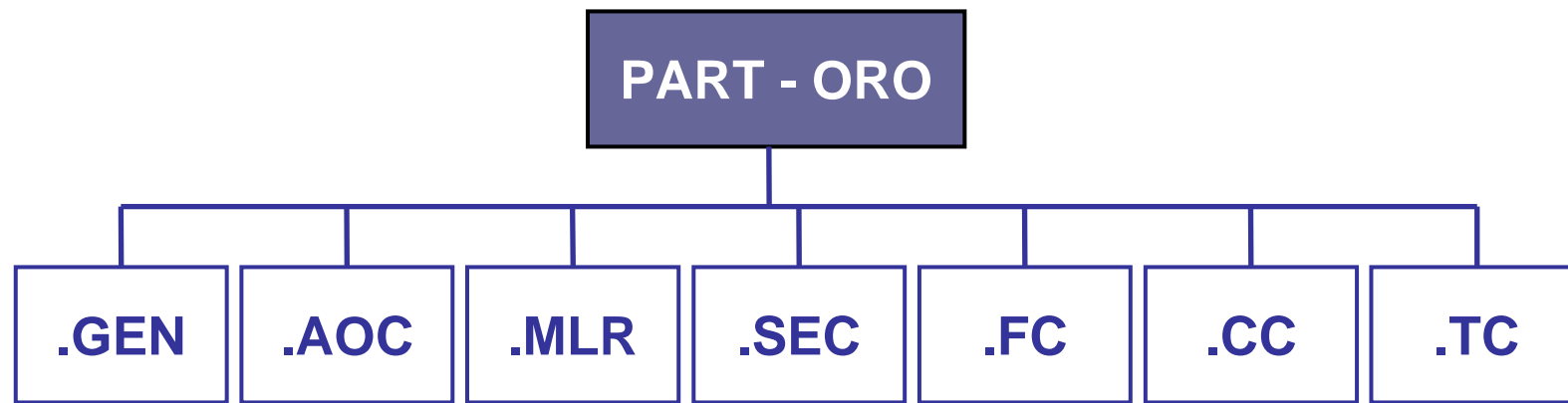


Transition IR-OPS

3.2 Examen des changements principaux Part ORO



Overview of Part ORO



.GEN – Exigences générales

**.AOC – Certificat de
transporteur aérien**

**.MLR – Manuels, registres et
relevés**

.SEC – Sûreté

.FC – Equipage de conduite

.CC – Equipage de cabine

**.TC – Equipage technique dans
le cadre d'opérations
SMUH, HHO ou NVIS**

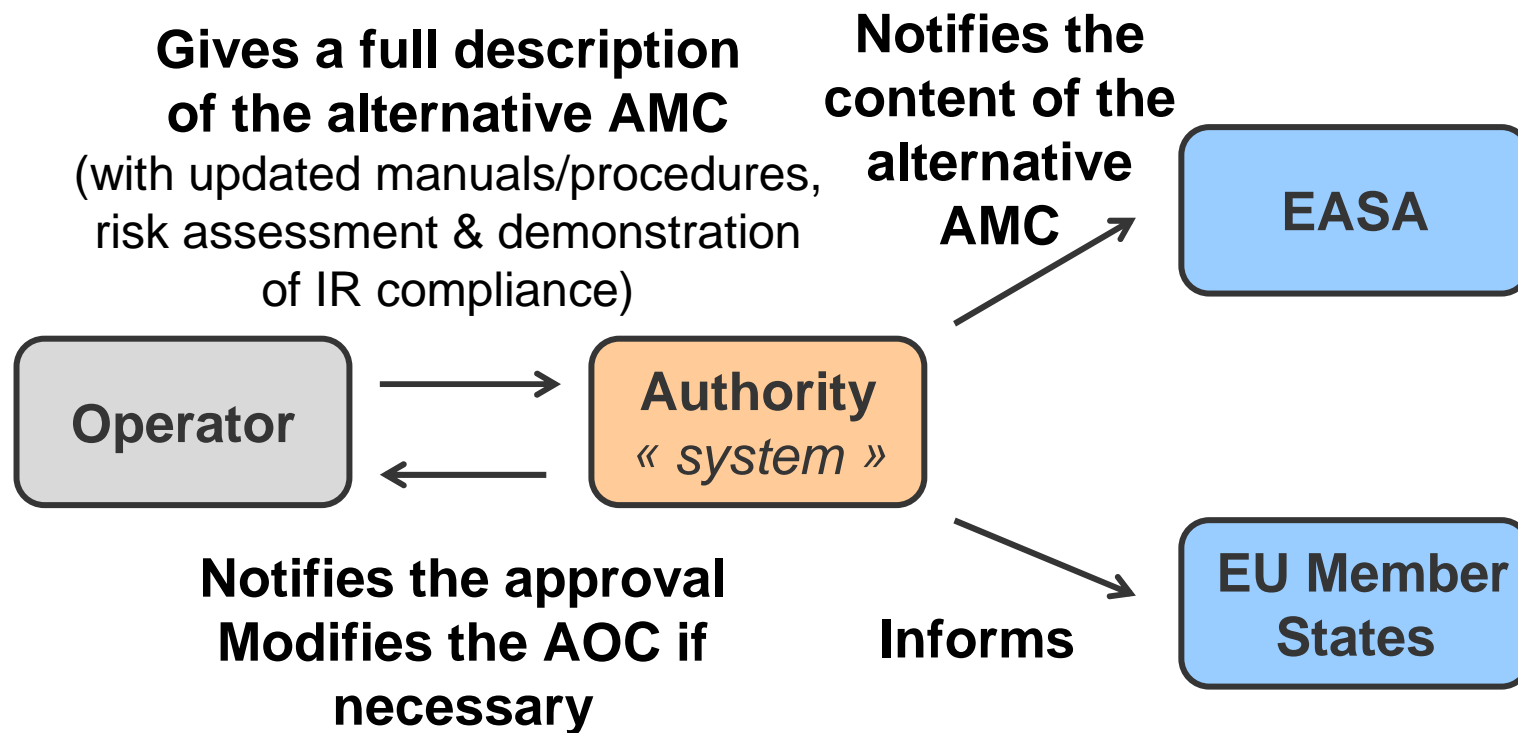
Sous-partie GEN

Exigences générales

Paragraph	Title	Difference	OPS 1/3
ORO.GEN.120 ARO.GEN.120	Means of compliance	New	-



