instructions for the Safe Transport of Dangerous Goods by Air, mentioned as a further reference in the Air OPS Regulation, must also
be complied with. (EU) No 965/2012, the conditions for grandfathering of EU-OPS AOCs are set forth in Article 7(1). The acceptable means of compliance describe the functions of the safety manager in complex operators. This does not constitute a contradiction to the Chicago Convention but rather establishes a complementary safety instrument,
particularly when a European operator uses third-country registered aircraft may however be limited due to the distance between passenger seat rows (so-called 'seat pitch'). Where the rotation continues with duties to/from subsequent destinations, the greatest
time difference from the reference from the reference time should be used for the purpose of rest in accordance with CS FTL.1.235(b)(3)(i). Time elapsed since reporting at home base to the reporting at home base to the reporting at destination and includes the FDP from home base to destination
plus layover time. As long as an airport crew lounge or a shared hotel room fulfils all criteria of ORO.FTL.105 (3) it could be used as accommodation. In some SPO operations, the concept of "passenger" and "task specialist" do blend into each other. In other words, have you set up your performance expectations? A good starting point would be to
describe your regular operation, the daily business. It is at all times legally clear which EU Member State and operated by an operator having its principal place of business in an EU Member State acting as SoO. The placarding requirements are
related to the general certification requirements on placarding and intended function in accordance with Certifications Specifications Specifications and Acceptable Means of Compliance for Large Aeroplanes CS-25 (ED Decision 2012/008/R) and the marking requirements as specified in the approval of the equipment. However the operator should 'scrutinise' all itseason and acceptable Means of Compliance for Large Aeroplanes CS-25 (ED Decision 2012/008/R) and the marking requirements as specified in the approval of the equipment.
activities under its hazard identification and risk management processes, including the continuing airworthiness activities. Post flight duties, on the other hand (including debriefings also for training purposes), are considered as duty period. This is the case when an ER is not further developed in the implementing rules. The same applies to the
operator's IFTSS. The operator is required to have measures in place to protect the integrity of schedules and of individual duty periods and if the planned flight duty periods in a schedule are being exceeded more than 33% during a scheduled seasonal period, change
schedule and/or crew arrangements. For a European NCC operator with third-country registered aircraft, the Complex organisations, having details of management system implementation included in the form of AMCs to
ORO.GEN.200, the operator may apply for an alternative means of compliance should it consider any of the elements of these AMCs inadequate for its specific type of organisation and operations. Also, the national law of the Member State regarding working time (as required by Council Directive 2000/79/EC) would be applicable and should be
reviewed as it may contain minimum rest periods for crew members based in that Member State. Reference: Regulation (EU) No 965/2012 These terms refer to certain legal concepts used in aviation safety regulations, in particular Reg. Fatigue accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during an operation in one fleet might impact on the performance accrued during accrued during accrued accrued accrued accrued accrued accrued accrued accrued account acc
of a crew member when conducting a following flight in the other fleet. Therefore, from a fatigue management perspective, it makes sense to apply a common FTL scheme under Subpart ORO.FTL consistently to pilots in such operations. May a competent authority give ONE approval for an individual flight specification scheme to be used by three
different operators with three AOCs? Sterile flight deck procedures are meant to increase the flight (take-off, landing, etc.), during taxiing and below 10 000 feet (except for cruise flight). In the same vein, they can still
use the title 'quality manager', although the rules refer to compliance monitoring manager. AOC or other certification - Reference: Reg. 'Marginal activity', 'Direct cost'... - Reference: Reg. 'Marg
The techniques described in the ICAO Fatigue Management Guide for Airline Operators may be useful reference to assist operators developing their approach. This Regulation shall enter into force on the third day following that of its publication in the Official Journal of the European Union. Commander's discretion may be used to modify the limits on
the maximum daily FDP (basic or with extension due to in-flight rest), duty and rest periods in the case of unforeseen circumstances in flight operator's control, which start at or after the reporting time. Operators are expected in daily expecte
operations using the specific FTL provisions (e.g. stand-by, reserve). The reasons for this list are to standardise the documentation of specific approvals for non-commercial operators and to support ramp inspectors in their oversight activities. In conclusion, SRM, while being a core element of any management system for safety, should not be singled
out as the only element required to implement such system. In this case, the positioning begins 2h before departure time. These criteria are based on the assessment of the size, nature and complexity of the operator's activity. In the context of Part-SPO, the intent of 'applicable national flight time limitation legislation' with regard to specialised
operators 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 has no principal place of business, the place where the operator has no principal place of business, or, where the operator has no principal place of business, the place where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or, where the operator has no principal place of business, or the operator has no principal place of business.