AMC are mandatory, unless alternative means are proposed, either by operators or by NAAs



La gestion des changements

Paragraphe	Title	Difference	OPS1/3
ORO.GEN.130	Changes	Modif.	1/3.180(b) 1/3.185

Paragraph	Title	Difference	OPS1/3
ORO.GEN.130	Changes	Modif.	1/3.180(b) 1/3.185

Changes from the initial certification process need to be :

- **Either approved** if they correspond to
 - * The scope of the certificate or the OPS SPEC
 - * Essential elements of the management system
- Or, without prior approval, **managed and notified** to the competent authority as defined in **the approved procedure**

Paragraph	Title	Difference	OPS1/3
AMC1 ORO.GEN.130	Changes	Modif.	1/3.180(b) 1/3.185

Application Time Frames

- (a) The application for the amendment of an operator certificate should **be submitted at least 30 days** before the date of the intended changes.
- (b) In the case of a planned change of a nominated person, the operator should **inform the competent authority at least 10 days** before the date of the proposed change.
- (c) Unforeseen changes should be notified at the earliest opportunity, in order to enable the competent authority to determine continued compliance with the applicable requirements and to amend, if necessary, the operator certificate and related terms of approval.

Paragraph	Title	Difference	OPS1/3
GM1 ORO.GEN.130	Changes	Modif.	1/3.180(b) 1/3.185

Typical examples of changes that may affect the certificate or the operations specifications or the operator's management system

- (1) the name of the operator;
- (2) a change of legal entity;



- (7) any of the persons referred to in ORO.GEN.210 (a) and (b); (accountable manager & nominated persons of ORO.AOC.135)**
- (8) the operator's documentation as required by this Annex, **safety policy and procedures;**



- (3) the operator's **principal place of business;**
- (4) the **operator's scope of activities;**
- (5) **additional locations** of the operator;
- (9) the **facilities.**



Prior approval by the competent authority is required for **any changes to the operator's procedure describing how changes not requiring prior approval** will be managed and notified to the competent authority.

Paragraph	Title	Difference	OPS1/3
ORO.GEN.130	Changes	New	IOPS 1/3.1040(b)

GM3 ORO.GEN.130 b



Non-exhaustive check-list of items that require prior approval, as specified in the applicable IR

- (a) alternative means of compliance ;
- (b) procedures regarding items to be notified to the competent authority ;
- (c) cabin crew : (1) evacuation procedures with a reduced number of required cabin crew during ground operations or in unforeseen circumstances ;
- (e) non-commercial operations by AOC holders ;
- [...]
- (i) Fuel policy ;
- [...]
- (o) Use of an isolated aerodrome as destination aerodrome for operations with aeroplanes

Paragraph	Title	Difference	OPS1/3
ORO.GEN.150	Findings	Modif.	1/3.035

After receipt of notification of findings, the operator shall:

- (a) **identify the root cause** of the non-compliance;
- (b) define a corrective action plan; and
- (c) **demonstrate** corrective action implementation to the satisfaction of the competent authority **within a period agreed with that authority**

Paragraph	Title	Difference	OPS1/3
ORO.GEN.130	Continued Validity	Modif.	1/3.180

(a) The operator's certificate shall remain valid subject to:

- (1) the operator **remaining in compliance** with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, **taking into account the provisions related to the handling of findings as specified under ORO.GEN.150**;
- (2) the competent authority being granted access to the operator as defined in ORO.GEN.140 to determine continued compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules; and
- (3) the certificate not being surrendered or revoked.

(b) Upon revocation or surrender **the certificate shall be returned** to the competent authority without delay.

Le système de gestion

Paragraphe	Title	Difference	OPS1/3
ORO.GEN.200	Management system	Modif.	1/3.035 +37 1/3.175

Paragraph	Title	Difference	OPS1/3
ORO.GEN.200	Management system	Modif.	1/3.035 +37 1/3.175

MANAGEMENT SYSTEM (incorporating **ORG**, **SUP**, **QS** & **SMS**) includes :

- 1) Clear definition of **lines of responsibility & accountability** (incl. direct **safety accountability** of the **accountable manager**)
- 2) **Safety policy**
- 3) **Identification/evaluation** of operator's aviation **safety hazards**, **management** of associated **risks** (incl. mitigating actions and verification of their effectiveness)
- 4) Maintaining **personnel trained and competent** to perform their tasks
- 5) **Documentation** of **MS key processes** (incl. proc. for making personnel aware of their responsibilities and proc. for amending this documentation)
- 6) **A function to Monitor Compliance** with relevant requirements (incl. feedback system of findings to the Acc. Manager to ensure effective implementation of corrective actions as necessary)

*MS corresponds to **size of operator, nature & complexity of activities** (taking into account inherent hazards & associated risks)*

Paragraph	Title	Summary
ORO.GEN.200	Management system	Mandatory either for complex or non-complex operators

+ 9 AMC & 10 GM...