and persons with reduced mobility (PRMs) when travelling by air does not include the height of an individual in the definition of 'disability or a person with reduced mobility'. 'Consecutive', if there is a recurrent extended
recovery rest period between them or if they are separated by rest periods surrounding a non-night duties of over 10 hours an appropriate fatigue risk management applies. The following Annex II - Part-ARO Annex II - Part-ARO Annex II - Part-ARO Annex II - Part-ARO Annex III - Part-
VI - Part-NCC. ICAO Doc 10086 Manual on information and instructions for passenger safety is available on ICAO website. If the required visual references are not established at DA/H, the missed approach procedure is to be executed promptly." The requirement to record data link communication messages stated in paragraphs CAT.IDE.A.195,
CAT.IDE.H.195, NCC.IDE.A.170, NCC.IDE.A.170, SPO.IDE.H.150 and SPO.IDE.H.150 should be understood as follows: if an aircraft is equipped with data link communication equipment and it is going to use this equipped with an individual CofA on or
after the applicability date stated in the relevant paragraph), then it must also have a working data link recording function. The expression 'where applicable' in CAT.IDE.A.195(a) is to indicate that the requirement applies when information enumerated in CAT.IDE.A.195(a) is exchanged or could be exchanged via data link replacing voice during
the flight. (EU) 965/2012, Article 2: "commercial operation" shall mean any operation or other valuable to the public, which is performed under a contract between an operator and a customer, where the latter has no control over their latter has no control over the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or, which is performed under a contract between an operation or other valuable to the public or other valuable 
operator.' Pursuant to Article 140(2)(a) of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (i) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (ii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (ii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation), 'commercial operation' shall still be understood as a reference to point (iiii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation) (iiiiii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation) (iiiiiiii) of Article 3 of Regulation (EU) 2018/1139 (the New Basic Regulation) (iiiii
training is duty. Procedures for delayed reporting must be described in the OM, including a notification time that allows the crew member to continue his/her rest when the delayed reporting procedure is activated. A delayed reporting procedure may be triggered by the operator, while the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still at home or in the suitable and the crew member is still a
accommodation facility, when prior to the beginning of a flight duty period an unforeseen event occurs which will delay the planned flight departure. It is then for the competent authority to assess if such organisational set-up corresponds to the size of the operator and the nature and complexity of its activities, taking into account the hazards and
associated risks inherent in these activities. Finally, it is not required that organisations adapt their terminology to that used in Part-ORO: Should they wish to refer to SMS, QMS or SQMS etc., this is possible as long as they can demonstrate that all requirements are met. Skydiving/parachute dropping Parachutes are completely outside Regulation
(EU) 2018/1139 (the Basic Regulation), on account that they are not an aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with aircraft registered in a Member State of business in a third country and performing operations with a registered in a Member State of business in a third country and performing operations with a registered in a Member State of business in a third country and performing operations with a registered in a Member State of business in a third country and business in a third country
No 965/2012 does not define any specific way to achieve this; therefore it is left to the operation, the use of commander's discretion is
always based on the maximum daily FDP table ORO.FTL.205 (b) (1). The choice is up to the airline. The Essential Requirements can be amended by the European Commission where necessary for reasons of technical, operational or scientific developments or evidence. This description should simply be a checklist containing the day-to-day activities,
as it provides the understanding necessary to identify and manage the risks associated with the operation. CS FTL.1.205(c)(1)(ii) specifies that, for the purpose of FDP extension, each crew member needs to have an in-flight rest period. Therefore they should not be confused with oxygen bottles/cylinders. The time limit for notification of a planned
extended FDP to an individual crew member need to be established by the operator in line with ORO.FTL.110 and specified in the OM-A. Otherwise, it is an off-duty period. The date from which the regulations on the addressees and can be directly enforced towards the
courts, administrations, national governments, etc. A FRM compliant with ORO.FTL.120 is only required in two cases: reduced rest and crew members in unknown state of acclimatisation on a longer FDP. Additionally, the approval of FRM is not a stand-alone approval. The operator needs to implement a monitoring system to ensure that the
minimum time period for post-flight duties is adequate since rest or shortened rest could potentially impact fatigue. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex II (Part ARO), Annex III (Part ARO), A
including the organisational structure, which constitutes its safety management manual, whose content is described in AMC1 and AMC2 to ORO.GEN.200(a)(5). AMC2 CAT.OP.MPA.160 (b) (2) specifies the need for approved restraint equipment to secure the intended cargo. If you operate in the Member State where you are residing or your
organisation is established or has its principal place of business, this is your competent authority; if you operate in another Member State, this is the competent authority designated by that Member State. Certification Specifications (CS) are non-binding technical standards adopted by EASA to meet the essential requirements of the Basic Regulation
Article 4(3) of this Regulation requires an air carrier or its agent to make publicly available the safety require that the instructor also complete training normally required for FRM inspectors in accordance with AMC5 ARO.GEN 200(a) (2). For example,
mission for air racing may be possible with PtF. Any flight conducted by an AOC holder falls under Subpart FTL with the exception of: some non-revenue flights; air taxi, single pilot and emergency medical services operations by aeroplane; and CAT operations by
helicopter, including HEMS. (c) Location (1) Forward-facing passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats, but only when fitted in the same direction as the passenger seats.
a form that can be used without difficulty by cre members. No, any positioning within an FDP does not count for the sector calculation of the FDP limit but counts towards the FDP. EASA is not the competent authority to interpret EU Law. It is therefore a practice of some operators to employ 'language speakers', i.e. cabin crew members speaking
certain languages, who mainly operate their language-desired route(s). However, CS FTL.1.235 (b)(5) requires that fatigue risks arising from combinations of rotations be monitored under the operator's management system. The techniques described in the ICAO Fatigue Management Guide for Airline Operators (associated to ICAO Doc 9966) may be
useful reference to assist operators developing their approach. If the rotation finishes at A, the rest requirements in CS FTL.1.235 (b)(3)(i) are applicable. However, aircraft positioning conducted by an AOC holder, immediately before or after a CAT sector counts as FDP and sector. Other locations may be acceptable provided the access of neighbour
available: you might submit your enquiry here Expand all questions Reference: Reg. This relates not only to the required organisation gets, the more complex its procedures, communication and feedback channels
will be, hence the need for robust processes related to hazard identification, safety risk management, performance measurement etc. Elapsed time (h) should be counted from the first FDP including at least 4 hour time difference to the reference time, as the rest compensation for time zone differences is given when the crew becomes affected by the
time zone differences. No. CS FTL.1.235 (b)(3)(ii) does not foresee a reduction of the 14h rest away from home base to compensate for time zone crossing. Operator's procedures for re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members to plan adequate rest is provided in the case of re-planning should describe by which means the opportunity for crew members are planting to the case of re-planning should describe by the 
of the safety manager, it should be noted that there is no requirement for a safety manager at an implementing rule level. How do you plan and calculate the necessary fuel supply? The aircraft used for the SPO activities are listed on the declaration and in the operations manual. The nomination of a safety manager is one means to comply with the IRacional supply?