NON-COMPLEX OPERATORS (nco)

GM1 ORO.GEN.200(a)(1) / SAFETY MANAGER
 GM1 ORO.GEN.200(a)(2) / SAFETY POLICY
 GM1 ORO.GEN.200(a)(3) / INTERNAL OCCURRENCE REPORTING SCHEME
 AMC1 ORO.GEN.200(a)(4) & GM1 ORO.GEN.200(a)(4) / TRAINING AND COMMUNICATION ON SAFETY
 AMC1 ORO.GEN.200(a)(5) & GM1 ORO.GEN.200(a)(5) / MANAGEMENT SYSTEM DOCUMENTATION – GENERAL
 AMC1 ORO.GEN.200(a)(6) & GM1 ORO.GEN.200(a)(6) / COMPLIANCE MONITORING – GENERAL
 GM4 ORO.GEN.200(a)(6) AUDIT AND INSPECTION

AMC1 ORO.GEN.200(a)(1);(2);(3);(5) / (nco) GENERAL

GM3 ORO.GEN.200(a)(6) / (nco) COMPLIANCE MONITORING

COMPLEX OPERATORS (co)

AMC1 ORO.GEN.200(a)(1) / (co) ORGANISATION AND ACCOUNTABILITIES
 GM2 ORO.GEN.200(a)(1) / (co) SAFETY ACTION GROUP
 AMC1 ORO.GEN.200(a)(2) / (co) SAFETY POLICY
 AMC1 ORO.GEN.200(a)(3) / (co) SAFETY RISK MANAGEMENT
 AMC2 ORO.GEN.200(a)(5) / (co) SAFETY MANAGEMENT MANUAL
 GM2 ORO.GEN.200(a)(6) / (co) COMPLIANCE MONITORING PROGRAMME

AMC1 ORO.GEN.200(b) Management system - SIZE, NATURE AND COMPLEXITY OF THE ACTIVITY

-FTE≤20 & 'simple activities'
(no definition for 'very small operator' & 'Full Time Equivalent')

-FTE>20 ;
-FTE ≤20 & 'complex/risky activities'
(extent & scope of contracted activities, SPA (PBN, LVO, ETOPS, HHO, HEMS, NVIS, DG), ≠ types of a/c, environment)



Paragraph	Title	Summary
ORO.GEN.200	Management system	Mandatory either for complex or non-complex operators

1. ORGANISATION & ACCOUNTABILITY

NON-COMPLEX OPERATORS (nco)

COMPLEX OPERATORS (co)

GM1 ORO.GEN.200(a)(1) / SAFETY MANAGER

Safety manager ('identified by operator') *may be assisted by additional safety personnel* (depending on size of operator & nature/complexity of activity)

Safety manager remains the unique focal point for the development, administration & maintenance of **the SMS**

AMC1 ORO.GEN.200(a)(1);(2);(3);(5) / (nco) GENERAL

Safety Manager (coordination of SMS) : may be the accountable manager (A/M) or a person w/ an operational role within the operator

Responsibilities identified for hazard identification, risk assessment and mitigation

AMC1 ORO.GEN.200(a)(1) / (co) ORGANISATION AND ACCOUNTABILITIES

GM2 ORO.GEN.200(a)(1) / (co) SAFETY ACTION GROUP

Safety manager (functions described in details)

Safety Review Board : (high level group) considers matters of strategic safety in support of A/M's safety accountability (chaired by A/M & composed of Heads of functional areas ; Safety Manager may attend)

(*) Safety Action Group(s) : (standing or adhoc) assist or act on behalf of the SRB (comprised of managers, supervisors and personnel from operational areas)

(*) Optional

Paragraph	Title	Summary
ORO.GEN.200	Management system	Mandatory either for complex or non-complex operators

2. SAFETY POLICY

NON-COMPLEX OPERATORS *(nco)*

COMPLEX OPERATORS *(co)*

GM1 ORO.GEN.200(a)(2) / SAFETY POLICY

AMC1 ORO.GEN.200(a)(1);(2);(3);(5) / *(nco)* GENERAL

AMC1 ORO.GEN.200(a)(2) / *(co)* SAFETY POLICY

Should include a commitment to improve towards the highest safety standards, comply with all applicable legal requirements, meet all applicable standards, consider best practices and provide appropriate resources

Paragraph	Title	Summary
ORO.GEN.200	Management system	Mandatory either for complex or non-complex operators

3. SAFETY RISK MANAGEMENT

NON-COMPLEX OPERATORS *(nco)*

GM1 ORO.GEN.200(a)(3) / INTERNAL OCCURRENCE REPORTING SCHEME

AMC1 ORO.GEN.200(a)(1);(2);(3);(5) / *(nco)* GENERAL

SRM may be performed using hazard checklists or similar risk management tools or processes, which are integrated into the activities of the operator.

Management of changes should make use of the operator's existing hazard identification, risk assessment and mitigation processes

ERP explained

COMPLEX OPERATORS *(co)*

AMC1 ORO.GEN.200(a)(3) / *(co)* SAFETY RISK MANAGEMENT

SRM components described in details

- Hazard identification processes
- Risk assessment and mitigation processes
- Internal safety investigation
- Safety performance monitoring and measurement (**with details on what should be included : safety reporting, safety studies, safety reviews, safety audits and safety surveys**)
- Management of changes
- Continuous improvement
- Emergency response plan (ERP)

Paragraph	Title	Summary
ORO.GEN.200	Management system	Mandatory either for complex or non-complex operators

4. TRAINING & COMMUNICATION ON SAFETY

NON-COMPLEX OPERATORS *(nco)*

COMPLEX OPERATORS *(co)*

AMC1 ORO.GEN.200(a)(4) & GM1 ORO.GEN.200(a)(4) / TRAINING AND COMMUNICATION ON SAFETY

All personnel should receive safety training as appropriate for their safety responsibilities and adequate records of all safety training provided should be kept (ex. of training media are provided)

Paragraph	Title	Summary
ORO.GEN.200	Management system	Mandatory either for complex or non-complex operators

5. MANAGEMENT SYSTEM DOCUMENTATION

NON-COMPLEX OPERATORS *(nco)*

COMPLEX OPERATORS *(co)*

AMC1 ORO.GEN.200(a)(5) & GM1 ORO.GEN.200(a)(5) / MANAGEMENT SYSTEM DOCUMENTATION – GENERAL

AMC1 ORO.GEN.200(a)(1);(2);(3);(5) / *(nco)* GENERAL

AMC2 ORO.GEN.200(a)(5) / *(co)* SAFETY MANAGEMENT MANUAL

Management of changes : a documented process

Content described in details

Paragraph	Title	Summary
ORO.GEN.200	Management system	Mandatory either for complex or non-complex operators

6. COMPLIANCE MONITORING

NON-COMPLEX OPERATORS (nco)

COMPLEX OPERATORS (co)

AMC1 ORO.GEN.200(a)(6) & GM1 ORO.GEN.200(a)(6) / COMPLIANCE MONITORING – GENERAL
GM4 ORO.GEN.200(a)(6) AUDIT AND INSPECTION

Compliance monitoring manager ('designated by A/M') : > ensures operator's activities are monitored for compliance w/ **applicable regulatory requirements** and any additional operator's requirement
>ensures **activities being carried out** under the **supervision** of relevant **head of functional area**

If **Compliance Monitoring Manager = Safety Manager**, **sufficient ressources** to be allocated by **A/M** to both functions

Training for 'persons responsible for managing the CM function' : requirements of CM, manuals & procedures related to the task, audit techniques, reporting & recording

(nco) **A/M can exercise tasks of CMM if has the related competence**

GM3 ORO.GEN.200(a)(6) / (nco) COMPLIANCE MONITORING

GM2 ORO.GEN.200(a)(6) / (co) COMPLIANCE MONITORING PROGRAMME

An example included of a possible checklist that might be used by non-complex operators to document their audits and inspections

(Quite similar to former QAP requirements - TGL44)

Paragraph	Title	Summary
ORO.GEN.205	Contracted activities	Contractors work under the operator's approval

(a) Definition of contracted activities

(b) Compared to OPS 1.035 (quality system), it is made more explicit that contractors work under the approval of the operator (unless they are themselves approved) and that the competent authority is given access to the contracted organisations.

AMC / GM : Responsibility when contracting activities

“The ultimate responsibility for the product or service provided by external organisations should always remain with the operator.”

Sous-partie AOC

Certification de transporteur aérien



Paragraphe	Title	Summary
ORO.AOC.115 ARO.OPS.105	Code-share agreements	New paragraph compared to EU-OPS
ORO.AOC.110 ARO.OPS.110	Leasing agreement	

Arrêté du 30 août 2006 relatif à l'autorisation des opérations d'affrètement, de franchise et de partage de codes des entreprises françaises de transport aérien pris en application de l'article R. 330-9 du code de l'aviation civile

Eléments techniques à fournir :

OPÉRATION ENVISAGÉE	TRANSPORTEUR DE FAIT				
	Etat communautaire	Etat communautaire	Etat non communautaire internationalement reconnu	Etat non communautaire Autre Etat	
	Type				
	Avec CTA conforme à la réglementation européenne	Sans CTA conforme à la réglementation européenne	Autres transporteurs		Tous transporteurs
Affrètement courte durée ou liste de transporteurs. Référentiel : réglementation technique européenne.	CTA.	Transport de passagers : questionnaire technique. Transport de fret : CTA.	Transport de passagers : audit. Transport de fret : CTA.		Audit.
Affrètement longue durée ou franchise. Référentiel : réglementation technique européenne.	CTA.	Transport de passagers : questionnaire technique. Transport de fret : CTA.	Transport de passagers : audit. Transport de fret : questionnaire technique.	Transport de passagers : audit. Transport de fret : questionnaire technique.	Audit.
Partage de code. Référentiel : annexes OACI.		CTA.	CTA.	CTA.	Audit.

Nombreux impacts sur l'arrêté du 30 août 2006 (affrètement & partage de code)

Paragraphe	Title	Summary
ORO.AOC.115 ARO.OPS.105	Code-share agreements	New paragraph compared to EU-OPS
ORO.AOC.110 ARO.OPS.110	Leasing agreement	

OPERATION ENVISAGEE	TRANSPORTEUR DE FAIT	
	Etat communautaire	Etat tiers
Affrètement de courte durée ou liste de transporteurs <i>Référentiel : réglementation technique européenne</i>	CTA	Audit*
Affrètement de longue durée ou franchise <i>Référentiel : réglementation technique européenne</i>	CTA	Audit*
Partage de code <i>Référentiel : annexes OACI</i>	CTA	Audit (ou IOSA) <i>Validité audit : 2 ans max</i>

Dossier pour le pdc/affrètement inclut :

* : *demonstrate [...] that the standards complied with are equivalent to the € requirements*

-**audit report** ;

-**actions plan** for correcting non-compliances, if applicable;

-a statement signed by the lessee that the parties to the code-share/lease agreement fully understand their respective responsibilities under the applicable regulations.

Paragraph	Title	Summary
ORO.AOC.115 ARO.OPS.105	Code-share agreements	New paragraph compared to EU-OPS
ORO.AOC.110 ARO.OPS.110	Leasing agreement	

“Référentiel européen” :

- Part CAT, Part SPA (si applicable)
- Part-ORO :
 - 1- ORO.GEN.110 and Section 2 of Subpart GEN;
 - 2- ORO.MLR, excluding ORO.MLR.105;
 - 3- ORO.FC;
 - 4- ORO.CC, excluding ORO.CC.200 and ORO.CC.210(a);
 - 5- ORO.TC;
 - 6- ORO.FTL, including related CS-FTL; and
 - 7- ORO.SEC;
- for continuing airworthiness management of the TCO, **Part-M Subpart-B, Subpart-C and Subpart-G, excluding M.A.707, and M.A.710;**
- maintenance organisation used by the TCO during the lease period: **Part-145**
- the operator shall provide the competent authority with a full description of the flight time limitation scheme(s), operating procedures and safety assessment demonstrating compliance with the safety objectives set out in points 1-6 (ORO).