objective. In addition, the operator should consider the language(s) of the passengers on board and assign language-qualified cabin crew members or interpreters on board the aircraft, on specific routes. For example, the organisation needs to put in place policies, procedures and mechanisms for internal safety reporting and then maintain the
conditions for allowing such reporting to take place. You don't need to install a mirror or bubble window for the training unless you plan to operate with them. A crew member in commercial air transport operation to allow the
operator to discharge its responsibilities (ORO.FTL.110) appropriately. Holders of a PPL (A) with instructor/examiner ratings may receive remuneration for providing training, testing and checking related to LAPL (A) and PPL (A), as well as associated ratings and certificates. The PPL holder cannot receive remuneration for conducting operations
other than those listed in FCL.205.A of Reg. Competent authorities may, for example, consider the following option: for flights over the congested areas of cities, towns or settlements or over an open-air assembly of persons, issuing only HRA. Declaration: the operator requirement to declare itself to the competent authorities to
discharge their responsibilities; European rules exceed ICAO standards. Therefore, the exact date of applicability of each requirement will depend on the transition measures adopted by the European rules exceed ICAO standards. Therefore, the exact date of applicability of each requirement will depend on the transition measures adopted by the European rules exceed ICAO standards. Therefore, the exact date of applicability of each requirement will depend on the transition measures adopted by the European rules exceed ICAO standards.
 effectiveness of risk controls implemented and effective compliance with applicable requirements. Planned rosters may differ substantially from achieved rosters in order to ensure appropriate oversight of FTL by the competent authority, operators need to maintain (for a period of 24 months) records of the actual values of flight times, FDP, rest
  periods and days free of all duties. According to AMC1 ORO.FTL.110 (j) on operational robustness operators should establish and monitor performance indicators for operational robustness management The EU licensed at
carrier hereafter referred to as 'the operator', needs to consider both the relevant Part-ORO rules that will become fully applicable on 29 October 2014 and the applicable Part-M requirements. Even if the competent authority has not established its list of high-risk commercial SPO operations, the operator must determine through a risk assessment
whether a particular operation is posing high risk to third parties on the ground in the event of an emergency. The competent authority should publish and regularly update the list of high-risk SPO operations in the Member States available on this
webpage, including the Guidelines for cross-border high-risk commercial SPO. The term 'minimum rest period' under the Regulation (EU) No 965/2012 is only used for the recovery period before an FDP. This FDP calculation would be based on the time the crew member actually reported. The example below is from Regulation (EU) No 965/2012 on
air operations: Article 10 Entry into force 1. The inability to be effectively installed using existing aircraft seat belts may also render motor vehicle CRS ineffective on board. This means that before the date of applicability, obligations or privileges can neither be exercised nor enforced. Therefore, for regulatory and risk mitigation purposes persons
carried on board are considered task specialists, even if their "task" is to enjoy 0-G flight, a tandem jump, or a looping. Tasks that are part of pilot's individual responsibility such as renewal of the medical certificate need not be rostered or registered. The rules call for task specialists to be instructed on their tasks, including the risks connected to
those tasks of which they are not sufficiently or at all informed. If passengers are being transported, the flight has to be performed in accordance with Part-NCO, as applicable. Usually, the operator should avoid going below DA/H if the missed approach is initiated. However, the essential requirements established in Annex V
of Regulation (EU) 2018/1139 (the "Basic Regulation") must be complied with. Reference: Regulation (EU) 2018/1139, Regulation (EU) 2018/1139 (the Basic Regulation (EU) 2018/1139) (the "Basic Regulation") must be complied with Reference: Regulation (EU) 2018/1139 (the Basic Regulation) (EU) 2018/1139 (the "Basic Regulation") must be complied with Reference: Regulation (EU) 2018/1139 (the Basic Regulation) (EU) 2018/1139 (the "Basic Regulation") must be complied with Reference: Regulation (EU) 2018/1139 (the Basic Regulation) (EU) 2018/1139 (the Basic Regulati
Regulation). The in-flight rest opportunity during the WOCL mitigates the absence of reduction of the FDP based on the reference time. The limits of CS FTL.1.205(c) (2) are therefore irrespective of the WOCL mitigates the absence of reduction of the FDP based on the reference time.