“Référentiel OACI” :

- *en particulier annexes 1, 2, 6 (Part I ou III), 8 et 18*

Paragraph	Title	Summary
ORO.AOC.115 ARO.OPS.105	Code-share agreements	New paragraph compared to EU-OPS
ORO.AOC.110 ARO.OPS.110	Leasing agreement	

- Avec exploitant Européen :
 - Pdc : pas d'exigence technique supplémentaire
 - Affrètement : pas d'exigence technique supplémentaire que suivi du sous-traitant (ORO.GEN.205)
- Approbation préalable de l'Autorité pour l'affrètement (ORO.AOC.110), évaluation préalable de l'Autorité pour le pdc (ORO.AOC.115)
- Affrètement/pdc non possible avec un transporteur faisant l'objet d'une interdiction d'exploitation en vertu du règlement (CE) n°2011/2005
- L'exploitant surveille et évalue régulièrement le respect permanent des normes applicables de l'OACI (pdc avec état tiers) ou européennes (affrètement) par l'exploitant réalisant le vol (ORO.AOC.115 pour pdc, ORO.GEN.205 pour affrètement)

[+ Articulations avec R1008/2008 (et Regl.TCO à venir)]

Paragraph	Title	Difference	OPS1/3
ORO.AOC.125	Non-commercial operations of aircraft listed in the operations specifications by the holder of an AOC	New	-

IR-OPS requirements: OPS Manual must contain

1. Identification of the applicable requirements

- Refer to NCC/NCO rules

2. Differences between operating procedures

- NCC/NCO requirements
- Performance calculation for landing

To be approved by NAA

3. Knowledge by all personnel involved of the associated procedures

=> Description to be included in **OPS Manual A.8.7 (a)**

Paragraph	Title	Difference	OPS1/3
ORO.AOC.135 ORO.GEN.210	Personnel requirements	Modif.	1/3.175

Nomination of persons in charge of : flight operations, crew training, ground operations and continuing airworthiness

GM2 ORO.AOC.135(a)

* Nominated persons should have comprehensive knowledge of the applicable EU safety regulations...

* Flight operations post-holder (RDOA) **should hold or have held** a valid flight crew licence appropriate to the type of operations.

If not valid => deputy with a valid flight crew licence.

Note : exceptionally, in particular cases, the competent authority may accept a nomination that does not meet these provisions in full. In that circumstance, the nominee should have comparable experience and also the ability to perform effectively the functions associated with the post and with the scale of the operation

Note : GM1 ORO.AOC.135(a)

Smallest organisation => one-man organisation where all of the nominated posts are filled by the accountable manager. Requires an external auditor.

Paragraph	Title	Difference	OPS1/3
ORO.AOC.135	Personnel requirements	Modif.	1/3.175

Adequacy and competency of personnel

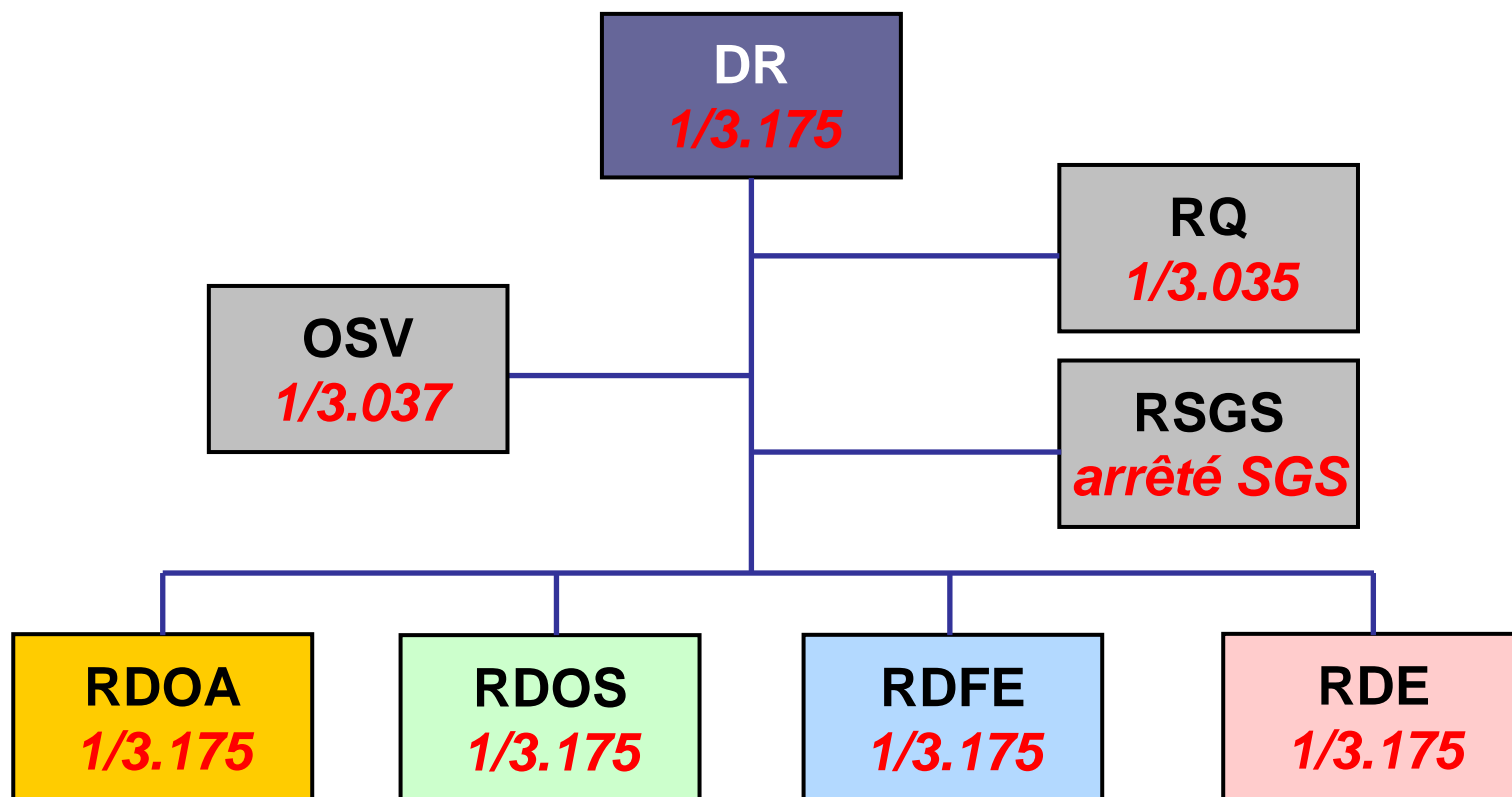
- (1) The operator shall employ sufficient personnel for the planned ground and flight operations.
- (2) All personnel assigned to, or directly involved in, ground and flight operations shall:
 - (i) **be properly trained;**
 - (ii) demonstrate their capabilities in the performance of their assigned duties; and
 - (iii) **be aware of their responsibilities and the relationship of their duties to the operation as a whole.**

See ORO.GEN.110 e) as an essential responsibility of the operator

Organisation de l'exploitant

Quels changements avec les IR-OPS ?

Exigences OPS1/3 en terme d'organisation

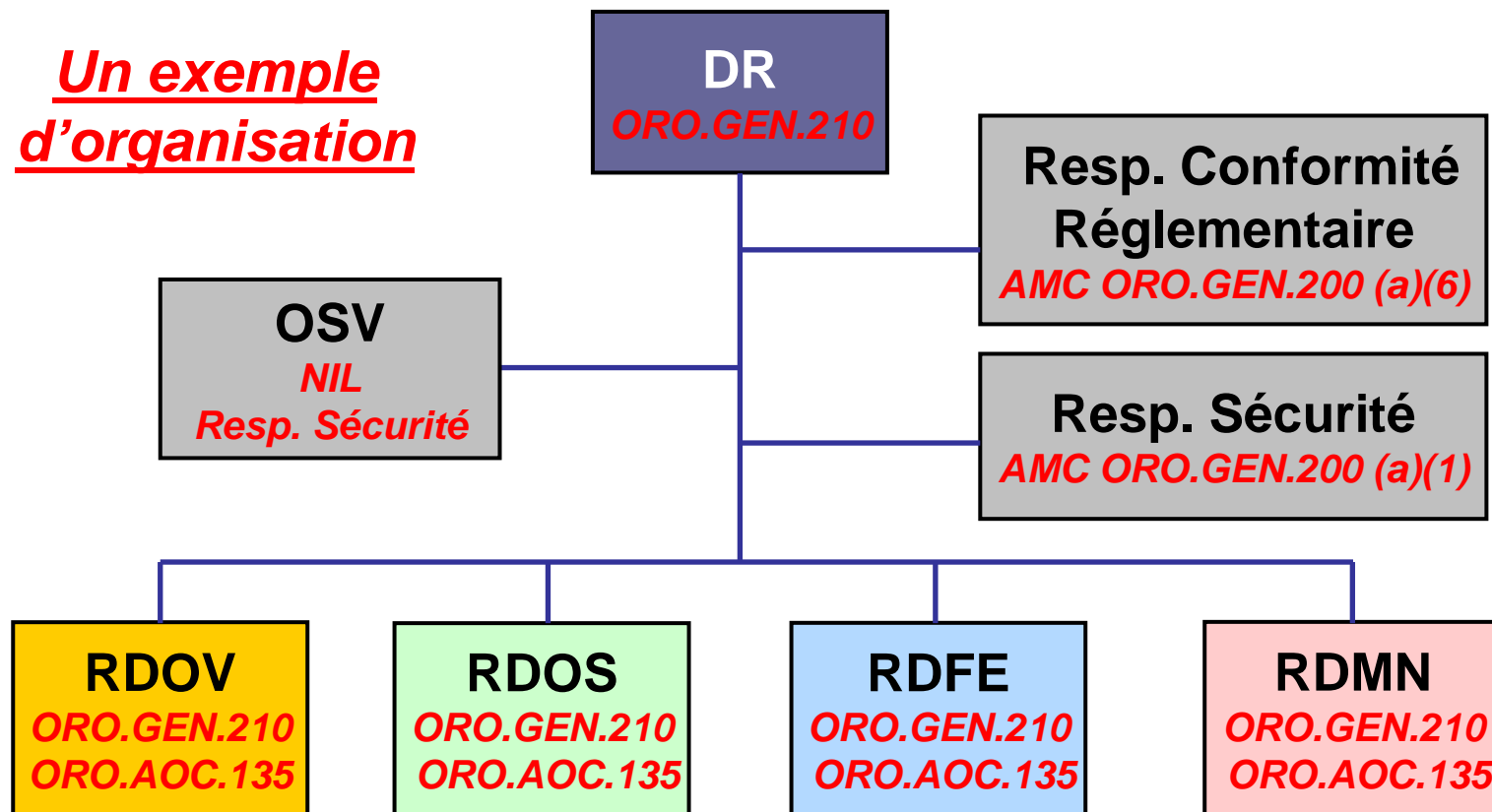


Organisation de l'exploitant

Quels changements avec les IR-OPS ?

Exigences IR-OPS en terme d'organisation

Un exemple d'organisation



Organisation de l'exploitant

Quels changements avec les IR-OPS ?

Les responsables doivent-ils être acceptés ou approuvés selon les IR-OPS ?

- Dans les IR-OPS, il n'y a pas plus de mention explicite des acceptations dans le texte.
- L'organisation initiale est « approuvée » dans le cadre global de la délivrance du CTA.
- Toutefois, tout changement modifiant le champ d'application du certificat ou modifiant la chaîne de responsabilité exige une approbation préalable.

Sous-partie MLR

Manuels, registres et relevés



Paragraph	Title	Difference	OPS1/3
ORO.MLR.100	Operations manual – general	Modif.	1/3.1040

Definition of OM

⇒ Refer to the essential rules : § 8.b of Annex IV to Regulation (EC) No 216/2008

Operator's operations manual. Such manual must contain all necessary instructions, information and procedures for all aircraft operated and for operations personnel to perform their duties.[...]
The operations manual and its revisions must be compliant with the approved flight manual and be amended as necessary.