available to provide recuperative sleep No. An actual reporting time must be given when the crew member is informed that the delayed reporting procedure is activated. Therefore, the AMC includes some specific risk criteria. The fact that this AMC is included in Part-ORO indicates that it is the operator's responsibility to determine the right 'layout
of their management system. To this implementing rule, three AMCs and one Guidance Material are assigned. IFTSS is customised to the operator's specific operating conditions e.g. routes and airports served, specific rest requirements and duty length. Therefore, a change in safety manager is not listed in the GMs to ORO.GEN.130: A change in
safety manager is not considered a change requiring a prior approval from the competent authority, unless, the accountable manager fulfils the role of safety manager fulfils the role of safet
describing and analysing its activity and processes, to determine not only how best to implement the management system framework, but also where to focus the risk management efforts. He/she has now covered 6-hour time difference. If such flights are to be operated below 300m, the HRA may integrate the permission under Part-SERA, without a
separate procedure; and for flights elsewhere and not over an open-air assembly of persons, below 150 m, issuing permission under Part-SERA only. All this should lead to ensuring a systematic approach to SRM and help fostering the necessary 'culture' within the organisation to enable careful management and sound understanding of risk, including
in day-to-day activities. Training flights fall under either Part-NCO, depending on the complexity of the aircraft used for the and obligations and take the necessary measures to benefit from
the legal effects of the regulation, namely for the purposes of mutual recognition of certificates and approvals in the aviation internal market. This means that the AOC holder must submit a declaration, as well as apply for a high-risk authorisation, if it performs high-risk commercial SPO activities. In non-commercial SPO operations (SPO-NCC and
SPO-NCO), there is no requirement with regard to the State of registration of aircraft. The CA has the necessary powers and allocated responsibilities for the certification and oversight of persons and organisations subject to Regulation (EU) 2018/1139 and its implementing rules. issued in accordance with the new regulations and at the same time
producing all the legal effects of the regulation from the date of entry into force of the regulation, but only from the date of its applicability. At D the crew member has a rest period and becomes acclimatised to D. Such inadequacy or inappropriateness may be due to: the design features of the aerodrome; or where experience in the operation of that
or other aerodromes, having similar design features, has shown that safety may be compromised. Aircrew briefing. 3(2) The holder of an LAPL or a PPL may conduct parachute-dropping flights, only if the conditions stipulated in Art 6 (4a) of Reg. As regards 'marginal activity', AMC1 ARO.OPS.300 also applies in the case of parachute dropping
sailplane towing or aerobatic flights. Although operations on an extended FDP are possible under ORO FTL.1.205(d), the operator still needs to comply with the fatigue management obligations stemming from ORO.FTL.110 and especially to ensure that the crew members are sufficiently rested to operate. EASA published the associated AMC and GM
with ED Decision 2015/005/R. Any operator needs to demonstrate to the competent authority that their personnel has acquired at least the knowledge as per the syllabus in AMC1 ORO.FTL.250. The operator's procedures, and the operator's activities overall, are under the oversight of the Competent Authority (CA) of the individual EU Member State
When the NCC operation is managed by a third party on behalf of the owner, that party may be the operator in the sense of Article 3(13) of the Basic Regulation (EU) 2018/1139, and therefore has to declare its capability and means to discharge the responsibilities associated with the operation of the aircraft to the competent authority. When
operating multi-deck aircraft, operators should assess if additional equipment is needed on each deck. The child seat must be also approved for use in aircraft on the basis of the technical standard ECE R44-04 (or 03), or ECE R129 bearing the respective 'ECE R' label; and (ii) German
'Qualification Procedure for Child Restraint Systems for Use in Aircraft' (TÜV/958-01/2001) bearing the label 'For Use in Aircraft'; or (iii) Other technical standard acceptable to the competent authority. The time needed for self-preparation, is not a duty and is not recorded. Whenever one of the local days prescribed by Clause 9, Directive No