Changes with/without prior approval

⇒ Refer to ORO.GEN.130 “Changes” procedure
“The operator shall supply the competent authority with intended amendments in advance of the effective date”

Paragraph	Title	Difference	OPS1/3
ORO.MLR.100	Operations manual – general	Modif.	1/3.1040

Communication of the OM to crew members

- EU-OPS requirements : personal copy/sections from Parts A and B of the Operations Manual relevant for personal study.
- IR-OPS requirements : personal copy of the relevant sections of the OM pertaining to their duties
Inclusion of Part C and D (instructor).

Language of the OM

- EU-OPS requirements : OPS 1.1040 c) English is the language of reference for OM instructions
(Unless otherwise approved by the Authority, or prescribed by national law)
- IR-OPS requirements : the operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written.

Paragraph	Title	Difference	OPS1/3
ORO.MLR.105	Minimum Equipment List	Modif.	1/3.030

(b) **The MEL and any amendment** thereto shall be **approved** by the competent authority.

(c) The operator shall **amend the MEL** after any applicable **change to the MMEL within the acceptable timescales.**

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

AMENDMENTS TO THE MEL FOLLOWING CHANGES TO THE MMEL –
APPLICABLE CHANGES AND ACCEPTABLE TIMESCALES

b) **An acceptable timescale** for submitting the amended MEL to the competent authority **is 90 days** from the date of applicability specified in the approved change to the MMEL.

Paragraph	Title	Difference	MCT
ARO.OPS.205	Minimum equipment list approval	Modif.	4.5 annex 1.2



ARO.OPS.205 Minimum equipment list approval

(a) *“When receiving an application for initial approval of a minimum equipment list (MEL) or an amendment thereof from an operator, the **competent authority shall assess each item affected**, to verify compliance with the applicable requirements, before issuing the approval.”*

Sous-partie FC

Equipage de conduite



Paragraph	Title	Difference	OPS1/3
ORO.FC		-	-

When referring to « Operational Suitability Data » (OSD)

• **AIR OPERATIONS reg. uses:**

« data established in accordance with Regulation (EC) No 1702/2003 »

• **AIRCREW reg. uses:**

« operational suitability data established in accordance with Part-21 »

Note 1: regulation 1702/2003 has been replaced by reg. 748/2012

Note 2: typical subjects included within OSD scope

- MMEL
- Types & variants for flight crew
- Types & variants for cabin crew

Paragraph	Title	Difference	OPS1/3
ORO.FC		-	-



The identification of the two sections (1- General and 2- CAT) is missing in the published version

Each requirement has to be read in two paragraphs for CAT

Section 1 (GEN)

ORO.FC.100 Composition of flight crew

ORO.FC.120 Operator conversion training

ORO.FC.130 Recurrent training and checking

ORO.FC.140 Operation on more than one type or variant

Section 2 (CAT)

ORO.FC.200 Composition of flight crew

ORO.FC.220 Operator conversion training

ORO.FC.230 Recurrent training and checking

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

Paragraph	Title	Difference	OPS1/3
ORO.FC.105	Designation as pilot-in-command / commander	Modif.	1/3.975(a)

Requirement to have an adequate knowledge of the **route or area** to be flown

AMC1 ORO.FC.105(b)(2);(c)
refers to the complexity of the area or route

- for less complex routes : self-briefing
- for more complex routes : in-flight familiarisation



No more direct reference to transoceanic, polar or MNPS flights (French national requirement)

Paragraph	Title	Difference	OPS1/3
ORO.FC.145	Provision of training	New	1/3.005(d)

Training shall be conducted by appropriately qualified personnel

No more prerequisite requirements to nominate this kind of personnel

* LIFUS – GM1 ORO.FC.220 d) : a flight crew member specifically nominated and trained for the task

* Line check – ORO.FC.230 : notwithstanding ORO.FC.145(a)(2), line checks may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills.

However, **the operator has to demonstrate** how the criteria chosen guarantee the qualification of the personnel to perform their task (ORO.AOC.135)

Paragraph	Title	Difference	OPS1/3
ORO.FC.145	Provision of training	New	1/3.005(d)

Requirements regarding the use of FSTD

- * **Use** of FSTD shall be **approved** by the competent authority
- * The FSTD shall replicate the aircraft used by the operator, as far as practicable. Differences between the FSTD and the aircraft shall be
 1. **described** and
 2. **addressed** through a briefing or training.
- * The operator shall **establish a system** to **adequately monitor changes to the FSTD** & to ensure that those changes don't affect the adequacy of the training programmes.



Table of differences and **description of the system** should be a part of the approval process (new compared to OPS, but already required in the MCT)

Paragraph	Title	Difference	OPS1/3
ORO.FC.202	SP operations under IFR or at night	Modif.	1/3.940 Appendix 2

Regarding the training for single-pilot operations

Explicit inclusion of “single-pilot crew resource management” training requirement

Regarding night operations - aircraft

New requirements for initial experience and recent experience for night operations :

- * a minimum of 15 hours flight time at night which may be included in the 50 hours flight time under IFR in (c)(1); and
- * during the preceding 90 days on the relevant type or class of aeroplane :

(i) three take-offs and landings at night in the single pilot role;

Or

(ii) a night take-off and landing check.

Paragraph	Title	Difference	OPS1/3
ORO.FC.215	Initial operator's CRM training	Modif.	1.943 (a)

Flexibility provisions were introduced in JAR OPS 1

New employees shall complete initial operator's CRM Training within their first year of joining an operator.

[iaw JAR OPS 1 : Flight crew who are already operating as flight crew members in commercial air transportation and who have not completed CRM training before shall complete an initial operator's CRM training course by 1 April 2002]

... but not transposed in ORO.FC

(a) The flight crew member shall have completed an initial CRM training course before commencing unsupervised line flying.

Paragraph	Title	Difference	OPS1/3
ORO.FC.220	Operator conversion training and checking	Modif.	3.945(a)(8)

Regarding class B operators conversion training courses

General rule = no operations on other type/class during conversion training



BUT Crew members operating only performance class B aeroplanes may be assigned to flights on other types of performance class B aeroplanes during conversion courses to the extent necessary to maintain the operation.