2000/79/EC, is assigned as a single day, it must contain two local nights. Because of the appropriateness of the a
satisfied that the operator complies with ORO.GEN.210(c) "The operator shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements." Reference: Regulation (EU) No 965/2012 on Air Operations, Annex II (Part ARO, ARO.GEN.310, ARO.GEN.330), Annex III (Part ORO, ARO.GEN.310, AR
ORO.GEN.130) Part ORO does not mention anymore the notion of acceptability of nominated persons. Any H-TAWS meeting these standards, or coming with improved features, is acceptable. UK CAP 1519 specifications are considered to introduce improvements to the existing standards. (EU) No 965/2012: ORO.SPO.100 (b);
SPO.GEN.140; and NCO.GEN.135 Aircraft used in commercial specialised operations that fall under Part-SPO, must have a certificate of airworthiness (CofA) in accordance with Regulation (EU) No 748/2012 or may be wet leased-in from a third country. You may be
allowed to continue carrying out SPO with you Annex I helicopter or aeroplane, if this is permitted under your country national regulation. It shall apply from 28 October 2012. Other standby does not count as duty for the purpose of PRO.FTL.210 only). (EU) No 965/2012) have been developed in order to
ensure uniform implementation of essential requirements related to air operations. The operator should address reporting at a place other than a crew room in the OM. The procedure and expectation for the crew to rest appropriately during their standby should also be included when training crew on FTL and fatigue management. Competents
authorities should instead focus on assessing whether the management system implemented is adequate as regards the size, nature and complexity of the activities it is deemed to cover. Under the management system implemented is adequate as regards the size, nature and complexity of the activities it is deemed to cover. Under the instructions, spare oxygen cylinders of a similar size are also allowed to ensure an adequate supply for the duration of the journey. Some
implementing rules make a direct reference (ToR) MDM.072 (a) & (b) (RMT.0269 & RMT.0270): Notice of Proposed Amendment NPA 2014-01 Comment Response Document CRD 2014-01 ED Decision 2016/004/R Study on Carriage
by Air of Special Categories of Passengers (SCPs), EASA 2008.C.25: Additional information Regulation (EU) 2018/1139 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency specifies the mandate entrusted to EASA by the European Parliament and by the Council: Regulation (EC) No 1107/2006 of the
European Parliament and of the Council contains the European provisions on rights of disabled persons with reduced mobility (PRMs) when travelling by air: . (EU) No 965/2012 on Air Operations: ORO.GEN.200 (b) paragraph (a) defines how to assess if an operator is complex or non-complex: The operator is
non-complex if its workforce is less than 20 full time equivalents (FTEs). The later in turn impacts nutrition opportunities - timing, duration and other arrangements. The period of 8 hours consists of 8 consecutive hours. This is laid down in Paragraph 3 of Article 6 of Regulation (EU) No 965/2012 as follows: "By way of derogation from Article 5 of this
Regulation and without prejudice to point (b) of Article 18(2) of Regulation (EU) No 748/2012 concerning the permit to fly, the following flights shall continue to be operated under the requirements specified in 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: (a) flights related to the introduction or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification of aeroplane or helicopter types conducted by design or production or modification or modification of aeroplane or helicopter types conducted by design of aeroplane or helicopter types aeroplane or helicopter types
965/2012, Annex I Definitions Annex I (Definitions Annex I (Definitions) of the Regulation (EU) 965/2012 on air operations contains definitions for critical phases of flight for aeroplanes and helicopters: "'Critical phases of flight in the case of aeroplanes means the take-off run, the take-off flight path, the final approach, the missed approach, the landing, including the
landing roll, and any other phases of flight as determined by the pilot-in-command or commander. Do you have a system that helps you prepare your flight? However, a separate SPA approval might be needed if: (a) for its specialised operations the operations the operations that helps you prepare your flight?