Paragraph	Title	Difference	OPS1/3
ORO.FC.220	Operator conversion training and checking	-	1/3.945 appendix 1

Conversion training steps

Appendix 1 to OPS 1.945 is transferred to **AMC1.ORO.FC.220**

“The conversion training should include, in the following order:

1. *Ground training*
2. *Emergency and safety and checking*
3. *Flight training and checking*
4. *LIFUS / line check”*



IR rule (ORO.FC.220) could initially seem to be more flexible / less prescriptive.

(d) “The flight crew member shall complete:

(1) the operator proficiency check and the emergency and safety equipment training and checking before commencing line flying under supervision (LIFUS)”

Paragraph	Title	Difference	OPS1/3
GM1 ORO.FC.220	Operator conversion training and checking	New	--

COMPLETION OF AN OPERATOR'S CONVERSION COURSE

- (b) Under certain circumstances the course may have started and reached a stage where, for unforeseen reasons, it is not possible to complete it without a delay. In these circumstances the operator may allow the pilot to revert to the original type.
- (c) Before the resumption of the operator conversion course, **the operator should evaluate** how much of the course needs to be repeated before continuing with the remainder of the course.



Paragraph	Title	Difference	OPS1/3
ORO.FC.140 ORO.FC.240	Operation on more than one type or variant	Modif.	1/3.980 appendix1

Flight crew members operating more than one type or variant of aircraft **shall comply with the requirements prescribed in this Subpart** [i.e. FC] **for each type or variant**, unless credits related to the training, checking, and recent experience requirements are defined in the data established in accordance with Regulation (EC) No1702/2003 for the relevant types or variants.

Rapports d'évaluation opérationnelle :
EASA - Operations Evaluation Board reports (OEB) :
<http://easa.europa.eu/certification/experts/OEB-reports.php>



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- Eclipse Aerospace Inc.
- Embraer
- Gulfstream
- Hawker Beechcraft
- Piper

- Final report
- Draft report
- Interim report



Paragraph	Title	Difference	OPS1/3
NIL	Operation on more than one type or variant	Modif.	AMC + IEM OPS 1.980 (b)

Instruction du 26 juin 2008

(derived from TGL 44 / JAR OPS section 2)

Methodology - Use of Operator Difference Requirement (ODR) Tables

Table 3 - ODR 3 - MANOEUVRES

BASIC AEROPLANE: 'X' DIFFERENCE AEROPLANE: 'Y'				COMPLIANCE METHOD		
MANOEUVRES	DIFFERENCES	FLT CHAR	PROC CHNG	Training	Checking	Recent Experience
Taxy	- Pilot eye height, turn radius,	YES	NO	D	D	/
	- two engine taxy (1&4)	NO	NO	A	/	/
Take-off	Flight Characteristics in ground law	YES	NO	E	E	E
Rejected take-off	Reverser actuation logic	YES	NO	D	D	D
Take-off engine failure	- V _R /V ₁ split - Pitch attitude/lateral Control	YES(P)*	NO	B	B	B
		YES(H)*	NO	E	E	B

*P = Performance, H = Handling

“Use of the methodology described below is acceptable to the Authority as a means of evaluating aeroplane differences and similarities to justify the operation of more than one type or variant, and when credit is sought.”

... not transposed in ORO.FC

According to EASA cross reference table :

“Under consideration together with OSD CS-FCD”

Paragraph	Title	Difference	OPS1/3
FCL.060	Recent experience	Modif.	1/3.970

- No provisions for recent experience in AIR OPERATIONS.
- Requirements to be found in **AIRCREW** regulation under **FCL.060**.
- Specific requirements for commercial air transport (CAT) also addressed in AIRCREW.

Note: in FR version of FCL.060 the word “OU” is missing between b)2)i and b)2)ii) [experience of PIC at night satisfied by IR]

Sous-partie CC

Equipage de cabine



Paragraph	Title	Difference	OPS1/3
ORO.CC	Section 1 / Section 2	-	-

Two sets of requirements:

- section 1 – General requirements
- section 2 – Additional requirements for CAT operations

Each requirement has to be read in two paragraphs for CAT

Section 1 (GEN)	Section 2 (CAT)
<p>ORO.CC.100 Number and composition of cabin crew</p> <p>ORO.CC.110 Conditions for assignment to duties</p>	<p>ORO.CC.205 Reduction of the number of cabin crew during ground operations and in unforeseen circumstances</p> <p>ORO.CC.200 Additional conditions for assignment to duties</p>

Paragraph	Title	Difference	OPS1/3
ORO.CC.120	Initial training course	Modif.	1.1005

No change in content, but in rule structure

ORO.CC.120 Initial training course

The initial training course (currently OPS 1.1005) is no more included in the operational rules.

⇒ Refer to AIRCREW Annex V (Part-CC) to Regulation (EU) No 290/2012

⇒ “CFS” replaced by “CCA” (Cabin Crew Attestation)

Paragraph	Title	Difference	OPS1/3
ORO.CC.215 b) 2)	Training and checking programs and related documentation	New	NIL

LIST OF AIRCRAFT TYPE / VARIANT QUALIFICATION(S)

After a cabin crew member has successfully completed a training course and the associated check, the operator shall:

[...]

(2) provide him/her with a list showing updated **validity periods** as relevant to the aircraft type(s) and variant(s) on which the cabin crew member is qualified to operate.

- ✓ format and content in a new **GM1 ORO.CC.215(b)(2)**
- ✓ validity of qualifications, last recurrent training...
- ✓ record-keeping requirement set by **CC.GEN.030** : document kept by the holder or the operator if it can be made readily available upon request

Paragraph	Title	Difference	OPS1/3
ORO.CC.140	Recurrent training	Modif.	App. 3 to OPS 1.1005 / OPS 1.1010 / OPS 1.1015

Medical aspects and first aid in recurrent training

EU OPS appendix transposed in Part-CC but not transposed in ORO.FC

DGAC will propose an alternative AMC to EASA
based on current accepted practice

- ⇒ Theory revised on a 3-year cycle
- ⇒ Practical training every year
(e.g. cardio-pulmonary resuscitation)