of the SPA included in the OPSSPECS has expired; or (c) for its specialised operations the operator will use aircraft that are not included in its AOC and for which it does not have any SPA yet. As POCs contain batteries, they fall under the definition of portable electronic devices (PEDs). The rule reference is ORO.GEN.110 (j). Prior to sending a
declaration an operator should check with the competent authority, if their assessment of complexity is correct. First example where an extension of the FDP due to in-flight rest is possible: Pilot 1 and Pilot 2 commence a FDP from A to B (1:30 h sector). This procedure ensures better tightening of the child seat on the aircraft seat if the aircraft seat
is reclinable. (4) The buckle of the adult safety belt must be easily accessible for both opening and closing, and must be in line with the seat belt halves (not canted) after tightening. (5) Forward-facing restraint devices with an integral harness must not be installed such that the adult safety belt is secured over the infant. (e) Operation (1) Each CRD
should remain secured to a passenger seat during all phases of flight unless it is properly stowed when not in use. Rising before midnight to report at 00:01 on the last day could generate sleep debt. In cases where nutrition provisions are documented elsewhere in the OM-A, the operator should provide references in Chapter 7 to those nutrition
provisions to enable aircrew to easily trace and read about the applicable nutrition arrangements. The operator should verify that emergency exit-row occupants comprehend the language spoken by the crew. The time spent to travel from a place of rest or home base to a simulator, at the request of the operator, counts as a duty period. It is therefore
possible to use an alternative means of compliance (AltMoc) for the publication of rosters, provided the operator has demonstrated that the requirements of ORO.FTL.110 (a) are met. An alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must notify all approved alternative means of compliance requires prior approval from the competent authority must not approve alternative means of compliance requires prior approval from the competent authority must not approve alternative means of compliance requires prior approval from the competent authority must not approve alternative means of compliance requires and approve alternative means of compliance requires
compliance to EASA. The AMC illustrate a means, but not the only means, by which a requirement of an implementing rule can be met. For any questions on certification matters, please contact the EASA Certification directorate. The only defined standards for H-TAWS are TSO-C194, which both refer to Radio Technical Commission
for Aeronautics (RTCA) document DO-309. The declaration form specified in the Organisation Requirements (Part-ORO, Appendix 1) requires operators to declare if they conform to an industry standard. In some cases of high-risk commercial SPO, an authorisation may be required. Cross-border commercial SPO - Reference: Reg. The integration of
safety management across all activities will lead to increased efficiency and effectiveness in hazard identification and risk management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with in isolation through separate management as compared to a system where activities are being dealt with a system of the system of th
operations for the purpose of ORO.FTL.205(f) are events that could not reasonably have been predicted and accommodated, such as adverse weather, equipment malfunction or certificate required by your national legislation
may not be recognised by other Member States. A window passenger seat is the preferred location. Until the date the new Implementing Rules apply, Member States in the Regulation (EU) 965/2012, the Acceptable Means of Compliance (AMC) and
Guidance Material (GM), which are published as EASA Decisions on the Agency's website, should be taken into account as well (namely Decisions 2012/015/R through to 2013/022/R). The GM can be found in the draft AMC&GM related to Opinion 04/2017, published for information
'draft GM proposed to Annex I Definitions'. Reference: Regulation (EU) No 965/2012 on Air Operations, Annex VI (Part NCO), Annex VI (Pa
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